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DEPARTMENT OF LAND UTILIZATION
91/SMA-022 (DJK)
June 4, 1991

CHAPTER 343, HRS
Environmental Assessment/Determination
Negative Declaration

Recorded Owner : State Department of Land and
Natural Resources, and City and
County of Honolulu
Applicant/Agent : Stanley Yim and Associates, Inc.
Location : Along Diamond Head Road from Poni
Moi Road to Kahala Avenue
Tax Map Key : 3-1-33 to 39 and 42
Request : Construct a 7,700-foot long bikeway
Determination : Environmental Impact Statement
(EIS) Not Required

Attached and incorporated by reference is the environmental
assessment prepared by the applicant for the project.

On the basis of the environmental assessment, we have determined
that an Environmental Impact Statement is not required.

APPROVED



DONALD A. CLEGG
Director of Land Utilization

DAC:lg

Diamond Head Bikeway Project

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DEPT OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

Diamond Head Road Bikeway SMA

ENVIRONMENTAL ASSESSMENT

Special Management Area Use Permit

for the

DIAMOND HEAD ROAD BIKEWAY

at

Diamond Head & Kahala Districts
Honolulu, Oahu, Hawaii

TMK: 3-01-33 to 39, & 42

March 1991

Prepared By:

Stanley Yim & Associates, Inc.
770 Kapiolani Boulevard, Suite 703
Honolulu, Hawaii 96813
Telephone: 537-3790 Fax: 537-4264

I. GENERAL INFORMATION

- A. APPLICANT: Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813
- B. RECORDED FEE OWNER(S):
City and County of Honolulu
and
Department of Land & Natural Resources,
State of Hawaii
- C. AGENT: Stanley Yim & Associates, Inc.
770 Kapiolani Boulevard, Suite 703
Honolulu, Hawaii 96813
- D. TAXMAP KEY: 3-01-33 to 39 & 42
- E. LOT AREA: N/A (Project is not a subdivision nor for the development of land)
- F. AGENCIES CONSULTED IN MAKING ASSESSMENT:
Department of Public Works, City
Department of Transportation Services, City
Division of Wastewater Management, DPW, City
Board of Water Supply, City
Department of Land Utilization, City

II. DESCRIPTION OF PROPOSED ACTION:

- A. GENERAL: The proposed project involves the planning, conceptual design, and construction of a new bikeway for Diamond Head Road. The new bikeway, to be located in the Diamond Head and Kahala Districts, will be between Poni Moi Road at the Ewa end and Kahala Avenue at the Koko Head end. The bikeway will be about 7,700 feet in length and will be along both sides of Diamond Head Road with the exception of the section between Poni Moi Road and Coconut Avenue.

The work between Poni Moi Road and Coconut Avenue will be contained to the makai side of the existing road and will involve moving back of the existing curbs, sidewalks, and planting areas as well as relocating those utilities affected to widen the existing travelway for the new bike path. The greater part of this project, along both sides of Diamond Head Road, will involve primarily striping work with some pavement widening work along certain mauka sections of pavement. No utility adjustments are anticipated for these areas.

This project is a continuation of the Paki Avenue and Kalakaua Avenue bikeways which are currently underway. The Diamond Head Road Bikeway, along with the Paki Avenue and Kalakaua Avenue Bikeways, will ultimately become a part of the masterplanned transportation system in the area that will provide for an efficient mix of vehicular, bicycle, and pedestrian traffic. The bikeway project is also in conformance with the Statewide Bikeway Masterplan.

- B. **OBJECTIVES:** As bicycling becomes more and more popular with people for recreational as well as for utilitarian purposes, bikeways are necessary to separate bicycle traffic from vehicular traffic thereby providing safety to both the bicyclists and motorists.

The objectives of a bikeway route should be to:

1. improve the overall safety of bicycling
2. encourage to use of bicycles as a means of everyday transportation
3. encourage the use of bicycles for recreation, sport, and physical fitness
4. develop a continuous bikeway system on Oahu for intracommunity and intercommunity travel

The Diamond Head Road bikeway will basically be following these objectives during its planning and design phases. However, because of varying conditions along the almost mile and a half long route of the proposed bikeway, a single type of bikeway facility may not necessarily be suitable for the entire length of the route. Furthermore, since Diamond Head Road is already heavily used by buses, cars, bicyclists, mopeds, joggers, and pedestrians, the shared use of the existing roadway is another important factor which the proposed bikeway facility must take into account.

