Rice Street Week Activities
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What is Rice Street today?

• A thoroughfare
• A place to do business
• A place to shop and dine
• A place to explore history
• A place for community celebrations
• A place to live
What could Rice Street be tomorrow?

• A destination
• A place to live, work and play for all ages
• A place to connect with other people
• Lihue’s “Main Street”
• A vibrant commercial, residential, civic and cultural center
“Main Street” Characteristics

Rice Street Week
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Rice Street Week
How do we get there?
What are some Rice Street challenges?

- Shared parking/through lanes
- Shared through/left turn lanes
- Traffic speeds
- Not comfortable for walking
- Not comfortable for bicycling
Rice Street Goals

• Support mixed use and revitalization
• Be Līhuʻe’s “Main Street”
• Be functional with mid-block driveways
• Support bicycle connectivity
• Slow traffic speeds but maintain traffic flow
• Enhance walkability
• Provide on-street parking where needed
• Consider parades and festivals
Support mixed use and vitalization
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Support mixed use and vitalization
Līhuʻe Bicycle Network

Rice Street Week

- Proposed Bike Lane
- Proposed Path
- Proposed Shared Roadway
- Proposed Bike Boulevard
Consider parades:

Rice Street Week
Four Areas of Rice Street

1. Highway to Eiwa Street
Four Areas of Rice Street

2. Eiwa to Umi Street
Four Areas of Rice Street

3. Umi to Hardy Street
Four Areas of Rice Street

3. Umi to Hardy Street
Four Areas of Rice Street

4. Hardy to Hoolako Street
Four Areas of Rice Street

4. Hardy to Hoolako Street
Four Areas of Rice Street

4. Hardy to Hoolako Street
Rice Street Concept

1. Highway to Eiwa Street
Rice Street Concept

Rice St. at Eiwa St.
Benefits of 4-lane to 3-lane conversions

- Reduced crashes (29% reduction)
- Reduced speeding
- Provides space for other features (e.g. turn lanes or raised medians, bike lanes or parking)
- Many benefits for pedestrians:
  - Reduce crossing distance
  - Eliminate or reduce “multiple threat” crash types
  - Install crossing island to cross in 2 simple steps
  - Buffer sidewalk from travel lanes (parking or bike lane)
3 crash types (for vehicles) can be reduced by going from 4 to 3 lanes: 1 – rear enders
3 crash types (for vehicles) can be reduced by going from 4 to 3 lanes: 2 – side swipes
3 crash types (for vehicles) can be reduced by going from 4 to 3 lanes: 3 – left turn/broadside
Multiple Threat Crash Problem

1st car stops to let pedestrian cross, blocking sight lines

2nd car doesn’t stop, hits pedestrian at high speed
Multiple Threat Crash Solution

Advance stop line:

1\textsuperscript{st} car stops further back, opening up sight lines

2\textsuperscript{nd} car can be seen by pedestrian
Raised median breaks long complex crossing into two simpler crossings
Rice Street Concept

2. Eiwa to Umi Street
Rice Street Concept

Rice Street at Historic County Building
Rice Street Concept

3. Umi to Hardy Street
Rice Street Concept

3. Umi to Hardy Street (continued)
Rice Street Concept
Rice St. at Rice Shopping Center
Rice Street Concept
Rice St. between Kress and Hardy
Curb extensions
Reduce Crossing Distance

Other advantages:

Better visibility between peds and motorists
Traffic calming
Room for street furniture and wider sidewalks
Rice Street Concept

4. Hardy to Hoolako St.
Rice Street Concept

4. Hardy to Hoolako St. (continued)
Rice Street Concept

4. Hardy to Hoolako St. (continued)
Rice Street Concept

4. Hardy to Hoolako St. (continued)
Rice Street Concept
Rice St. at Ha Coffee

Rice Street Week
What’s next?

- Develop short-term striping plan based on concept
- Secure Council approvals for short-term plan
- Construct short-term improvements (2015)
- Plan, design and construct long-term improvements through State Transportation Improvement Program (STIP) and/or other funding sources
Questions? Comments?