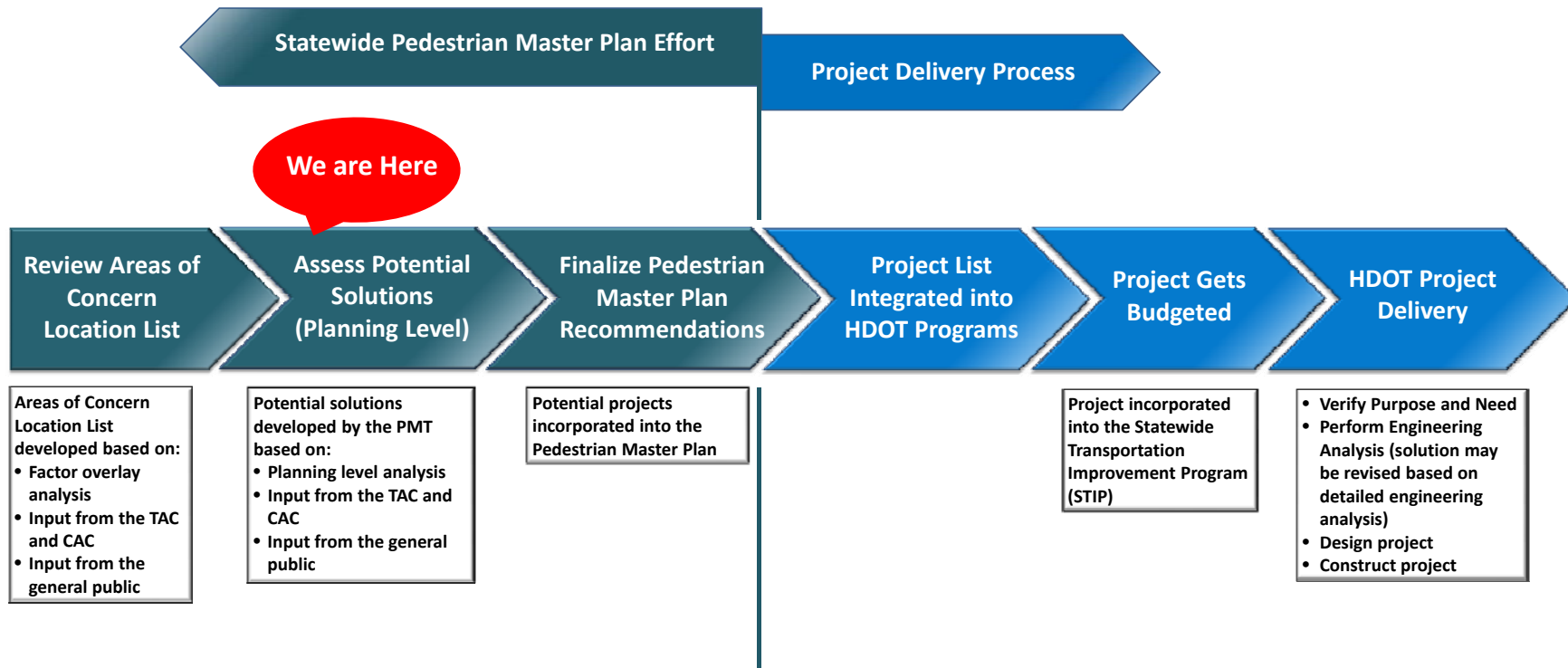
