

3. PROPOSED ACTION

3.1 PROJECT LOCATION

The project area is a corridor that starts south of the Wailua River between Kūhiō Highway and the Aloha Beach Resort (see Figure 1, page 1-3). A cul-de-sac in this location currently serves as the terminus of the Lydgate Park shared use path. The project corridor ends at the Waika‘ea Canal footbridge in Lihi Park in Kapa‘a. A shared use path is being proposed to connect these two points, covering a distance of approximately two miles.

The scope of this project also includes two other “feeder” routes: (1) connecting the Lydgate Park-Kapa‘a bike/pedestrian path to the Wailua House Lots Park and (2) connecting the Kawaihau Road bike/pedestrian path to the Kapa‘a-Keālia bike/pedestrian path.

3.2 PROPOSED ACTION

3.2.1 Lydgate Park to Kapa‘a (Waika‘ea Canal)

Figure 2 shows the alignment for the bike/pedestrian path. The north-south alignment includes coastal sections near the project start and end points, and a mid-section located along the Waipouli canal that takes advantage of mauka view planes. The final route was selected because it maximizes project objectives—providing a safe route for pedestrians and bicyclists that is separated from vehicular traffic to the extent possible, connecting origin and destination nodes, enhancing access to beach and recreational resources, and providing a scenic, outdoor experience—while avoiding or minimizing environmental impacts.

The project’s start point lies between the Aloha Beach Resort and Kūhiō Highway, where the path will be extended beyond an existing stubout. The path will be located within the highway right-of-way that is in the process of being transferred to HDOT from the Department of Land and Natural Resources.

Wailua River Crossing

To cross the Wailua River, a cantilevered bike/pedestrian bridge will be attached off the seaward side of the existing cane haul bridge, which is owned by HDOT¹. The bike/pedestrian bridge will be integrated with a HDOT project to remove the existing bridge deck and replace it with a wider deck capable of carrying two vehicular lanes. The existing bridge will provide full vertical support for the bike/pedestrian extension; therefore, no

¹ The cane haul road bridge is contained within a HDOT easement through the Wailua River State Park. The park is under the jurisdiction of the Department of Land and Natural Resources. The river channel is classified in the Conservation district.

additional supporting piers will be required in the river. Figure 3 shows the cane haul bridge with the cantilevered section.

Wailua Beach Park to Canal Section

At the north end of the cane haul bridge, the bike/pedestrian path will require a ramp to meet slope guidelines established under the Americans with Disabilities Act (ADA). The preferred alignment is to route the path along the makai side of an existing parking area for Wailua Beach Park. This alignment is intended to avoid conflicts with vehicles entering and exiting the beach parking area. However, by going around the parking area, portions of the pathway will be located inside the 40-foot shoreline setback area and require a variance.

Through the mid-section of Wailua Beach Park, the path will be as far inland as possible, running parallel to Kūhiō Highway and on the makai side of a low rock wall. The rock wall will be extended to provide an additional buffer between the highway and the path. At the north end of the beach park, the path again will be routed along the makai edge of the parking area and may encroach into the shoreline setback area.



Approaching the Seashell Restaurant, Kūhiō Highway northbound.

Figure 2: Build Alternative—Lydgate Park to Kapa'a (11 x 17)

Figure 2: Build Alternative—Lydgate Park to Kapa‘a (11 x 17) (back)

