

Purpose of Today's Meeting

First of three planned meetings

- *Project introduction*
- *Project schedule*
- *Background information on paths*
- *Examples from across the state and elsewhere*
- *Opportunities and constraints in the planning area*
- *Small group work – help us develop alternatives*

Scope of Work

- *Planning study – identify alternatives, evaluate, recommend a preferred route*
- *Prepare environmental assessment*
- *Obtain permits*
- *Prepare “Basis of Design” for design-build project*

Project Schedule

<i>January 29</i>	FIRST PUBLIC MEETING <ul style="list-style-type: none">● <i>Input used to develop three alternatives</i>● <i>Complete preliminary assessment</i>● <i>Preferred alternative selected by County</i>
<i>Late February</i>	SECOND PUBLIC MEETING <ul style="list-style-type: none">● <i>Summarize outcome of first meeting</i>● <i>Gather additional feedback and community concerns</i>
<i>March - April</i>	<ul style="list-style-type: none">● <i>Prepare Draft Environmental Assessment (DEA)</i>● <i>Study issues of concern to the community</i>
<i>Late May</i>	<ul style="list-style-type: none">● <i>Submit Draft Environmental Assessment (DEA)</i>● <i>30-day public review period</i>
<i>June</i>	THIRD PUBLIC MEETING <ul style="list-style-type: none">● <i>Solicit comments on the Draft EA</i>
<i>July</i>	<ul style="list-style-type: none">● <i>Prepare Final Environmental Assessment (FEA)</i>● <i>Respond to comments</i>

Paths

- *Bike/Pedestrian paths (or shared use paths) are desired by many users*
- *When appropriate, paths provide comfortable facilities for different types of activities and users with different skill levels*
- *However, in urban areas, paths need to cross city streets*
- *Intersections of roads and paths must be handled carefully*
- *Paths adjacent to roads can be especially difficult to make user-friendly*

Telephone Survey

- **Random survey of more than 400 households was conducted in 2002**
- Respondents were asked "what single idea they most favor to improve bicycling?"

Bike Paths!



Paths can be shared by many types of users

- **Pedestrians**
- **People with dogs, baby strollers**
- **People in wheelchairs**
- **Joggers**
- **Rollerbladers and skaters**
- **Bicyclists**

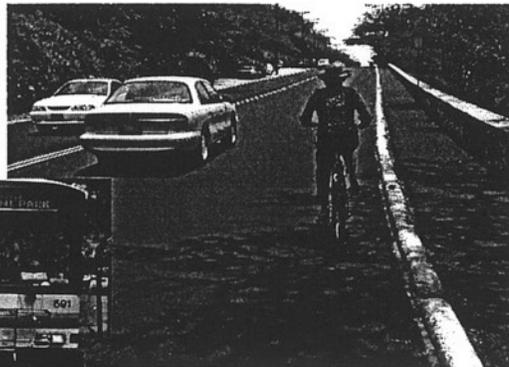


Different skill levels

- ***Children and novice bike riders***
- ***Elderly***
- ***Families***
- ***People with mobility challenges***
- ***Skilled and experienced athletes***



- ***This project is not intended to displace the need for on-road facilities, such as paved shoulders or bike lanes.***
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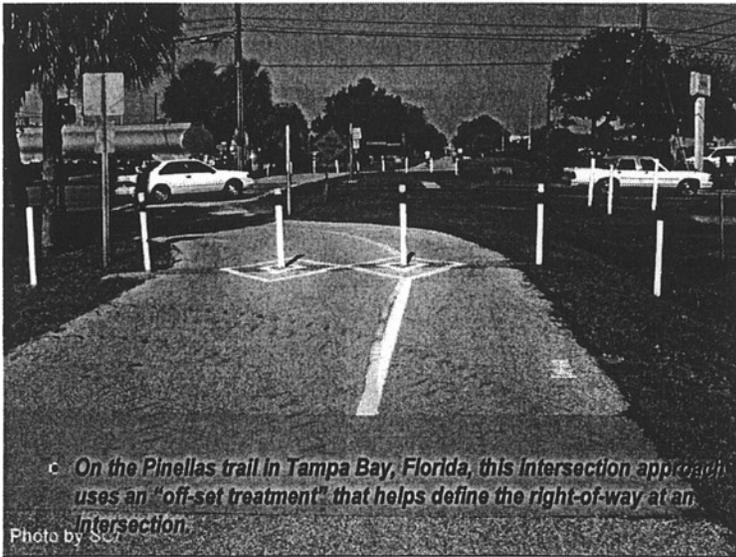


- *In urban areas, the need to provide safe street crossings is a challenge.*



- *Ala Wai Promenade (Oahu). Bicyclists face a mid-block crossing across busy McCully Street in order to continue their ride.*

- *Intersections must be carefully designed*



- *On the Pinellas trail in Tampa Bay, Florida, this intersection approach uses an "off-set treatment" that helps define the right-of-way at an intersection.*

