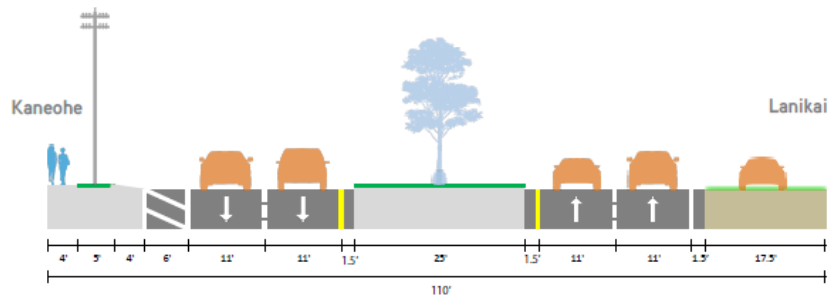


Mōkapu Rd. between Kalāheo Ave. and Old Mōkapu Rd.

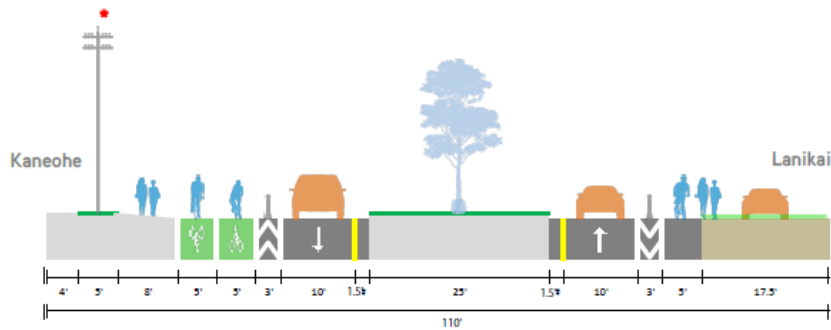


1 Mokapu Rd. between Kalaheo Ave. and Old Mokapu Rd.

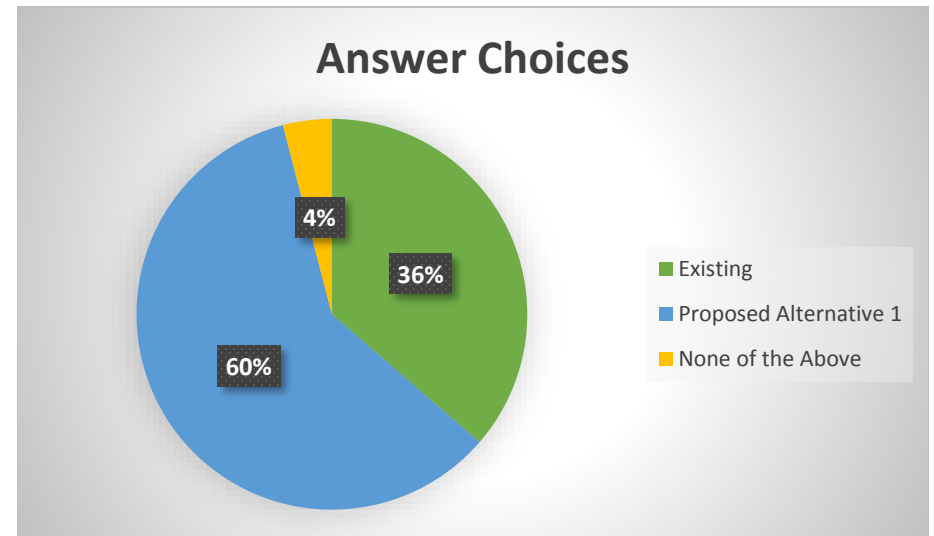
EXISTING



PROPOSED ALTERNATIVE 1: TWO-WAY PROTECTED BIKEWAY WITH PROTECTED PEDESTRIAN PATH



* If utility undergrounding occurs, the planting of street trees is possible.



Total Respondents who answered: 99

Existing: 36%

Proposed Alternative 1: 60%

None of the above: 4%

None of the above responses

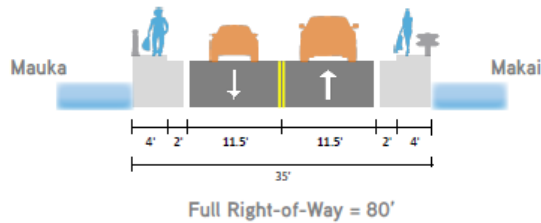
1. Maintain two lanes for driving.
2. I don't prefer protected 2 way bicycle tracks over regular bicycle lane for each side, because it makes it difficult for people to see and predict leaving their driveways. Cars and bicycles should be flowing the same direction. Since, that portion has a nice center divider, it's more about letting the bicycle riders, safely cross the street at a signalized area.
3. The pedestrian pathway seems very large and awkward on either side of the street, It should be down the middle of the current median which would not take away from car and bike traffic. Bike lanes should be a single bike line going the same direction as traffic.
4. The issue here is not simply a binary choice between pedestrian safety, and lanes for automobile traffic. The problem is to find how to have these equally necessary things in harmony such that their space is not zero-sum. Of course safety is the number one concern for people in these towns, meanwhile, people can only get into these towns - if there are enough lanes of traffic to do so before they choose to move somewhere else. Who would live in a town with a 2 hour commute that existed over only a few miles? There are solutions. 1. Cap the population of Kailua. Of course this is not operable, merely, it is a solution. 2. Build roads up, and around, rather than debate what to do with the finite amount of space we have. The problem is there is not enough space, not "we are using the space wrong." There is no good way to utilize a road that was built for a 1970's town - in 2018. A third solution could be to put up a gate that only allowed entrance and exit to residents during rush hours. This of course is a nightmare in a town that is designed to host tourists. Also, the banning of cars in Kailua would work, though again, this is not an operable solution. The nature of the problem is we all have to live with the solution.

Kalāheo Ave. between Kailuana Pl. and Mōkapu Blvd.

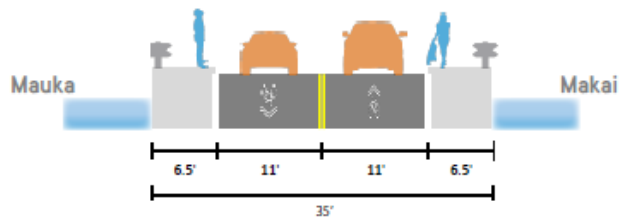


2 Kalaheo Ave. between Kailuana Pl. and Mokapu Blvd.

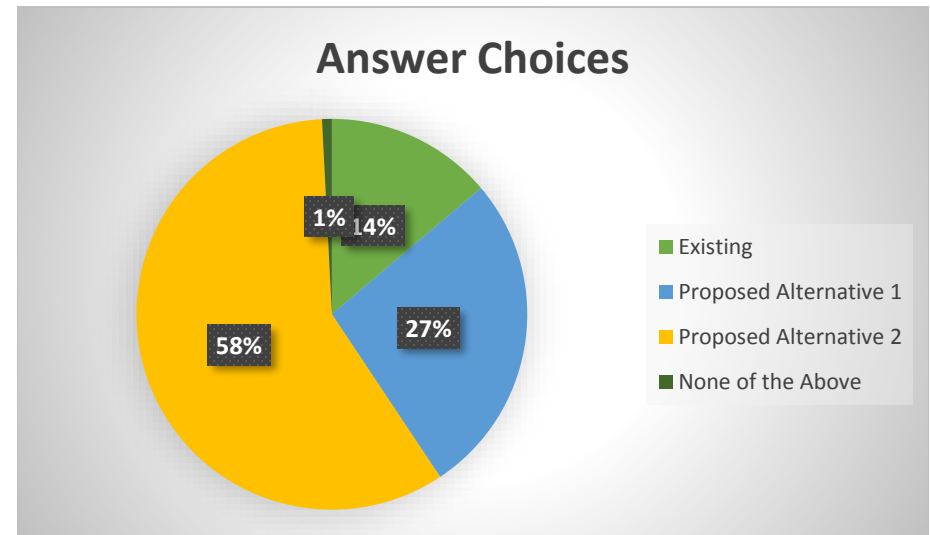
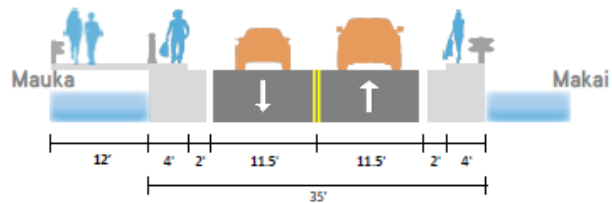
EXISTING



PROPOSED ALTERNATIVE 1: BIKE ROUTE WITH ENHANCED SIDEWALKS



PROPOSED ALTERNATIVE 2: CANTILEVER SHARED-USE PATH ON MAUKA SIDE



<u>Total Respondents who answered:</u>	123
<u>Existing:</u>	14%
<u>Proposed Alternative 1:</u>	27%
<u>Proposed Alternative 2:</u>	58%
<u>None of the above:</u>	1%

None of the above responses

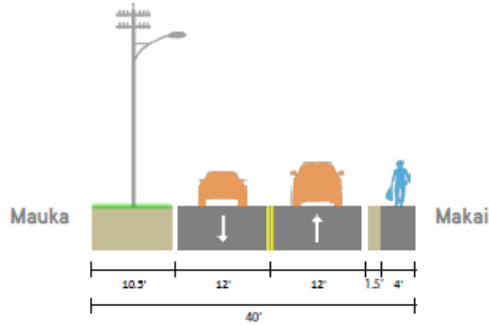
1. The roads

Kalāheo Ave. Between Kuulei Rd. and Kailuana Pl.

