

Hawaiian Paradise Park Pathways Master Plan

Prepared by the
**Hawaiian Paradise Park Owners Association
Paradise Paths Committee**

June 2013

INTRODUCTION

The vision for development of pedestrian walkways and bikeways in Hawaiian Paradise Park (HPP) has been conceptual for a number of years. The current recorded efforts to provide impetus for development of pathways in HPP were noted as general issues in the Hawaiian Paradise Park Owners Association Bylaws (Hawaiian Paradise Park Owners Association, 2009) when it references in Article IV the need to “maintain, manage, preserve, and protect the commonly owned roadway easements... and to promote social and recreational activities within the Hawaiian Paradise Park subdivision.”

As the population of HPP has dramatically increased and limitations of our road system have become apparent, more interest has been focused on providing a future vision of how we can improve the safety of walking and biking in HPP. In October 1993, a group of visionary HPP citizens drafted the original Hawaiian Paradise Park Community Master Plan. This document provided a vision for the future development of the HPP Community. The new plan of 2005 vintage emphasized the need for walkways/bikeways to provide safe connections in HPP (Hawaiian Paradise Park Owners Association Master Plan Revision Committee, 2005). The document noted that “HPPOA embraces the construction of pedestrian walkways and bicycle paths throughout the subdivision, especially Railroad Avenue.”

Support for development of a network of pedestrian/bicycle pathways is found in a variety of planning documents from various levels of government that govern the HPP subdivision. The State of Hawaii Department of Transportation created Bike Plan Hawaii (2003), which outlines four priority levels for pathway development in the state and designates a number of priority level 1 (near term) proposals within HPP. In 1979, the County of Hawaii created The Bikeway Plan (County of Hawaii, 1979). Although that Bikeway Plan is over 30 years old, the current County of Hawaii General Plan (County of Hawaii, 2012) supports incorporation of that Bikeway Plan for the county, and specifically outlines a course of action for possible bikeway development along Railroad Avenue in HPP. Likewise, the Puna Community Development Plan (Puna Community Development Plan Steering Committee, 2011) outlines a goal of safe walking and bicycling routes to schools, parks, and bus stops, and denotes the specific action item of constructing multi-purpose trails, two of which are within HPP. The goal of having pathways for walking and biking for HPP is supported by the development plans for the County of Hawaii and District of Puna as well as the Bike Plan for the State of Hawaii.

In December 2011, PATH Hawaii, the 501c3 non-profit dedicated to development of biking and walking paths, visited with interested residents of HPP along with two staff of Hawaiian Paradise Park Owners Association (HPPOA). This group advocated for residents of HPP to begin organizing for development of pathways in HPP and the greater community. In June 2012, at the quarterly HPPOA General Membership

Meeting, a motion was approved to form a Membership Committee, named “HPPOA Paradise Paths Committee”, to mobilize the HPP Community in the formation of pathways for HPP.

The goals of the HPPOA Paradise Paths Committee are to: 1) develop a formal pathways master plan and have this plan incorporated into the Puna Community Development Plan, 2) increase awareness of the need for safer walking and biking pathways in HPP, and 3) develop collaborative initiatives and funding for the formation of a pathway system in HPP.

This HPP Pathways Master Plan of June 2013 is one output of the HPPOA Paradise Paths Committee. It is meant to be a working plan, looking forward to ways to make Paradise Park a safer, healthier place to live, work, and play. Like all plans, it focuses on what could be. This Master Plan is designed to be a living document with realistic goals for development of a network of pathways in HPP. It is intended to be included as an addendum to the HPPOA Master Plan (Hawaiian Paradise Park Owners Association Master Plan Revision Committee, 2005).

To create a network for safe travel throughout Hawaiian Paradise Park, the Paradise Paths Committee identified four specific tasks for development: 1) Create the HPP Pathways Master Plan, 2) Foster collaborations between groups of people who have an interest in and benefit from this network of safe pathways; 3) Cultivate available financial and volunteer resources necessary to make the Pathways Plan a reality; and 4) Implement the Pathways Master Plan.

