



**ROUND 1
COMMUNITY
MEETINGS-WORKSHOPS**

Bike Plan
Hawaii

Record of Community Workshop 1

All Venues

The first round of community meetings/workshops were held between November 1-15, 2001 and in Molokai on February 28, 2002. Collectively, these meetings drew 159 attendees. The proceedings of each workshop are documented below. Participants were also asked to complete a questionnaire at the workshop. Findings from the workshop survey are reported in the Surveys section of this Supplemental Volume.

Schedule of Community Workshops (all workshops held in 2001, except Molokai)

Thursday	November 1	Conference Room at Ihilani Marriott Leeward Oahu	7:00-9:00 pm
Saturday	November 3	UH Komohana Agricultural Complex, Conference Room Hilo, Hawaii	9:00-11:00 am
Saturday	November 3	Kalani Honua Rainbow Room Puna, Hawaii	2:00-4:00 pm
Monday	November 5	Parker Ranch Town Hall Waimea, Hawaii	6:00-8:00 pm
Tuesday	November 6	King Kamehameha Hotel Conference Room, Kona, Hawaii	7:00-9:00 pm
Wednesday	November 7	War Memorial Convention Hall Lihue, Kauai	6:30-8:30 pm
Thursday	November 8	Wailuku Community Center Wailuku, Maui	6:00-8:00 pm
Tuesday	November 13	Kaneohe Community & Senior Center, Windward Oahu	6:30-8:30 pm
Wednesday	November 14	Aina Haina Elem School Cafetorium East Honolulu	6:30-8:30 pm
Thursday	November 15	Mililani Mauka Elem School Cafetorium, Central Oahu	6:30-8:30 pm
Thursday	February 28, 2002	Mitchel Pauole Center Kaunakakai, Molokai	6:00-7:30 pm

Workshop Proceedings

In each instance, the workshop began with an introduction by Vincent Llorin, State Bicycle and Pedestrian Coordinator, Department of Transportation. He welcomed the audience and introduced the consultants from the firms of Kimura International, Inc. and Sprinkle Consulting, Inc.

Glenn Kimura presented a Powerpoint slideshow that provided an overview of Bike Plan Hawaii with discussion of the following topics:

- Elements of the plan addressing the 5 “E”s—engineering, education, enforcement, economics, and encouragement
- Why the plan is important
- Scope of the plan
- The planning process
- Results of the 1994 Plan
- Description of existing bicycling conditions
- Planning efforts in other states
- Different types of bicycle facilities
- Considerations and criteria in planning new bikeways

After the presentation, members of the audience were given an opportunity to raise questions or offer comments. Following the Q&A session, Glenn Kimura reviewed maps of the region showing existing bikeways, those constructed since the 1994 Plan, and proposed bike projects from the 1994 Plan (not yet implemented). The next phase of the workshop was structured as an informal charrette, in which participants were asked to mark their bikeway proposals directly on printed maps. Depending on the total number of participants, one or more small groups were formed for this exercise.

The following items are from the Q&A session and the mapping exercise at each venue.

Leeward Oahu November 1, 2001

Workshop Participant: How do bike paths relate to new roads? For example, when Farrington Highway is repaved from Kapolei to Ewa, will it be widened to accommodate bicycles?

Response from Vince Llorin, State Bicycle Coordinator: The State DOT makes an effort to put in bike and pedestrian facilities with new road construction.

Response from Chris Sayers, City Bicycle Coordinator: The current plan is to add shoulders when Farrington Highway is widened (from two lanes to four lanes), but there is no timetable yet for this project.

Comment from Georgette Yaindl, Hawaii Bicycling League: The recently adopted OMPO 2025 Transportation Plan includes a policy statement, that any project in the plan

shall include bike and pedestrian improvements. New roadway design or safety improvements must consider all modes of transportation.

Workshop Participant: What is the 2025 Plan?

Georgette Yaindl: This plan is developed by the regional planning organization. It recommends the priority transportation projects to the State DOT—not just roadways—where they want to see federal funds spent. Although the plan forecasts out 25 years, it is updated periodically.

Workshop Participant: Were developments on Young Street coordinated with future bikeway improvements? Young Street is one of the proposed bike thoroughfares between university and downtown. When the sidewalk fronting the new park was put in (at the old police station site), was that coordinated with C&C to accommodate bicycles?

Chris Sayers: The City just hired a consultant (Belt Collins) to work on the Young Street bike project. The proposal for a Young Street Park Boulevard was included in the Honolulu Bicycle Master Plan as part of the Lei of Parks. It's unlikely that the Young Street bike project will require removal of any improvement constructed for the new park.

Workshop Participant: If the goal is to use bikes as a mode of transportation, shouldn't bikeways connect residents to business districts (workplaces)? I would like to see improved bikeways between Kapolei and Waipahu via Farrington Highway, and from Kapolei to Ewa Beach; between residential areas and employment centers at Kalaeloa and Campbell Industrial Park.

Workshop Participant: Essex Road would be a wonderful spur off the Leeward Bike Trail where families could hit the beach; otherwise, you're water-less all the way to Nanakuli. The Navy has concerns about errant golf balls from the golf course. But if the public comes forward and says it's a favorable project, the Navy might entertain the proposal and open Essex Road just for non-vehicular traffic.

Comment from City Councilmember Gary Okino: People don't know what the rules are—how fast bicycles can go, how to signal. People have told me that there are tremendous conflicts on sidewalks—bikes are on sidewalks right in the middle of town. There is a tendency to focus on cars and bikes, but we also need to address potential conflicts between pedestrians and bikes, where the situation is not clear.

Response from Charlie Denney, Sprinkle Consulting, Inc.: National bike design guidelines state that bikes should **not** be on the sidewalks. It's difficult for pedestrians and bikes to mix. The Bike Plan will clarify bike usage on sidewalks. But if bikes are not allowed on sidewalks, then we need to provide safe alternatives elsewhere. If a bicyclist has to choose between an unsafe road or the sidewalk, he's going to choose the sidewalk. He knows that he's going to win the conflict with pedestrians, but lose the conflict with cars. We need to educate all the users on how to interact.