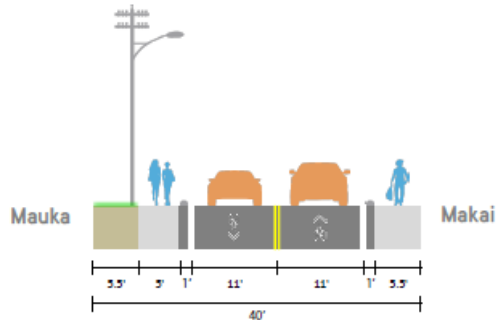


3 Kalaheo Ave. between Kuulei Rd. and Kailuana Pl.

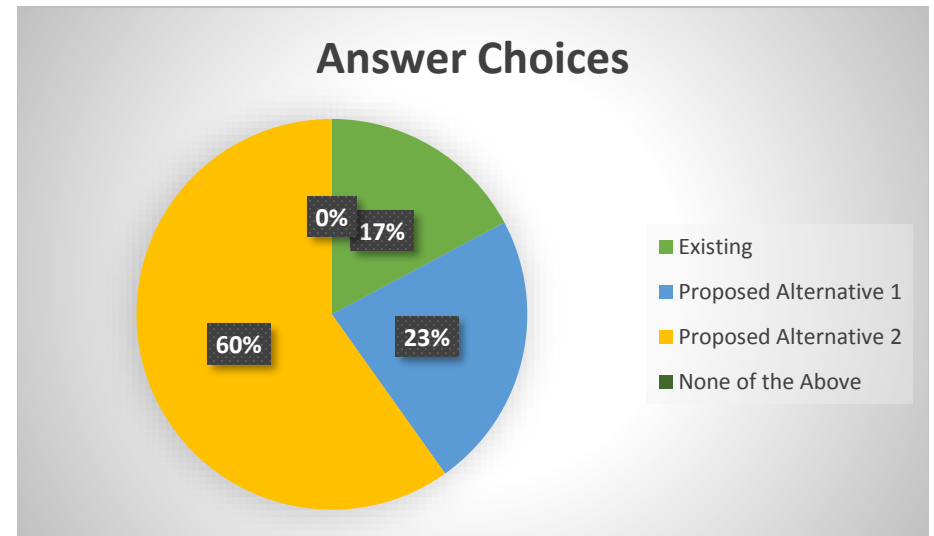
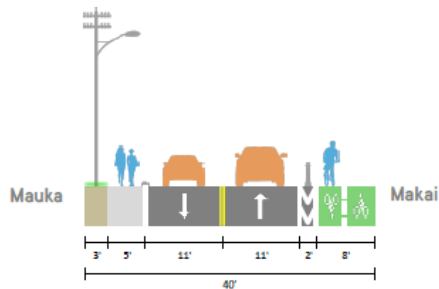
EXISTING



PROPOSED ALTERNATIVE 1: BIKE ROUTE WITH ENHANCED SIDEWALKS



PROPOSED ALTERNATIVE 2: BIKE ROUTE WITH TWO-WAY PROTECTED BIKEWAY ON MAKAI SIDE



<u>Total Respondents who answered:</u>	122
<u>Existing:</u>	17%
<u>Proposed Alternative 1:</u>	23%
<u>Proposed Alternative 2</u>	60%
<u>None of the above:</u>	0%

Kalāheo Ave. between Kailua Rd. and Kuulei Rd.

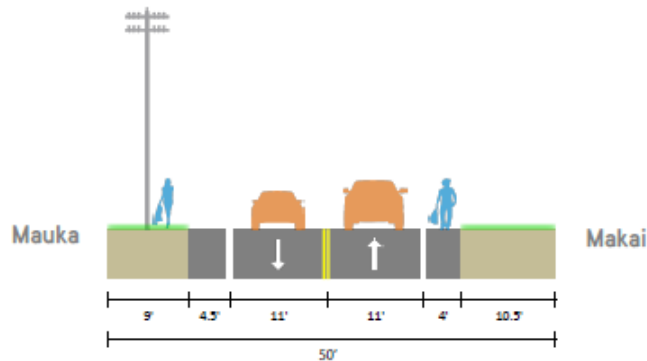


Google Earth

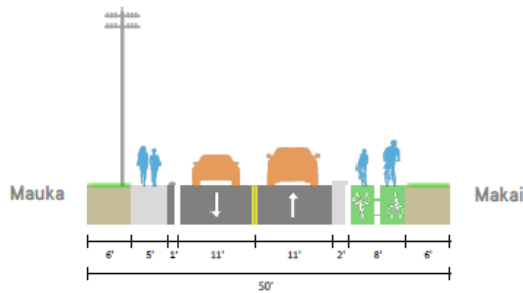
© 2018 Google

4 Kalaheo Ave. between Kailua Rd. and Kuulei Rd.

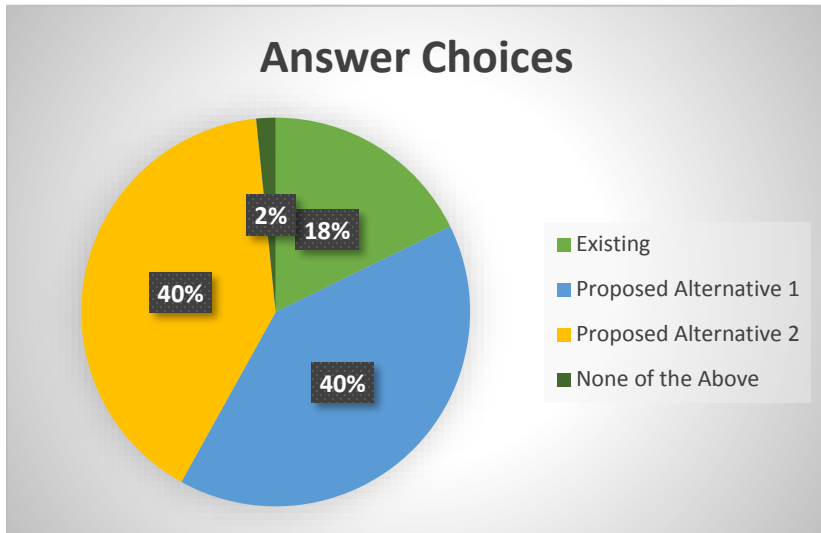
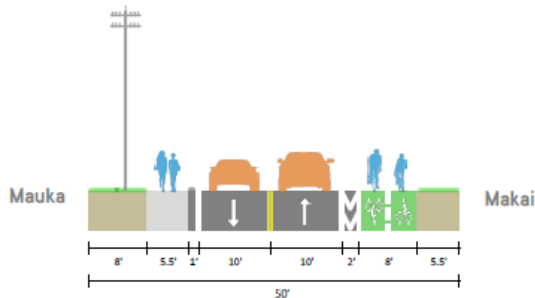
EXISTING



PROPOSED ALTERNATIVE 1: TWO-WAY PROTECTED BIKEWAY ON MAKAI SIDE WITH RAISED BUFFER



PROPOSED ALTERNATIVE 2: TWO-WAY PROTECTED BIKEWAY ON MAKAI SIDE WITH STRIPED BUFFER



Total Respondents who answered: 124

Existing: 18%

Proposed Alternative 1: 40%

Proposed Alternative 2: 40%

None of the above: 2%

None of the above responses

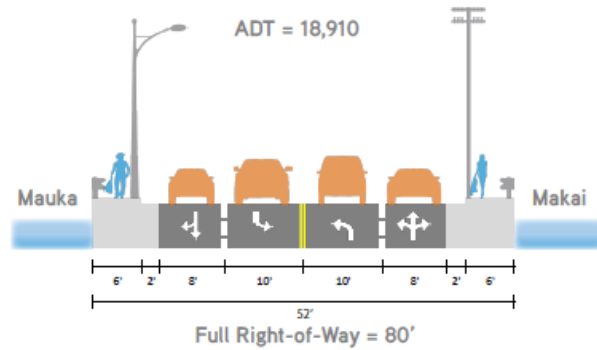
1. Need makai pedestrian access.
2. This is a great opportunity to create another lane of traffic. I bike down this road frequently, it does not require further accommodation for cyclists.

Oneawa St. between Kainui Dr. and Mōkapu Blvd.

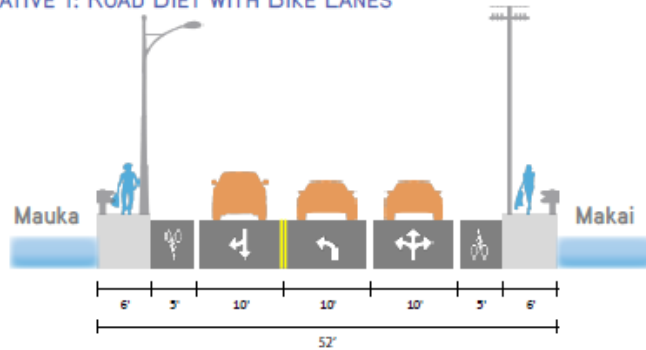


5 Oneawa St. between Kainui Dr. and Mokapu Blvd.

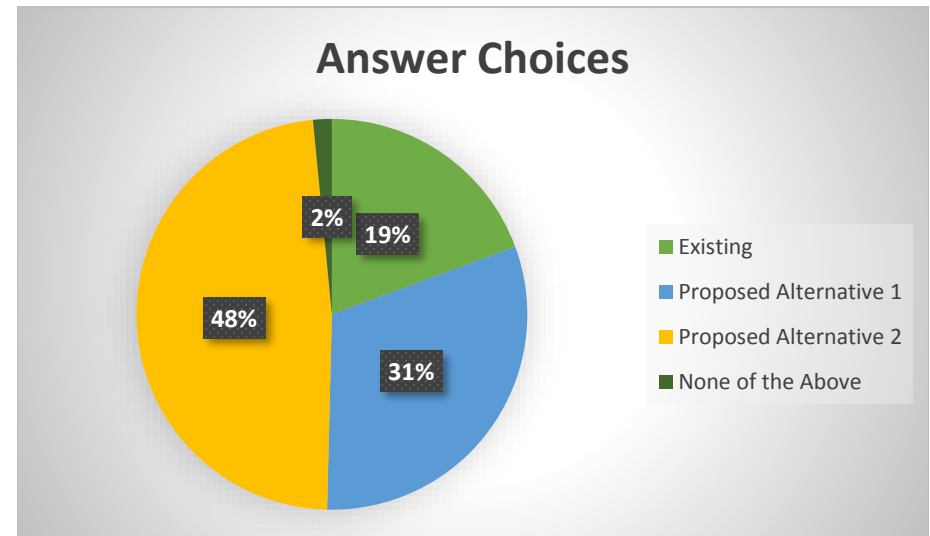
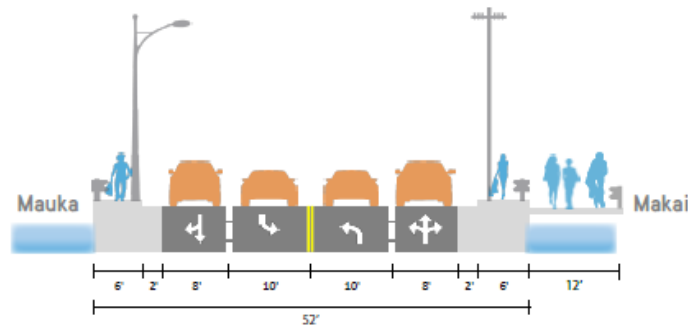
EXISTING



PROPOSED ALTERNATIVE 1: ROAD DIET WITH BIKE LANES



PROPOSED ALTERNATIVE 2: CANTILEVER SHARED-USE PATH ON MAKAI SIDE



<u>Total Respondents who answered:</u>	129
<u>Existing:</u>	19%
<u>Proposed Alternative 1:</u>	31%
<u>Proposed Alternative 2</u>	48%
<u>None of the above:</u>	2%