The HPP Pathways Master Plan

The plan calls for a network of lanes, routes, and paths. These are designed to provide pedestrians and cyclists safe passage throughout the subdivision’s roadways; to and from homes, schools, churches, businesses, bus stops, and park land in HPP. Each aspect of the planned network reflects adaptations to motor vehicle traffic, necessary surface material, and signage, thus promoting safe travel. The included HPP Pathways Map (Figure 1) shows the locations of the lanes, routes, and paths within the HPP subdivision.

Multi-Use Non-Motorized Lanes (Blue)

The three types of lanes provide a distinct separation between motor vehicles and bikes/pedestrians: state highway, feeder road, paved connecting road. These lanes are represented in blue on the HPP Pathways Map (Figure 1).

The state highway lane runs along Highway 130 from Maku’u Drive to Shower Drive. The actual route, dimensions, and surface materials will be determined as proposed improvements to the highway are made.

The four feeder road lanes run the full length of Shower Drive (from Highway 130 to 22nd Ave.), and all of Kaloli, Paradise and Maku'u Drives (from Highway 130 to Beach Rd.). These feeder roads are the main arteries through HPP and thus, are high traffic roads. This lane will be a two-way surfaced path that is separate from the roadway. A conceptual drawing of this feeder road lane is presented in Figure 2. This lane will be on the Northwest (Hilo side) of each feeder road. A distance of at least five feet will separate the Multi-Use Non-Motorized Lanes and the feeder road. To accommodate a variety of multi-use non-motorized traffic (i.e. pedestrians or bicyclists), the ten-foot wide lanes will be surfaced. Each lane will be divided in half by a painted line to accommodate two directions of non-motorized traffic. For additional delineation between motorized and non-motorized traffic, "HPP Multi-Use Non-Motorized Lane" signs with graphic cars, pedestrians, and bikes will be posted as per county signage code requirements.

The eight paved connecting road lanes connect feeder road lanes. They will run along both sides of the following roads:

- 32nd Ave. between Maku'u and Paradise Drives
- 31st Ave. between Paradise and Kaloli Drives
- 28th Ave. between Kaloli and Shower Drives
- 22nd Ave. between Kaloli and Shower Drives
- 7th Ave. between Maku'u and Kaloli Drives
- 1st Ave. between Maku'u and Paradise Drives
- Beach Rd. between Kaloli and Paradise Drives
- Road K (Pilikai) from Beach Road to the end.

To separate motorized and non-motorized users on these heavy-traffic roads, three-foot wide lanes will be surfaced on both sides of the roadway. The travel direction of these narrower lanes will be the same as motorized traffic. For additional delineation between Multi-Use Non-Motorized Lanes and these paved connection roads, "HPP Multi-Use Non-Motorized Lane" signs with graphic cars, pedestrians, and bikes will be posted as per county signage code requirements.

Bike/Pedestrian Routes (orange)

These routes will connect HPPOA park land and land designated "Village Center" on the 1959 HPP Subdivision Map, as well as provide safe corridors for school access within HPP. Motorized and non-motorized traffic will share the right of way on these existing paved and dirt roads.

- Pohaku Circle and Pohaku Place
- 27th Ave. between Maku'u and Paradise Drives
- 26th Ave. between Maku'u and Shower Drives (school)
- 25th Ave. between Maku'u and Shower Drives
- Railroad Ave from Shipman land to Hawaiian Homelands

