

3.2.3 Kawaihau Phase

The County of Kaua‘i previously installed an interim path on the south side of Kawaihau Road from Kapa‘a Elementary School to Kapahi Park. Although this path is widely used by residents, its usefulness would be increased by connecting it to Kapa‘a town and the coastal Kapa‘a-Keālia bike/pedestrian path.

The Kawaihau Phase involves construction of a 10- to 12-foot shared use path through the gulch located between Hundley Heights and Mahelona Hospital (see Figure 6). The County intends to comply with ADA guidelines to the extent that is practicable. In general, the path will be designed in a switchback pattern and with grades of 5% or less. To achieve moderate slopes, the switchback design requires a path approximately 2,030 feet long. Specific site conditions faced during the design process, however, may require the County to file a technical infeasibility statement.

The makai end of the path will travel along the north side of Kawaihau Road and connect with the Kapa‘a-Keālia path. The intersection of Kawaihau Road and Kūhiō Highway is currently unsignalized. Pending warrants, determined in accordance with the latest Manual on Uniform Traffic Control Devices, a user-activated crossing signal may be provided until such time as a permanent traffic signal is installed.



Existing path from Kawaihau Road, toward Hundley Heights

Explanatory Inset: Federal Accessibility Guidelines for Accessible Routes

Grade	5.0%	Maximum allowable running grade without handrails
	6.5%	Level landings measuring 5 square feet every 40 feet (for resting and turnaround)
	8.3%	Maximum allowable grade with handrails; 5-foot square landings every 30 ft

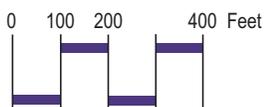
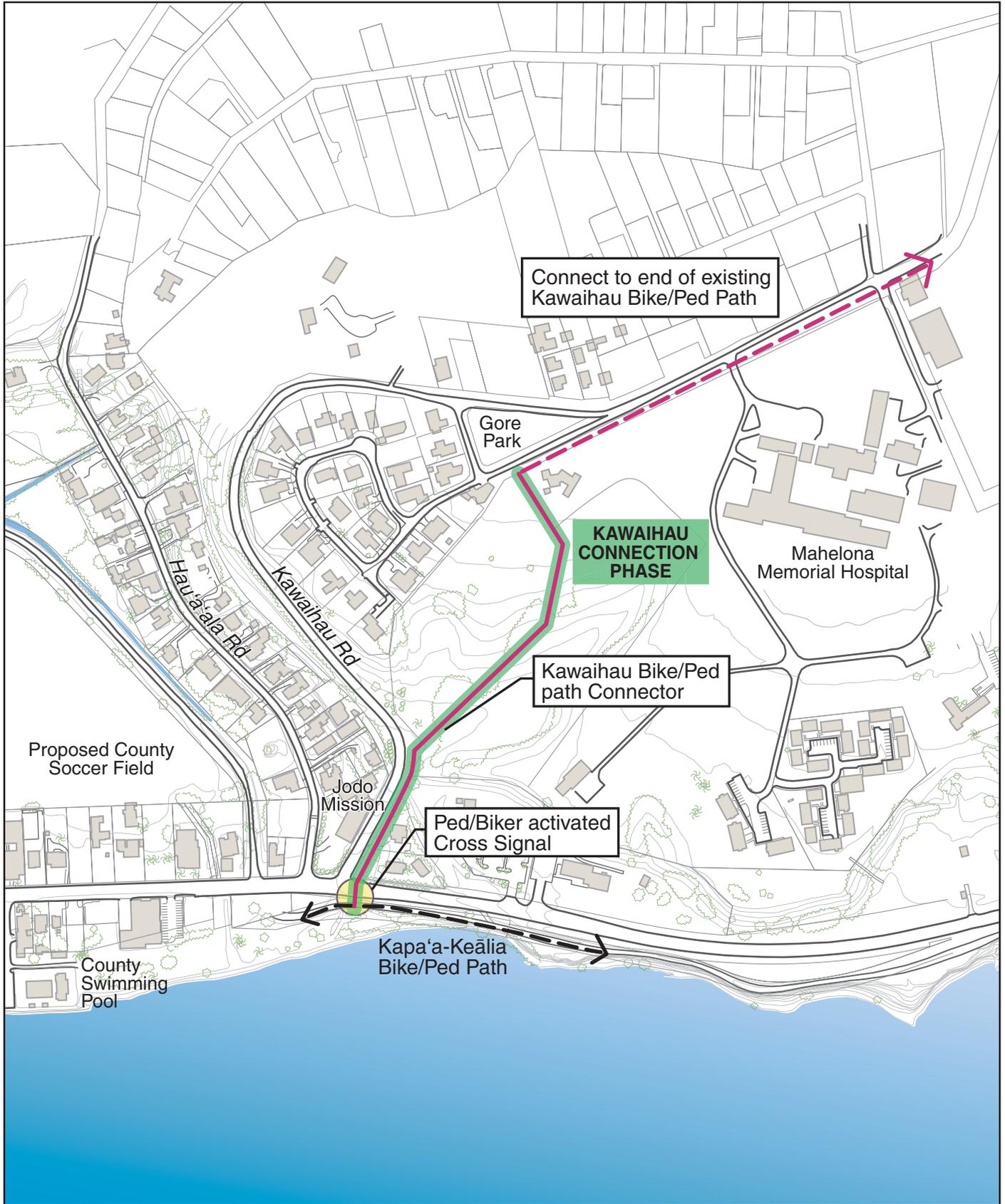