C. **EXISTING CONDITIONS:**

Between Poni Moi Road to Beach Road

This is an old residential area with some older homes having been built sometime in the 1920's and or 30's. Renovation work and other new homes followed during the later 30's and into the 1940's. The recorded road right of way for Diamond Head Road in this area is 50 feet. The road travelway width is supposed to be 24 feet. The pavement is asphaltic concrete with concrete curbs and gutters along both sides. On street parking is not permitted. The sidewalk area varies in width and contains a concrete walk and strips of grassed areas. Water and sewer services are underground with water meters located in the sidewalk areas. The electric and telephone services are overhead and are located along the mauka side of the road.

Between Beach Road to Kahala Avenue

There are four public parks and a scenic vista with three observation areas on the oceanside of this section of road before reaching a residential area towards the Kahala Avenue end of the project. The road right of way widens from 50 feet to 60 feet which then remains constant for most of the distance. The road travelway varies in width and ranges from around 34 feet to 40 feet wide. The pavement is asphaltic concrete and there are no curbs, gutters, or sidewalks along either side of the road. Parking is not allowed until the first of the three lookout areas on the oceanside is reached. There is however, an asphaltic concrete berm separating a walk area about 6 feet wide for joggers and pedestrians, next to vehicular traffic, from Beach Road to the first lookout area. The slopes of Diamond Head, along with some landscaped areas occurring occasionally, are along most of the mauka side of the road. The landscaped areas are beautification projects that were put in during the recent years by volunteer citizen groups.

General

Diamond Head Road is one of two major streets that connect the residential areas of Kahala with the business districts of Waikiki and Kapahulu.

An 11-hour weekday traffic count taken on Diamond Head Road shows a total volume of about 7,314 vehicles. During another 11-hour period at this same location, from 7:00 AM to 6:00 PM, the bicycle count was 319; the moped count was 442; and the jogger and pedestrian count was 556. A similar 11-hour but weekend count showed the total traffic volume increasing to about 8,730 vehicles. The bicycle count was 924; the moped count was 707; and the jogger and pedestrian count was 1,098. While the total volume for vehicular traffic increased by a little more than 19% for weekend usage, the bicycle usage almost tripled (2.90 times), and the number of joggers and pedestrians almost doubled (1.98 times). Moped usage increased just 160%.

During the 8-year period from 1982 to 1989, 24 bicycle accidents were recorded. Of the 24 accidents, one bicyclist was killed and all the others were injured. An annual breakdown of the accidents are,

1982 = 2 accidents, 2 injured, 0 fatality
1983 = 4 accidents, 4 injured, 0 fatality
1984 = 5 accidents, 5 injured, 0 fatality
1985 = 1 accident, 1 injured, 0 fatality
1986 = 3 accidents, 3 injured, 0 fatality
1987 = 4 accidents, 4 injured, 0 fatality
1988 = 3 accidents, 3 injured, 0 fatality
1989 = 2 accidents, 1 injured, 1 fatality

A random on street parking survey taken at 4:00 PM along Diamond Head Road showed 98 vehicles were parked on the weekday while 173 vehicles were parked during the weekend, an increase of 196%, more or less.

The posted speed for Diamond Head Road is 25 MPH.

Diamond Head Road is under both State and City jurisdiction. The State's jurisdiction, under the State Land and Natural Resources, is from Beach Road to Kahala Avenue whereas the City's jurisdiction is from Poni Moi Road to Beach Road.

D. TECHNICAL: The proposed bikeway will be located within the existing State and City rights of ways for Diamond Head Road. Generally, three types of bikeway facilities will be considered for the Diamond Head Road Bikeway Project. They are,

