

Telephone Meeting with Steven Kyono and Fred Reyes, Hawai'i DOT - Kaua'i District

July 31, 2006

Participating:

HDOT: Steven Kyono, Fred Reyes

Charlier Associates: Jacob Riger, Jennifer Valentine

Notes:

- After brief introductions, Steve and Fred asked us to send them a link to the project website, and Jacob agreed to do so.
- Jacob gave an overview of the project, describing our approach, philosophy, and objectives, and stressed our focus on implementation and providing a useful product to the County and to HDOT.
- Steve and Fred asked who we consider to be our client, and Jacob explained that we actually have multiple clients: the developers, who are funding the project; the Kōloa Community Association and the general public, who are providing valuable input about the community's needs; and the county/public sector, who will ultimately be responsible for implementing the plan. As professional certified planners, our ultimate "client" is the public interest. He also emphasized the importance of building consensus, explained the role of the public workshops, and outlined the project schedule.
- Steve mentioned that he will be on leave for most of August and suggested that Fred act as the main point of contact for continuity during this period. He also asked Fred and Brian Yoshida, who will be filling in for Steve in his absence, to attend the August Project Advisory Committee meeting.
- Steve asked if the project's study area included state highways. Jacob explained that while the study area is tightly defined and does not encompass any state highways (staying makai of Kaumuali'i Highway), we recognize that development and travel in the Kōloa-Po'ipū area affect the state highway system.
- Jacob elaborated on the plan's comprehensive nature, describing our intention to emphasize roadway connectivity and multimodal solutions, and identify both short- and long-term projects and strategies. He also mentioned the early insights we gained from the first public workshop, particularly the demand for more pedestrian and bicycle pathways, and from the field work we have conducted.
- Steve and Fred asked when most of the meetings have typically been held, and Jacob responded that the public workshops have been in the evening, while our meetings with other stakeholders have typically been during business hours.



- Jacob gave Steve and Fred the URL (Internet address) for the project website and explained the role of the Project Advisory Committee.
- Fred asked if we would be using level of service and traffic counts, and Jacob noted that, while qualitative analysis and community character aspects are important to the project, we definitely want to include as much data as we can to support our analysis. We also want to include any data HDOT is willing to share with us to build on the agency's prior and current planning efforts.
- After concluding the project overview, Jacob suggested moving on to a few specific questions, and asked which transportation improvements are currently funded or in the process for state highways near our study area.
- Steve explained that the section of Kaumuali'i Highway from Lihue to Puhi is funded for widening to four lanes, but still in the design process. The project will go out to bid late next year.
- The section from Puhi to Halfway Bridge is on the STIP (State Transportation Improvement Plan) and has design funds, but it will probably be built two or three years after the first section is completed. The entire project (from Lihue to Maluhia Road) is estimated to cost between \$200 - \$250 million; because of the significant cost, it is being split into three phases (Lihue to Puhi, Puhi to Halfway Bridge, and Halfway Bridge to Maluhia Road).
- The only other significant funded capital improvement is the replacement or widening of the Omao Bridge.
- Jacob asked whether HDOT has previously studied creating alternative routes between Kōloa-Po'ipū and Lihue or western portions of the island. There was agreement that it would be important to find a balance between widening roads and creating alternative routes. Steve noted that in many cases it would depend on land uses, but given the traffic volume on Kōloa Road, there may be a need for an alternate route.
- Jacob also asked Steve and Fred if they had a standard reference to estimate unit costs for major transportation projects. Steve discussed the difficulty of making these estimations, especially in light of recent concrete shortages and rising asphalt costs. He explained that they try to build in a cushion in their projects and account for inflation, and suggested that we stop by his office during our next visit to look through bid tabs used for previous projects. Steve also cautioned that it would be important to build in a reasonable contingency to our project cost estimates.
- Next, Jacob asked for more specifics about traffic counts and level of service data. Steve noted that they take traffic counts every two years during odd-numbered years. He said there were definitely summary reports available for 2003, but that we should follow up with Fred about 2005 data. Traffic counts are available for state highways and major county collectors.



Meeting Log

Kōloa-Po'ipū Area Circulation Plan

Prepared: 7/31/06
by: JLV

- We agreed to stop by their office next week during our visit and send Fred our data needs via email.
- Finally, Jacob asked Steve and Fred what products or information would be helpful to them in updating the island-wide Land Transportation Plan. Steve explained that while he believes the plan and any data we collect will be helpful, the people in long range planning are actually responsible for this update. He asked that we provide a copy of the final plan and thanked us for including them in the Project Advisory Committee.