Photo by SC

■ *Intersections must be carefully designed*



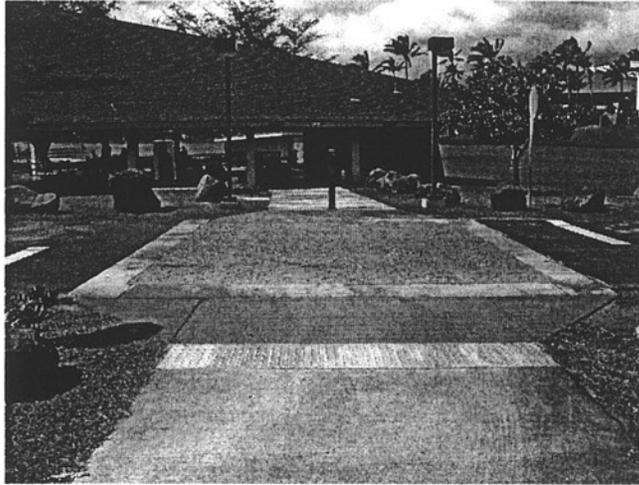
- *Warning signs are often needed to make drivers aware of bike and foot traffic on an adjacent path – though not necessarily this particular (non-standard) sign.*

■ *Intersections must be carefully designed*



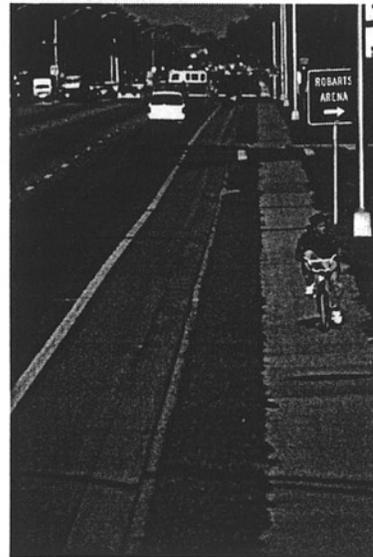
- *In some areas of high travel demand, loop detectors may be needed for path approaches at signalized intersections, otherwise long delays will induce path users to violate the right of way assignment (in other words, go on red).*

■ **Intersections must be carefully designed**



- *At Lydgate Park, distinctive color, pavement materials and texture clearly identify street crossings.*

■ **What's the difference between sidewalks and bike paths?**



- *In some cases of high volume, high speed traffic, on-street bicycle facilities don't provide an adequate level of accommodation. Additionally, where there may be special trip attractors such as elementary schools or parks. In limited cases, alternatives such as sidewalk bikeways should be considered – but very carefully.*

■ What's the difference between sidewalks and bike paths?



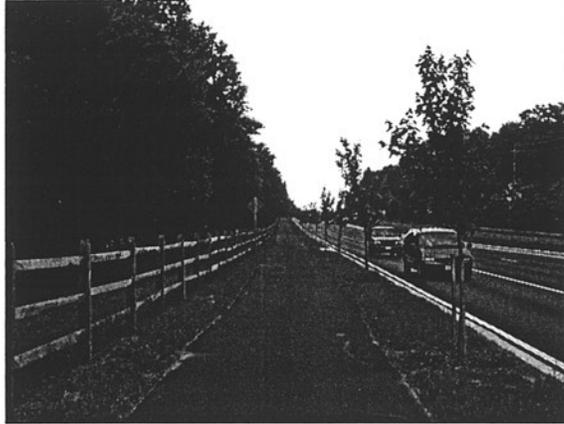
- *Motorists don't expect bicyclists to be on an adjoining sidewalk. Because bicyclists are traveling faster and are less agile than pedestrians, they're less able to avoid collisions.*

■ What's the difference between sidewalks and bike paths?



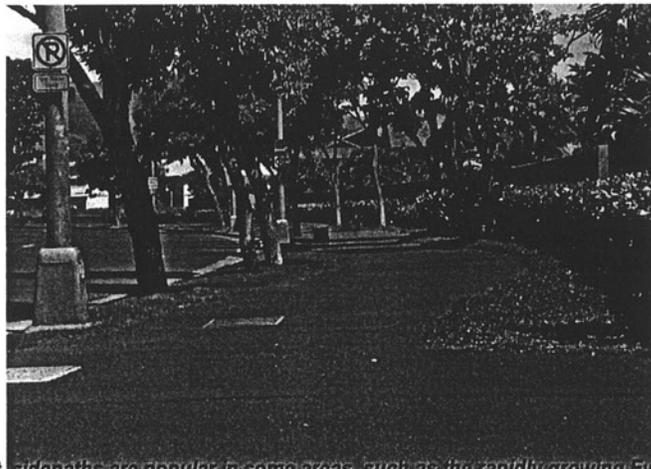
- *Another common problem with using the sidewalk as a bicycle facility is generally poor visibility from driveway intersections.*

■ What's the difference between sidewalks and bike paths?



- Although it may be desirable to keep paths separate from roadways, sometimes it's not practical. Sidepaths may be the most efficient way of accommodating pedestrians and bicycles.

■ What's the difference between sidewalks and bike paths?



- In fact, sidepaths are popular in some areas, such as the rapidly growing Ewa plain. Here the facility is located next to the perimeter wall of the subdivision which reduces the potential hazards of crossing driveways and minor side streets.