Workshop Participant: A safe bike route is needed from Ko Olina to Kapolei. Also, a bike route from Kapolei to Fort Weaver Road via Farrington Highway, with hook-up to

Waipahu. I use a mountain bike on the existing Leeward railroad right-of-way to get to the bike trail in Waipahu.

Workshop Participant: Schools are critical because it conditions young people to ride bikes and look at bikes as an alternate mode of travel.

Gary Okino: Problem (with providing bikeways) is not so much in new areas, but in older areas. In certain areas, schools don't have safe bike routes that can be used by students

Charlie Denney: If you're going to encourage bicycling to school, you need to take a look at the area around the school. Communities in some states have started to look at "Safe Routes to School" and allocated money to do this.

Chris Sayers: I used to teach Bike Ed and there's inconsistency across schools. Some schools had policies that allowed bicycling and others didn't. Iroquois Point—probably has a hundred bikes.

Gary Okino: Iroquois Point is an exceptional case because the base can enforce a 20 mph speed limit.

Charlie Denney: Or if they can ride to school, the problem may be a lack of storage areas.

Workshop Participant: So there's no regular bike education?

Glenn Kimura: It's inconsistent across the state. The City and County of Honolulu has an active BikeEd program. But in other counties, they've discontinued the formal BikeEd program because there's no funding, or the police department tries to patch together bike workshops on an ad hoc basis.

Gary Okino: We (at the City) are also trying to address subdivision regulation, so when we build a new community, we also build in the capacity for bicycles.

Glenn Kimura: If it's on the map that everybody has, it should send up red flags, that whenever a developer comes in, they'll know that a bikeway has been proposed in the area.

Workshop Participant: There's no way for bicyclists to get to the deep-draft harbor which is where any private ferry service is likely to be located (until the marina is constructed). When ferry service was offered as a pilot project, there was no way of getting down to the harbor by bike. Geiger Road and Roosevelt don't go all the way through.

Workshop Participant: Because the Ewa region is constantly changing, there should be legislation that institutes a policy whereby the bike network grows as the region grows. It should be part of the infrastructure in place to support development.

Workshop Participant: Suggest constructing a bikeway on Mango Road, which is an agricultural road now used by farmers; DLNR also has access. Mango Road intersects with the proposed North-South collector. This area is not hindered by discovery of a threatened plant species. It's ideal. The road goes under Fort Weaver Road and provides access to Asing Park which is fully developed with courts and ball fields. The underpass is a drainage culvert that may be unusable during the 100-year flood, but would be okay the rest of the time.

Charlie Denney: Culverts have been used in other areas, with the foreknowledge that it won't be available during rainy periods.

Workshop participants expressed agreement that the No. 1 priority for the region is completion of the Leeward Bike Trail.

Vince Llorin: Initially the project design was going to be done in-house, but that branch is understaffed, so it's going to a consultant contract. Expect to start construction in 2004.

Workshop Participant: Extending the Leeward coastal trail beyond Nanakuli would be beneficial for eco-tourism.

Workshop Participant: Another high priority is Farrington Highway since it provides the most direct route between Kapolei and Waipahu. We need to acquire the right-of-way now (for a parallel bike path) before the corridor gets developed.

Georgette Yaindl: We also need to ask, "What is it like when get to the destination?" Ordinances should require bike parking, similar to requirements for cars.

Workshop Participant: Kapolei is becoming dangerous with the mix of bikes, cars, and buses (especially the long articulated buses). More kids riding bikes. On Kamokila Boulevard in Kapolei, cars park in designated bike lanes, creating an obstacle for riders. Similarly, the bus transit center (across from Zippys) means that buses sometimes park in the bike lane.

Chris Sayers: There's a plan to build a bus transit center behind the theaters.

Georgette Yaindl: Enforcement would be improved with more bike patrols. It's difficult to get officers out of their car to enforce relatively minor traffic infractions.

Hilo, Hawaii November 3, 2001

Workshop Participant: The Big Island is distinct because of the large land area and low population. It is still in its infancy in terms of tourism. We should take advantage of building infrastructure now—acquire easements and rights-of-way. It's unlike Oahu where you have to put bikeways in developed areas. The Bike Plan is important to first identify future bikeways, then we can work to gain easements.

Workshop Participant: We should make bikeways a condition of development.

Workshop Participant: There needs to be better integration of modes so you can bike to a transit node and transfer onto buses, and also support facilities, such as lockers and cages.

Workshop Participant: Ever seen bike lockers at airports?

Response by Charlie Denney, Sprinkle Consulting, Inc.: Not at airports, but we're seeing lockers more and more at transit stations. At the transit station near where I live, there's a waiting list. U.S. Environmental Protection Agency has also done a lot with lockers to promote bicycling. To maximize locker use, they don't assign the lockers. Instead, there's a separate box with keys that can be taken out on an ad hoc basis. Office buildings sometimes have a cage within a secured area—something that's done a lot.

Workshop Participant: One of the issues raised at other transportation meetings is that passengers are assessed a penalty for taking bike on airplanes. Even if you show up below the baggage limit, you're still charged \$25.

Charlie Denney: That's a national issue. On the mainland, you're charged \$50.

Participant: Except here air travel is the only choice. We don't have option of taking a bus or ferry.

Puna District, Hawaii November 3, 2001

Three citizens came to the Puna workshop, including two who had participated in the Hilo workshop earlier in the day. Because their proposals for the Puna region had been documented already, the workshop was canceled.

Waimea, Hawaii November 5, 2001

Workshop Participant: Will the bike plan include any kind of legislative recommendation, such as requiring developers to provide bike and pedestrian facilities?

Response by Glenn Kimura: We will address this issue in terms of possible implementation measures. For example, some Counties are considering bikeways as a condition of zoning or subdivision. More generally, the Bike Plan will include policy recommendations. Another important area is bicycle education. When you ask people why they don't bike, a common response is that it's unsafe.