None of the above responses

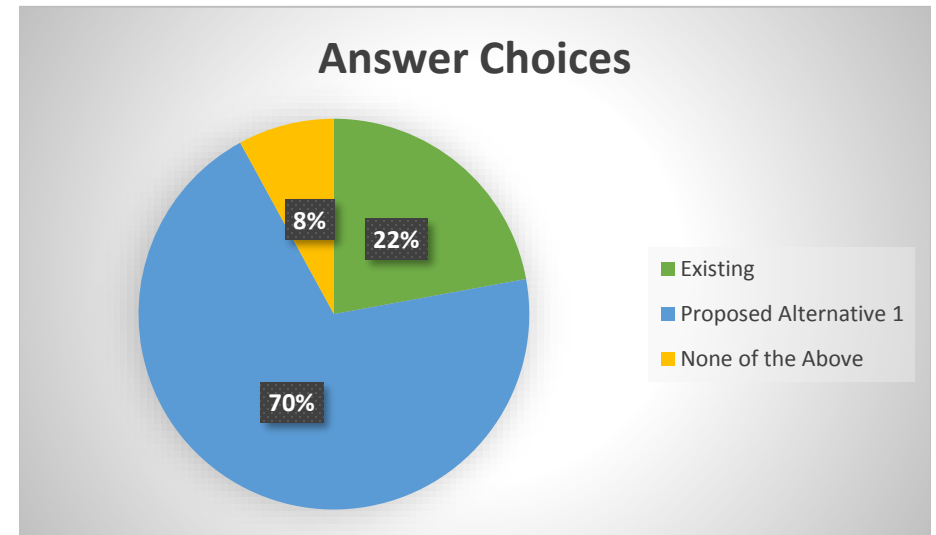
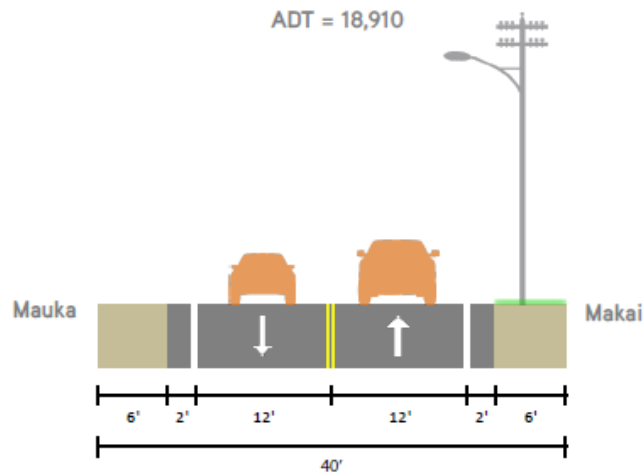
1. Oneawa should be redirected to a one way going south towards Kailua town and Kalaheo Avenue should be one way north leaving Kailua.
2. There needs to be another lane of traffic here. The only walking paths that can exist here must be cantilever, if even that. This leads up to the main hub for entrants into Kailua during rush hour. I am a cyclist, I walk in this area, the town needs another lane.

Oneawa St. between Olomana St. and Kainui Dr.



6 Oneawa St. between Olomana St. and Kainui Dr.

EXISTING



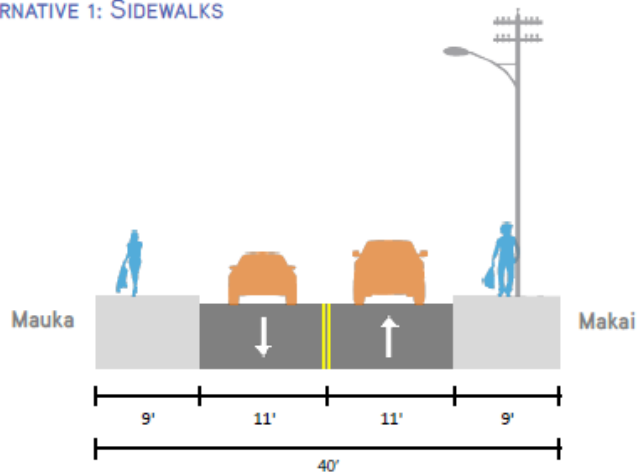
Total Respondents who answered: 113

Existing: 22%

Proposed Alternative 1: 70%

None of the above: 8%

PROPOSED ALTERNATIVE 1: SIDEWALKS



None of the above responses

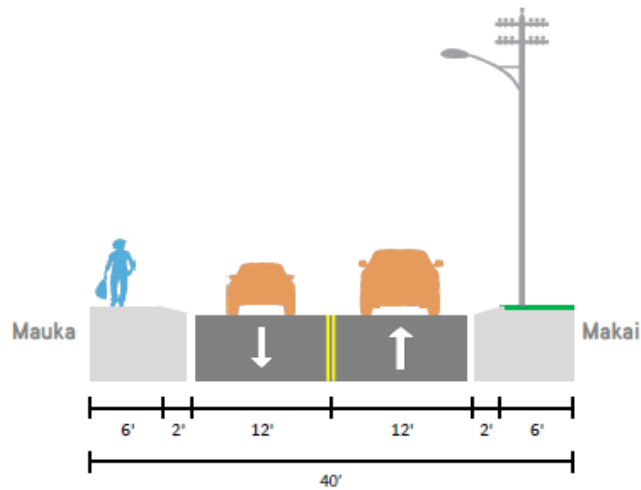
1. The addition of both sidewalks and bike paths, or shared. Drivers tend to drive quickly on this street and I want the most safety for bikers and pedestrians.
2. Keep roadside parking! In all projects.
3. I would like to see a provision for bicycles, although I completely understand the constraints presented by the narrow right of way as well as trying to designate a street to just move cars through quickly.
4. One-way couplet with Kalāheo.
5. Parking is going to become an issue. is it possible for shared use buffer, more narrow lanes and leave the ability to park?

Oneawa St. between Wailepo and Olomana St

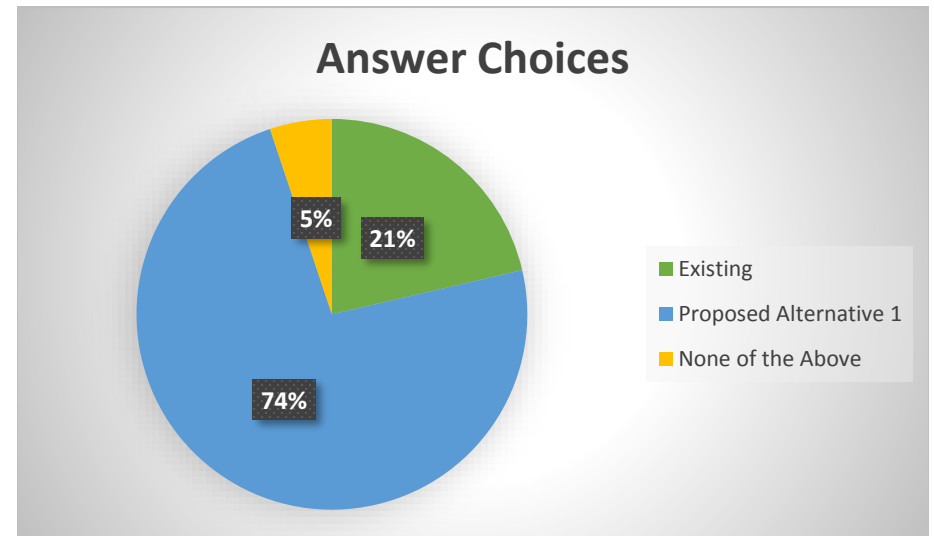
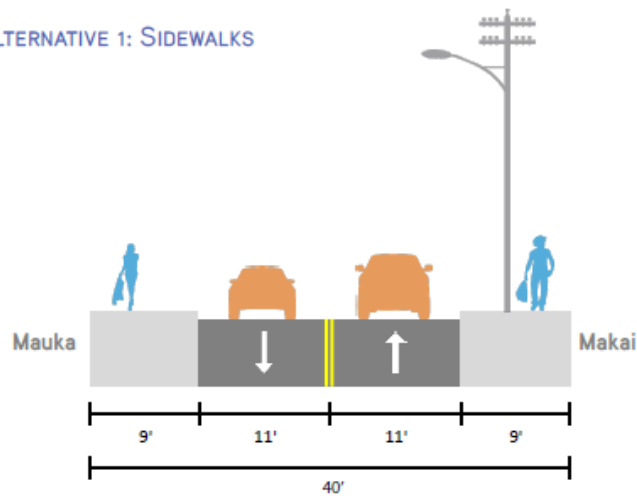


7 Oneawa St. between Wailepo Pl. and Olomana St.

EXISTING



PROPOSED ALTERNATIVE 1: SIDEWALKS



Total Respondents who answered: 117

Existing: 21%

Proposed Alternative 1: 74%

None of the above: 5%

None of the above responses

1. Addition of both bike path and sidewalk. Shared use is ok.
2. Keep roadside parking!
3. Sidewalks AND landscape buffer.
4. Same as previous comment.
5. Similar comment - need a place for bikes, sidewalks would be nice, but that also means that bikes will likely be on the sidewalk with no easy transition from road to sidewalk so could create issues with pedestrians

Oneawa St. between Kihapai St. and Wailepo Pl.