- 20th Ave. between Maku'u and Paradise Drives (school)
- 19th Ave. dead end on Maku'u Drive side
- 17th Ave. dead end on Maku'u Drive side to HPPOA center
- 16th Ave. dead end on Maku'u Drive side to Kaloli Drive
- 15th Ave. dead end on Maku'u Drive side to Kaloli Drive dead end
- 14th Ave. between Maku'u and Kaloli Drives
- 6th Ave. dead end on Maku'u Drive side to Paradise Drive dead end
- 5th Ave. dead end on Maku'u Drive side to Kaloli Drive dead end
- 4th Ave. between Maku'u and Kaloli Drives
- Beach Rd. between Kaloli Drive and Shipman land
- Road E (Kupoa) between Road K (Pilikai) and Paradise Ala Kai
- Road L (Paradise Ala Kai) between Paradise Drive and end
- Beach Rd. between Hawaiian Homeland and Paradise Drive (except through the county park)
- Heiau Rd. (Ala Heiau) between Beach Rd. and Hawaiian Homeland

In order to emphasize the sharing of the right of way, appropriate signs will be posted on these paved and dirt roads as per county signage code requirements. Where the lanes and routes intersect, warning signs for non-motorized traffic will be posted on the routes and lanes as per county signage code requirements. These lanes are represented in orange on the HPP Pathways Map.

Bike/Pedestrian Paths (pink)

These meandering crushed stone paths loop through HPPOA park property and Hawaii County park property. The paths are designated for walking, running, or biking completely away from motorized traffic. The paths will be developed on the following seven parcels of land:

- HPPOA park land on Kaloli Drive between 25th and 26th Aves.
- HPPOA park land on Maku'u Drive between 17th and 15th Aves.
- HPPOA park land on Kaloli Drive between 15th and 14th Aves.
- HPPOA park land on Maku'u Drive between 7th and 5th Aves.
- HPPOA park land on Kaloli Drive between 5th and 4th Aves.
- County of Hawaii park land on Road L (Paradise Ala Kai)
- County of Hawaii park land on Beach Rd. between the boulders

“Non-motorized Path” signs will be posted at the entrance to the path loop and at each end of the Beach Park path. These lanes are represented in pink on the HPP Pathways Map.

Collaboration of Interested People

Wide ranging collaboration is necessary to make the HPP Pathways Master Plan a reality. Active parties in planning, fund raising, and volunteer work include residents, the Paradise Paths Committee, the HPPOA Board, the Office of HPPOA General Manager and staff, the Puna Planning Development Committee, the County of Hawaii, the State of Hawaii, and PATH Hawaii, a 501c3 non-profit. Efforts will be made to include other community agencies and businesses to make pathways in HPP a reality.

The residents created the Paradise Paths Committee and provide the volunteer resources necessary to implement the HPP Pathways Master Plan. In addition, the committee has solicited input from members of the HPP community through distribution of a Bike and Walking Paths Survey (Appendix). The Paradise Paths Committee regularly meets monthly on the third Tuesday and on additional days during the month as is necessary for the work to progress. A few members of the HPPOA Board are a part of the Paradise Paths Committee, developing clearer lines of communication between the committee and the Board. The Office of HPPOA General Manager and staff engage in problem solving within the constraints of the HPPOA budget, provide substantive use of HPP resources, and contribute much research into costs and materials. A member of the HPPOA Board is currently on the Puna Planning Development Committee, advocating for support and funding for our pathways plan through that organization. Our County Council representative is a current resident of HPP, and through the committee co-chairmen, is apprised of the plan's progress and funding challenges. Our representative to the Hawaii Legislature is also a current resident of HPP. Through contacts with his office, the Paradise Paths Committee may secure resources at the state level. Connections have been made with PATH Hawaii through which the Paradise Paths Committee can avail of the organization's successful experiences in planning and fund raising for paths development in Kona and Waimea.

Cultivation of available financial and volunteer resources

Recognizing that the residents of HPP will benefit from the safety of the network created by the HPP Pathways Master Plan, the residents have the responsibility to cultivate the financial and volunteer resources necessary for the plan's implementation. The financial cost of this plan goes beyond the scope of the current HPPOA budget. The Paradise Paths Committee will seek additional funding through private and public sources, such as direct grants and matching grants. The connection with PATH Hawaii could lead to additional funding sources. The residents will set up a funding account through HPPOA into which residents can donate monies that will be solely used for the implementation of the HPP Pathways Master Plan. The Paradise Paths Committee will organize the account and create ways to stimulate donations by those who wish to support the network.

