

DRAFT

Version #3 - - (8/17/11)

KNA Transportation Committee Recommendations to the KNA Board of Directors

The following recommendations are made by the Kilauea Neighborhood Association's (KNA) Transportation Committee, which was formed in May of 2011 to provide guidance to the KNA regarding transportation improvements within and around Kilauea town. The committee was formed in large part, in response to the pending development of a 45,000 sqft. commercial/retail center near the Kilauea town center by the Hunt Development Group, which promises to compound existing traffic congestion along Kilauea and Kolo Roads and at critical intersections around town. Recommendations are guided by community input, the published recommendations of the Kilauea Town Plan (Sept. 2006), and numerous meetings with County and State DOT personnel. The end goal of the committee is to promote modifications to existing infrastructure and guidance for the development of new infrastructure so as to create a more bike-able and walkable community. It is hoped that the KNA Board of Directors will use the committee's recommendations to guide discussions with government officials and landowner/developers.

- 1. New Entry Road** – the Kilauea Town Plan recommends a new entry road, which would connect Kuhio Highway with the town center via Keneke St. (a.k.a. "Post Office Road"). Regarding the New Entry Road, the Transportation Committee recommends:
 - That it be included on the current update to the Statewide Long-Range Transportation Plan being prepared by the State DOT (this planning effort will apparently culminate in Jan/Feb 2012).
 - That an AASHTO¹ "Functional Classification" be obtained for the New Entry Road ASAP – The Hunt Development Group is currently working on this. The USFWS, Kilauea Refuge may have an important role to play in the classification.
 - Ideally the New Entry Road should be completed and be ready for use prior to the opening of the Kilauea Lighthouse Village (anticipated for 2013).²
 - The New Entry Road needs to be included on the State Transportation Improvement Plan (STIP) ASAP – There are quarterly opportunities to get on the STIP. The

¹ American Association of State Highway and Transportation Officials,
<http://www.transportation.org/>

² Kilauea Lighthouse Village, Hunt Development Group,
<http://www.kilauealighthousevillage.com/>

County of Kauai would need to “sponsor” the project. Getting on the STIP is important in order to qualify for government funding.

- That the KNA should make a strong appeal to the County of Kauai, Mayor Carvalho and County Departmental Staff as well as the State, Governor Abercrombie, and the DOT do everything in their collective powers to fast track the completion of the New Entry Road, so that this rather short and uncomplicated roadway project may be completed concurrent with the opening of the Kilauea Lighthouse Village.
- That a New Entry Road timeline is needed so that the community can clearly understand the steps involved in developing the desired roadway (DRAFT timeline for further discussion is included as Exhibit A).
- Allow the project developers (Hunt Group) to oversee the design, environmental and procurement processes to fast track the end-goal.
- Request a binding Letter of Intent (LOI) from the landowners of the Kilauea Plateau (Hay) for the roadway and bike path parcel donation(s).
- That a temporary construction road over the Kilauea Plateau property be allowed to mitigate the impacts of construction associated with the Kilauea Lighthouse Village.

2. New By-Pass Road Extension - the Kilauea Town Plan also promotes a “By-Pass Road”, the primary purpose of which would be to route visitor traffic to the Kilauea Lighthouse around the town center to avoid congestion within town. This Bypass Road would be an alternate, extension to the New Entry Road with a connection to Kilauea Road north of the town center. Recommendations of the Transportation Committee relative to the Bypass Road:

- Since visitor traffic to the Lighthouse accounts for roughly 20-25% of the vehicles currently traveling along Kilauea Road, this is an important solution toward the goal of creating a more walkable community.
- New By-Pass should be included on the Statewide Long-Range Transportation Plan by no later than Jan/Feb 2012.
- An interim adjunct to the By-Pass Rd. would be a “Park-n-Ride” for visitors to the Kilauea Wildlife Refuge either at Kuhio Highway or near the Kilauea Lighthouse Village.
- In recognition of the inherent funding challenges, the Transportation Committee recommends that the Bypass Road be pursued concurrently with the New Entry Road but as a separate project with separate funding.
- The USFWS should play an active role in the desired outcome.
- The By-Pass should be included on the STIP as well.

3. Kuhio Highway Considerations

- Traffic Impact Assessment Report (TIAR) associated with the New Entry Road should evaluate the community’s preference for a roundabout (intersection) at Kuhio Highway (as opposed to a more traditional or lighted intersection).
- Until the New Entry Road is completed an interim “smart light” is needed at the Kolo Road intersection near the gas station.
- The TIAR should also evaluate a “Right-in, Right-out” only for the Kolo Rd. intersection at gas station.

- TIAR should evaluate the addition of turning lanes at the Kalihiwai Road Intersection just west of the New Entry Road (OR a re-routing of Kalihiwai Road through Kilauea Plateau property via the New Entry Road). This is primarily a safety concern.
- Highway signage for the Kilauea Lighthouse should direct visitors to use the New Entry Road rather than the Kolo Road entry.

4. Kilauea Road – The Kilauea Town Plan recommends modifications along Kilauea Road to make it more bike and pedestrian friendly. Recommendations of the Transportation Committee include:

- If there is enough area, there is a preference for a roundabout at the Keneke St & Kilauea Rd intersection near Kong Lung.
- At a minimum turning lanes are needed at this intersection/
- TIAR should study a narrowing of existing traffic lanes on Kilauea Road to allow room for biking and pedestrian OR a 1-way conversion of Kilauea Rd. (north bound only) – from Kolo Road to Oka St. These measures would slow down or reduce vehicular traffic on Kilauea Road and thereby encourage cars to use the New Entry Road and Bypass Road.
- Implement traffic calming measures (i.e. cross walks, speed bumps, bulb outs, etc.)
- Relocate overhead utilities underground and plant trees along the Kilauea Road corridor.

5. Kolo Road

- Consider the removal of the intersection near the gas station & internalize Kolo Rd. as a frontage road (with no direct highway access) to connect to the New Entry Road roundabout/intersection.
- Relocate Gas station & mini-mart to Kilauea Plateau property near New Entry Road.
- Traffic calming & pedestrian improvements are needed (especially to promote a “Safe Routes to School” program).

6. Shared Use Path(s)

- Support the North Shore Path planning effort to create a network of multi-use paths to connect the communities of Kilauea, Princeville and Hanalei.
- **Complete Streets** – implement a complete transportation solution by developing a separate multi-use path proximate to the New Entry road with connections to Kalihiwai Road, Kauapea Beach Road and Kuhio Hwy near the New Entry Road intersection.

7. Transit/Bus Solutions

- Incorporate bus stops at appropriate location(s) near Keneke St., Kolo Road, Kuhio Hwy & Town Center
- Provide convenient access to Park & Ride opportunities
- Support the creation of car-share initiatives.