

APPENDIX B

The lead agencies and intent of each reviewed plan and/or policy are profiled below.

Figure 1 Detailed Plan Review

Plan Title	Lead Agency	Intent	Timeline
County Path and Bikeways Master Plan	COUNTY - Planning	The Planning Department long range division is completing an island-wide path and bikeways master plan to identify current and new routes for pedestrian, bike, and other micromobility movement.	In Progress
East Kaua'i Community and Circulation Plan Update	COUNTY - Planning	The Planning Department long range division is working to update all regional community plans, with current efforts towards the Kapaa-Wailua planning district plan update, with special attention to improving circulation plans for the East Side of the island.	In Progress
Lihue Airport Optimization Plan	STATE - HDOT Airports	The Optimization Facility Plan looks to improve outbound and inbound baggage handling, public parking for travelers and full-time residents including adding electric recharging systems, improve traffic flow throughout the airport, renovate or replace existing infrastructure, enhance safety by consolidating cargo and helicopters and installing a loading bridge at existing gate 10A, which is currently being used to board and deplane passengers from the ground level via air stairs, among other general aviation operations.	In Progress
Lihue Civic Center Mobility Hub Project	COUNTY – Planning and STATE-Planning	Rethink how local travelers and visitors connect to the Lihue Civic Center and the island through the Lihue Civic Center Mobility Plan project. Create a plan for the Lihue Civic Center area that will identify multimodal transportation access and parking management strategies to better support people's travel within and to the area while supporting the County of Kaua'i and State of Hawai'i Transit Oriented Development (TOD) efforts.	2023
Energy Transitions Initiative Partnership Project	COUNTY - OED	Study the transformation of our transportation system to increased electrification and multi-modal shift. Understanding how residents and visitors move around on the island is important for measuring the infrastructure demand and understanding the tradeoffs of different mobility options on Kauai. Scope of work includes: a. Mobility Data: Landscape analysis of existing and potential transportation mobility data sources and systems. b. Emerging Transportation Technology: Studying emerging transportation technologies and where they may best fit on Kauai. c. Electric Vehicle Chargers: Analyzing public EV charger needs and recommending network and key locations.	2023
Bike Plan Hawaii Refresh	STATE- HDOT Highways	The first version Bike Plan Hawai'i was completed in 2003. The purpose of the 2022 refresh process is to update the existing inventory of facilities, update project lists and maps, reanalyze the bicycle network, and re-evaluate proposed projects to establish priorities and assess feasibility for implementation.	2022

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North Shore Mobility Study	NON PROFIT - Hanalei Initiative	This final report provides a roadmap for implementing “context-sensitive” strategies that consider the community’s unique characteristics and how residents, visitors, and business patrons move around the north shore of the island. The intent of the North Shore Mobility Study is to thoroughly understand travel patterns, particularly focused on parking habits, constraints, and opportunities, and use that understanding to develop a plan to improve parking access and mobility. Using innovative travel data collection techniques, substantiated with robust stakeholder outreach, this study aims to identify existing issues and develop strategies tailored for managing travel and creating a more sustainable approach to moving around the existing transportation network. Strategies included in this study support tourism and resident livability by supporting increased management, programs, and infrastructure.	2022
HRS §225P-5	STATE	Hawai'i has a target “to sequester more atmospheric carbon and greenhouse gases than emitted within the State as quickly as practicable, but no later than 2045”	2022
Bipartisan Infrastructure Law	FEDERAL	The recently enacted Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), will deliver \$550 billion in investments from fiscal year 2022 to 2026 in our roads and bridges, to promote safety for all road users, help combat the climate crisis, and advance equitable access to transportation.	2021
Hawai'i Physical Activity and Nutrition Plan 2030	STATE - DOH	Hawaii Department of Health's Physical Activity and Nutrition Plan strives to create sustainable change that will transform our communities, schools, health care, and worksites to support the health of the people of Hawai'i. The plan identifies physical activity and nutrition as a primary focus area.	2021
Hawaii Tourism Authority (HTA) Kauai Destination Management Action Plan 2021-2023	STATE - Hawaii Tourism Authority and COUNTY - OED	The Hawai'i Tourism Authority (HTA), in partnership with the counties and the respective visitor bureaus, developed community-based Destination Management Action Plans (DMAPs) that aim to rebuild, redefine and reset the direction of tourism over a three-year period. The focus is on stabilization, recovery, and rebuilding to the desired visitor industry for each island. The DMAPs identify areas of need as well as actionable solutions for enhancing the residents' quality of life and improving the visitor experience across the islands: <ul style="list-style-type: none"> • Better management and enforcement of laws that protect Kaua'i's natural resources. • Management of the number of visitors. • Education of visitors and residents. • Transportation issues and infrastructure. • Two-way communication and industry collaboration. • Support for local businesses. 	2020