Figure **6**

Build Alternative: Kawaihau

3.3 OTHER ALTERNATIVES CONSIDERED

A wide range of alternatives were considered in relation to the project purpose and need, including no action and alternative routes. These options are described below.

3.3.1 No Action

The “no action” alternative assumes the status quo. Under this alternative, the project would not proceed. Bicyclists, pedestrians, joggers, and others would continue to use road shoulders, sidewalks, and informal footpaths, as they currently do; however, there would be no improvements to these travel ways.

3.3.2 Alternative Routes Examined in the DEA

Alternative routes were developed and evaluated through a participatory process. The County Department of Public Works hosted meetings in January and March 2004 that were open to all members of the community. (Full descriptions of both meetings are attached as Appendices E and F.) The first meeting included a mapping exercise during which participants were asked to draw possible alignments for bike/pedestrian paths and to annotate the map with other suggestions for non-motorized routes in the region. The alternatives were presented at the second meeting, and additional feedback obtained. Project planners held numerous other meetings with elected officials, representatives of government agencies, members of business and civic organizations, and property owners to discuss project alternatives and concerns.

The short list of alternatives evaluated in the DEA are described below.

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

(Alternatives evaluated in the DEA area shown in Figure 7)

<p>Alternative 1: Shoreline Path</p>	<p>From the starting point, cross Wailua River, go through Wailua Beach Park, passing on the makai side of Seashell Restaurant, then go through County Beach Reserve land along Papaloa Coast, passing on the mauka side of Kukui Heiau, continue along coastline to Uhelekawawa Canal. Turning mauka, construct sidepath on the makai side of Kūhiō Highway, turn makai on Ala Road, go down Niulani Road to Moanakai Road, ending at Waika‘ea Canal bridge.</p>
<p>Alternative 2: Inland Roads Path</p>	<p>From the starting point, cross Wailua River, go through Wailua Beach Park, traverse Papaloa Road, then through Coconut Marketplace. Construct off-road path on the makai side of Aleka Loop, sidepath along Kūhiō Highway from Snorkel Bobs to Ala Road, go down Niulani Road to Moanakai Road, ending at Waika‘ea Canal bridge.</p>
<p>Alternative 3: Canal Path</p>	<p>From the starting point, cross Wailua River. Main alignment follows inland canal system. Multiple makai-mauka access ways: Kuamo‘o Road, Hale‘ilio Road, Lanikai Road, and temporary bypass road. Canal route passes behind Waipouli Town Center and Kauai Village Shopping Center. Shift to sidepaths along Kūhiō Highway between Uhelekawawa Canal and Waika‘ea Canal. Possibility for more extensive routes along interior branch of Waika‘ea Canal and agricultural roads.</p>

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Figure 7: Lydgate-Kapaa Composite of DEA Alternatives (11x17)

Figure 7: Lydgate-Kapaa Composite of DEA Alternatives (11x17) (back)