Where Paths are Best

- *Along rivers, oceans, or old railroad grades*
- *Short paths to connect cul-de-sacs*
- *To bridge obstacles, such as freeways or rivers*
- *Where grade separation from major roadways can be achieved*

■ Examples of Existing and Proposed Paths



- *Path sections of the Walua Road Pedestrian and Bike Scenic Route in Kona*

■ *Examples of Existing and Proposed Paths*



- *Alternate with "Roadway" sections*

■ *Examples of Existing and Proposed Paths*



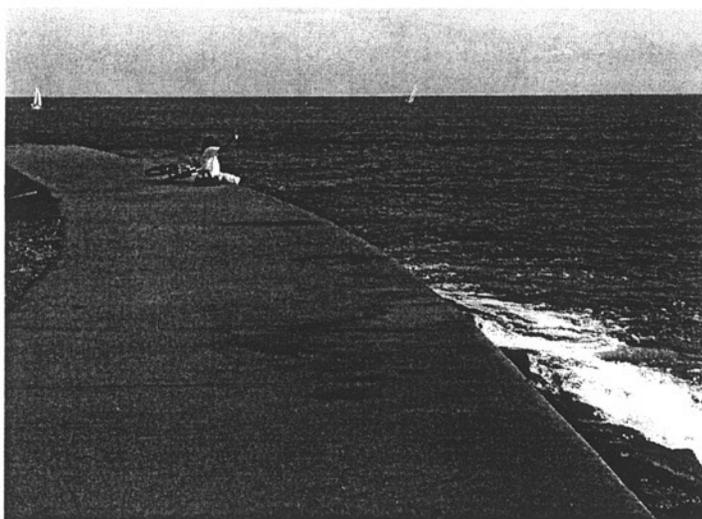
- *Maui Northshore Bikeway, Sprecklesville*

■ *Examples of Existing and Proposed Paths*



- *Shared use path along Nimitz Highway and under the Airport Viaduct, Honolulu*

■ *Examples of Existing and Proposed Paths*



- *Path at Magic Island, Ala Moana Beach Park*

■ *Examples of Existing and Proposed Paths*



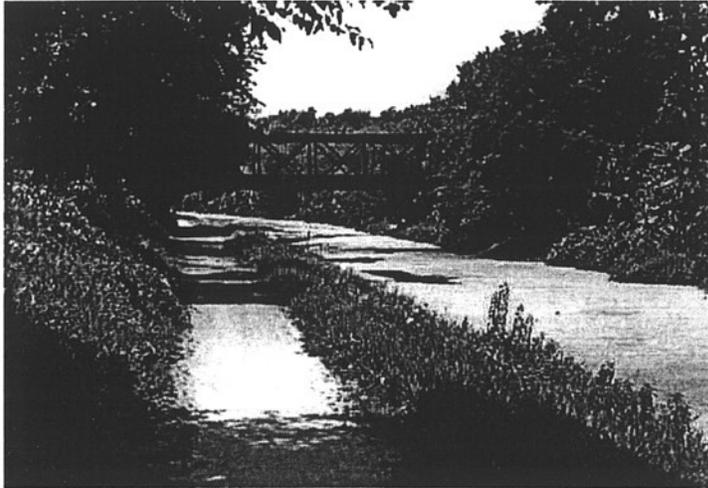
• *Ala Wai Promenade along Ala Wai Canal, Honolulu*

■ *Examples of Existing and Proposed Paths*



• *Bicycle/Pedestrian bridge along Ala Wai Canal path, Honolulu*

■ *Examples of Existing and Proposed Paths*



• *Path along the Erie Canal, Utica, New York*

■ *Examples of Existing and Proposed Paths*



• *Section of the proposed Waimea Greenways and Trails, Big Island, currently used as a social path*

■ *Examples of Existing and Proposed Paths*



- *Proposed path using abandoned segments of the Old Mamalahoa Highway, south of Waimea, Big Island*

■ *Examples of Existing and Proposed Paths*



- *Ke Ala Pupukea path, North Shore, Oahu, over a former railroad right-of-way*

■ *Examples of Existing and Proposed Paths*



- *Kealakehe Public Pathway on the Big Island was built on a water tank maintenance easement and now connects residential areas and schools*

■ *Examples of Existing and Proposed Paths*



- *Bicyclists and pedestrians are separated in Waikale's path network*

■ *Examples of Existing and Proposed Paths*



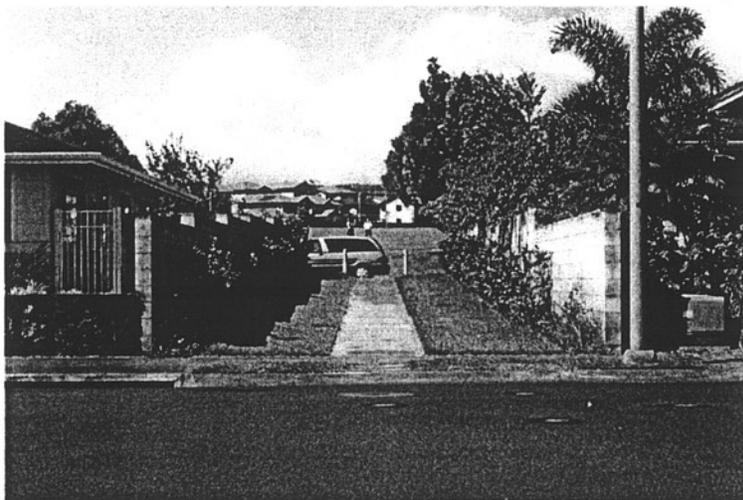
• *Paki Path in Kapahulu, Oahu, is popular with residents and Waikiki visitors*