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Hawaii Tourism Authority (HTA) Strategic Plan 2020-2025	STATE - Hawaii Tourism Authority	HTA's Strategic Plan reiterates the entity's mission of managing tourism in a sustainable manner. The 2020-2025 plan is built on four pillars: Natural Resources, Hawaiian Culture, Community and Brand Marketing.	2019
Act 131, Session 2019 (Initiating Legislation SB1402)	STATE - HDOT	Requires the department of transportation to create motor vehicle, bicycle, and pedestrian highway and pathway networks. Creates annual reporting requirements.	2019
County of Kauai Street Design Manual	COUNTY - Public Works	This manual is a step in the implementation of the County of Kaua'i Complete Streets Resolution, as it serves as a design guide for street design, and modifies County of Kaua'i roadway design standards. It supports complete streets policies found in the Kaua'i Multimodal Land Transportation Plan and recently completed Community (formerly called Development) Plans.	2018
Kauai Short Range Transit Plan	COUNTY - Transit	The purpose of the Short-Range Transit Plan (SRTP) is to establish both a road map for The Kaua'i Bus over a five-year timeframe, and a vision for longer-term change. To do so, it addresses the strengths and opportunities associated with transit on Kaua'i, and provides a menu of possible actions depending on available funding. The strategies presented in this plan aim to improve transit mobility, while boosting cost effectiveness. This plan also lays out implementation guidance that make costs and benefits clear to policymakers.	2018

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<p>Kaua'i Kākou General Plan</p>	<p>COUNTY - Planning</p>	<p>The General Plan seeks to manage growth and bring the community together to accept factual circumstances, assess future challenges, and craft coherent solutions over a 20-year planning timeframe. The plan's general framework focuses on how the island can manage growth and achieve its four main goals of sustainability, health, uniqueness, and equity.</p> <p>The following General Plan actions are most directly related to the CMMH Plan:</p> <p>County roads: The County's road program is driven by several key principles: limit road widening, accommodate all modes of transportation, protect scenic road corridors, support freight transport, reduce excessive speeding, improve the safety of streets for all users, and prevent future traffic growth.</p> <p>Transit program: Expanding transit ridership is the most efficient way to accommodate alternatives to driving and limiting traffic growth. Through more transit shelters, a shuttle network, and improvements to the transit system, Kaua'i can achieve a mode share target of 4% of all daily trips by transit in 2035.</p> <p>Pedestrian Program: Many towns on Kaua'i were originally designed for walking, and this walkable structure is still intact in many places. Improvements for people who walk, coupled with economic revitalization can help make walking a comfortable way to get to school, work, and to shopping in all communities. The County set a mode share goal of 12% of all person trips by walking by 2035.</p> <p>Bicycle program: Improving the bicycle facilities and safety will encourage more people to take trips by bike, which promotes health, and enables residents and visitors to enjoy the natural beauty of Kaua'i. Completing a bicycle network benefits both residents and visitors, encourages economic revitalization, and must be well-connected and integrated with other transportation planning. The bicycle mode share goal is 8% of all person trips by 2035.</p> <p>Parking Management: High-activity areas on Kaua'i experience acute parking shortages. Compact town centers where people park once and walk to multiple destinations is something that draws people to local businesses and historic buildings. Kaua'i's parking strategies should accommodate multiple town design contexts and development patterns.</p> <p>Land Use Program: Land use and transportation are inextricably linked. The land use program recognizes this by addressing critically important design criteria and development guidelines, without which, much of the transportation components of this plan would be difficult to implement. The land use program is guided by the three principle requirements for sustainable development: compactness, completeness and connectedness.</p>	<p>2018</p>