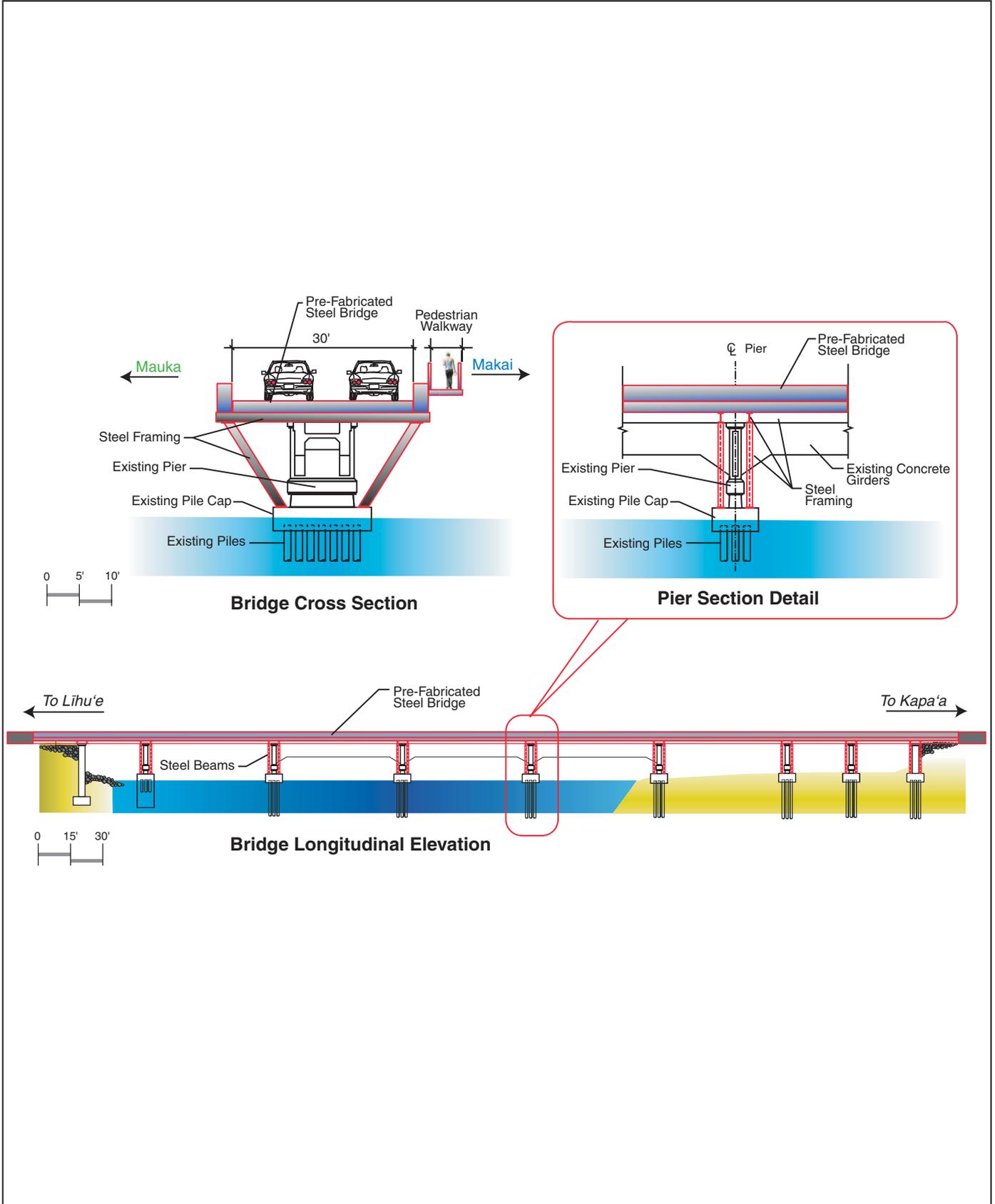


Figure 3
Cane Haul Bridge with Cantilever

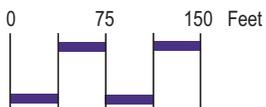
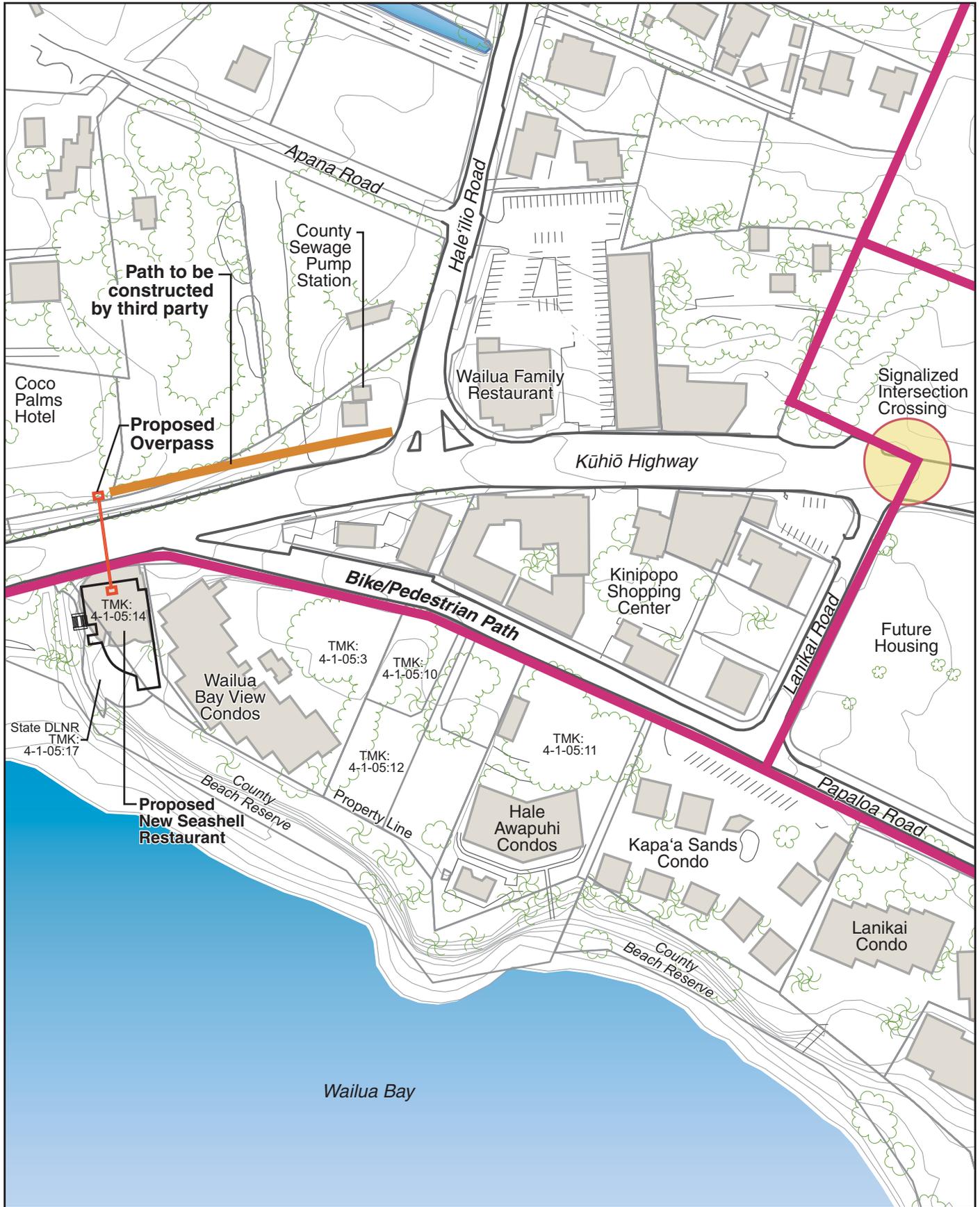


Figure **4**
Seashell Restaurant

Path users will have two options to cross Kūhiō Highway. North of the Seashell Restaurant, the path will follow Papaloa Road, then turn mauka at Lanikai Street (see Figure 4). A spur is planned for the remainder of Papaloa Road to provide access to Coconut Marketplace, a major commercial destination. There is an existing sidewalk on Papaloa Road that will be widened and extended; all improvements will occur within the existing right-of-way.

Where the path turns onto Lanikai Street, it will be located on the north side of the road and incorporated into the design of the new housing complex known as The Courtyards of Waipouli. At the intersection of Lanikai and Kūhiō Highway, a new user-activated traffic signal has been proposed to facilitate highway crossing by bicyclists and pedestrians. This signal will be synchronized with the Hale'ilio Road traffic signal, located approximately 525 feet to the south. The State Highways Division must still conduct a study to determine if a traffic signal at Lanikai Street is warranted. The bike/pedestrian path's impact to traffic conditions at the crossing will be minimal due to other improvements that are being implemented to improve traffic flow in the area.

A second option involves a pedestrian bridge over Kūhiō Highway that will be constructed as part of the Coco Palms redevelopment project. The makai end of the pedestrian bridge will be incorporated into the design of the new Seashell Restaurant. As a condition of development, Coco Palms will designate the bridge and elevator/stairway as a public access.