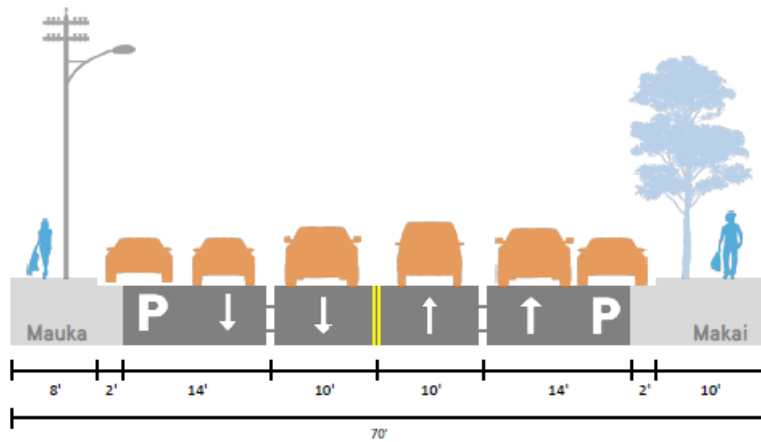


Google Earth

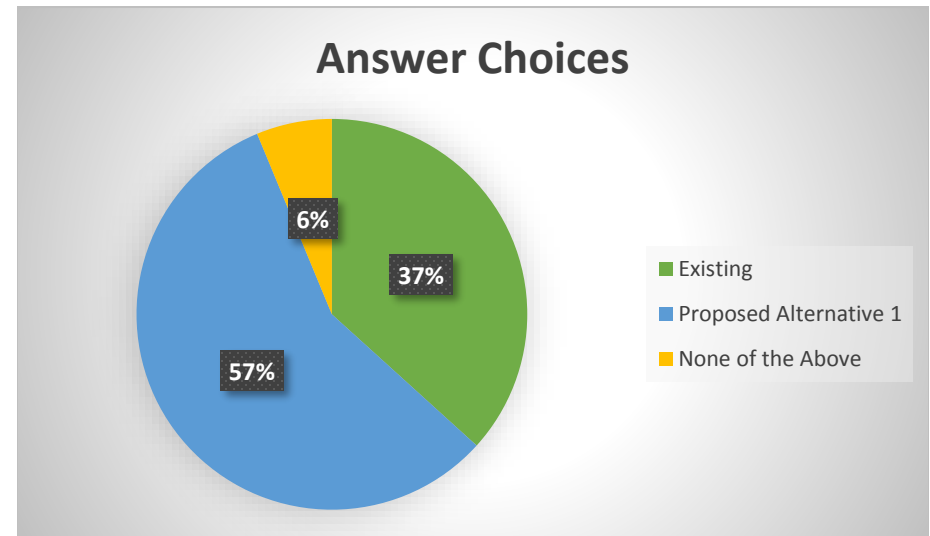
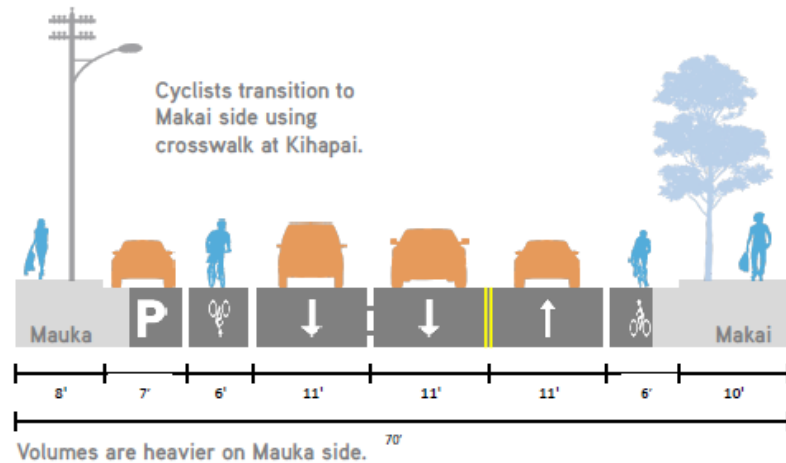
© 2018 Google

8 Oneawa St. between Kihapai St. and Wailepo Pl.

EXISTING



PROPOSED ALTERNATIVE 1: STANDARD BIKE LANES
(REQUIRES REMOVAL OF APPROXIMATELY 10 PARKING SPACES)



<u>Total Respondents who answered:</u>	128
<u>Existing:</u>	37%
<u>Proposed Alternative 1:</u>	57%
<u>None of the above:</u>	6%

None of the above responses

1. I like the King St concept. protected against traffic with bike traffic going 2 ways on the same bike lane
2. Keep roadside parking!
3. Nothing
4. Parking should not be removed, and lane should not be taken away.
5. Don't know if those businesses rely on that parking
6. Just get rid of the on-street parking already! That area needs proper bike lanes and wider sidewalks, NOT street parking.
7. This street is really busy and complex. I would like to change it but as with your other plans, none really have buffer strips indicated...this one seems like it would be too busy/complicated to understand fully. Maybe do a two way bike lane on one side with a buffer.
8. 2 lanes in each direction. There are a lot of cars that turn.

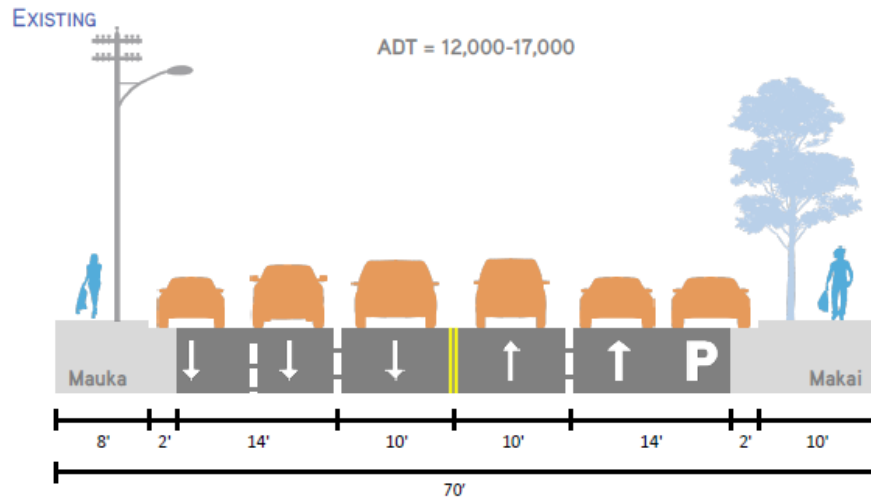
Oneawa St. between Kuulei Rd. and Kihapai St.



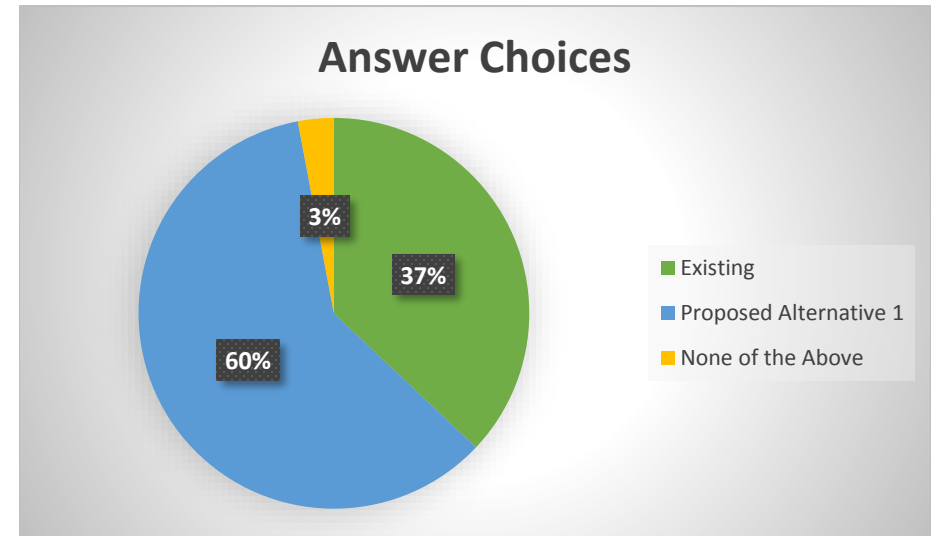
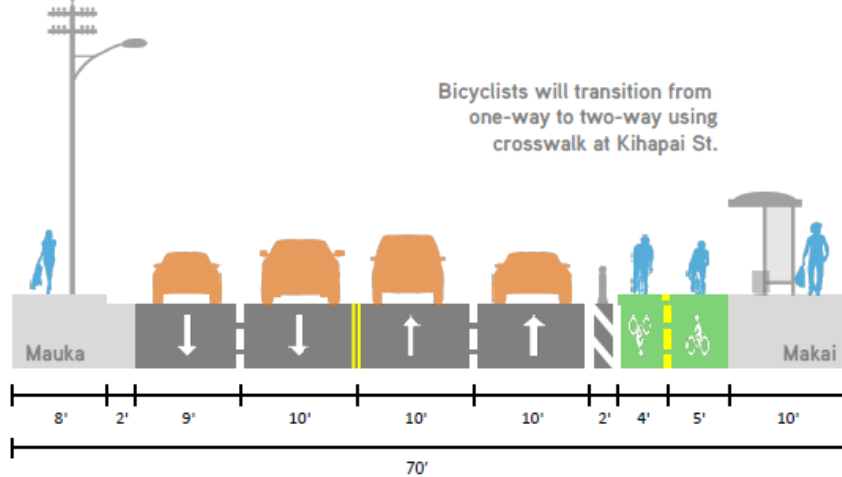
Google Earth

© 2018 Google

9 Oneawa St. between Kuulei Rd. and Kihapai St



PROPOSED ALTERNATIVE 1: TWO-WAY PROTECTED BIKE LANES
(REQUIRES REMOVAL OF APPROXIMATELY 4 PARKING SPACES)



<u>Total Respondents who answered:</u>	135
<u>Existing:</u>	37%
<u>Proposed Alternative 1:</u>	60%
<u>None of the above:</u>	3%

None of the above responses

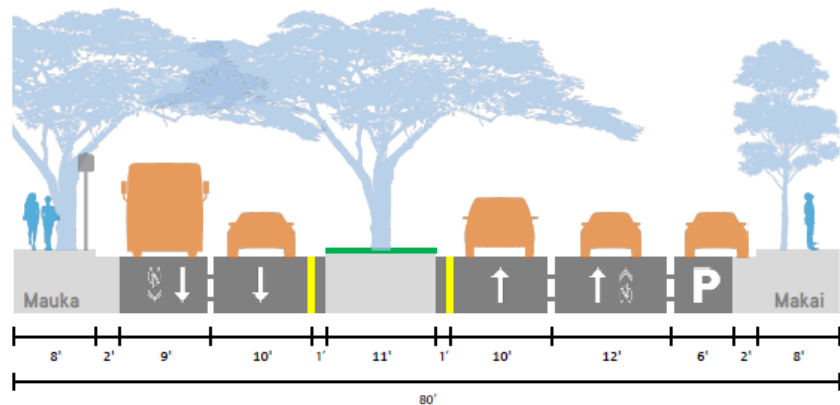
1. Bike lanes on each side of street flowing in direction of vehicular travel.
2. Oneawa should be one way going south towards Kailua and evening hours make one lane parking available.
3. Don't want to see parking spaces eliminated. Parking is already limited in Kailua.
4. I'm not sure but bike transition looks confusing

Kailua Rd. between Hahani St. and Kuulei Rd.