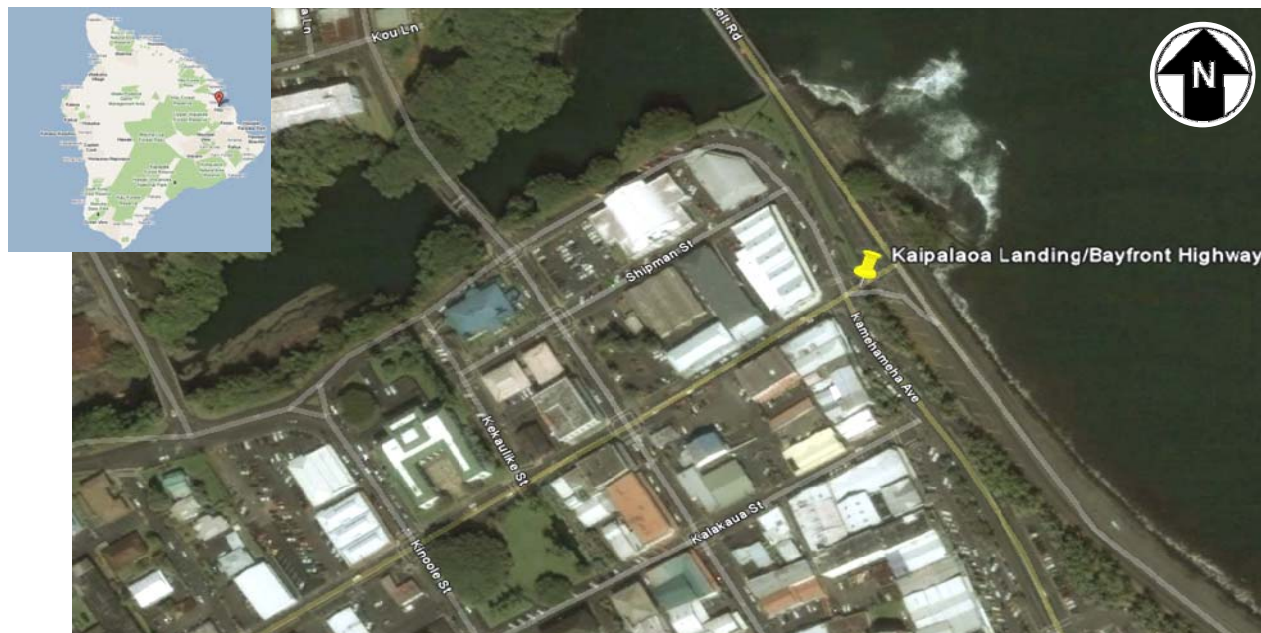