■ *Examples of Existing and Proposed Paths*



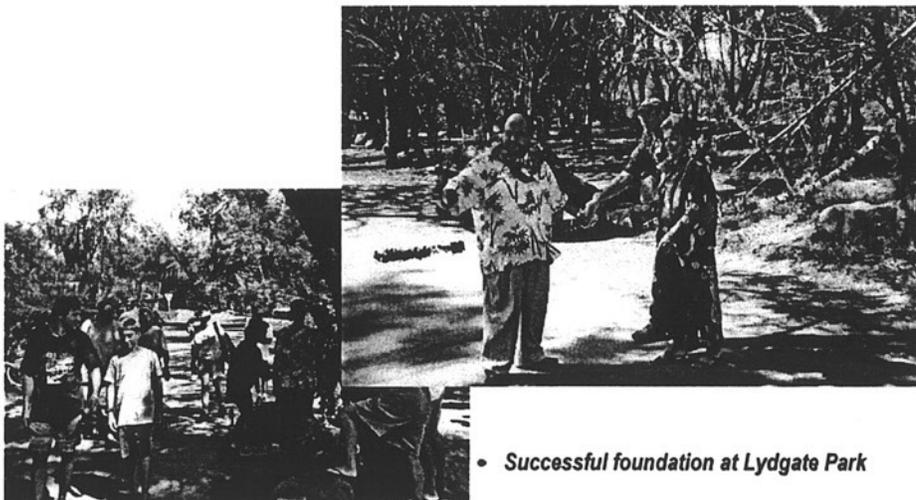
• *Pearl Harbor Path, an alternative to bicycling on Kamehameha Highway*

■ **Examples of Existing and Proposed Paths**



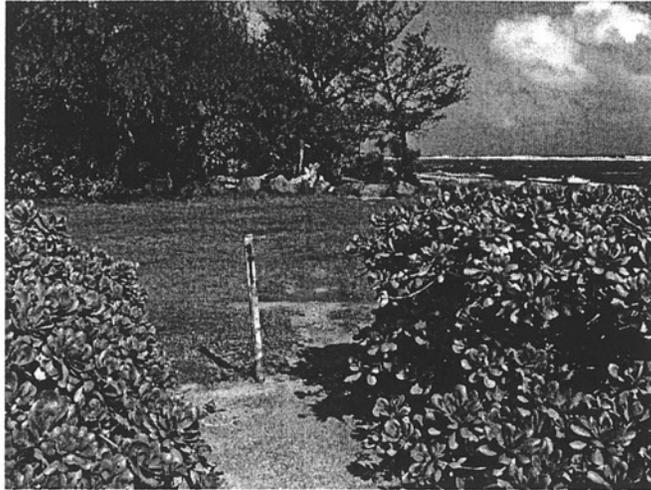
- *This path provides a short-cut for foot and bike traffic, Mililani, Oahu*

■ **Opportunities in Planning the Lydgate-Kapa'a Path**



- *Successful foundation at Lydgate Park*

■ Opportunities in Planning the Lydgate-Kapaa Path



- *Traditional beach accesses and social paths*

■ Opportunities in Planning the Lydgate-Kapa'a Path



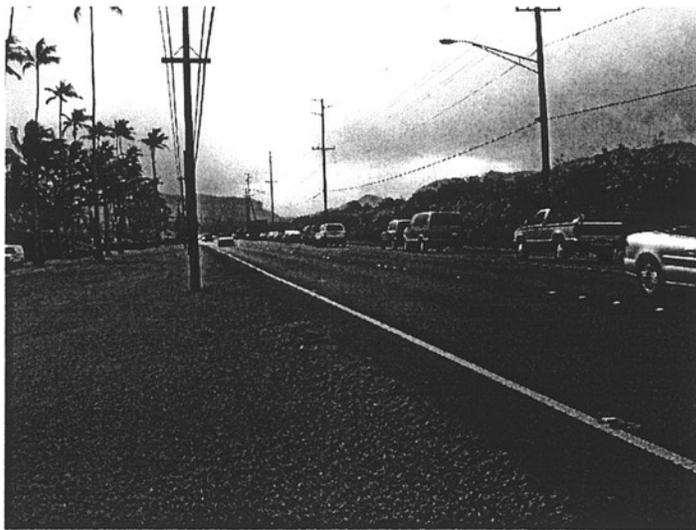
- *Setbacks mandated as a condition of development and existing beachwalks (in sections)*

■ *More Opportunities*



- *Undeveloped areas*

■ *More Opportunities*



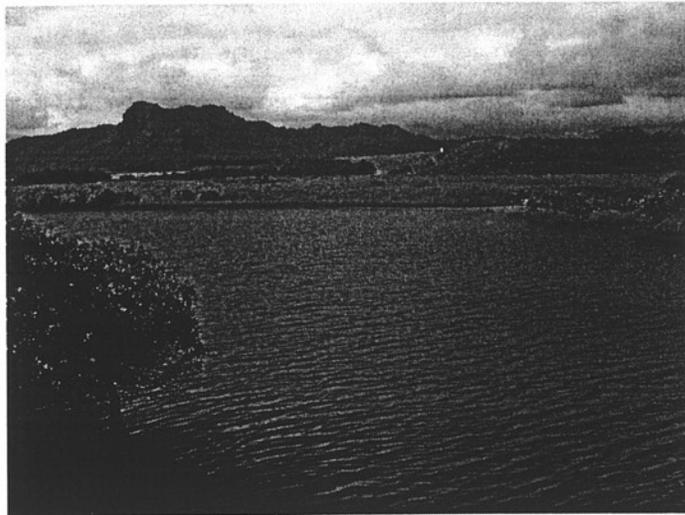
- *Wide setback along highways (in sections)*

