

# Meeting Log

Kōloa-Po'ipū Area Circulation Plan

Prepared: 8/10/06

by: JLV

## Meeting with the Po'ipū Beach Resort Association (PBRA)

August 10, 2006

### Participating:

PBRA Board Members

Charlier Associates: Jacob Riger, Jennifer Valentine, Lisa Malde

### Notes:

- Jacob thanked the Board for the opportunity to present today and distributed a handout of the our employee survey results. He explained that he had three objectives for our agenda item: providing a project update, discussing the employee survey results, and soliciting input about PBRA's desired role in our project and planning process.
- He mentioned that the second community workshop was being held that night, outlined the purpose and agenda, and encouraged the Board members to attend.
- Jacob explained that we have also been meeting extensively with stakeholders, including a newly formed project advisory committee (which includes PBRA representation), collecting data, and conducting technical analyses.
- He then gave an overview of the employee survey and results, noting that we had a very good response rate and thanking PBRA members for their assistance in distributing the survey.
- One of the Board members was skeptical that all employees could or would ride the bus. Jacob explained that transit is one of several options we are suggesting for transportation in the area.
- After outlining the results, Jacob asked for comments and feedback. One Board member asked about the level of confidence for the survey. Jacob noted that while the survey was not designed to be scientific or statistically significant, he feels very confident that we have a good sample given that we received several hundred more than anticipated, and that the approximately 700 received appear to represent a significant portion of total employees in our study area.
- Another PBRA member asked how we planned to track or target visitor movement. Jacob responded that we are not conducting a formal survey targeting visitors, in part because their travel patterns are neither concentrated nor predictable.
- A Board member suggested (and Jacob agreed with) doing things that benefit both visitors and residents/employees.



- A question/comment from a Board member: Pedestrian and bicycle facilities will not solve the area's traffic problems - where does traffic planning come in?
- Jacob explained the role and benefits of a connected network of smaller streets, and providing a range of transportation options. Even using alternatives to driving alone *some* of the time can make a substantial difference in traffic congestion, particularly in a resort/visitor environment. He cited places like Crested Butte, Aspen, and Jackson Hole as examples.
- A question/comment from a Board member: Are the *real* people still in Crested Butte, Aspen, and some of the other resort towns you have mentioned? Jacob responded that, while many have been priced out of the local housing market and therefore live in satellite towns, they commute in to work and shop, a situation that has many parallels to this area. Having said that, Jacob emphasized that, while there are a number of similarities between Kaua'i and other resort areas, we would not use the same plan for Kaua'i and a ski town - we recognize and appreciate the unique things about Kaua'i.
- Comment from Sandy: It's good that this plan is putting employees, not tourists, first. People adjust and learn to ride the bus when it's an option - people will use buses and shuttles.
- Board member comment: This is a great process - I am more hopeful now about the island's future even in the face of all this growth.
- Board member comment: Connections seem to be a big challenge - residents of existing neighborhoods don't want more traffic on their streets, and many new, exclusive developments seem to want to minimize connections.
- Jacob responded that street connectivity is a critical component of this plan and we need to do what we can to make sure connections are made. We have discussed connectivity with the developers and have told them that pod-style development will not work. Community character is also an important consideration.
- Comment from Greg Kamm: Some roads in new developments are mandated to be private (in the entitlement) because the County doesn't want to be responsible for maintenance, and this makes connectivity difficult. Jacob acknowledged that there will always be some constraints, but that the idea of connectivity is the single most important contribution we can make to address the area's current and future traffic issues.
- Jacob explained that we have also been working closely with the County. There are perceptions and institutional barriers that will need to change for this plan to be successfully implemented.
- Jacob concluded by asking the PBRA board members how they see their role in the project and noted that we want them to feel involved. Members agreed that they have felt included in the process and will email thoughts and suggestions to Jacob. The board will try to schedule their next meeting for the last week in September when the Charlier team will be in Kaua'i.

