The Initial Implementation Plan...

- Pass Complete Streets Resolution in Council
  - Planning Department
    - Review Statewide Complete Streets Taskforce Report
      - ID changes to Zoning Ordinance
        - Chapter 8 Amendments
      - ID changes to Subdivision Ordinance
        - Chapter 9 Amendments
      - Include CS principles in Plan Updates
        - Chapter 10 Amendments
      - Identify needed changes to roadway standards
      - Adopt new roadway standards
  - Public Works
The plan evolved...

- Get Fit Kaua’i Built Environment Task Force
  - Monitor progress/Council Update
  - Performance Measures Reporting
  - Staff Training and Public Outreach

- Planning Department
  - CZO (Zoning Code)
    - Improve inter-parcel connections
  - Subdivision Ordinance
    - Strengthen sidewalk requirements.
  - Bicycle Parking requirement or bonus
    - Shorten minimum block length.
  - Improve requirement for transit facilities
    - Require bicycle facilities
  - Consider maximum parking requirement, instead of minimum.
    - Discourage cul-de-sacs

- Mayor’s Office
  - Holo Holo 2020 Vision
  - CIP Manager
    - General Plan Update – Transportation Element
    - Development Plan Updates – Transportation Element
    - Multi-modal Land Transportation Plan
    - New Transportation Planner Position
  - Six-Year CIP
    - Complete Streets Evaluation Checklist
  - Retrofit Projects
    - Capital Projects
      - Major Road Improvements
      - “Road Diets” or “Rightsizing”
    - Resurfacing
  - Safe Routes to School
    - Task Force
    - Safe Routes to School Retrofits
  - Traffic Calming

- Public Works
  - Internal Complete Streets Working Group
  - Updated Roadway Standards
    - Safe Routes to School Task Force

- Transportation
  - Housing Agency
    - Fire Department
The basic idea behind the Preferred Scenario is to prevent growth in island-wide vehicle miles above the 2010 level despite an anticipated increase in population.