■ *More Opportunities*



- *Canals*

■ *More Opportunities*



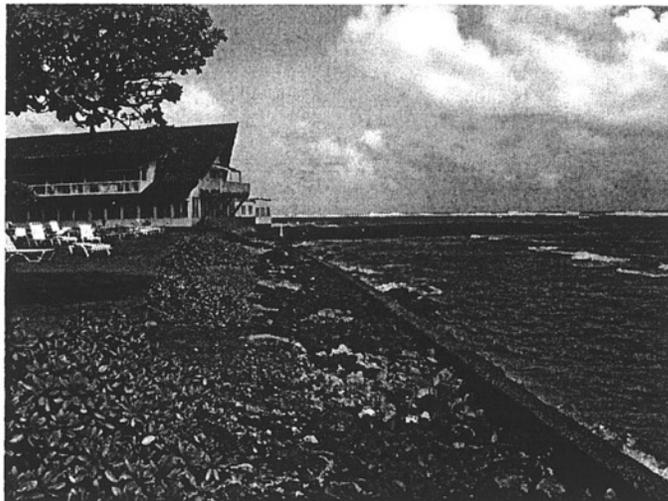
- *Ocean-mountain scenery to enhance the outdoor experience*

■ *Constraints in Planning the Lydgate-Kapa'a Path*



- *Narrow public corridor*

■ *Constraints in Planning the Lydgate-Kapa'a Path*



- *Prohibition against seawall construction*

■ **Constraints in Planning the Lydgate-Kapa'a Path**



• *Historic sites*

We Need your Input

■ ***How?***

- *Small group exercise to consider different alternatives in light of opportunities and constraints*
- *Complete survey/evaluation form*

■ ***Why?***

- *To identify alternative path alignments*
- *To identify tradeoffs, community priorities and concerns, and areas for further study*
- *To make your involvement as effective as possible*

Lydgate Park – Kapa‘a
Bike/Pedestrian Path

Mahalo for your time!

Materials Submitted by Meeting Participants

Schematic drawing of “Bike-Pedestrian Mall” and “Bike Boulevard”

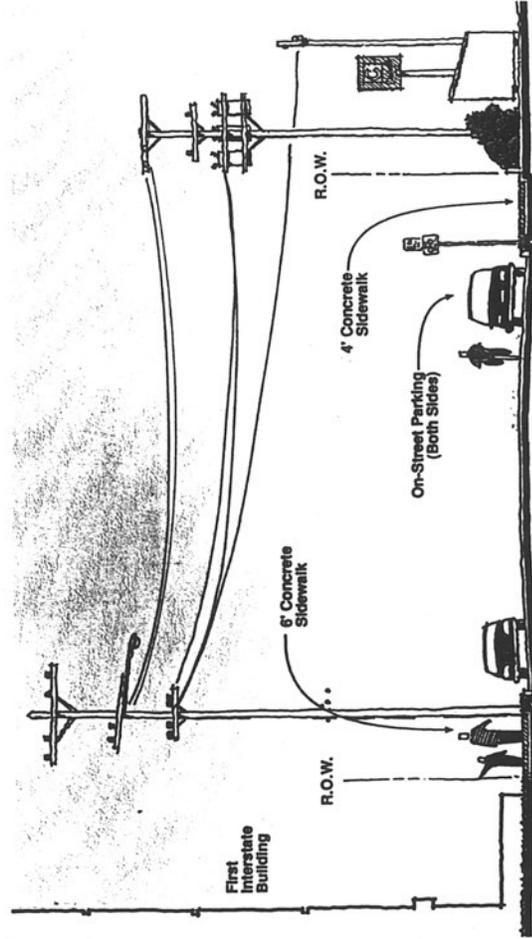
Map of Koloa Heritage Trail

Conceptual drawing of path adjacent to Bull Shed

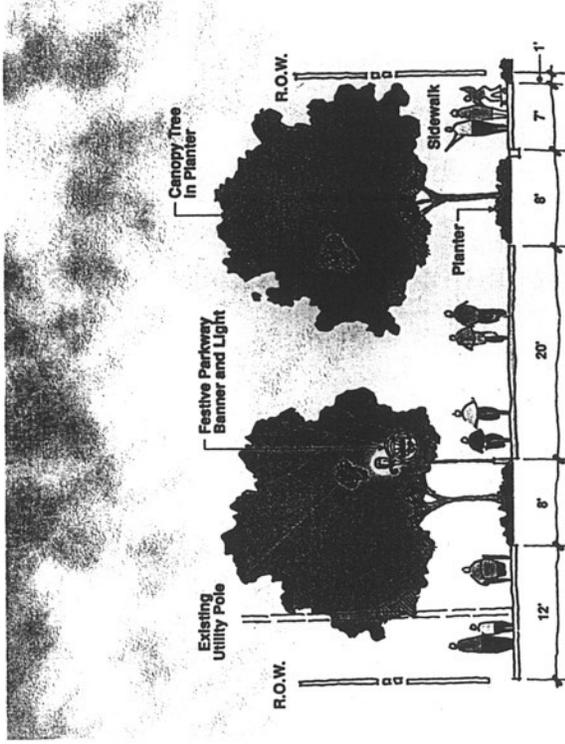
COMPARISON

2017100008-4 (0.1) 2014

OPTION B: BIKE-PEDESTRIAN MALL



Existing 56' R.O.W.