Workshop Participant: What about adding questions on bicycling on the drivers test?

Response by Charlie Denney, Sprinkle Consulting, Inc.: That's a good idea. A number of states have started to include bicycle-related material in drivers' instruction manuals.

Workshop Participant: Are you also working with shopping centers and other businesses to provide adequate storage?

Charlie Denney and Glenn Kimura: There's a fair amount of research on what types of racks work best. We will be including that information in the design guidelines section of the plan.

Workshop Participant: Are skateboards, roller blades, and scooters ("Razors") considered bicycles? Will they be able to use bicycle facilities?

Charlie Denney: On a shared-use or mixed-use path, it would be okay—depending on issues of speed, volume of users, and safety. On roadways, they're not allowed, though some jurisdictions have changed their ordinance to make exceptions to allow certain types of non-vehicular use.

Glenn Kimura: On a mixed-use path, there should be clear signage about how different modes or types of users relate to each other. Some people we have talked to feel strongly

that bells should be mandatory for bicycles. Problems arise when common courtesies aren't practiced.

Workshop Participant: The 1994 Bike Plan shows a bike route on the main road through town (Highway 19), but when the roadway was recently expanded from 5 lanes to 6 lanes, we were told that there was insufficient room for a bike lane and there's even inadequate shoulder space. One response we've gotten from officials is that the proposed Waimea Trails and Greenway will serve bicyclists, but that won't always provide the most convenient connection to schools and shopping centers.

Glenn Kimura: We want to make clear in the Bike Plan the idea that bicycling is an alternate mode of transportation. Bicyclists want the most direct routes to get to their destinations, just like motorists.

Charlie Denney: Places that have been successful in getting more people to bicycle have used a mix of all three types of facilities—bike routes, bike lanes, and off-road bike paths—that allow people to get the places they want to go.

Kailua-Kona, Hawaii November 6, 2001

Workshop Participant: Why does Hawaii's plan address bikes only, and not pedestrians? Can we expand the plan to include pedestrians also? For example, since pedestrian signs are in many of the same places and for the same purposes as bicycle signs, it seems to make sense to address both modes at the same time, rather than just bikes.

Response by Vince Llorin, State Bicycle Coordinator: Right now, the consultant's contract is just to update the bicycle plan.

Response by Charlie Denney, Sprinkle Consulting, Inc.: Some states have done just bike plans, while others include both bikes and pedestrians. We will be addressing some pedestrian facilities where there is overlapping use. We're limited at this point in time, but the plan could be expanded to include pedestrians in the future.

Workshop Participant: Can that be part of our input tonight? We would like the plan to address multi-modal issues.

Response by Glenn Kimura: The Bike Plan will address shared use by both bikes and pedestrians; for example, to promote walking along Kaahumanu Highway. We want to include proposals that make sense and are safe. On the Big Island, there are many places that don't have sidewalks, and pedestrians have to walk somewhere.

Charlie Denney: On the flip side, over the weekend, I biked along Alii Drive and this is a situation where you have the potential for conflicts between bicycles and pedestrians since there are no shoulders on the roadway and everybody is sharing the sidewalk. So we also recognize the need to balance the needs of the different modes.

Workshop Participant: I have a question about the bikeway standards you'll consider in the plan. There are many areas that are not yet open to cars and it may be too expensive to build roadways to standard specifications. For example, it may be possible to acquire right-of-way, on contour, to connect some of the subdivisions. Since your presentation says "no mountain trails"—are you going to exclude possibilities for facilities that are

functional and suitable for rural areas? Will the plan only consider facilities that will be paved out?

Glenn Kimura: Our intent is to be as open and flexible as possible.

Charlie Denney: If facilities are making connections, they can be designated as part of the state's bicycle network, but it may be difficult to get federal transportation funds if not built to standards. On the other hand, if you're talking about roads that don't need pavement or improvement, then maybe you don't need federal funding.

Participant: Everything here needs grading and clearing, and would be as expensive as a mainline trail. Is ADA also a factor as far as access? Some of the linkages I'm referring to might not be feasible to develop if we need to meet ADA accessibility standards.

Charlie Denney: There are guidelines that have been put out by the U.S. Access Board, an arm of the Justice Department charged with implementing the Americans with Disabilities Act. There are standards for sidewalks, trails, and recreational facilities. The law says you have to make reasonable accommodations. It might also be possible to satisfy the ADA requirement by providing an alternate route.

Workshop Participant: For people interested in road racing, Queen Kaahumanu Highway is the place that's most commonly used to train for road events. Did the 1994 plan include any improvements on Queen K? Did the old plan include provide for places (training sites) other than Queen K?

Charlie Denney: The best type of improvement is widening the shoulder to at least four feet, and the State has already done that on Queen K. But there are other places where you just won't be able to do this, so it's a question of getting as much shoulder as you can. And where there's a steep grade, putting a shoulder in on one side.

Response by Ann Peterson, Peoples Advocacy for Trails Hawaii (PATH): PATH has advocated a 10-foot, grade-separated, multi-use path alongside Queen K. We lost part of a railroad alignment to a golf course because it was not designated on the master plan. Let's not be constrained by money right now because it's not only Transportation Enhancement funds that can build these kinds of things; we can look in other places and build gradually. Let's think big.

Glenn Kimura: Following up on Ann's comment, there are a variety of ways to implement the plan. For example, if a route is shown on the plan, it might get built as part of a highway repair or repaving project.

Workshop Participant: Even if you have a 4-foot shoulder, around here it doesn't take long for that shoulder to become totally degraded.

Glenn Kimura: This plan will address maintenance. The plan won't be limited to bike routes, but will be comprehensive.

Workshop Participant: Do we need to be concerned with distinguishing between State and County roads?

Glenn Kimura: No, because the plan will address both.

Participant: Did the County adopt this plan as well?

Glenn: I don't know the answer to that question; however, we talked to the County Council, and members alluded to the General Plan that's being updated and a desire to incorporate the Bike Plan.