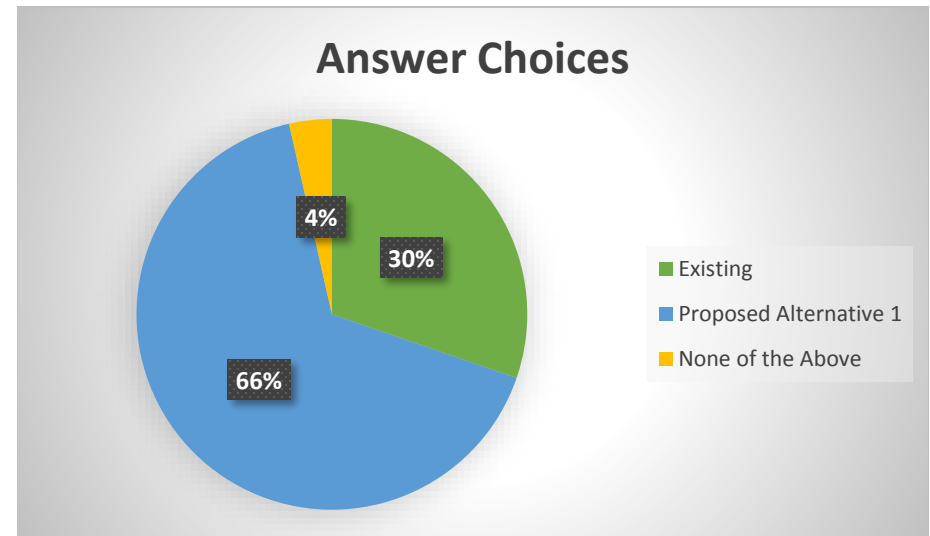
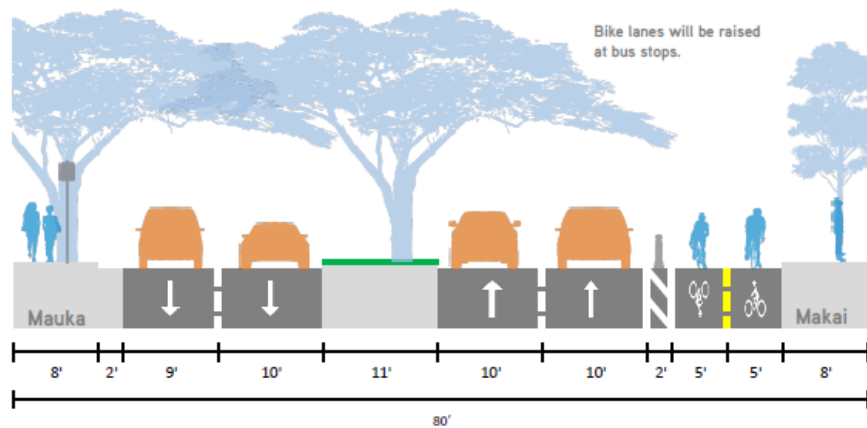


10 Kailua Rd. between Hahani St. and Kuulei Rd.

EXISTING



PROPOSED ALTERNATIVE 1: TWO-WAY PROTECTED BIKE LANES
(REQUIRES REMOVAL OF APPROXIMATELY 12 PARKING SPACES)



Total Respondents who answered: 142

Existing: 30%

Proposed Alternative 1: 66%

None of the above: 4%

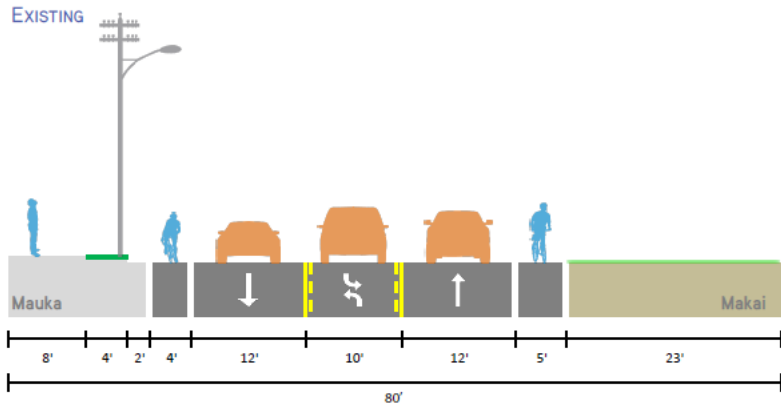
None of the above responses

1. Keep roadside parking!
2. Dedicated bike lane on each side flowing in the direction of vehicle travel.
3. No bike lanes on Oneawa. Put bike lanes on Kalaheo and Kihapai
4. Parking is becoming a huge issue in this part of town. The capacity to handle the volume of visitors coming in daily is not feasible. To change this area of Kailua, a major shift in ways of approaching the problem is necessary. Can this area be part of a one way loop around the downtown area. this street one way through the right at the corner of Kailua Rd and Hahani St? The traffic, the bikers, the pedestrians and the parking need a radical approach to actually make a difference in this area. Also an all way stop for pedestrians at Kailua Rd and Hahani St. would be extremely helpful as an idea as well.
5. The lanes for the cars are too narrow, especially 9'. There are trucks that use this road.

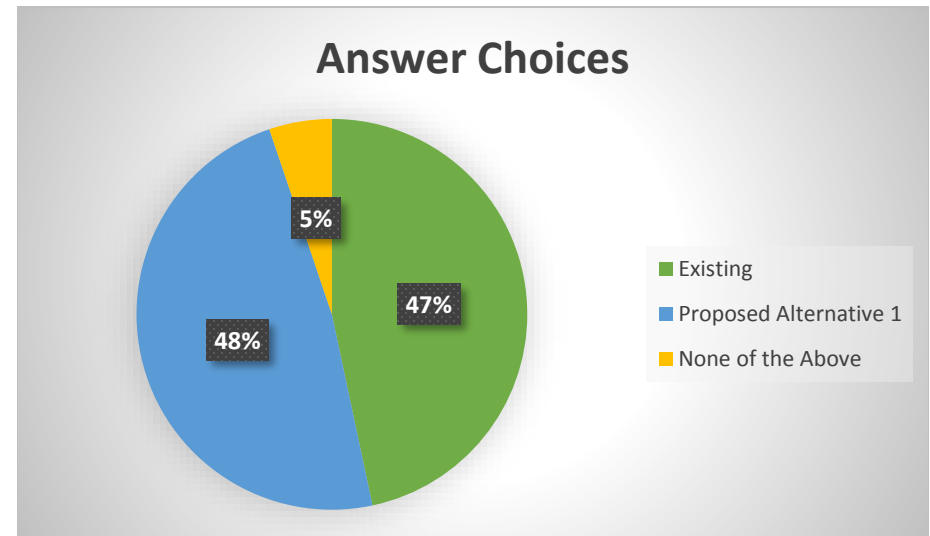
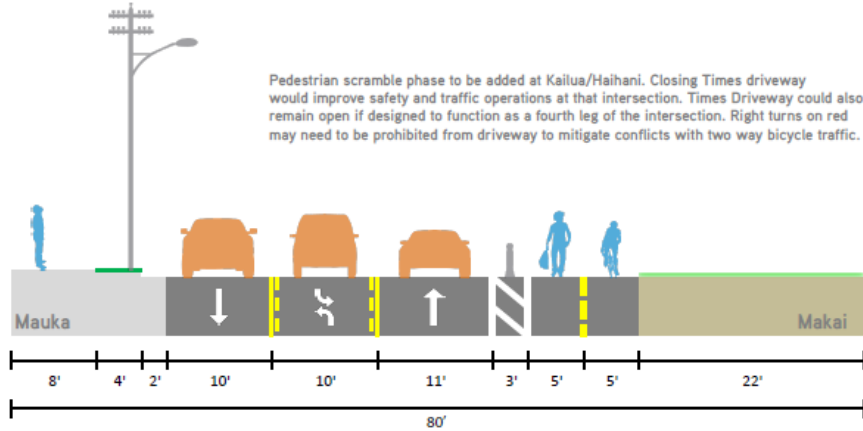
Kailua Rd. between Aoloa St. and Hahani St.



11 Kailua Rd. between Aoloa St. and Hahani St.



PROPOSED ALTERNATIVE 1: SHARED-USE PATH



<u>Total Respondents who answered:</u>	135
<u>Existing:</u>	47%
<u>Proposed Alternative 1:</u>	48%
<u>None of the above:</u>	5%

None of the above responses

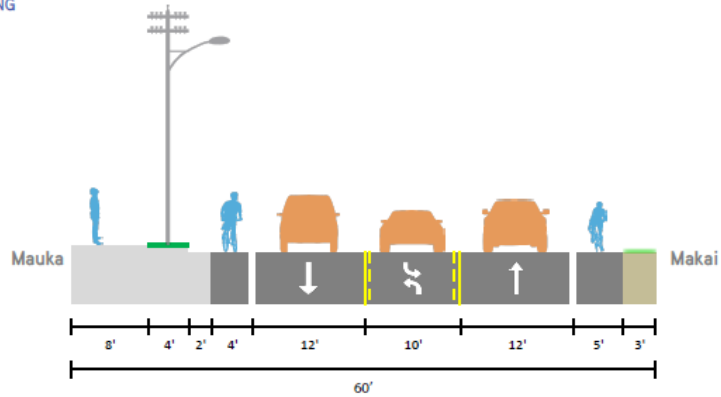
1. For all the reasons the FHWA documents the Hahani/Kailua Rd intersection should be a Roundabout, as is true for many other Kailua intersections.
2. Left turn arrow from Hahani onto kailua rd needed. That's all.
3. People are not using the bike lanes. there should be more room or pedestrians though. I see bikes being ridden and walked on the sidewalk all the time.
4. Proposed alternative 1 is good, but instead of closing down that driveway, make it an all way stop for cars so pedestrians can cross safely.
5. Bike lane should be mauka side.
6. That driveway being closed will cause an overwhelming backup of traffic. There needs to be an entrance and exit. If that road only takes one-way traffic we can have our cake and eat it too.
7. Do not close the Times driveway closest to the park. It relieves congestion at the light where the other driveway is.

Kailua Rd. between Wana'ao Rd. and Aoloa St

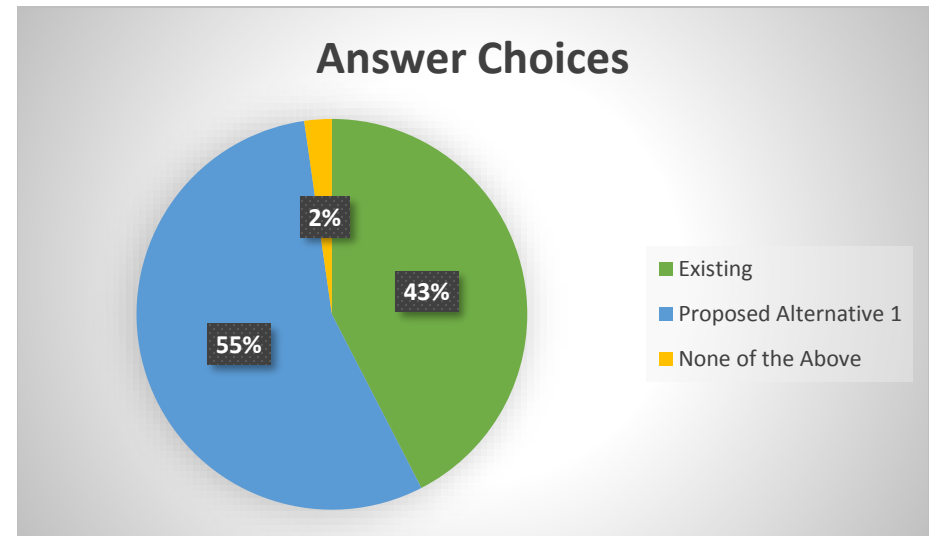
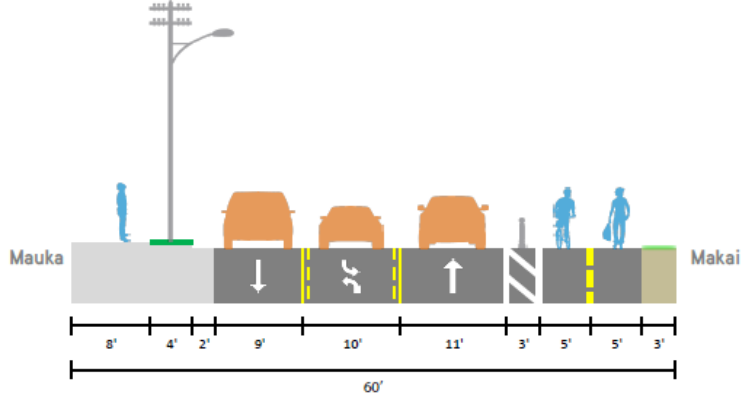