Proposed 56' R.O.W.

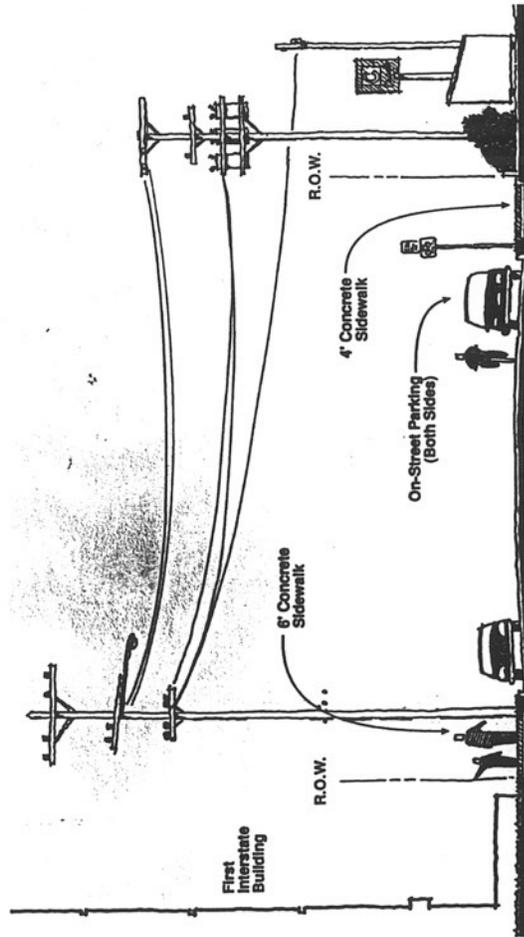
Features:

- Limit vehicular traffic on Young Street to service vehicles and EMS on selected portions
- Provide two-way bike lanes and walkways
- Provide street trees/landscaping and other street amenities

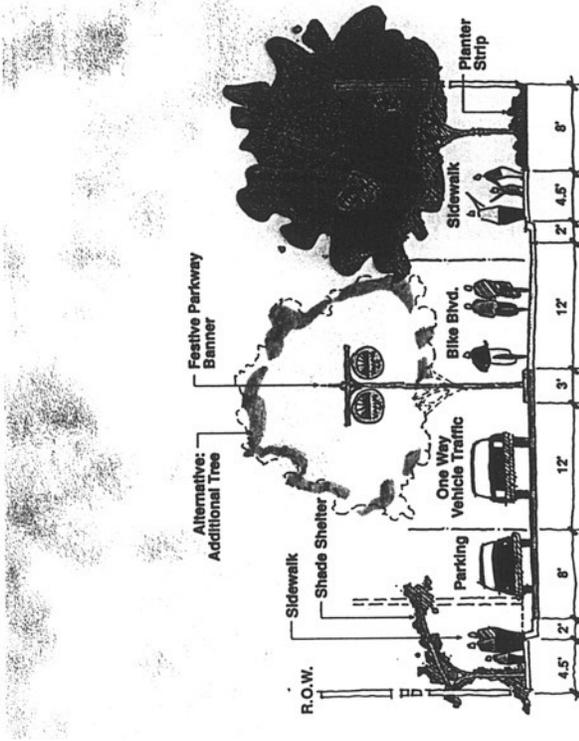
COMPARISON

2017100008-4.02.18.02.4

OPTION C: MAUKA BIKE BOULEVARD



Existing 56' R.O.W.



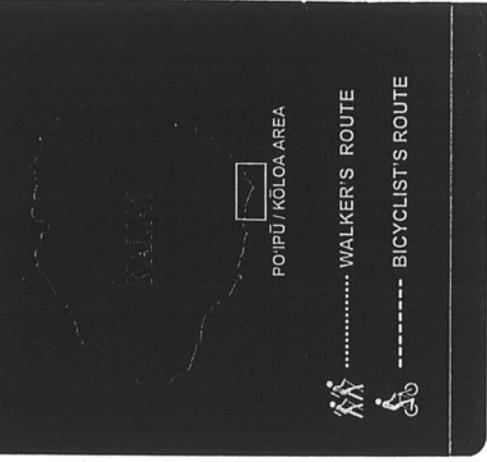
Proposed 56' R.O.W.

As important as is the historical trail there remains yet another venue to be explored and developed amongst the ever growing importance of the Po'ipu Community. This venue is unique for many reasons but is important in that it is adjacent to and within the right of way of Po'ipu Road. And well it may be argued by the County to become another 4 way highway it can offer the best possible location for a much needed bike path as well as a pedestrian pathway and promote into forming a spectacularly beautiful area.