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RISE Initiative	COUNTY - Administration	Mayor Kawakami's Guiding Principles 2018-2026: 1) Guardianship: Taking care of what we have; and 2) Innovation: Finding new ways to modernize our systems or processes to create efficiencies and cost-effectiveness	2018
Kapa'a Transportation Solutions Project	STATE - HDOT Highways	The Kapa'a Transportation Solutions study builds upon previous studies to develop and prioritize projects that will provide the most benefit for project cost and considers physical, fiscal, and social feasibility. The purpose of the study is to develop near- to mid-term transportation solutions to address mobility and congestion challenges. The study area is bounded by the intersection of Kūhiō Highway and Kapule Highway to the south, Kapa'a Stream to the north, Wailuā Homesteads to the west, and the Pacific Ocean to the east. Four components of the project purpose are: a. Improve mobility for all modes of transportation, b. Develop near-term and mid-term solutions to address mobility and congestion needs, c. Assess feasibility of near-term and mid-term solutions to shorten the project delivery process linking planning, environmental assessment, and project delivery, d. Integrate sustainable highway efforts, including consideration of multimodal transportation and access; environmental, social, and economic impacts; safety; affordability; and accessibility	2015
Federal-Aid Highways 2035 Transportation Plan for the District of Kaua'i	STATE - HDOT Highways	The Federal Highway Administration requires each district in the state to prepare a regional long-range land transportation plan integrated with the overarching long-range Statewide Federal-Aid Highways Transportation Plan. The plan is an update to the Kaua'i Long Range Land Transportation Plan developed in 1997, and defines current contexts, needs, goals for multimodal solutions for Kaua'i and a path to implementation. The Plan will focus on increasing highway safety for freight, motorists, transit, cyclists, and pedestrians, and on supporting our local economy and environment. It will also promote systemwide efficiency, accessibility, and mobility for all users.	2014
Kaua'i Long-Range Land Transportation Plan (Ongoing)	STATE - HDOT Highways	The Plan, titled Federal-Aid Highways 2035 Transportation Plans for the District of Kaua'i, was last updated in 2014. Since then, the island of Kaua'i has experienced changes in population, development, and travel needs. The Plan will address future land transportation needs for freight, motorists, transit, bicyclists, and pedestrians based on land use and socioeconomic projections through 2045.	Ongoing

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Statewide Pedestrian Master Plan	STATE - HDOT Highways	The Statewide Pedestrian Master Plan is a community-based master plan that prioritizes pedestrian infrastructure improvements and programs, promotes the Complete Streets vision for the state, and fulfills federal requirements for multimodal planning. Conditions considered: a. Pedestrian facilities b. Land use c. Transit d. Pedestrian attractions e. Functional classification f. Census characteristics g. Safety The highways on the east side of the island carry the most traffic, primarily Kuhio Highway (Highway 56) through Lihue and to the north along the Kapaa coast.	2013
Kauai Multimodal Land Transportation Plan	COUNTY - Planning	The MLTP outlines the steps the County of Kaua'i will take to achieve a balanced multimodal transportation system through the planning horizon year 2035. Focuses on strategies for decreasing single-occupancy vehicles, by increasing mode share of multiple-occupant autos, walking, biking, and transit. The plan includes six programs as part of implementing an island-wide multimodal transportation network: a transit program, a bicycle program, a pedestrian program, a county roads program, an agriculture transportation program, and a land use program.	2013
Ke Ala Hele Makālae Plan	COUNTY <i>and</i> NON PROFIT - Kauai Path	The vision for the future of the trail is to nearly double the current 8 mile long multiuse path along the coast adjacent to Kapaa, to about 17 miles. Future sections are proposed to run north to Anahola and south of Lydgate to the commercial center of Līhu'e, and ultimately to Nāwiliwili.	2011
Hawai'i Clean Energy Initiative (HCEI) Road Map	STATE AND COUNTY	The Hawaii Clean Energy Initiative (HCEI) is a framework of statutes and regulations supported by a diverse group of stakeholders committed to Hawaii's clean energy future.	2011
Kauai County Complete Streets Resolution 2010-48	COUNTY - Council	September 15, 2010, the Council of the County of Kaua'i adopted Resolution No. 2010-48, establishing a Complete Streets Policy for the County of Kaua'i. ("Complete Streets" is the term used to describe a set of design principles that promote safe access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities; and streets that support and encourage multiple travel modes and include safe and ample space for pedestrians, bicyclists, and public transportation are more conducive to community living and the efficient movement of people than streets designed primarily to move automobiles.)	2010
Bike Plan Hawaii	STATE - HDOT Highways	Outlines the State Department of Transportation's master plan for bicycle facility planning, design, and policies. The Plan includes proposals for a robust network of bicycle lanes, bicycle paths, and signed routes on highways.	2003