Mauka Canal Section

On the mauka side of Kūhiō Highway, the path will split into two legs. One leg will continue in a mauka direction, becoming the Wailua House Lots Path. The main leg will turn north, running parallel to Kūhiō Highway.

Between Wailua House Lots and the temporary bypass road, the path will be aligned over a former cane haul road. A mid-block crossing will be provided where the path crosses the temporary bypass road. The temporary bypass road, itself a converted cane haul road, is a two-lane road with a low posted speed limit.

North of the temporary bypass road, the path is located on the makai side of two excavated ponds and the Waipouli Drainage Canal. This route will take the path mauka of the Fernandes Road residences and mauka of Waipouli Town Center. Land in this area is owned by the Midler Family Trust and the County. Mauka views are especially notable given the panoramic view planes extending toward Nounou Mountain (Sleeping Giant).

When the path reaches Uhelekawawa Canal, it will turn makai (east) and run along the south side of the canal. A new bridge is planned for construction between Waipouli Town Center and Kauai Village Shopping Center and will accommodate path users. North of the canal, the path will cross over to the makai side of Kūhiō Highway via the signalized intersection at the driveway to Kauai Village Shopping Center.



South bank of Uhelekawawa Canal, Waipouli Town Center (McDonald's) to the left.

Waipouli Coast Resort Area to Uhelekawawa Canal

A spur is planned for the Waipouli resort area beginning at a vacant lot north of Kauai Coast Resort at the Beachboy. The path will provide public coastal access that is parallel to the shoreline. Most of this stretch is currently vacant, with the exception of the ResortQuest Kauai Beach at Makaiwa (formerly Courtyard by Marriott and Kauai Coconut Beach Hotel). The parcels on either side of ResortQuest Kauai are proposed for future resort development: the 20-acre Coconut Beach Resort to the south and 12-acre Coconut Plantation Village to the north. Together, these projects are expected to add approximately 525 multi-family units and hotel rooms and nearly 1,000 parking stalls. As a condition of development, the Kaua‘i Planning Commission has mandated bicycle and pedestrian access along the makai frontage of the proposed resort developments.

The path will extend as far north as the Mokihana of Kauai, where it will turn in a mauka direction. The path will be located within an existing mauka-makai County easement located between the Mokihana complex and Snorkel Bob's on Kūhiō Highway. The path will continue adjacent to the highway from Snorkel Bob's to the Waipouli Beach Resort, where it will connect with the mauka path. A new bridge spanning Uhelekawawa Canal will be constructed on the makai side of the existing HDOT highway bridge.

This coastal spur will facilitate nonmotorized access between the expanding Waipouli resort area and the Waipouli Town Center/Kauai Shopping Village commercial hub.



Existing informal footpath in the vicinity of the proposed bike/pedestrian path.

Waipouli Beach Resort to Ala Road

The main path alignment will cross to the makai side of the highway, and continue past the Waipouli Beach Resort, where the path will be incorporated into a landscaped strip on the resort.

From Waipouli Beach Resort to Ala Road, a 700-foot long block, the bike/pedestrian path will be located between the highway and existing residences and condominiums, including the Kapaa Shores Resort Condominium. The path will have to fit within the highway right-of-way, unless a strip of private property is acquired along the highway frontage. The posted speed limit in this vicinity is 35 miles per hour. The existing right-of-way measures 60 feet across. There are two travel lanes and a painted median, each 11 feet wide. In addition, there are 4-foot paved shoulders on either side of the highway. In total, the paved area currently measures 41 feet across. Assuming that the highway has been aligned in the middle of the right-of-way, there would be an additional 9.5 feet on either side of the shoulders.

HDOT drawings and preliminary measurements indicate that there is sufficient space for an 8-foot path. If the County wishes to construct a wider facility, land would have to be acquired from the adjacent private landowners on the makai side of the highway. Design refinements to address physical constraints will be made during the final design phase.