Wailua House Lots

(Alternatives evaluated in the DEA are shown in Figure 8)

Alternative W1: Northern Boundary of Wailua House Lots	Path on north side of Wailua House Lots using former cane haul road. Access to interior roadways via Eggerking Road. Signed shared (bike) route from the path to Wailua House Lots Park.
Alternative W2: Hale'ilio Road	Path on one side of Hale'ilio Road. Signed shared (bike) route on Lanakila Road to Wailua House Lots Park.
Alternative W3: Hale'ilio Road and Nonou Road Loop	Path on Hale'ilio Road, Lanakila Road, and Nonou Road in loop configuration.

Kawaihau

(Alternatives evaluated in the DEA are shown in Figure 9)

Alternative K1: Existing Path	Improve existing path (1,360 feet); some segments would not meet ADA slope guidelines.
Alternative K2: Straight Gulch Path	Build path in undeveloped gulch below Mahelona Hospital (1,440 feet); requires multiple landings to meet ADA slope guidelines
Alternative K3: Switchback Gulch Path	Build path in undeveloped gulch below Mahelona Hospital (2,030 feet) using switchback pattern to meet ADA slope guidelines.

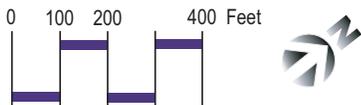
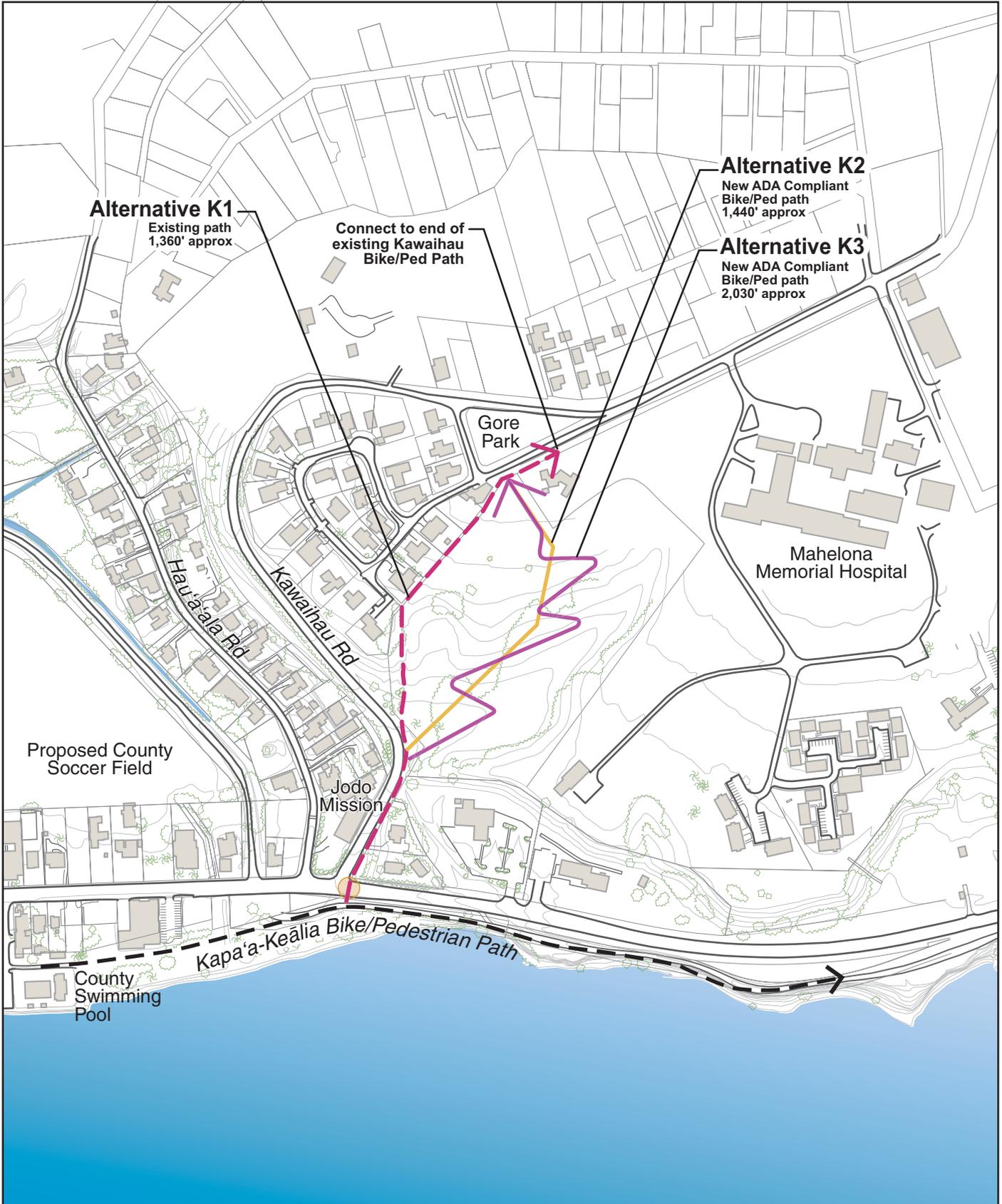