12 Kailua Rd. between Wanaao Rd. and Aoloa St.

EXISTING



PROPOSED ALTERNATIVE 1: SHARED-USE PATH



<u>Total Respondents who answered:</u>	132
<u>Existing:</u>	43%
<u>Proposed Alternative 1:</u>	55%
<u>None of the above:</u>	2%

None of the above responses

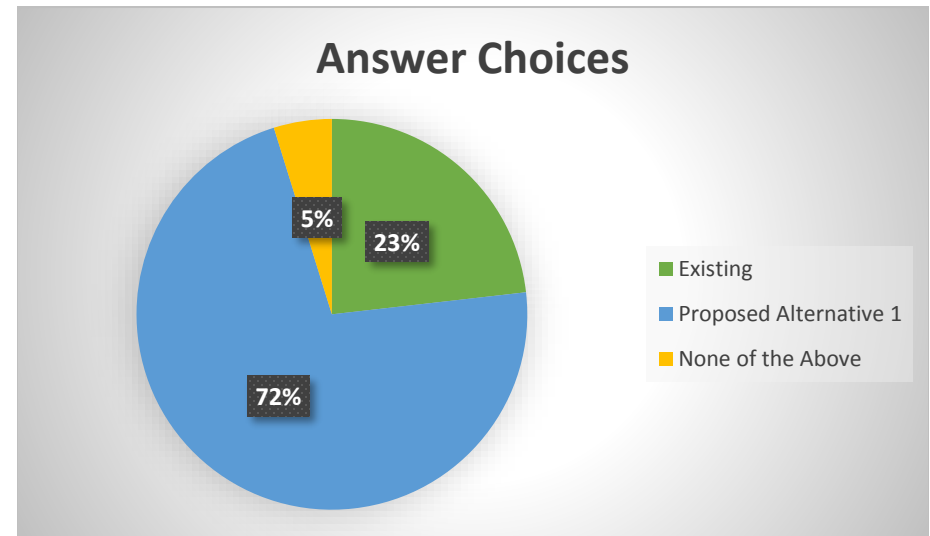
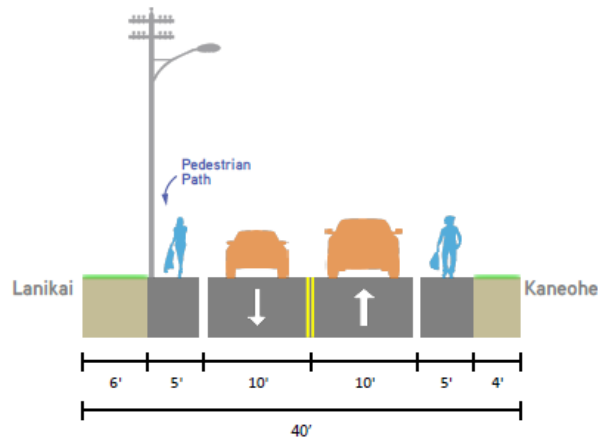
1. Sidewalks both sides- road widened if possible.
2. Bike lane should be mauka side.
3. Car lanes are too narrow! Trucks use this road all the time.

Kailua Rd. between Kalāheo Ave. and Wana'ao Rd.

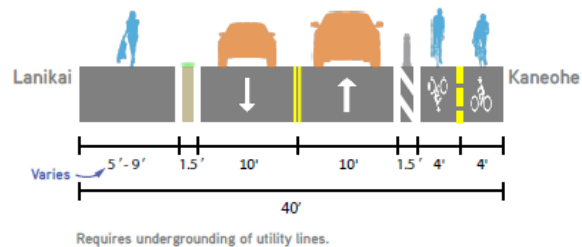


13 Kailua Rd. between Kalaheo Ave. and Wanaao Rd.

EXISTING



PROPOSED ALTERNATIVE 1: TWO-WAY PROTECTED BIKEWAY WITH PROTECTED PEDESTRIAN PATH



Total Respondents who answered: 125

Existing: 23%

Proposed Alternative 1: 72%

None of the above: 5%

None of the above responses

1. Keep roadside parking!
2. I really like the separation of bikes from peds on Alt. 1, but I'm concerned about the volume of pedestrian traffic that would need to cross Kailua Road to get to the lanikai side, both at Wanaao and at the new roundabout. I am skeptical that our visitors will do that much out of direction walking without confusion.
3. I have no problem with the bikeways, just the barrier. No barrier needed.
4. Level/repave/maintain existing shoulder.
5. Where's our street parking?
6. Parking will be taken away and residents will be very resistant to changes. route cyclists through different paths with signs and with working with the bicycle stores to better educate riders. use a mini circle at the light on Kailua Rd and Waanao. That is a blind right turn from Waanao to Kailua Rd toward beach.

Kihapai St. between Kawainui St. and Kaiemi St.

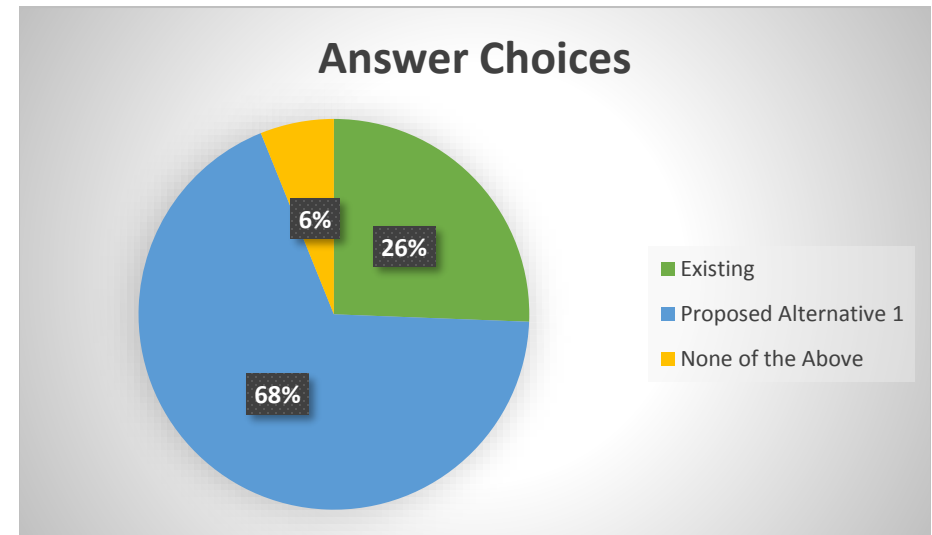
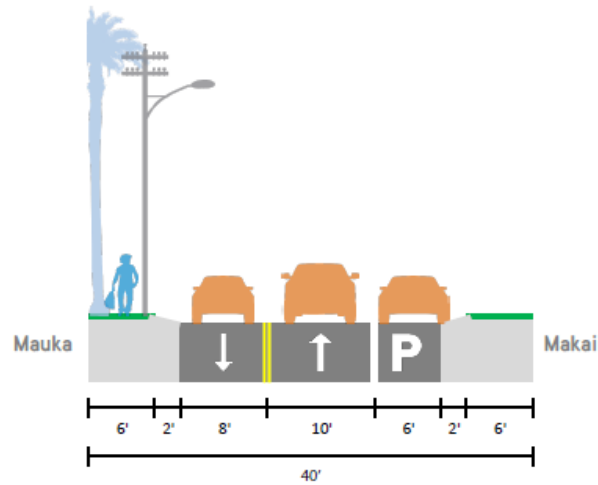


Google Earth

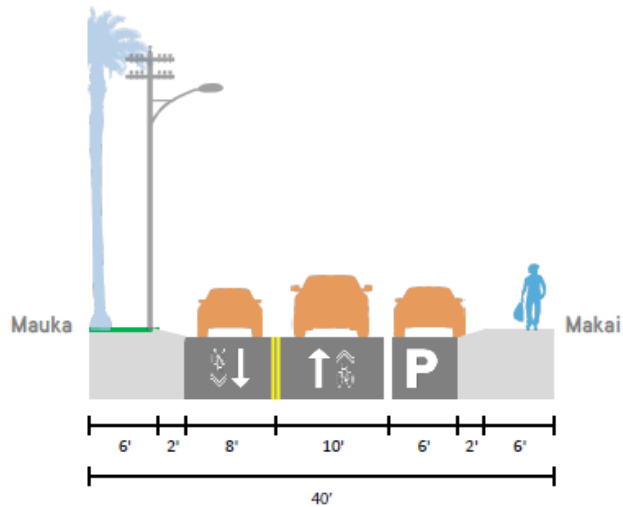
© 2018 Google

14 Kihapai St. between Kawainui St. and Kaiemi St.

EXISTING



PROPOSED ALTERNATIVE 1: BIKE ROUTE WITH SIDEWALK ON MAKAI SIDE



Total Respondents who answered: 82

Existing: 26%

Proposed Alternative 1: 68%

None of the above: 6%

None of the above responses

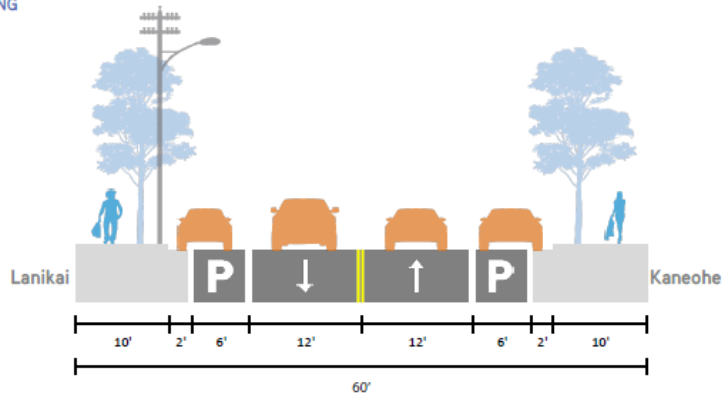
1. The bikes and the walkers need to use the same lane/sidewalk. Kihapai has too much going on--multiple speed bumps, multiple slow down curbs in the middle of the road. Add bikes to the lanes we drive on, and it's a lot to deal with for drivers.
2. I don't like the idea of bike riders in the same lane as the cars.
3. You have an 8' lane shared with bikes. The car is supposed to yield 3'. Where is the car suppose to go? Let the bikes ride the sidewalk.
4. Remove the parking and make a bikeway