Statewide Pedestrian Master Plan Areas of Concern Project Delivery Process



Bayfront Highway/Kaipalaoa Landing Hilo, HI

DRAFT



Description

The Bayfront Highway (Hwy 19) runs adjacent to the shoreline as it passes through the downtown area of Hilo, HI. Currently, there is not a marked crosswalk for pedestrians to cross the Bayfront Highway to access the waterfront from the downtown area. In this area, Kamehameha Avenue runs parallel to the highway, serving as a local access frontage road to the downtown area. Today there are marked crosswalks for pedestrians to cross Kamehameha Avenue (see photo below).



(Input from the General Public)

Bayfront Highway/Kaipalaoa Landing

DRAFT

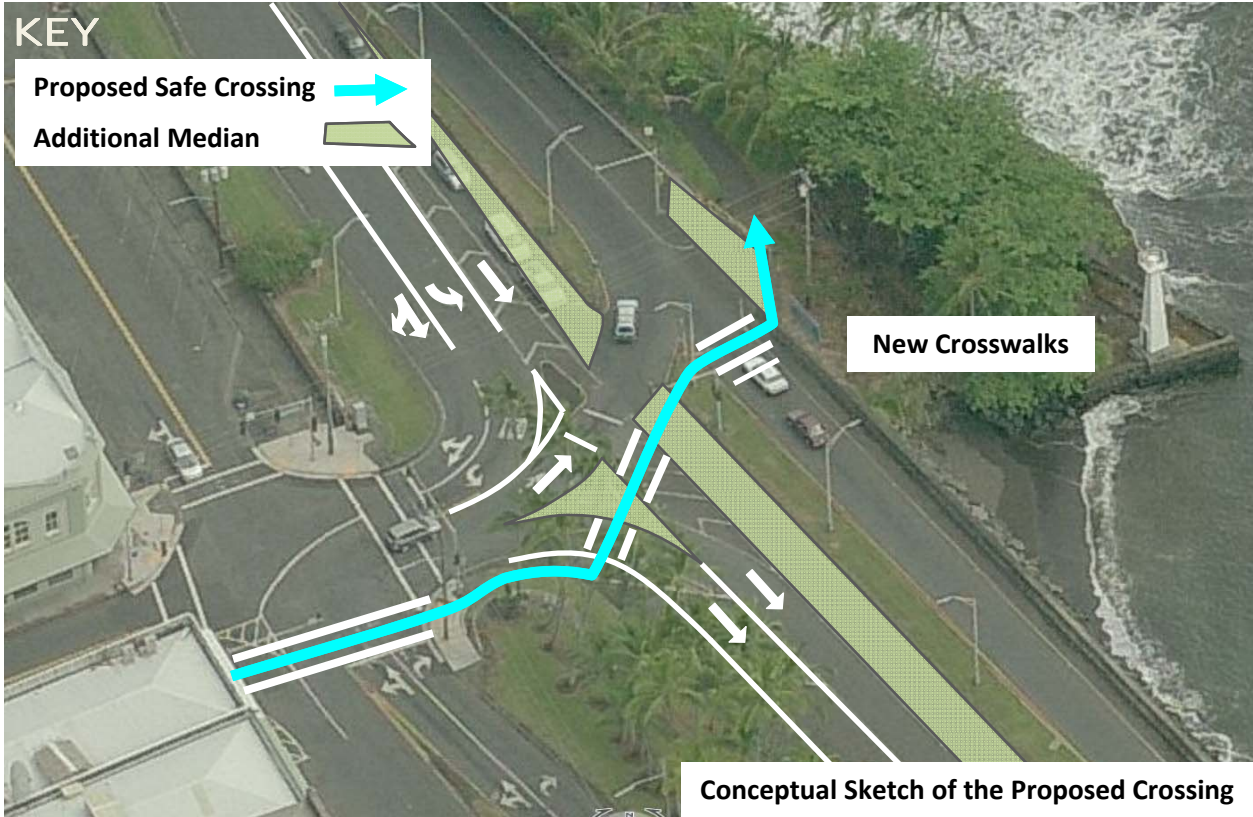
Hilo, HI

Analysis

There is a need to accommodate pedestrians that cross the Bayfront Highway. Pedestrians cross where Waianuenu Avenue intersects with the highway. Existing sidewalks from downtown lead towards this intersection, so it's understandable that pedestrians looking to access the waterfront would choose to cross in this location, in addition the closest viable option is 0.7 miles (over 3,700 feet) to the south.

Potential Solution

The site would benefit from the installation of a series of marked crosswalks to safely link Downtown Hilo to the waterfront, which is consistent with the EnVision Downtown Hilo 2025 plan. This would be achieved by adding new crosswalks on the south side of Waianuenu Avenue and across the Bayfront Highway. Existing and proposed medians could serve as refuge areas to enhance safety (see concept photo below). The new crossing would formalize the existing pedestrian pattern observed. A modified traffic signal is proposed to manage vehicular and pedestrian traffic safely and optimally. Because of the proximity of the intersections, a thorough study of the signal timing/phasing should be conducted.



Cost Estimate

To be determined

Mamalahoa Highway (Hwy 11)