Figure 9
Kawaihau
Composite Map of Alternatives K1 - K3

3.3.3 Other Alternatives Considered, but Eliminated Prior to the DEA

Three alternatives in the project corridor were considered, but eliminated before the DEA was prepared.

Around Hikinaakalā Heiau

Near the northern parking lot in Lydgate Park is a turnaround for the pedestrian/bike path. One consideration was to link this terminus to the bridge across Wailua River by establishing a route around the mauka perimeter of Hikinaakalā Heiau and Pu‘uhōnua o Hauola. This route would largely or entirely lie on a former railroad berm. The route was considered initially because of the possibility that some users would create their own shortcut from the Lydgate Park parking lot to the Wailua Bridge path, and the likelihood that the shortcut would go through the heiau following visible indications of a footpath. A marked trail for bicycles and pedestrians outside the heiau might offer a way to provide access to the National Historic Landmark site while staying within a historic (rail) transportation right-of-way. However, informal discussion with officials from the Division of State Parks indicated that that a path in close proximity to the heiau site was unacceptable. Therefore, this option was not pursued. Instead, the southern terminus for this segment of the path is the cul-de-sac located mauka of the Aloha Beach Resort.

Wetland Areas

Based on public input, a network of bike/pedestrian paths was considered along canals and drainageways mauka of Kapa‘a town. The properties in this area are owned by the County of Kaua‘i, State Department of Land and Natural Resources, and the Midler Family Trust. Approximately 100 acres of the Midler Trust lands were recently acquired by the U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) for a conservation easement. Discussions with NRCS officials indicated that some of the paths would not be consistent with the wetland and habitat restoration objectives of the easement. However, NRCS supported a viewing trail along the northern boundary of the easement, where the path could be built on a raised agricultural road alongside a canal. This path would be accessible from Panihi Road. It would also intersect with another proposed path located along the makai side of and adjacent to Waika‘ea Canal.

In lieu of locating the bike/pedestrian path through wetlands on the mauka side of the Waipouli Drainage Canal, the alignment was relocated to the makai side, wherever there was sufficient space, for example, between Panihi Road and Kipuni Place and between Hoi Road and Uhelekawawa Canal. As depicted on the alternatives map (see Figure 9), the bike/pedestrian path was aligned to avoid wetlands. In some stretches, the path was located on existing agricultural roads or canal maintenance easements that pass through or alongside wetland areas with no loss of wetlands.

3.4 PROJECT COST AND SCHEDULE

The preliminary (order-of-magnitude) cost for the Build Alternative is \$3.9 million. This includes land acquisition, design, and construction.

Due to funding constraints, the entire project will be constructed in phases (see cost breakdown in Table 2). The first phase will include the main alignment from Lydgate Park to Kapa‘a. Preliminary design will begin in 2006. The two feeder routes—the Wailua House Lots Phase and Kawaihau Phase—will follow as funding becomes available.

Table 2
Preliminary Cost Estimates (2004 Dollars)

Lydgate Park-Kapa‘a Path	\$3.25 million
Wailua House Lots Phase	\$0.50 million
Kawaihau Phase	\$0.40 million
Total Cost	\$4.15 million

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