Implementation

Implementation of this HPP Pathways Master Plan will take place in multiple phases. The content of each phase will be determined by prioritization of certain areas, funding availability, cost estimates, and community input.

The first phase toward completing the HPPOA Pathways Master Plan is developing a Multi-Use Non-Motorized Lane along Paradise Drive from Highway 130 to Beach Rd., a distance of 4.3 miles (denoted in blue, Figure 1). Paradise Dr. was chosen for priority Phase I development for a few reasons: 1) It is a central road in HPP, 2) the roadway right of way is relatively clear of rock, ditches, and trees that would need to be cleared or filled for path development (when compared to Maku'u, Kaloli and Shower Drives), thus reducing cost, and 3) It is a direct connection between highway 130 and the coastal County Park.

Development of this Phase 1 plan is currently underway. The preliminary cost estimate of Phase 1 is \$524,533.33, a per mile cost of \$121,984.50. To clear and grub the right of way, then install the base course costs \$277,493.33. To apply the finished chip seal surface costs \$277,040.00. Supplies, signs, and striping cost an additional \$20,000.00. While the HPPOA Board of Directors has approved the first phase concept, the funding of this first phase is currently a work in progress.

Conclusion

According to the Hawaiian Paradise Park Community Master Plan (2005), "HPPOA embraces the construction of pedestrian walkways and bicycle paths throughout the subdivision." Making this idea a reality has been the work of many residents since the original writing of the HPP Community Master Plan. The HPP Pathways Master Plan is the culmination of that work. As a growing community, we must develop pathways that will increase access for walking and biking activities. As residents collaborate and plan to create this network of pathways, people of all ages will finally be able to travel safely throughout Hawaiian Paradise Park. By adding this new Pathways Plan to the HPPOA Master Plan, we are providing a detailed plan for safe biking and walking in one of the largest residential areas in the County of Hawaii. In this way, HPPOA can demonstrate to the general community and funding groups a rational plan for improving safety and wellness for our island community.