Workshop Participant: Isn't there a federal requirement that when federal highway funds are used, there must be a 3-foot shoulder? One of the biggest problems we have is that even if there's a shoulder, all of a sudden, in critical spots, it drops down to one foot. One of my biggest complaints is that there's no consistency.

Charlie Denney: In the short term, there may be places where you just can't put in wider shoulders, for example, because of topography and other physical constraints. But one of the things you can do is to put up signs warning "reduced shoulders" or "bicyclists sharing road ahead." The key is not to let the situation just happen, but to alert all road users about what's happening ahead and give them ample notice to make adjustments.

Participant: I'm trying to get more people to ride their bikes, but they won't if the roads aren't safe.

Workshop Participant: I think we're preaching to the choir. Everybody here would like to have bike corridors all around the island. We all want safe places for our families to bike. We thank you for coming and we're behind you.

Workshop Participant: I understand that your contract is to come up with a plan, but we want to make it happen, so whose feet can we hold to the fire?

Charlie Denney: The plan will make recommendations for implementation. Also, one of the reasons we're asking for your top 3 priorities is to provide a focus for implementation efforts.

Glenn Kimura: The Bike Plan falls under the larger State Transportation Plan and is subject to its procedures for funding and implementation.

Ann Peterson: The County has come up with a plan to develop a network of mid-level and connector roads between Keahole and Kailua. Will those roads have bike and pedestrian facilities?

Glenn Kimura: Peter Young, Deputy Mayor, has provided a map showing the proposed roads in the K to K plan. He also mentioned the possibility of developing multi-use paths along utility easements.

Ann: We need to be sensitive about who owns the land whenever we talk about off-road paths.

Glenn: There's also the issue of which agency will be responsible for maintenance of off-road facilities, with the available equipment and budgets.

Lihue, Kauai November 7, 2001

Workshop Participant: Does "shared bike path" mean share with runners and walkers?

Response by Glenn Kimura: Yes.

Response by Charlie Denney, Sprinkle Consulting, Inc.: Ten feet is the minimum design width for shared-use paths; but if many different types of users are expected, then it should be even wider.

Workshop Participant: How are State funds allocated among the counties?

Glenn Kimura: The Bike Plan is part of a statewide transportation planning process which involves the STIP (State Transportation Improvement Program), a list of the high-priority transportation projects. The Bike Plan will contain separate bike improvement proposals by county, but the normal course of implementation goes through a more politically oriented phase of evaluation and lobbying and leads to the STIP.

Comment by John Tanner, Bicycle John: The best thing to do at this stage is to imagine that you'll get whatever you want. Funding and cost considerations aren't too important at the planning level. Right now, we want to pull together our ideas for what we want, and the order we want them. Once we give this input to the planners, it becomes a grass-roots Kauai effort, working with local officials, to find the funds needed to realize the projects.

Comment by Glenn Kimura: I want to stress that in order to qualify for federal funds, proposals need to be included in an official master plan and this is your opportunity to do that. We're also looking at projects that are implemented through the normal cycle of road repair and resurfacing. It's often possible to acquire bike facilities through road widening that is almost incidental to road repair or safety upgrades.

Charlie Denney: Over time, the pieces will begin to fit together and connect up.

Workshop Participant: Will the plan identify which type of facility (lane, route, path) will go where?

Glenn Kimura: Paths are essentially facilities that go off-road. In terms of choosing between routes and lanes, we'll take the community's preferences into consideration. But we'll also evaluate whether it's do-able given possible physical constraints, and if it makes sense in terms of technical feasibility and cost.

Wailuku, Maui November 8, 2001

Workshop Participant: The 4-foot standard for shoulders seems to be inadequate along roadways with high traffic volumes and high speeds.

Response by Charlie Denney, Sprinkle Consulting, Inc.: Along high-speed highways, 5- or 6-foot shoulders may be needed for a bikeway to be workable.

Response by Vince Llorin, State Bicycle Coordinator: Four feet is the minimum requirement in the AASHTO Guidelines, accepted by most states and the Federal Highway Administration.

Charlie: There are quantitative methods to evaluate the consequences (comfort level to bicyclists) of increasing pavement width. If limited right-of-way means you have to choose where to widen the shoulder, then it would seem more beneficial to widen the uphill side where the speed differential between cars and bicycles is greater.

Workshop Participant: Are there any plans for Kahului to Paia area?

Response by Dave DeLeon, Mayor's Bicycle Advisory Committee: There is a multi-phase plan, part of which is already built—the airport section. There's still a question about when the Sprecklesville section will be completed.

Workshop Participant: Maintenance is the worst I have seen—the sweeper just moves debris around. No matter how many bike trails there are, you'll still need to ride on the streets. But if you hit glass going at high speed, a blow-out could be very dangerous. Contrast this with Wailea, where you can practically eat off the road. Another problem is that roads aren't properly compacted and patched after utility connections are made.

Response by Glenn Kimura: We hear you loud and clear. The same message has been repeated by all the bicycling groups we've talked to. On Oahu, bicyclists are posting photos of poor road conditions on the web to build awareness.

Workshop Participant: When do you expect the draft plan to be completed?

Glenn Kimura: We're going to be back in the spring for a second workshop. We won't have a plan *per se*—with all the parts—but we'll have the key parts and ask for your feedback.

Workshop Participant: Since this is a federal plan, how soon will we have access to federal funds?

Glenn Kimura: You don't have to wait until this update is done. Bikeway proposals are already in the existing Bike Plan. If you want to push a project, you can do that right now. The State is continually putting together priority lists of transportation projects to be funded and built through the STIP process, and you can work to get bike projects on the list. Likewise, Counties don't have to wait for the State. They can seek funding independently.

Workshop Participant: What is the situation with highway improvements in the Kihei area?

Vince Llorin: On Piilani Highway, the shoulder is being replaced by a travel lane, and the intent is for the North-South Connector to provide an alternate bike facility.

Glenn Kimura: Timing is a problem with the replacement bike facility.