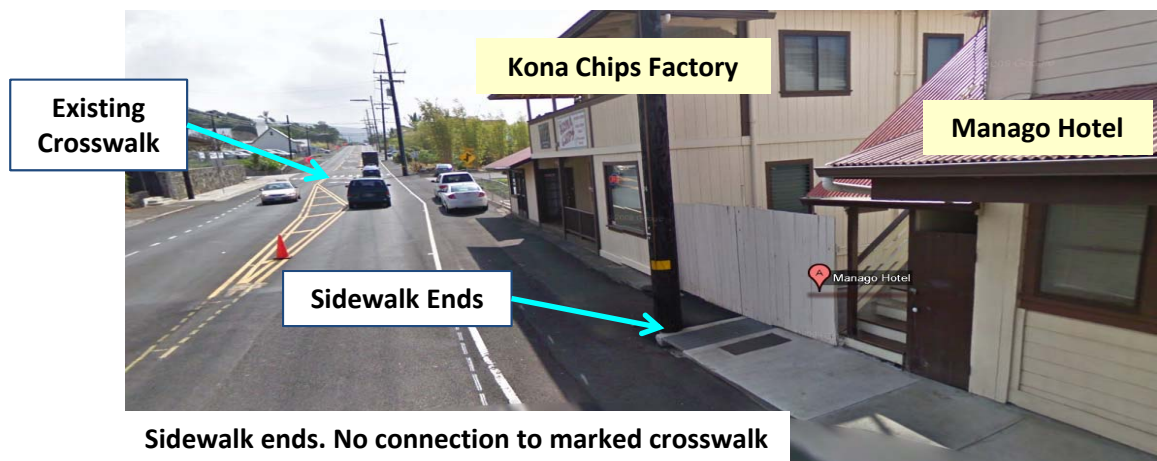
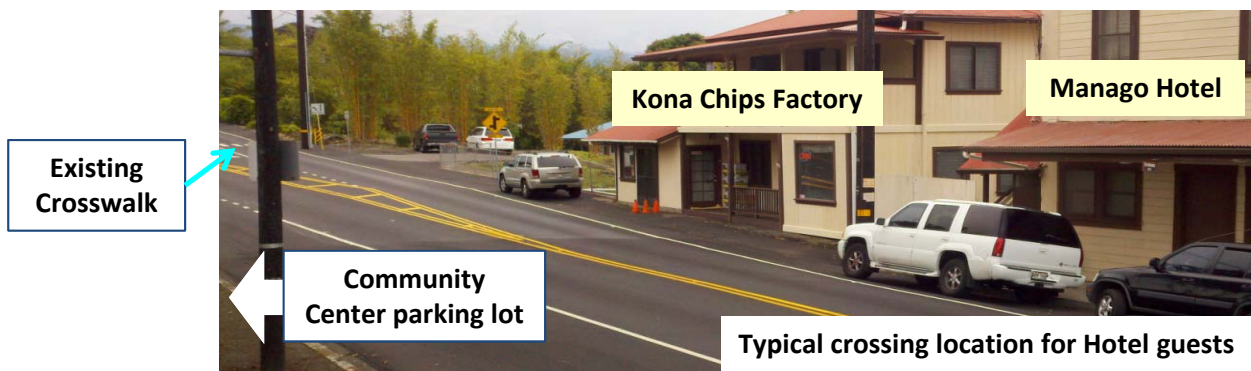
Captain Cook, HI

DRAFT



Description

The Manago Hotel fronts Mamalahoa Highway (Hwy 11) in Captain Cook, HI. A large number of hotel guests park across the street from the hotel at a community center. The closest marked crosswalk for guests to cross the highway is 270' up the road at Kinue Street. There are no sidewalks between the Hotel and the marked crosswalk. The existing sidewalk ends at the Kona Chips factory (see bottom photo, below).



(Input from the General Public)

Mamalahoa Highway (Hwy 11)