References

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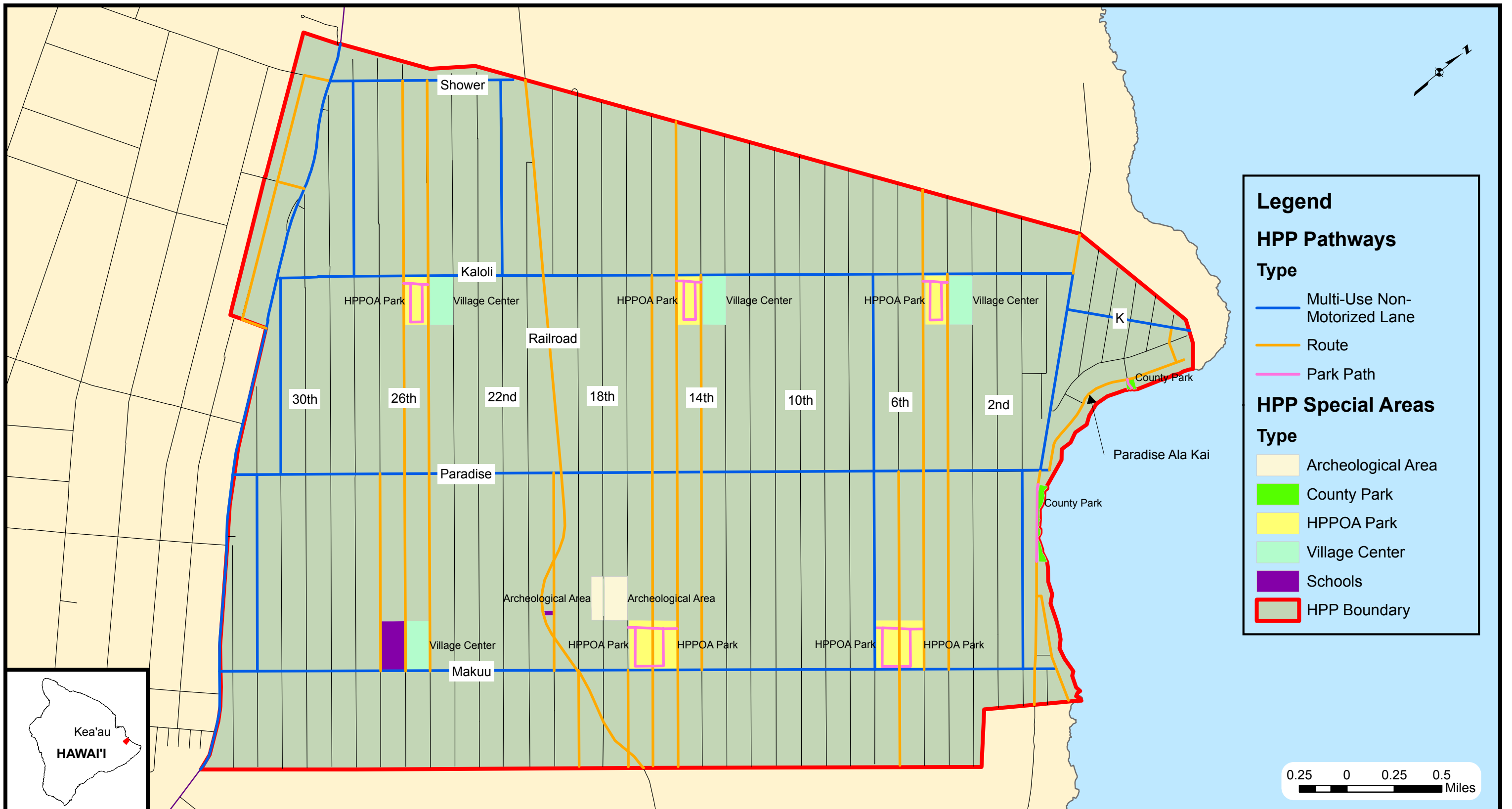
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Source: County of Hawai'i, 2012; USGS 1983, State of Hawai'i, State Planning Office, 2001.