Participant: But if federal funds are being used, isn't the State required to provide a bicycle facility?

Charlie Denney: Nationwide, nobody has pushed that issue it all the way. There's no precedent we can point to.

Workshop Participant: How do we get politicians and planners to buy into the healthy city idea and create more bicycle-friendly communities? How did a place like Oregon develop such an extensive bike network?

Charlie Denney: When Oregon started in the 1970s, it wasn't because of top-down mandates from their State DOT. The legislature was pushed by advocates and constituents who educated politicians about the economic benefits (such as the ability to attract visitors and businesses that want a favorable location to recruit and keep good employees). There was a firm looking to relocate to Virginia. Coming from Boulder, Colorado, they asked: "Where are the bicycle facilities?" The company ended up going to Ashland, North

Carolina which has bike facilities. The plan can give you tools to work with but, ultimately, implementation has got to be a grassroots effort.

Workshop Participant: It's amazing that nobody evaluates who's going where to find out how to link segments. We want circuits that eventually connect one subdivision to another, then another, then another—like in Southern California.

Glenn Kimura: One of the things we'll do in the plan is pay attention to traffic generators.

Workshop Participant: How do we go from here (the planning process) to practice (implementation)?

Vince Llorin: Whenever DOT has a resurfacing project, and there are adequate funds, we provide shoulders. Most of the State highways on Maui have shoulders wide enough to accommodate bicycles.

Charlie Denney: If the proposal is in the plan, it has feet. Then it has to become a priority, and that push has to come from the community.

Workshop Participant: Why aren't more people here? With numbers, things happen. Why isn't there a plea in the paper to urge people to register their bikes?

Glenn Kimura: The Big Island is an example of a place where bike advocates are organized by region. They've developed projects and mounted sustained efforts to get them built.

Workshop Participant: Besides shoulders, we also want to see greenways around the island. We now have the best opportunity to talk about greenways because the focus is on how to make communities more pedestrian- and bike-oriented. Maui's ears are open. Maui is having to deal with serious congestion and is looking seriously at smart growth. So now is a good time to put bikeways on the map. But then the hard work begins. The General Plan is going to be updated next year, the community plans are going to start up again, and the smart growth idea is taking off. Now's the time to make a push.

Comment by Charlie Denney: It can be prudent to bring in pedestrians. Politicians are going to relate more to pedestrians because they do it. Sometimes people have a negative impression of bicycles, and you can break the ice by talking about pedestrians.

Windward Oahu November 13, 2001

Workshop Participant: You mentioned educating bicyclists, but what about educating motorists?

Response by Glenn Kimura and Vince Llorin: You're absolutely correct that part of the education process must deal with motorists. There are several measures that could be taken. One is to have more public service announcements and ads, such as the full-page newspaper ad that came out during November's Bike Safety Month. Another is to add bike items to drivers' licensing exam. It doesn't make sense for Hawaii drivers to be tested on rail crossings, but not on interactions with bicyclists.

Workshop Participant: Besides talking about what routes are needed, shouldn't we also talk about the mechanisms for implementation? I know that when there's a State roadway project, it has to take into consideration (and incorporate) what's in the Bike Plan.

However, we also have the case of Waimanalo where community members questioned why they needed to have bike lanes when all that was needed to satisfy the Bike Plan was to put up a few signs. If that's all that's required, nothing much is going to happen. The Bike Plan ought to have more teeth than just saying you should throw up signs.

Glenn Kimura: In Waimanalo, the community was ambivalent between bike lanes and bike routes. But when they learned that additional right-of-way had to be acquired for bike lanes, they felt that bike routes (paved shoulders) would be sufficient. Other improvements, such as left-turn pockets, would improve traffic flow and safety through the area.

Workshop Participant: I guess six years isn't enough time to see projects implemented.

Glenn Kimura: Actually, when you drive around the state, you see many miles of State highways that have wide shoulders in good conditions. They would serve perfectly well as bike routes, but they're not signed. If they were marked as a bicycle facility, the State could get more mileage credit relatively easily.

Vince Llorin: DOT evaluates a whole set of standards before designating a bike route, but if those criteria are met, we'll put up the signs.

East Oahu

November 14, 2001

Workshop Participant: Is the bike plan looking at traffic calming?

Response by Glenn Kimura: No, that's a separate effort, but we are paying attention to some of the same goals, such as safe access to schools.

Workshop Participant: How was 3-foot separation between bicyclist and motorist determined (as shown on the newspaper ad for Bike Safety Month)? It doesn't seem wide enough, plus people misjudge and go closer.

Response by Vince Llorin, State Bicycle Coordinator: The 3-foot separation is a recommended practice. It's not a traffic law in Hawaii, but it may be in other states.

Response by Chris Sayers, State Bicycle Coordinator: Bus drivers are instructed to give bicyclists a full lane—3 feet puts buses in the next lane anyway.

Central Oahu

November 15, 2001

There were no questions or comments during the Q&A session; therefore, participants proceeded directly to the mapping portion of the agenda.

Kaunakakai, Molokai
February 28, 2002

Workshop Participant: Why are there no shoulders beyond the 8-mile marker? The roads were recently repaved, and the shoulders were improved up to the 8-mile marker. The pavement should have been expanded between Miles 8 and 10 at the same time—this would have covered a section of the highway that is well-used because it's in a more populated area. It appears that there's adequate right-of-way up to Mile 10.

Response by Vince Llorin: He will check on the history of the work done and get back to the inquirer.

Asked about the usefulness and desirability of signs:

- Signs are a waste of money. Just having more bikes on the road will make people realize there's more bicycling activity. People will ignore "share the road" signs. They're either polite drivers or not.
- A few signs wouldn't hurt.
- There's a tendency for signs to disappear or get shot at.
- Limit signs to areas where roads are narrow and have to be shared by bikes and cars, or to high-visibility places.
- In one section of Kalae Highway, there are a lot of signs packed within a short distance. We don't want that kind of sign pollution.