Kihapai St. between Oneawa St. and Kawainui St

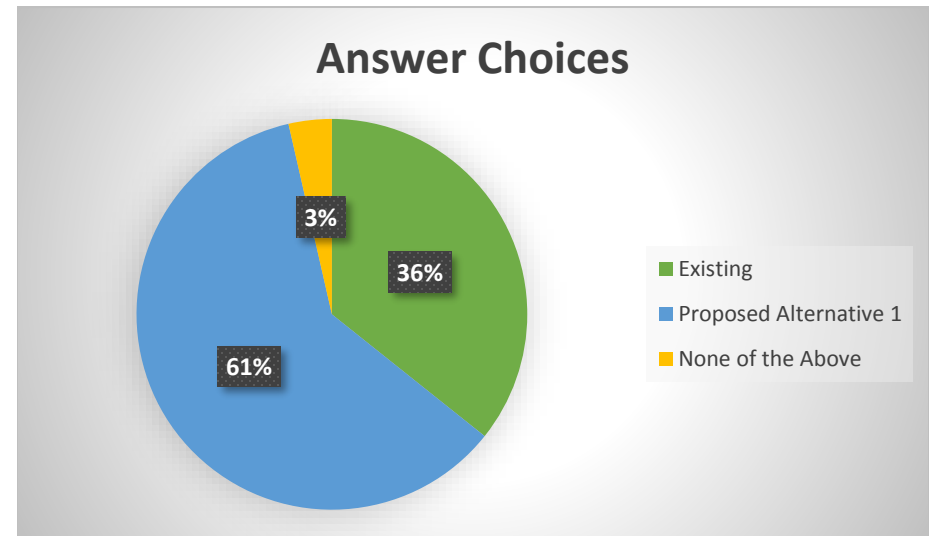
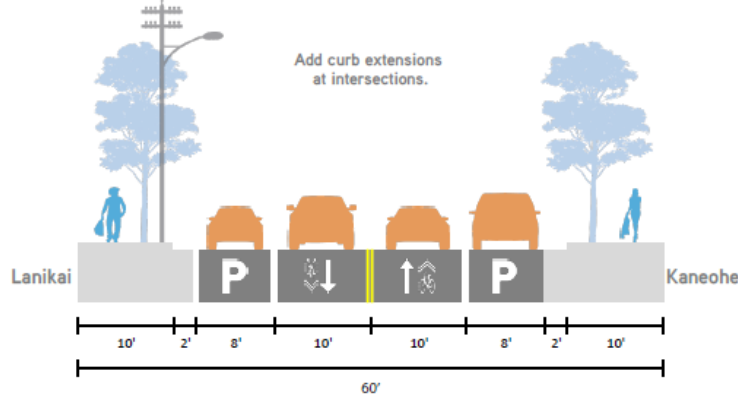


15 Kihapai St. between Oneawa St. and Kawainui St.

EXISTING



PROPOSED ALTERNATIVE 1: BIKE ROUTE



Total Respondents who answered: 112

Existing: 36%

Proposed Alternative 1: 61%

None of the above: 3%

None of the above responses

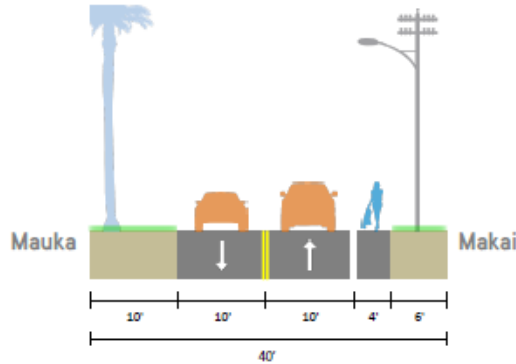
1. Need a bike lane like the King St concept. protected against traffic with bike traffic going 2 ways on the same bike lane.
2. This roadway is heavily traveled and there's always lots of traffic. Adding bicycles to the 2 lanes would be a complete disaster.
3. Remove parking on 1 side & replace with protected multi-use path.
4. Remove parking on one side

Malunui Ave. between Uluniu St. and Kainui Dr.

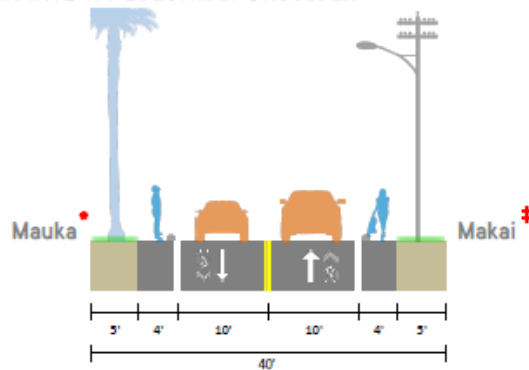


16 Maluniu Ave. between Uluniu St. and Kainui Dr.

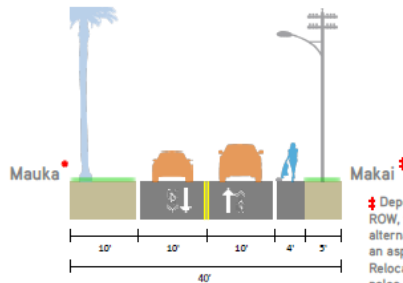
EXISTING



PROPOSED ALTERNATIVE 1: PEDESTRIAN SHOULDER

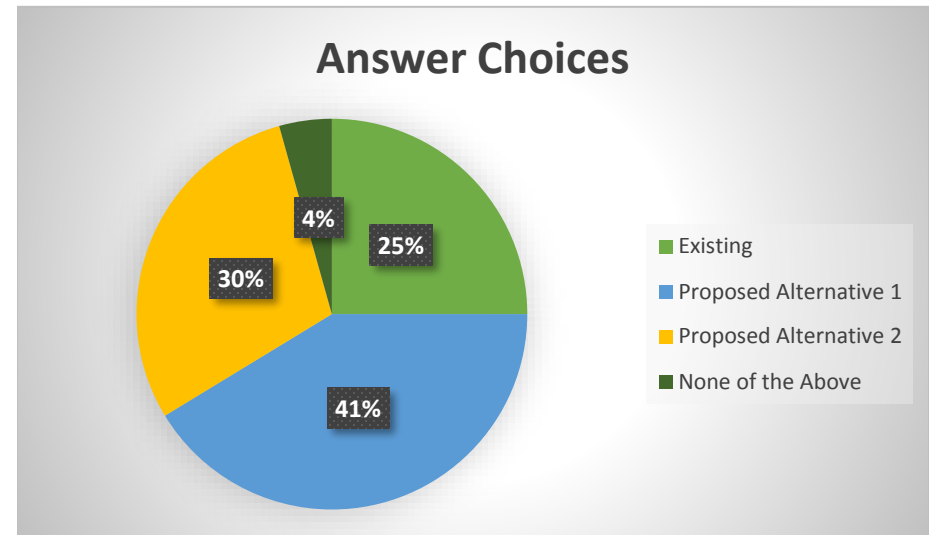


PROPOSED ALTERNATIVE 2: BIKE ROUTE WITH MAKAI SIDE PEDESTRIAN SHOULDER



• Some trees may need to be removed/replaced to accommodate a continuous pedestrian shoulder.

• Depending on the location of poles in the ROW, the pedestrian accommodation will alternate from a shoulder with a berm to an asphalt path behind power poles. Relocation or undergrounding of power poles is not expected



<u>Total Respondents who answered:</u>	92
<u>Existing:</u>	25%
<u>Proposed Alternative 1:</u>	41%
<u>Proposed Alternative 2</u>	30%
<u>None of the above:</u>	4%

None of the above responses

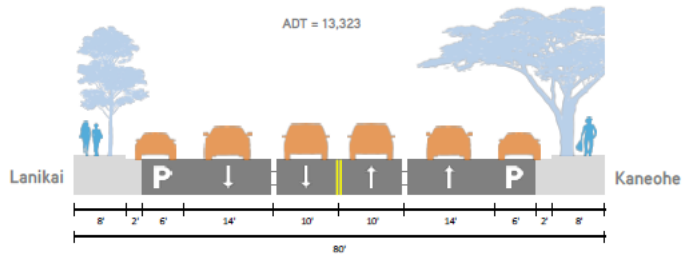
1. Improved sidewalks and speed humps.
2. Speed bumps are needed to slow traffic down.
3. Shared-use path for pedestrians and bicyclists.
4. Don't add a bike lane on Maluniu.

Kuulei Rd. between Kainalu Dr. and Oneawa St.

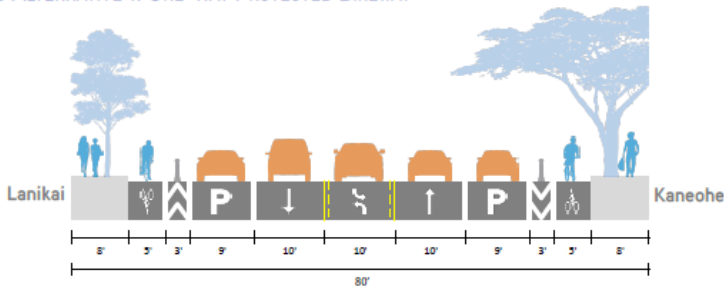


17 Kuulei Rd. between Kainalu Dr. and Oneawa St.

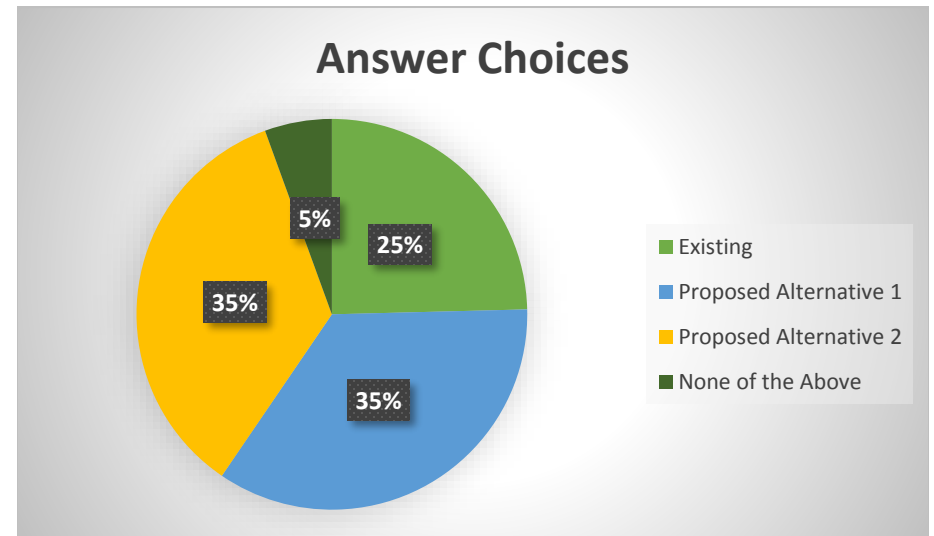
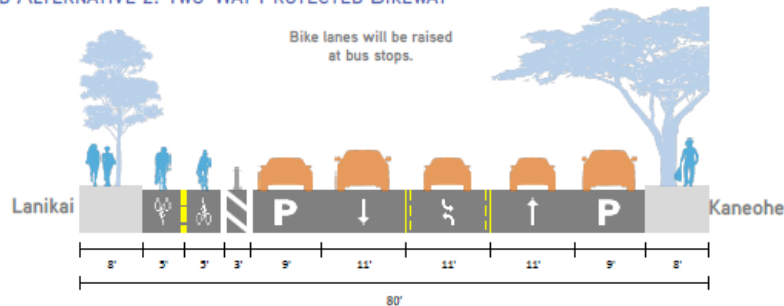
EXISTING