Niulani Street and Moanakai Road to Waika‘ea Canal

The path will turn onto Ala Road (heading makai), then onto Niulani Street, which runs parallel to the coastline. Niulani Street services a residential area and traffic is very light. It is a privately owned road, except for approximately 150 feet on the north end that is owned by the County. The privately owned section is unpaved and poorly maintained. The scope of this project includes acquisition of the privately owned road by the County, and conversion to a bike/pedestrian-priority roadway in which motor vehicles are limited to local traffic.

As part of this project, an existing beach access off Niulani Street, north of Kapaa Shores Resort, will be improved.

Restricting traffic flow on Niulani Street to one-way only is a possibility for the future, but does not appear to be necessary with only 17 lots. Use of Niulani Street is generally limited to residents and there is little reason for through traffic to use the road. In Kona on the Big Island, the Walua Road Scenic Route is a popular bike/pedestrian facility that combines path segments and road segments. Walua Road is a quiet residential street and the road segments are clearly marked. Future conversion of Niulani to a one-way street will require County Council approval.



“Road” section of Walua Road Scenic Route in Kona, Hawai‘i

At the northern end of Niulani Street, the path will turn onto Keaka Road, heading makai for a short distance, then north on Moanakai Road. The path will travel the length of Moanakai Road, terminating at Waika‘ea Canal in Lihi Park, where it would merge with the Kapa‘a-Keālia bike/pedestrian path. Moanakai Road runs parallel to the shoreline. Single-family houses line the mauka side of the road and the makai side fronts directly on the ocean,

including a locally popular beach known as Baby’s Beach or Fuji Beach. A 900-foot long revetment stabilizes the southern portion of Moanakai Road, from Keeka Road to Makaha Road and a grout cap provides a walkway. The road carries two-way traffic and parallel parking is allowed between the road and the revetment. Moanakai Road ends approximately 400 feet south of the canal. From this point, the beach and back beach areas widen and transition into a parking area and park land.

Moanakai Road is used by residents, beachgoers, and park users. At present, there is insufficient room to accommodate the path on Moanakai, which has a 40-foot right-of-way. Locating the bike/pedestrian path along Moanakai Road is contingent on a change in traffic flow and the County DPW will need to initiate a change request for approval by the County Council. Under this alternative, Moanakai will be changed to a one-way road, with one travel lane for vehicles, on-street parking, and the new bike/pedestrian path. Fifteen lots on the mauka side of Moanakai would be affected by this change. One-way traffic flow would be restricted to northbound only. All other streets in the subdivision, including cross streets, would continue to carry two-way traffic. If the County Council does not approve the one-way traffic proposal, Moanakai Road would become a signed shared roadway with signs identifying it as a preferred route for bicyclists and pedestrians.

Several design options are being considered for the location of the bike/pedestrian path: on the far makai side of the road, between the travel lane and the parking lane, or on the mauka side of the road. Final positioning of the bike/pedestrian path will be determined during the design phase, and will take into consideration the safety, comfort, and maneuverability of all roadway users.



Moanakai Road, looking north

3.2.2 Wailua House Lots Phase

The objective of the Wailua House Lots Phase is to connect the residents of this large subdivision with the primary north-south alignment from Lydgate Park to Kapa‘a. A 12-foot wide shared use path will be constructed on the north side of Wailua House Lots using the alignment of a former cane haul road (see Figure 5). The road is part of the Midler Family Trust land holdings. Although the cane haul road is unpaved, it is graded, free of heavy vegetation, and away from driveways and cross streets.

The makai end of the Wailua House Lots path will intersect with the main, north-south pathway near the Bambulei store. The path will travel as far mauka as Eggerking Road, a central access point for the subdivision as a whole.

The path will link to the Wailua House Lots Park via Eggerking Road and Nonou Road. Because the internal residential streets are relatively quiet, AASHTO guidelines indicate that a shared use road facility would be adequate. Signs will be posted to increase awareness of bicycles sharing the road with automobiles. Roads will be widened or shoulders paved where it is possible to do so without impacting the sheetflow drainage system.

During the planning phase of this project, alternatives were studied to route the bike/pedestrian path on existing roadways, particularly on Hale‘Īlio Road. Internal roads have the advantage of easier and more direct access for users. In the case of Wailua House Lots, this advantage is offset by the engineering complexity and associated costs needed to address narrow roads with utility poles on both sides, a large number of driveways, and a drainage system which uses roadside swales.