Asked about the highest priority area for bike improvements, there was general consensus within the group:

- Priority for bike improvements should be on the east side of Molokai, which is relatively flat and scenic.
- When visitors come to Molokai, and they don't have much time, we first send them out to the east side.
- Shoulders don't have to be a full 4 feet to be useful for bicycling. If there's enough room for the mowers (to keep the landscaping in check), there should be some room for bicycles.
- Out near Kilohana Elementary School (Mile 13), kids are using the roads for bikes and roller skates—a potentially hazardous situation.
- There are a couple of major organized events that use the east-west corridor. In the case of the tandem bike ride, there were 44 cyclists this year; last year there were 160.

Community Workshops (Round 1) November 2001				
Attendance Summary				
Date	Location	Attendees	Plan Team	Completed Questionnaires
Thurs, Nov. 1	Leeward Oahu	8	5	3
Sat, Nov. 3	Hilo	15	5	14
Sat, Nov. 3	Puna	4	5	0
Mon, Nov. 5	Waimea	20	5	16
Tues, Nov. 6	Kailua-Kona	38	5	30
Wed, Nov. 7	Lihue	16	5	12
Thurs, Nov. 8	Wailuku	15	5	15
Tues, Nov. 13	Windward Oahu	7	4	6
Wed, Nov. 14	East Oahu	11	4	8
Thurs, Nov. 15	Central Oahu	20	3	16
Thurs, Feb. 28, 2002	Molokai	5	3	4
	Total	159		124

Attendance Sheet
 Public Information Meeting and Workshop

Thursday, November 1, 2001
 Ko Olina Marriott Conference Room, Leeward Oahu
 7:00 - 9:00 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Tom BERG	REP. ESPERO'S OFFICE		
George Yamamoto	NB 34		
TYLER YAMASHITA			
LYN ANDERSON	HBL		
SHAO KANG	NB 34		
GARY OKUO	CITY COUNCIL		
Georgette Yaindl	HBL		
Chris Sayers	City & County of Honolulu		
Vincent Uorin	State DOT		
Glenn Kimura	Kimura International		
Nancy Nishikawa	Kimura International		
Kevin Purcell	Kimura International		
Charles Denney	Sprinkle Consulting		

Attendance Sheet
Public Information Meeting and Workshop

Bike Plan Hawaii—Update

Saturday, November 3, 2001

UH Komohana Agricultural Complex, Conference Room, Hilo, Hawaii

9:00 – 11:00 a.m.

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Paul Yadao			
STANLEY TAMURA	DOT-HWAYS		
Takashi Domigaki for Councilman James Arakaki	County Council		
BEN ISHII	DPW-ENG		
John Luchau	P.A.T.H. Puna Trails (mail)		
ROBERTA BAKER	MORRELLY		
MICHAEL TANABE	UHH		
JOEL TANABE			
TAIRA YOSHIMURA	PATH		
JONI OLSON	PUNA COMMUNITY COUNCIL		
JOHN BARNES			
CHRISTOPHER SEYMOUR	BIG ISLAND MOUNTAIN BIKE ASSOCIATION		
Michael Shintake	UHH		
Rowan Polson	community		
Mac Cooper	SMA		

Attendance Sheet
Public Information Meeting and Workshop
 Bike Plan Hawaii—Update
 Monday, November 5, 2001
 Parker Ranch Town Hall
 6:00 – 8:00 p.m.

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Keith Wallis			
Janet Lam			
CLEMSON LAM	WAIMEA TRAILS GR		
ANNIE FIELD-GOMEZ	COMM ASSN POL		
Lynn Taylor	Trails & Waimea Green		
Pete Hendricks	WAIMEA COMMUN ASSN		
Peggi Kamisato	Waimea Trails & Greenway		
Bill McCourt	Haukapu Heritage		
STAN SITUCS	WAIMEA TRAILS		
Jim Lotter	Waimea Trails		
Stanley Tamura	State DOT		

Attendance Sheet
Public Information Meeting and Workshop
 Bike Plan Hawaii—Update
 Monday, November 5, 2001
 Parker Ranch Town Hall
 6:00 – 8:00 p.m.

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Danman Coan	CES CUTFITTER		
Grant Mitchell	Mauna Kea Mt Parkers		
Cathy WIRTH	KECK OBS		
Peter Cook	Waimoa Cmty Assn		
GRANT MATSUSHIGE	CFAT CORP		
JOHN ROMO	waimoa com. ct. youth council		
BRIAN BREAKSTONE	PO Box 188		
Chana Cascade	Aurorian Cascade		
Jason Root →			

Attendance Sheet
Public Information Meeting and Workshop
 Bike Plan Hawaii—Update
 Tuesday, November 6, 2001
 King Kamehameha Hotel, Meeting Room, Kailua-Kona, Hawaii
 6:00 – 8:00 p.m.

Josephine Kelupio HIPA

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
<i>Ann Peterson</i>	<i>PATH</i>		
<i>Mary Osborne</i>	<i>HAWAII CYCLING CLUB</i>		
<i>Barbara Bush</i>	<i>PATH</i>		
<i>Susan Golden</i>	<i>Self</i>		
<i>Alex Alcantar</i>			
<i>Candy Stephens</i>			
<i>Hayden Stephens</i>			
<i>Keola Childs</i>			
<i>Daryn Arai</i>	<i>COH Planning</i>		
<i>Kiran Eimler</i>	<i>COH Pub. Works</i>		
<i>Sue Carroll</i>			
<i>Julia Daniels</i>			
<i>Beth Almondoune</i>			
<i>Miles Sullivan</i>			
<i>DAVE STUBBS</i>	<i>Resident Local</i>		
<i>GRANT Miller</i>	<i>Path</i>		
<i>Janet Miller</i>	<i>Path</i>		
<i>David Hedig</i>	<i>Hawaii Cycling Club</i>		
<i>J. Kawouch</i>			
<i>Michael Heas</i>	<i>PATH</i>		

ERNIE FRASCATI

PATH

KAREN BROWNE

PATH

>

Attendance Sheet
Public Information Meeting and Workshop
Bike Plan Hawaii—Update
 Wednesday, November 7, 2001
 War Memorial Convention Hall, Lihue, Kauai
 6:30 – 8:30 p.m.