DRAFT

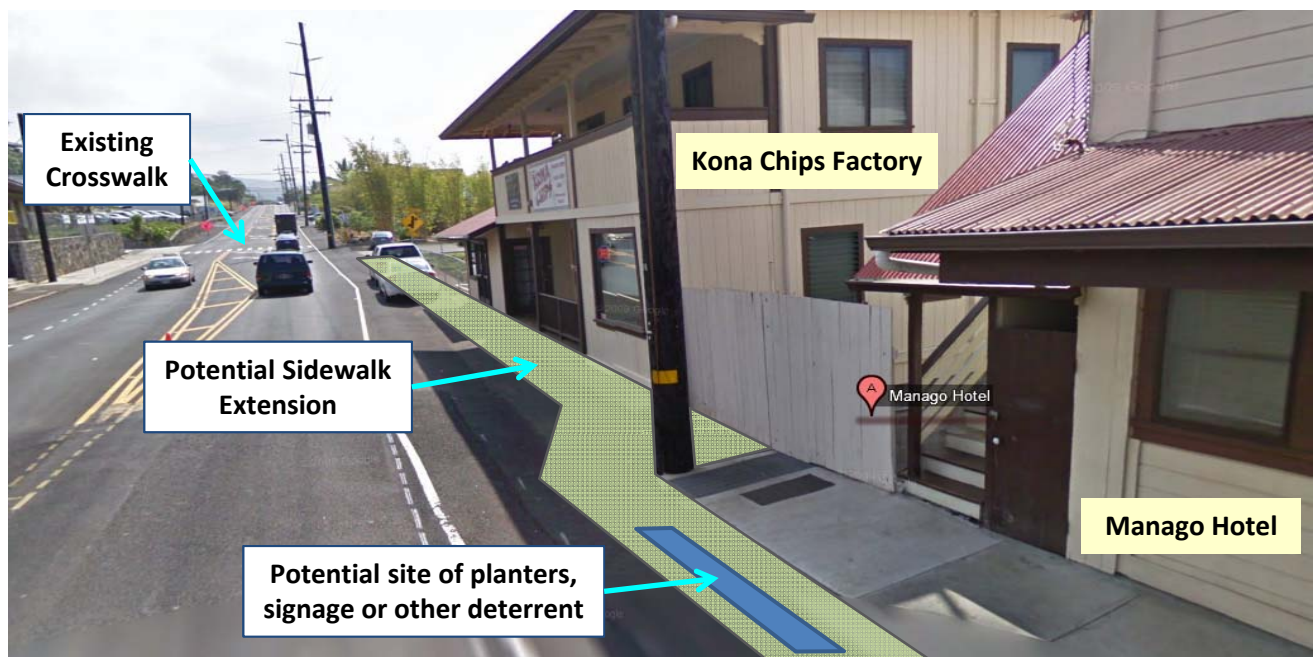
Captain Cook, HI

Analysis

Hotel guests lack a direct and intuitive way to cross the highway. However, adding a second crosswalk directly in front of the hotel entrance would not be recommended given the expected overall pedestrian traffic volume at this location.

Potential Solution

The site would benefit from an extension of the existing sidewalk, linking the hotel to the existing crosswalk at Kinue Street. The new sidewalk should be designed so that the existing utility pole does not become an obstruction (see photo concept below). Additional signs informing visitors that a crosswalk is provided near Kinue Street should be placed along with some type of barrier (e.g. planters or bollards) that would deter current practice. Similar barriers and signing should be placed along the sidewalk in front of the community center as well. It is recognized that many people will continue to cross the highway out of convenience, however, the new sidewalk extension would establish a safe, protected path for hotel guests and would contribute to an improved environment for pedestrians.



Potential sidewalk extension and physical barrier encourage pedestrians to use existing crosswalk

Cost Estimate

To be determined

(Input from the General Public)

Hawaii Belt Road (Hwy. 19)

Pa`auilo, HI

DRAFT



Description

The Pa`auilo school is located in rural Pa`auilio, HI. Hawaii Belt Road, Hauola Road and Hauola Lane are the main access roads to the school. A recent school survey showed that most students come by car due to the lack of pedestrian facilities. There are wide paved shoulders along Hawaii Belt Road east of the intersection with Hauola Road, and narrow shoulders west of the intersection.

Analysis

Students lack a dedicated and intuitive way to walk or bike to school from the pedestrian bridge. Signs indicating to motorists that the area is a school zone are missing.



Existing faded crosswalk at Paauilo Mill Road, looking south.



Existing pedestrian bridge, looking south

(Factor Overlay Analysis)

Hawaii Belt Road (Hwy. 19)

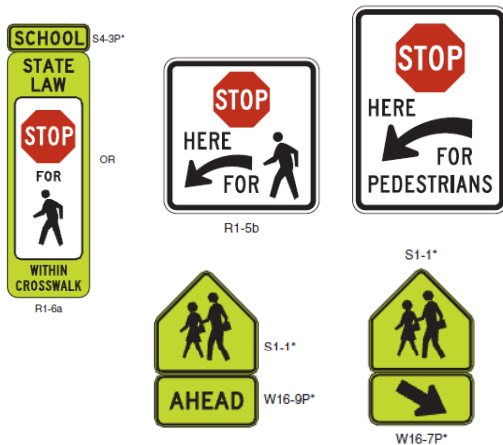
DRAFT

Pa`auilo, HI

Potential Solution

The site would benefit from installing additional school signage that can remind drivers of the proximity of Pa`auilo Elementary and Intermediate School. Existing pavement markings should be checked and restriped if faded, such as the existing crosswalk on Hawaii Belt Road at Pa`auilo Mill Road. In addition, the installation of a pedestrian-activated rectangular Rapid Flash LED Beacon (RRFB) could be installed at the existing crosswalk. Currently, the DOT is in the process of getting FHWA approval to use the RRFB technology. Further studies would be needed to ensure that the RRFB is the appropriate solution on Hawaii Belt Road.