HPP Pathways Map
Pathways Master Plan
HPPOA Paradise Paths Committee

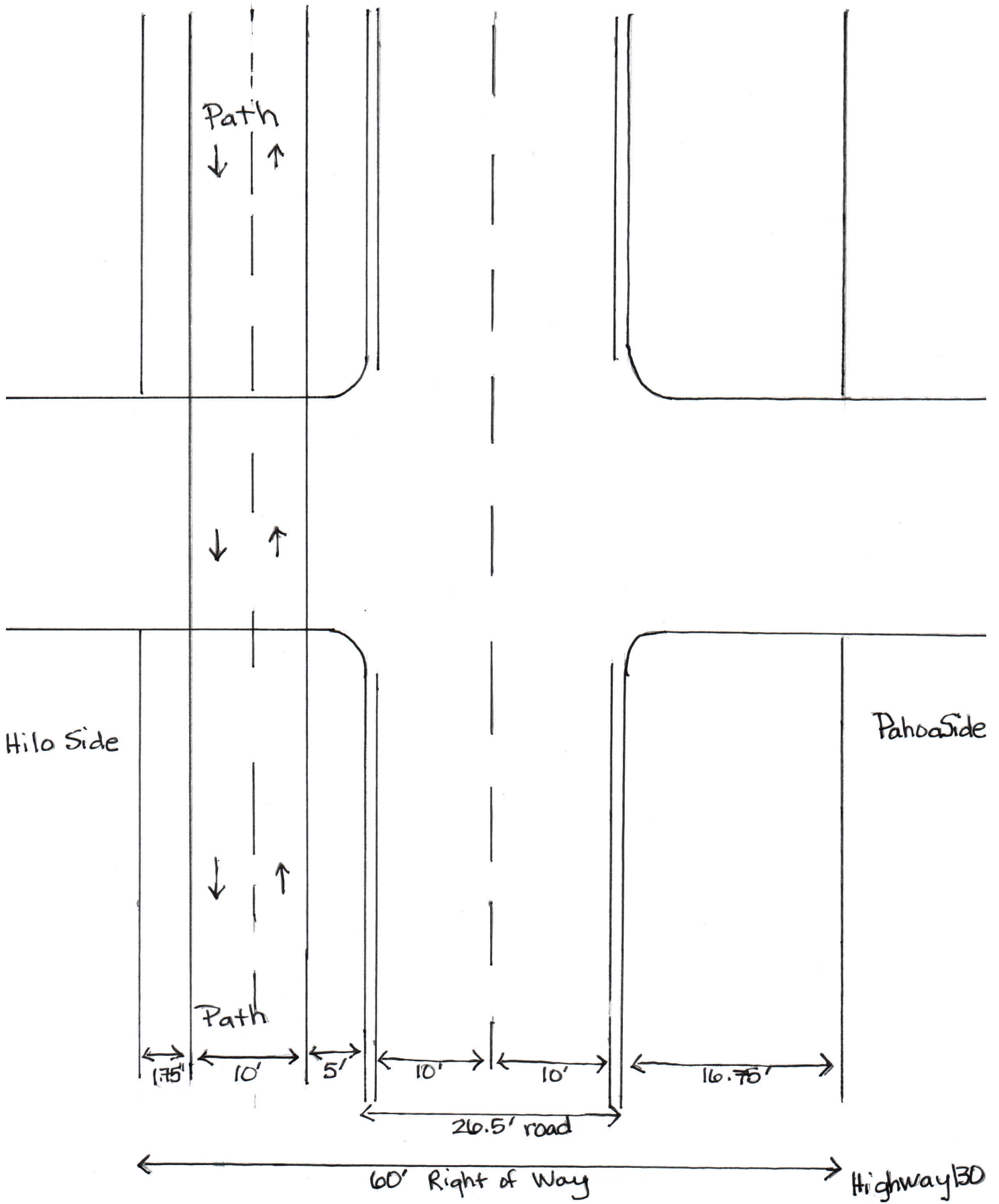
June 4, 2013



1 in = 0.5 miles

HPP Pathways Master Plan-Figure 2

Ocean



Appendix

Community Input

To solicit input from members of the HPP community, HPPOA Paradise Paths Committee created a “Bike and Walking Paths Survey”. This survey was intended for both lot owners and renters in the HPP subdivision, as a way to include the majority of the users of the roadways. The survey was made available to HPP community members in a variety of venues: hard copies in the HPPOA office, electronic posting to the HPPOA website, distribution to neighbors by committee members, and distribution during an HPPOA general membership meeting. The survey results were compiled by the HPPOA Paradise Paths Committee and reported here.

Summary of the Paradise Paths Survey Results

Of the 96 questionnaires, the majority of the people who responded are owners. The respondents frequently use the roads for biking/walking and would use them more if roads were safer. Approximately 66% of the respondents did not have children and would like shoulder improvement. This majority would also support a one-way bikeway/walkway on Upper Paradise, and would support using road maintenance funds for the project, even if HPP could not secure supplemental private or public funding.

In terms of ranking the proposed projects, the top four projects, in order of importance, were:

1. Improving shoulders on main roads
2. Getting County or State assistance to provide funding for path improvements
3. Path/Lane on one of the main roads ocean to highway
4. Improved signage on existing road to have cars “share the roads”.