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Pages Seeds	Bike Rider		
Doug Harsh	County		
TERRY TAYLOR	RIDER		
Jon Schlegel	USDA, NRCS		
Steven Kyono	POT-Hwy		
Stevan Yee	Rider		
MARJORIE KEITH	RIDER		
James Ehle	Rider (Road)		
Ben Welborn	land Planner		
Jon Wichman	Rider / ^{Hawaii} Roads _{Committee}		
Daren D'Amico	WASH WYNN		
Michael Furukawa	Crook Farm Co.		
Tom Shigemoto	ALB Properties, Inc.		
John Tanner	Bicycle John		
Ken Sapling	Paradise Ride Malama Pond		

Attendance Sheet
Public Information Meeting and Workshop
 Bike Plan Hawaii—Update
 Thursday, November 8, 2001
 Wailuku Community Center, Wailuku, Maui
 6:00 – 8:00 p.m.

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Dan Cohen		96768	
Walter Enomoto	Mayor's Blade Advisory Comm		
Dave DeLeon	" "		
Fred Loosberg			
Dave Boothe	West Maui Cycles		
SCOTT CAMPBELL	WEST MAUI CYCLES		
Cory Yamashita	County of Maui		
Janet Powell	Safe Comm. of Maui President		
JOE BERTMAN	Bikeways Maui		
Ferdinand Cajiga	DOT - Maui		
ANNON ANTONIO	" "		
Cayla Sweet			
Mittie Arakawa	DPWMM		

Attendance Sheet
Public Information Meeting and Workshop
Bike Plan Hawaii—Update
 Tuesday, November 13, 2001
 Kaneohe Community and Senior Center
 6:30 – 8:30 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Jim Wood	TheKoolauNews		
John Goody	HBL		
BOB KRETEL	HBL		
Bruce ELLIWOOD			
David Fitzgerald			
Kelley Fitzgerald			
Chris Sayers	DTS		

Attendance Sheet
Public Information Meeting and Workshop
 Bike Plan Hawaii—Update
 Thursday, November 15, 2001
 Mililani Mauka Elementary School, Cafetorium
6:30 – 8:30 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Peter Lucas	Mililani Middle School		
Mark Miloi	Student		
Scott Kobayashi	Student		
Mitchell Caputo	Student		
Stephen Albano	"		
CHANTELLE WAKUMURA	student		
MARTIN KIM	—		
Jaimie Kim	student		
Jamie Ochiro	student		
Emmalia Dacalio-Spencer	Student		
Pamela Yang			
Chris Sayers	DTS		
NEIL TAKEDA	RESIDENT		
Colby Takeda	Resident		
Quinn Takeda	student		
James Burke	cycl e enthusiast.		
David Bremer	resident-cyclist		
Jenni Wneda	Student		
Brian Prentice	Student		
Juanita Nakata	NB# 35		

Bike Plan Hawaii

State of Hawaii Department of Transportation
Federal Highway Administration

Public Information Meeting and Workshop

Wednesday, November 14, 2001
Aina Haina Elementary School, Cafetorium, East Oahu
6:30 pm

Agenda

1. Introduction 6:30-6:40 pm
Vince Llorin, State DOT, Project Manager
2. Project Description and Background Information 6:40-7:00 pm
Glenn Kimura and Nancy Nishikawa, Kimura International, Inc.
Charles Denney, Sprinkle Consulting, Inc.
3. Questions and Comments 7:00-7:20 pm
 - *What do you want out of the bike plan?*
4. Review 1994 Bikeway Proposals 7:20-7:30 pm
5. Mapping Exercise in Small Groups 7:30-8:00 pm
Break into groups by jurisdiction. Group tasks:
 - *Review proposals from the 1994 Plan and determine whether they are still valid*
 - *Identify additional connections within (and between) jurisdictions*
 - *Identify top three priorities for bicycle facilities*
6. Group Reports and Summarization 8:00-8:25 pm
Spokesperson for each group will briefly report the results of their discussions—5 minutes per group
7. Closing Remarks 8:25-8:30 pm
Vince Llorin

Bike Plan Hawaii

Workshop Participant Survey

1. How many bicycles are at your home address? _____
2. Where is your residence located (name of town or subdivision) _____

3. How often do you and other members of your household ride bikes?

	Almost everyday	Several days a week	Several days a month	Several days a year	Rarely
Self	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Household member #2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Household member #3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Household member #4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. For your household as a whole, how important is bicycling for the following types of trips?

	Very Important	Somewhat Important	Not Important
Commuting (to work)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreation/fitness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Errands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. What do you like about bicycling in your community?

6. What problems do bicyclists face in your community?

7. Where would you like to see improved bicycle facilities?

From _____ To _____

8. Other concerns regarding engineering, education, enforcement, economy and/or encouragement

9. How did you hear about this workshop? _____

Bike Plan Hawaii PLAN UPDATE

- A statewide bike master plan was completed in 1994
- We're here to update this plan



*Bike Plan
Hawaii* 
*A State of Hawaii Master Plan
(Summary)*

April 1994
Highways Division
Department of Transportation
State of Hawaii



What is... Bike Plan Hawaii?

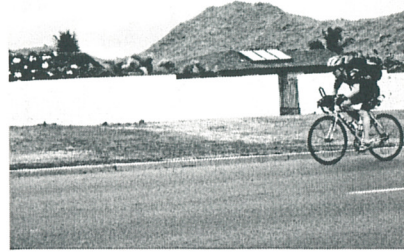
- A blueprint for improving the bicycling environment across the state
 - Pictures (maps) and statements (policies) of desired outcomes
 - Strategic program for achieving goals and objectives



What is... Bike Plan Hawaii?