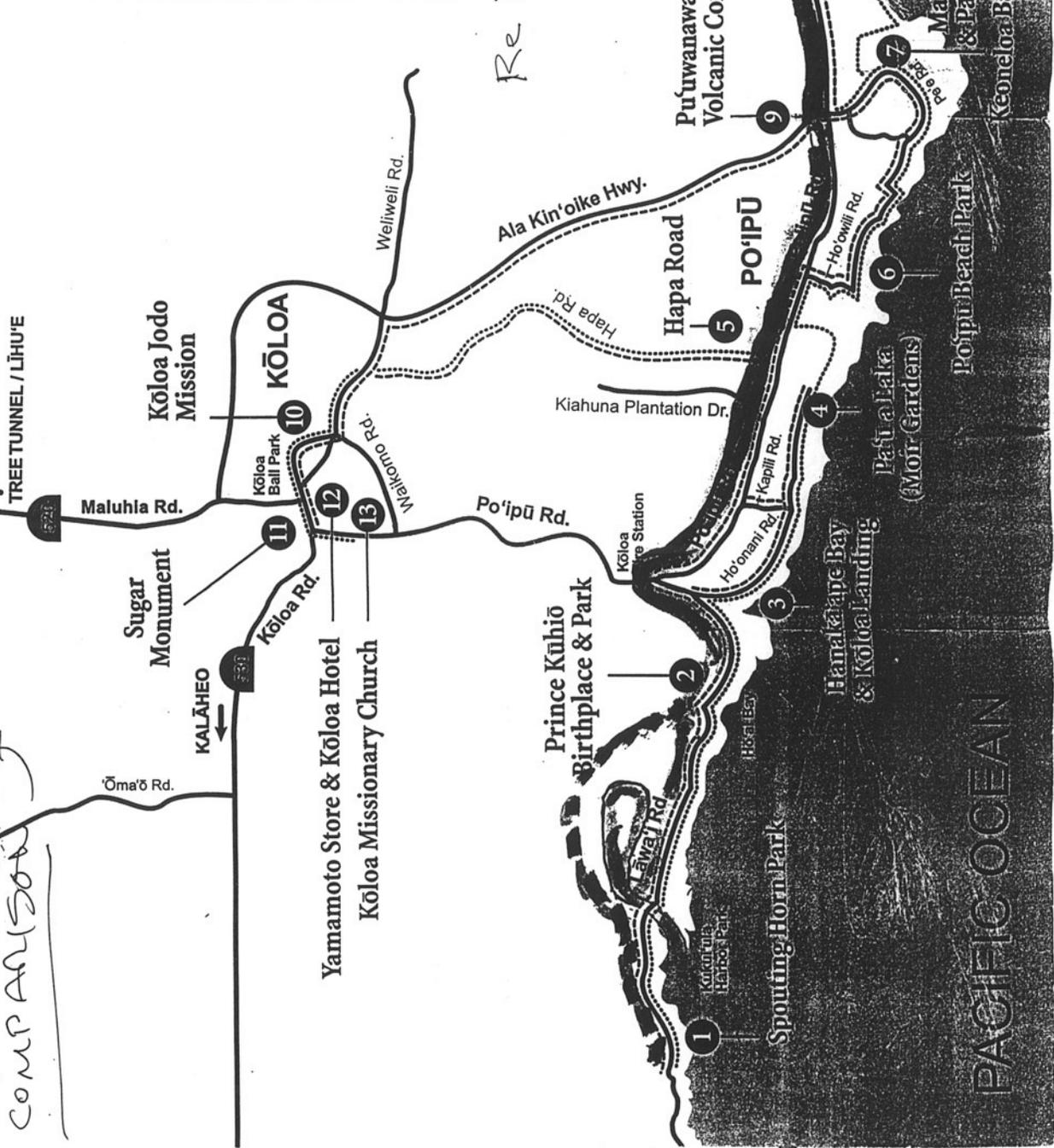
COMPANION

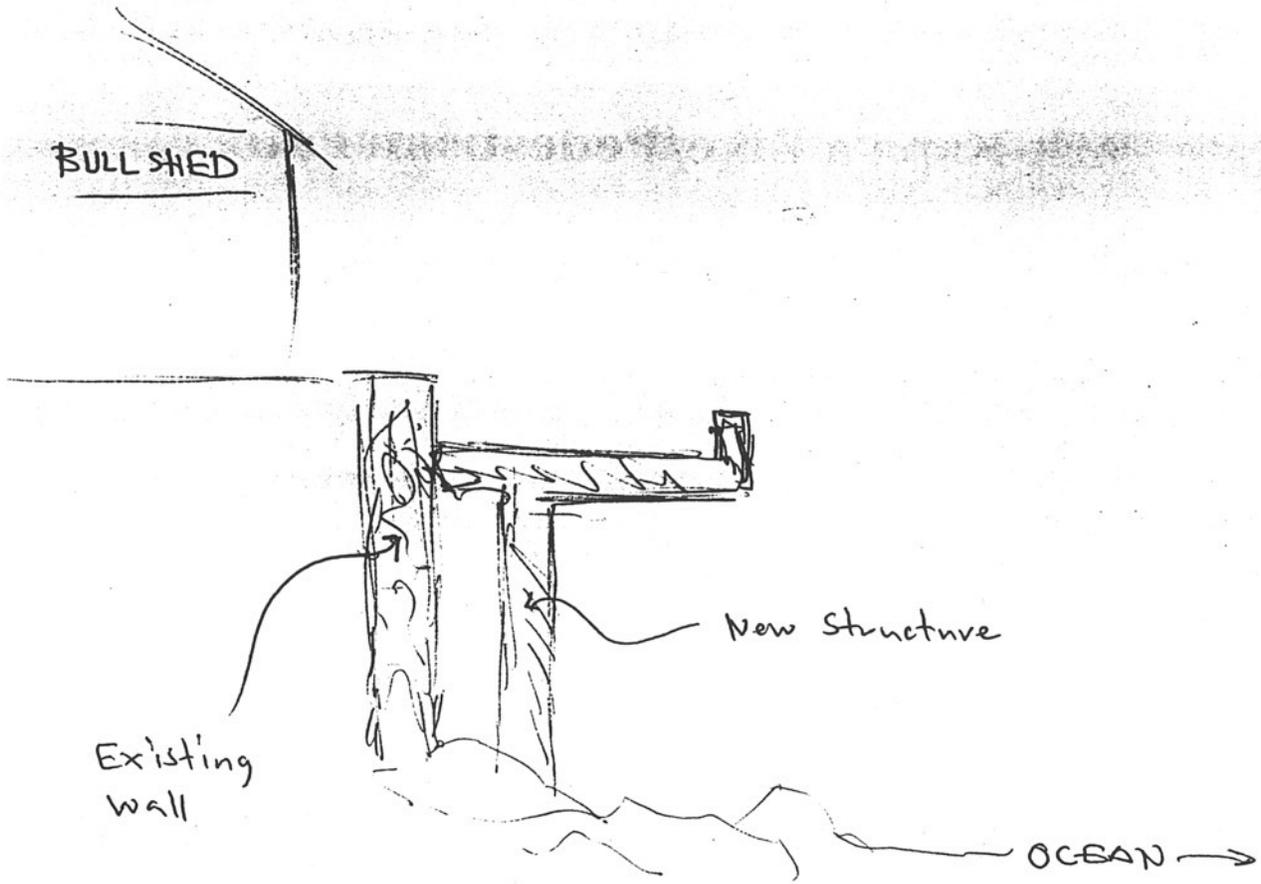
KOLOA HERITAGE TRAIL

Ka ala hōle waiwai hō'ōlīna o Kōloa



Re PO'IPU PARKWAY





Publicity

Invitation Letter (template)
Flyer

PUBLICITY

Lydgate-Kapaa Bike/Pedestrian Path Public Information Meeting #1 Thursday, January 29, 2004

Public Service Announcements

1. The Garden Island – Community Bulletin Board
Arranged by KI—fax information to Yuki on Jan. 16
Ph. (808) 245-3681, ext. 243
FAX (808) 245-1858
Section appears Sunday, Wednesday, Friday (need 10 days notice)
2. Ho‘ike – Kauai Community Television
Arranged by KI—fax information to Boots on Jan. 16
Ph. (808) 246-3832
FAX (808) 246-1556
3. KKCR
Arranged by KI—fax information Attn: Community Calendar
Ph. (808) 826-7774
FAX (808) 826-7977
4. KONG Radio Group
Arranged by KI—mail information to Shelly
Ph. (808) 245-9527
P.O. Box 1748
Lihue, HI 96766

Individual Invitation Letters

Draft by KI

Final on KI stationery

Schedule: mail out by January 15

Approx. 116 on mailing list

Flyers (mailed out 1/15/04)

300 copies sent to Thomas Noyes for Friends of Kamalani parade and hoolaulea (Jan.17)

100 copies sent to Doug Haigh

100 copies sent to Tim Bynum (for distribution at Ka Leo meetings)



KIMURA INTERNATIONAL

Tuesday, January 13, 2004

Dear ,

**Public Input and Scoping Meeting
for the Proposed Lydgate-Kapa'a Bike/Pedestrian Path**