PROPOSED ALTERNATIVE 1: ONE-WAY PROTECTED BIKEWAY



PROPOSED ALTERNATIVE 2: TWO-WAY PROTECTED BIKEWAY



<u>Total Respondents who answered:</u>	126
<u>Existing:</u>	25%
<u>Proposed Alternative 1:</u>	35%
<u>Proposed Alternative 2:</u>	35%
<u>None of the above:</u>	5%

None of the above responses

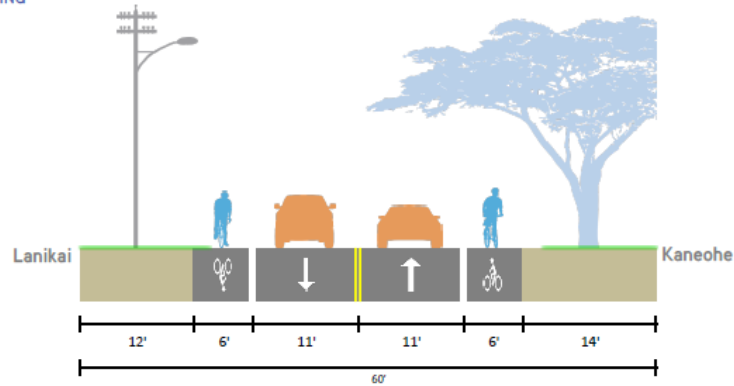
1. You need 2 lanes on that busy street. No bike lanes on that street .put bike lane on the street just kaneohe to it (forgot the name).
2. Keep two lanes of traffic in each direction but include space for bikes on the street.
3. Removal of parking on Lanikai side and a two-way protected bike lane on both sides.

Kuulei Rd. between Kalāheo Ave. and Kainalu Dr.

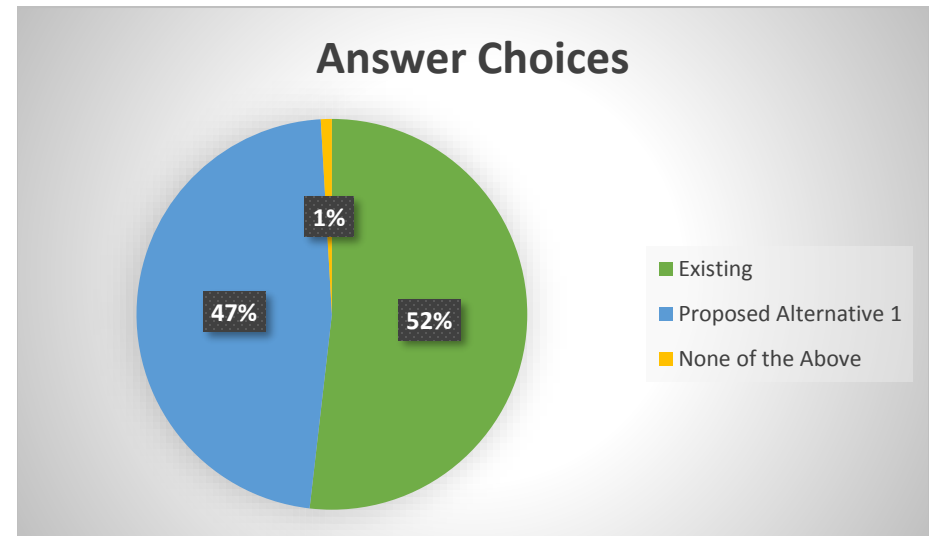
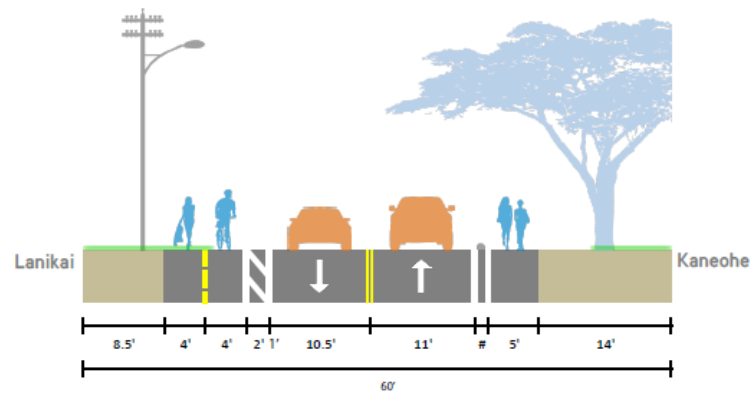


18 Kuulei Rd. between Kalaheo Ave. and Kainalu Dr.

EXISTING



PROPOSED ALTERNATIVE 1: PEDESTRIAN SHOULDER ON LANIKAI SIDE AND SHARED-USE PATH ON KANEOHE SIDE



Total Respondents who answered: 110

Existing: 52%

Proposed Alternative 1: 47%

None of the above 1%

None of the above responses

1. Shared use path on both sides

Kainalu Dr. between 'Ohana St. and Kailua Rd.

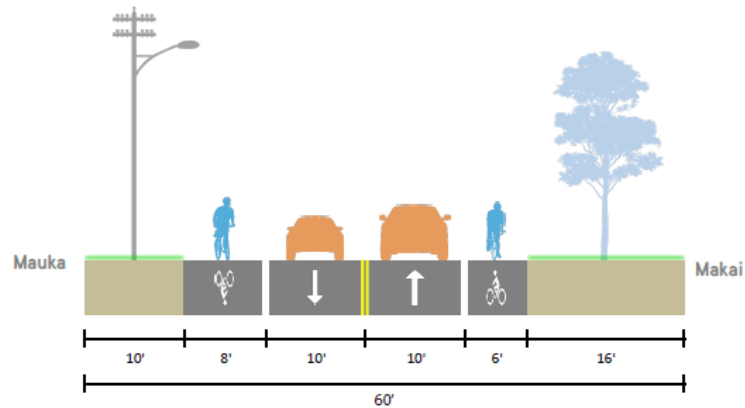


Google Earth

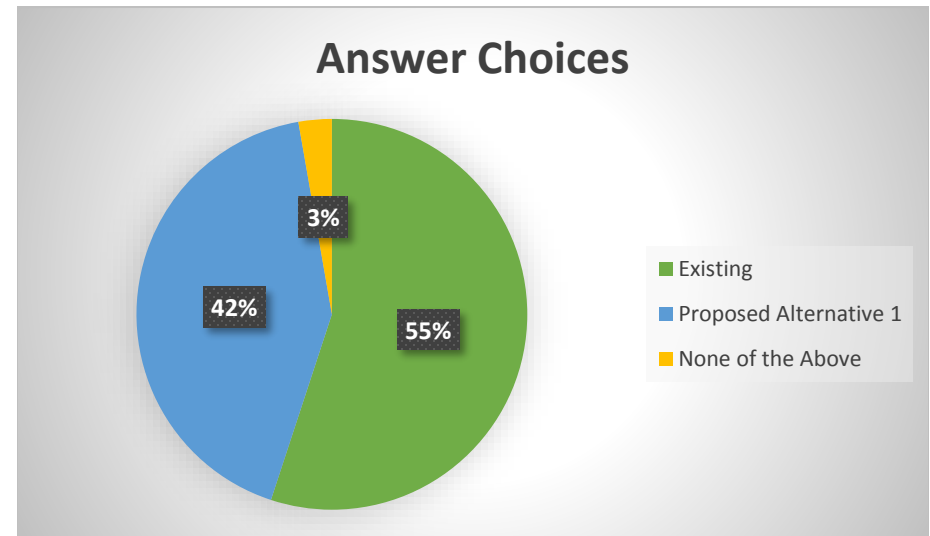
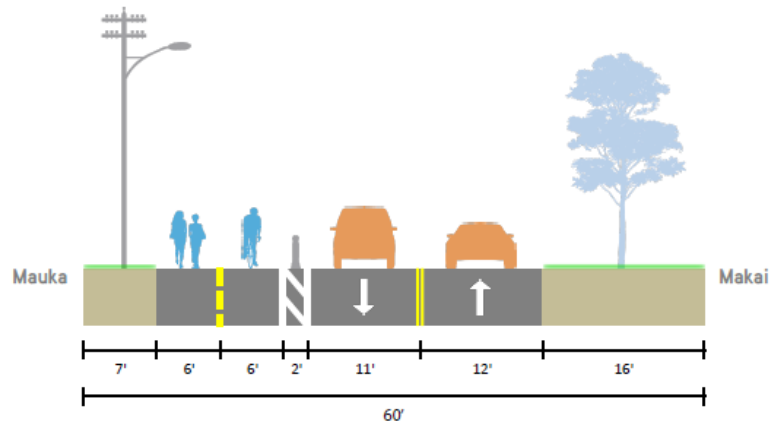
© 2018 Google

19 Kainalu Dr. between Ohana St. and Kailua Rd.

EXISTING



PROPOSED ALTERNATIVE 1: SHARED-USE PATH ON MAUKA SIDE



Total Respondents who answered: 109

Existing: 55%

Proposed Alternative 1: 42%

None of the above 3%

None of the above responses

1. Keep roadside parking!
2. Sidewalks
3. PARKING is a major issue in this area when there are multiple games, swimming, park use. How are ways access to off street parking being discussed? People have to come from far away for the park use, especially with games, there is VERY little parking here and when there is a farmers' market they use the parking area for the park, leaving no place to park. As much as there should be buffered bike lanes for the safety of the students walking to school, we need to keep in mind all road use in this area. Maybe it is narrowing lanes, with a painted buffer that cars can pull over to use the grass for parking still?