Additionally, the existing public educational program “Walk Wise Hawaii” would also be an effective solution to address pedestrian safety concerns in this area. Walk Wise Hawaii is an educational program of the State DOT, which works through community partnerships, presentations and the media to educate pedestrians and drivers on safe walking and driver awareness of pedestrians. An important and powerful element of the outreach is the Walk Wise Hawaii Pedestrian and Driver Pledges. The audience take the pledge is asked to share what they have learned with at least one member of their family. Outreach events and presentations done by Walk Wise Hawaii speakers at various elementary, middle and high schools, as well as community centers, senior centers and businesses within the neighborhood are strongly recommended.



Examples of Unsignalized Pedestrian Crosswalk Signs, School Area Signs and In-Street Signs in School Areas (MUTCD)



Rectangular Rapid Flash LED Beacon (RRFB)

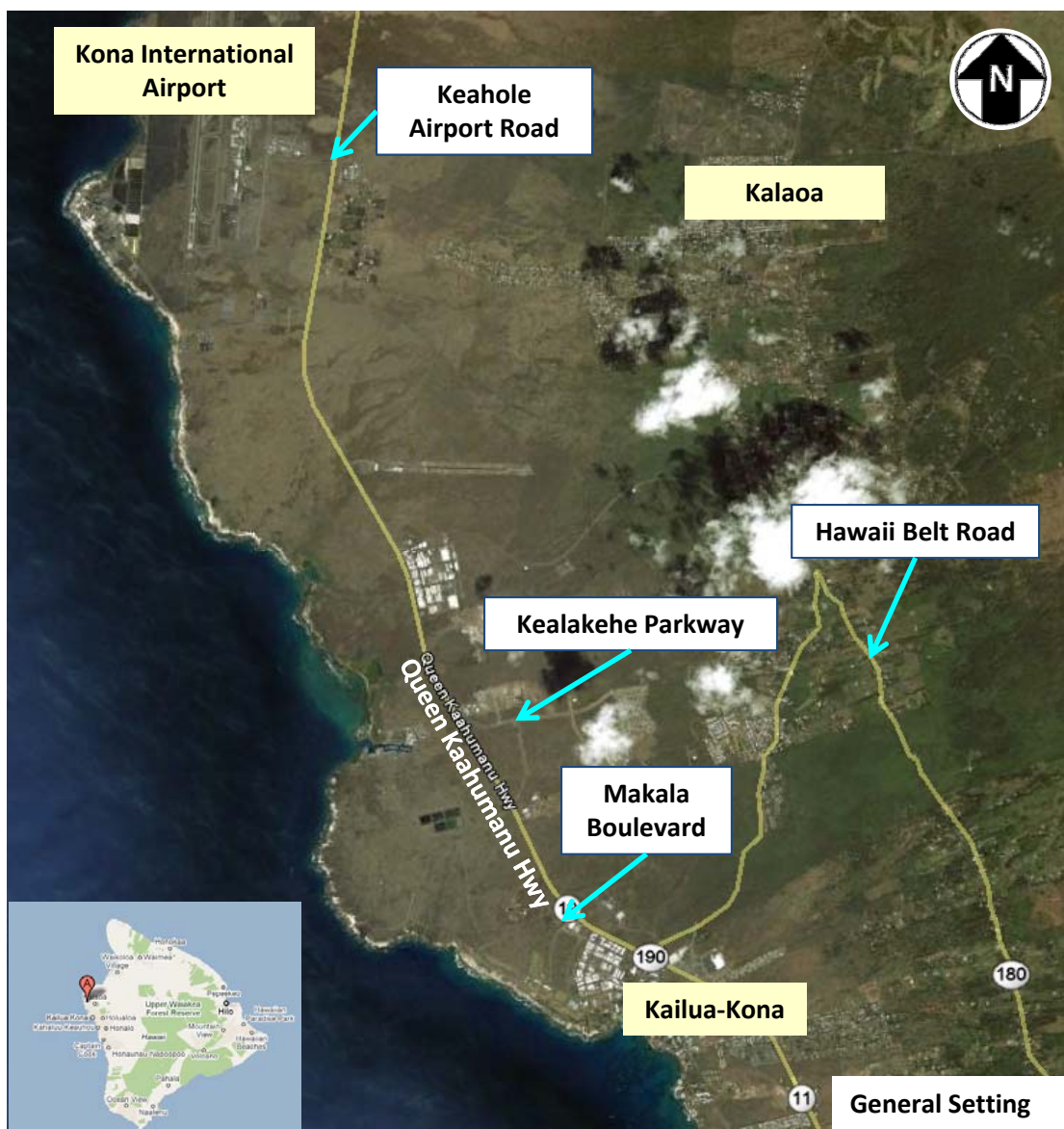
Cost Estimate

To be determined

Queen's Lei

Kailua-Kona, HI

DRAFT



Description

Over the past few years, roadway improvements in Kona have not kept pace with development and traffic congestion grows worse with time. Major roadway improvements often take a long time to complete and limited financial resources need to be prioritized. The Kona Community Development Plan (Ordinance #08-131) states that, “Widening, improving, and