Specific Results of Paradise Paths Survey

96 questionnaires were fully completed

1. 0-4 years- 28
- 5-10 years-28
- 10+ years- 40

Of the 96 questionnaires:

2. Renters-3
3. Owners-67

26 did not complete either #2 or #3

4. Owner Activities:
 - Never uses Roads for biking/walking- 8
 - Occasionally uses-21
 - Frequently uses- 49
 - Would use but unsafe-35

Some respondents answered more than one activity above

5. We need a safe way to bike or walk on our main roads:

Yes-85

No- 7

6. I have children in HPP:

Yes-27

No-62

7. I would support road and shoulder improvement for safe usage:

Yes-82

No- 9

8. If private or public funding not available would support use of road funds to pay for bike/walking paths:

Yes- 64

No- 27

9. I support the development of the one-way bikeway/walkway on upper Paradise:

Yes- 58

No- 27

Ranking Prospective Projects:

(1 not important to 3-very important)

10. Path/Lane on one of the main roads ocean to highway:

1) Not important-24

2) Important- 12

3) Very important-44

11. Improved signage on existing roads to have cars "share the roads":

1) Not important- 34

2) Important- 12

3) Very important- 44

12. Getting speed limits enforced to provide safer walking and biking:

1) Not important-34

- 2) Important- 18
- 3) Very important-25
- 13. Improving shoulders on the main roads:
 - 1) Not important- 17
 - 2) Important- 11
 - 3) Very important-59
- 14. Developing a walking/biking path from Puna to Hilo:
 - 1) Not important- 35
 - 2) Important- 19
 - 3) Very important-26
- 15. Providing signage and trail improvement for the ocean bikeways area:
 - 1) Not important-35
 - 2) Important- 27
 - 3) Very important-19
- 16. Getting County/State assistance to provide funding for path improvements:
 - 1) Not important-17
 - 2) Important- 9
 - 3) Very important-55
- 17. Development of Beach Road Park (county owned) roadway for a safer bike/walk pathway:
 - 1) Not important- 22
 - 2) Important- 15
 - 3) Very Important- 32

Hawaiian Paradise Park
Bike & Walking Paths Survey

To make sure Paradise Paths Committee is doing the right thing for our community, we need the community to give us input. Please help us by completing the following short survey and returning to the HPPOA office by March 1, 2013.

Please look over our web page (coming soon, we hope!) on the HPPOA website and the included HPP map to look at proposed paths. With the results of this survey, we hope to do those things that make the most sense for the majority of the community.

Please describe yourself:

I have lived in HPP for _____ years. I am a owner, renter (please circle one).

Check the line(s) that best describe your activities:

- _____ My family never uses the roads for biking and/or walking;
- _____ My family occasionally uses the roads for biking and/or walking;
- _____ My family frequently uses the roads for biking and/or walking;
- _____ My family would use the roads for biking and/or walking but do not for safety reasons.

Please check yes or no on the following questions:

Yes No

- ___ ___ 1. We need a safe way to bike and walk on our main roads;
- ___ ___ 2. I have children in HPP;
- ___ ___ 3. I would support road and shoulder improvements to provide safer usage;
- ___ ___ 4. If private or public funding is not available, I would support use of road funds to pay for bike and walking path development.
- ___ ___ 5. I support the development of upper Paradise drive for a one-way bikeway and walkway from the highway to Railroad. Cost for this project would be for labor and paint/signage to move striping over and create a path on the Hilo side of upper Paradise.

Please assign a number from 1 to 3 (1 being not important, 3 being very important)to the items below:

- _____ A lane on one of the main roads, from the ocean to highway 130;
- _____ Improved signage on existing roads to have cars "share the road";
- _____ Getting speed limits enforced to provide safer walking and biking;
- _____ Improving shoulders on the main roads;
- _____ Developing a walking/biking path from Puna to Hilo;
- _____ Providing signage and trail improvement for an ocean bikeways area;
- _____ Getting County/State assistance to provide funding for path improvements;
- _____ Development of Beach Road Park (county owned) roadway for a safer bike/walk pathway.

Please complete and return this survey to the HPPOA office by May 20 .2013

Mahalo!

HPPOA Paradise Paths Committee