Kimura International, Inc. has been contracted by the County of Kaua'i, Department of Public Works to evaluate alternative alignments and prepare the environmental assessment for a proposed Lydgate Park-Kapa'a Bike/Pedestrian Path. The proposed path will extend from the northern terminus of the existing multi-use path at Lydgate Park to Waika'ea Canal. The project scope also includes two other segments: (1) connecting the Lydgate-Kapa'a bike/pedestrian path to Wailua House Lots Park and Sleeping Giant hiking trail head and (2) connecting the Kawaihau Road bike/pedestrian path to the Kapa'a-Kealia bike/pedestrian path.

As part of the planning process, we are holding a series of public meetings to gather input and feedback from all members of the community. We cordially invite you and your neighbors to attend the first public input and scoping meeting scheduled for **Thursday, January 29, 7:00-9:00 pm at the Kapa'a Middle School cafeteria.**

Meeting participants will help us identify potential pathways and issues of concern. Please join us in planning a facility that will enhance recreational and transportation opportunities for residents and visitors.

If you have any questions, please call me or Nancy Nishikawa at (888) 898-8886. We look forward to seeing you on January 29.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

cc: Douglas Haigh, Kaua'i Department of Public Works

Lydgate Park - Kapa'a Bike & Pedestrian Path

Public Input & Scoping Meeting

Please join your neighbors in helping the County Dept of Public Works to plan a bike and pedestrian path from Lydgate Park to Waikaea Canal.



Thursday

January 29, 2004

7:00 - 9:00 pm

Kapa'a Middle School Cafetorium

Kapa'a Town

Waikaea
Canal

Lydgate Park

For further information, please call
Kimura International, Inc. at 1 888 898-8886