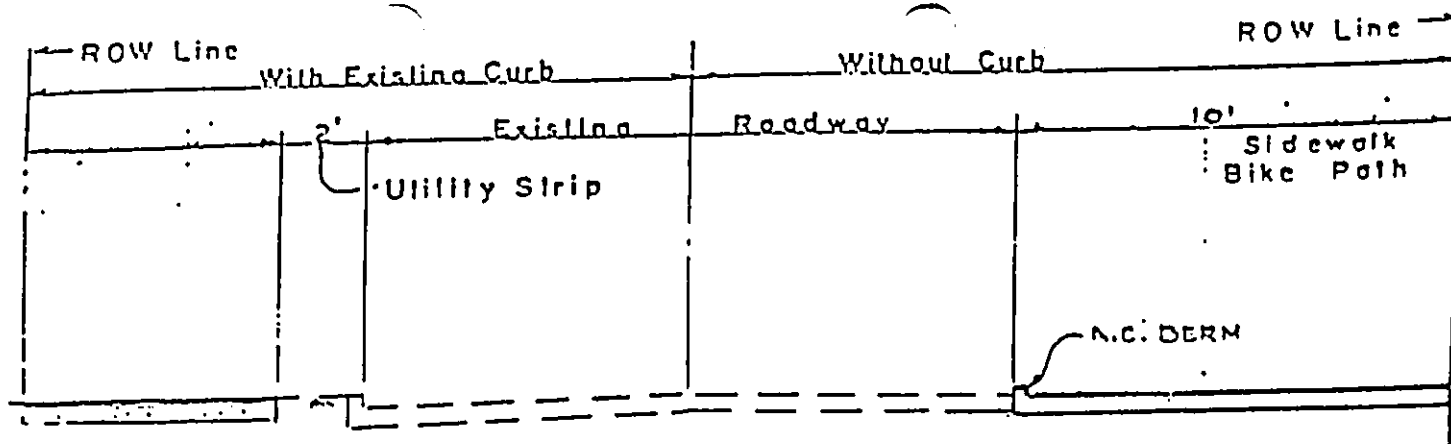
1. Bike Path: A bike path, 10 feet wide, in the sidewalk area to be shared with joggers and pedestrians
2. Bike Lane: A bike lane, minimum width of 4 feet, located in the shoulder area, and separated from the vehicular travelway by a 4-inch wide white paint line.
3. Bike Route: A specifically designated lane that would be officially marked as a "bike route" with the installation of signs. Bicycles will share the lane with moving vehicles.

A typical section showing each of the above types is shown in Figure 1.

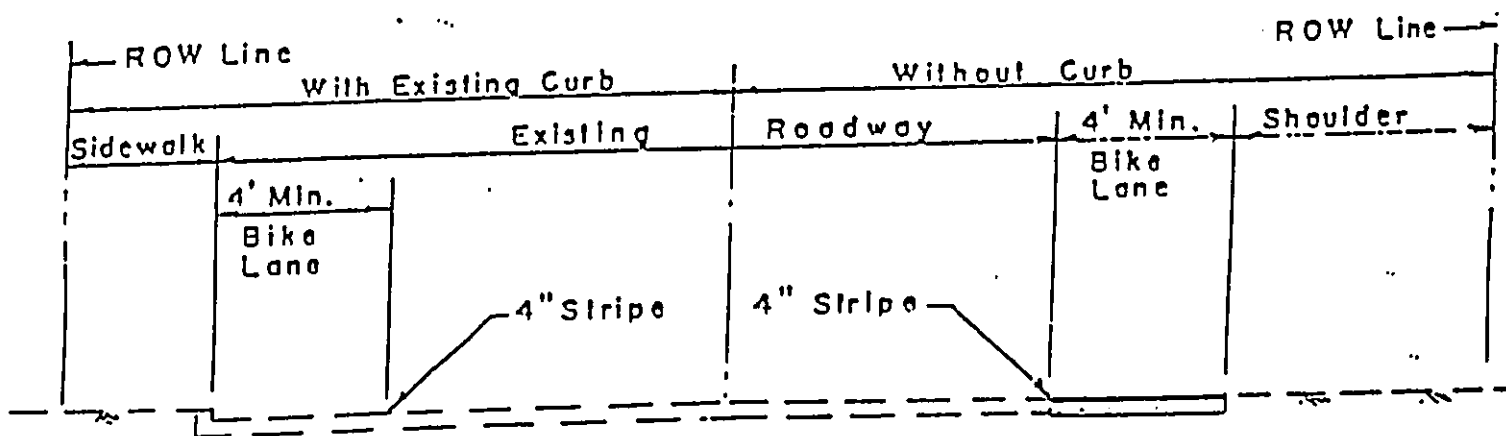
Public safety and smooth traffic operations are necessary considerations for the bikeway project. Based on the existing conditions in the field, the implementation of these facilities are proposed to occur as follows,