extending major arterials, as well as increasing connectivity between and within existing and future development are necessary to enhance mobility in Kona.” One of the transportation strategies of the CDP is to take advantage of Kona’s mild climate and build a network of interconnected bike lanes, trails, and sidewalks within and outside of road right-of-ways to provide a healthy and green alternative to automobile use.

(Input from the CAC)

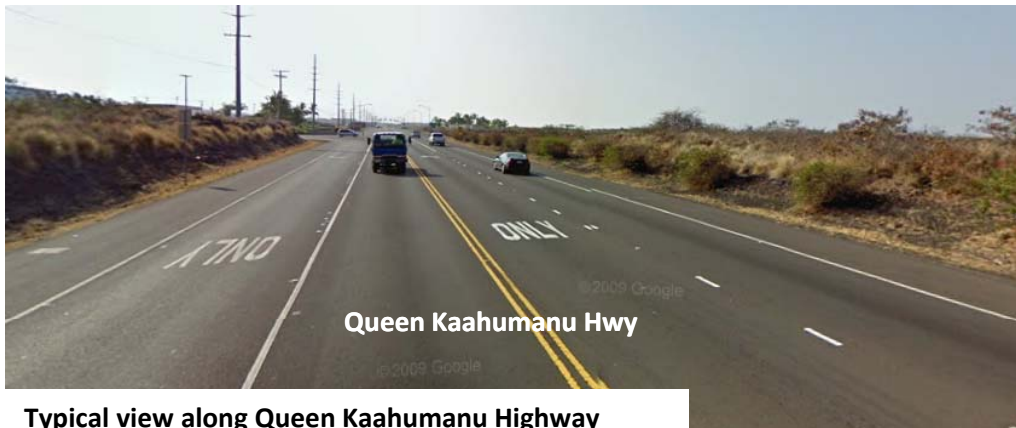
Queen's Lei

Kailua-Kona, HI

DRAFT

Analysis

The Kailua-Kona area lacks multi-modal connectivity options. Queen's Lei is a 16.75 mile circulation loop for bicyclists and pedestrians. It will provide for the needs of a variety of pedestrians and bicyclists, including commuters, school children, neighborhood residents, and recreational users.



Typical view along Queen Kaahumanu Highway

Potential Solution

The site would benefit from the construction of a portion of the Queen's Lei shared use pathway between Keahole Airport Road to Makala Boulevard to improve connectivity in the West Hawaii area. The proposed project will connect North Kona to the future West Hawaii University campus, a variety of existing and planned facilities such as schools, hospitals, parks, residential neighborhoods, restaurants, public buildings and Keahole Airport.



Conceptual Sketch of a Shared Use Paved Pathway

Cost Estimate

To be determined

(Input from the CAC)