Old cane haul road, looking mauka

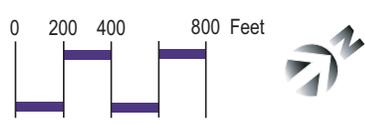
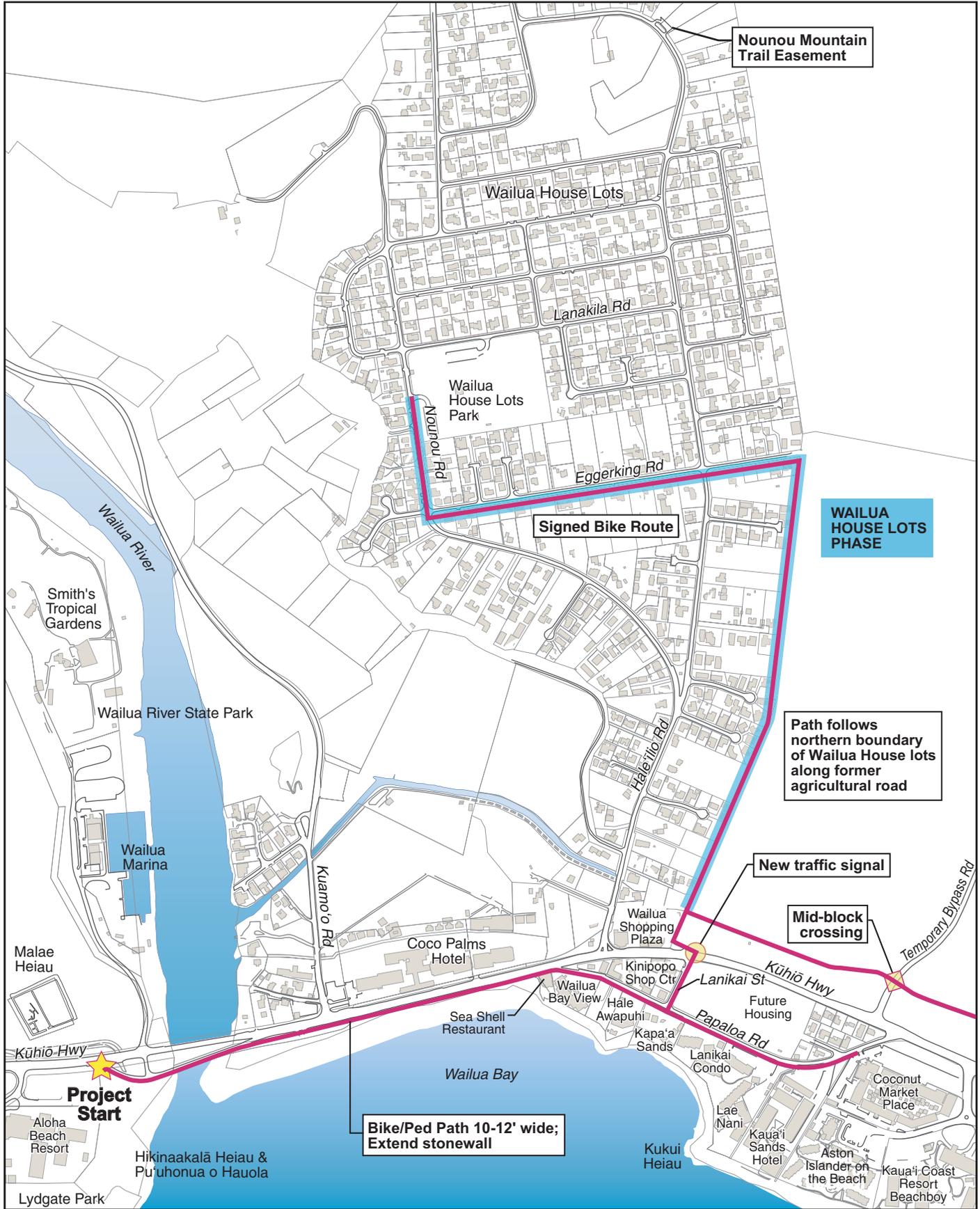


Figure 5

Build Alternative: Wailua House Lots