1. The existing 24 feet wide pavement between Poni Moi Road and Coconut Avenue is heavily used and is considered too narrow to accommodate both bicyclists and vehicles together. Vehicular traffic along this area is comprised of both large tourist buses, trucks, and cars. Flowing traffic have been observed to cross over the double solid yellow centerline from time to time to pass slower moving bicyclists. This overtaking creates a definite safety hazard to both the bicyclists and motorists. The project will reconstruct this section of road to obtain two 10.5 feet wide vehicular lane widths with an additional 4 feet wide lane along both sides for a total pavement width of 29 feet. This configuration will accommodate, and should ease, the two way traffic flow and also contribute towards lowering the potential for bicycle and vehicle accidents for the area.
2. The second section, from Coconut Avenue, past Beach Road, and continuing on to the first of three lookout areas will have two bike lanes, one on each side of the existing pavement, each travelling in opposite direction to the other. The existing walk area and the existing parking area will all remain as is. No road work is planned for this section of road. The existing walk area presently separated by an asphaltic concrete berm from the adjoining traffic lane is heavily used by joggers and pedestrians. The parking spaces are also heavily used by both tourists and surfers. The creation of the two bike lanes along this section of road should relieve the mixed flow of bicycles, pedestrian, and vehicular traffic.
3. The existing road for the last section, from the lookout area to Kahala Avenue is wide. There is adequate width to comfortably create two new bike routes, again, one on each side of the road and travelling in opposite directions from each other. The two new bike routes should be able to safely handle the mix of vehicular traffic with both bicycle and pedestrian traffic without creating hazardous conditions.

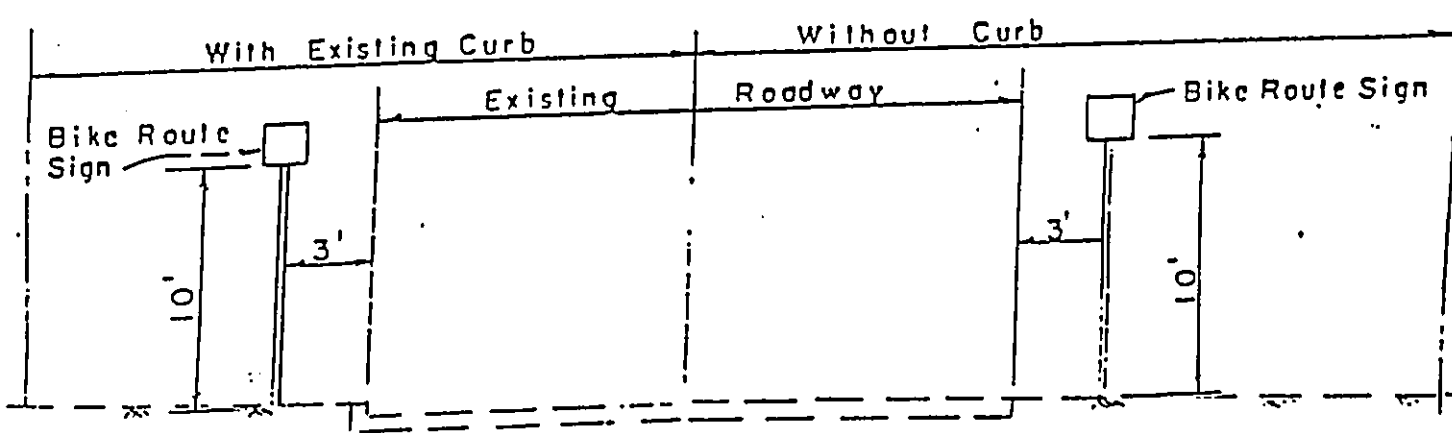
III. AFFECTED ENVIRONMENT: The new work will be contained within the existing Diamond Head Road rights of ways. The new work will include the setting back of curbs, gutters, and sidewalks along the makai side of the road between Poni Moi Road and Coconut Avenue. It will also include the adjustment of utilities impacted by this reconstruction work. Aside from this roadway construction, much of the remainder of the project will include the creation of new bike lanes or routes, some pavement widening along certain areas on the mauka side of the road, and striping and signage. Environmentally, this project will not be disturbing any natural features nor will it be creating any major grading or other work requiring the disturbance of environmentally sensitive life or areas. The entire project site is already an existing roadway containing the usual infrastructure improvements. Drainage and surface runoff patterns will



BIKE PATH



BIKE LANE



BIKE ROUTE

TYPICAL SECTIONS

NO SCALE

FIGURE 1

not be disturbed and will continue to remain same both prior to and after the project's completion.

No historic, cultural, and/or archaeological resources will be disturbed by this project.

The nature of the work under this project will not be affecting any coastal views from any vantage point.

- IV. PROJECT IMPACTS:** The short term, or construction related impacts, will be temporary and localized. The long term impact is the creation of a much safer area for the general public to use. Another benefit realized is a more efficient mixing of vehicular traffic with that of mopeds, bicyclists, joggers, and pedestrians thus resulting in reducing the accident potential between these groups.

V. MITIGATING MEASURES:

- A. This section describes the mitigating measures that would pertain to the short term impacts associated with the construction work for this project. No negative long term impacts are expected from the project and, therefore, no mitigating measures for long term impacts are discussed.

1. **Noise** - An increase in noise level will be experienced during the construction work, especially by the homes along Diamond Head Road between Poni Moi Road and Coconut Avenue. The noise sources will be various equipment needed for the construction activities which would also include heavy vehicles for excavation and removal of spoil material, importation and placement of materials, painting work, and other power equipment.

To mitigate adverse impacts resulting from the construction activities, the contractor will be held responsible for properly maintaining all construction equipment to keep noise levels at a minimum during the construction operations. If noise levels are expected to exceed the allowable levels called for under Title 11 of the Administrative Rules, Department of Health, Chapter 43, the contractor will be required to obtain the necessary noise permits prior to commencing with any of the work. In addition, any heavy vehicle required for the construction work must also comply fully with Title 11 of the Administrative Rules, Department of Health, Chapter 42, Vehicular Noise Control for Hawaii.

2. **Air Quality** - Ambient air quality is expected to be temporarily impacted by dust generated from the construction work. In keeping with the State Health Department's regulations, and the applicable City and County of Honolulu's ordinances, the contractor will be required to take measures to minimize airborne pollutants.

Emissions generated by the various construction equipment can also affect the ambient air quality. However, with the proper equipment and maintenance by the contractor, the adverse impacts caused by emissions from equipment can be controlled and minimized.

3. **Water Quality** - Construction of the proposed bikeway should not adversely affect the water quality of the area. There will be no major grading work nor any major construction work that would lead to adverse impacts upon the water quality for the area. Therefore, no mitigating measures for water quality need be discussed.
4. **Erosion Control** - Sedimentation and erosion potential for the bikeway project is minimal if any. The only excavation and earthwork activity will be for those areas where the existing pavement is to be widened, and the reconstruction of Diamond Head Road between Poni Moi Road and Coconut Avenue. Most of the activity here will be for the relocation of the existing curbs, gutters, and walks along the makai side of the road as well as the relocation of the affected utilities. There is no need for specific erosion control measures to be developed for this bikeway project. The Contractor however, will be expected to keep the construction area clean and contain all the earthwork activities only to the work area.
5. **Traffic** - During construction, trucks, heavy equipment, and other construction related vehicles will use the existing roads to import, place, and haul away material. Local traffic flow along the construction may occasionally encounter delays. The contractor shall attempt to keep such delays as short as possible. The contractor shall also be responsible for providing the necessary traffic controls and precautions to maintain traffic safety on the roads bordering, near to, as well as at the construction site.
6. **Flora and Fauna** - There are no known rare or endangered species of flora or fauna in or around the proposed project site. All of the proposed work will be confined within the existing rights of way for Diamond Head Road. The usual roadway infrastructure is already present and the proposed work will be dealing primarily with these existing features.
7. **Economic** - The short term impact from the construction work include the provision of jobs to local construction personnel. Local suppliers, and retail businesses will also benefit through a multiplier effect from the increased construction activity.
8. **Public Health and Safety** - The necessary measures to assure public health and safety shall be provided by the contractor through all phases of the work. The construction areas shall be properly secured through the adequate use of signs and other devices as required by both the State and City regulations during all non-working hours

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