- Comprehensive... the 5 "E"s

- Engineering
- Education
- Enforcement
- Economic
- Encouragement



What is... Bike Plan Hawaii?

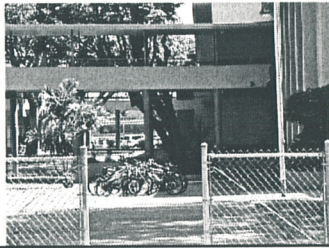
- Engineering

- Facilities planning
- Network of bikeways
- Safe, cost-effective design
- Maintenance



What is... Bike Plan Hawaii?

- Education
 - Rules of the road
 - BikeEd in the schools
 - Bike rodeos and clinics



Know the Law.

- Bicycles, mopeds and segways, like other motor vehicles, have no subject to the same penalties as automobiles.
- Always ride in the direction of traffic, even if it is only for a short distance.
- When traveling down the road, speed of traffic, ride in close to the right-hand curb or pavement.
- Bicycles must use single file when on the roadway.
- Follow lane rules.
- When riding at night, you must use a headlight and rear reflector.
- Even heavy passengers reduce the bicycle's support in the air.
- In most other than business districts, bicycles may ride on the sidewalk at 10 mph or less, and must always yield the right of way to pedestrians.
- While riding a bicycle, never drink or use other substances or take medicines that impair your bicycle.

**DRIVE SAFELY
ARRIVE ALIVE**

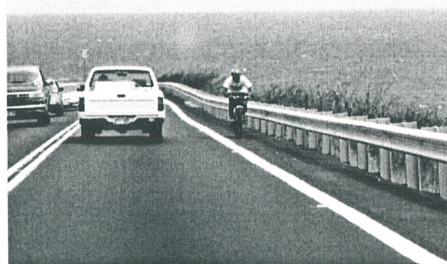
SPONSORED BY
THE HAWAII DEPARTMENT OF TRANSPORTATION
AND LOCAL LAW ENFORCEMENT

BICYCLE
Regulations and
Illustrated Safety Tips

Compiled by the Department of Transportation Services
City and County of Honolulu

What is... Bike Plan Hawaii?

- Enforcement
 - Enforceability from the police's perspective
 - Need to re-examine traffic code?



What is... Bike Plan Hawaii?

■ Economy

- Saving dollars by bicycling
- Bringing new \$ thru eco-tourism and bike events
- Energy savings



What is... Bike Plan Hawaii?

■ Encouragement

- Promoting bike friendly attitudes
- Making bicycles an important part of healthy cities



What is... Bike Plan Hawaii?

- Flexible
 - Statewide policies
 - Address varying issues and opportunities for each island



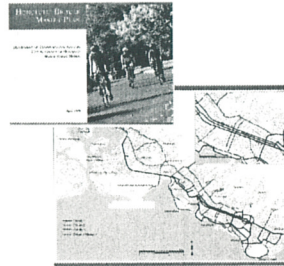
Why is it important?

- Part of the State's transportation plan
- Necessary to obtain federal transportation funds
- Consistent with County plans
- Integrate land use development and transportation systems

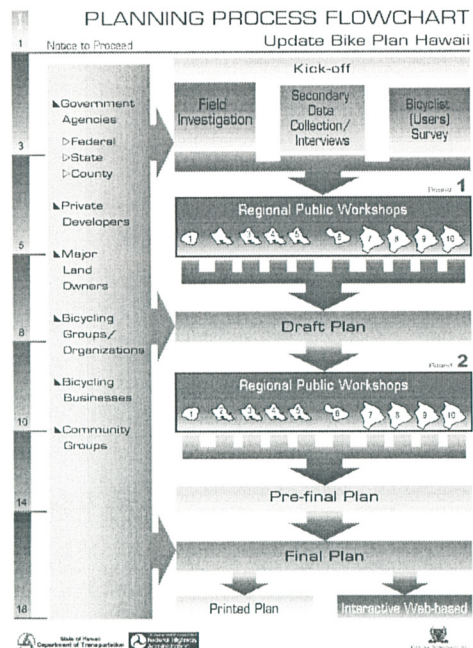


What does the Bike Plan cover?

- State and county facilities on six islands
- On Oahu, Bike Plan Hawaii will fold in recommendations from the Honolulu Bicycle Master Plan
- Development proposals over the next 20 years
- Bicycle facilities of all types, but not mountain bike trails



Bike Plan Hawaii THE PLANNING PROCESS



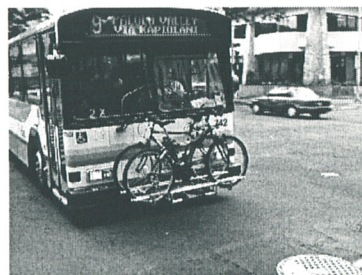
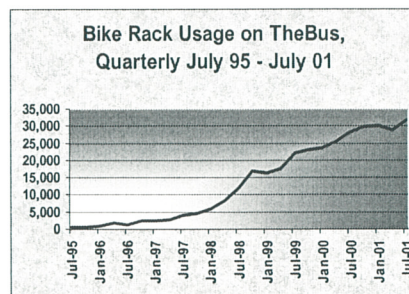
RESULTS OF THE 1994 PLAN

- Permanent liaisons
 - State bicycle coordinator
 - City and County of Honolulu bicycle coordinator
- Mayor's advisory committees on Oahu and the Big Island
- November designated bicycle safety month by State DOT
- Bicycling maps published for Maui and Oahu



RESULTS OF THE 1994 PLAN

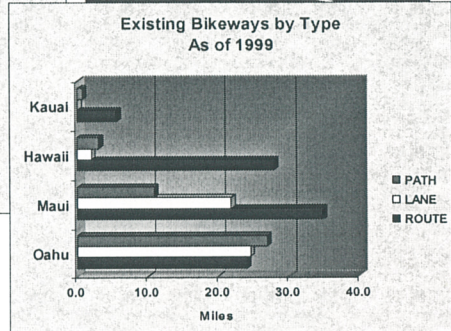
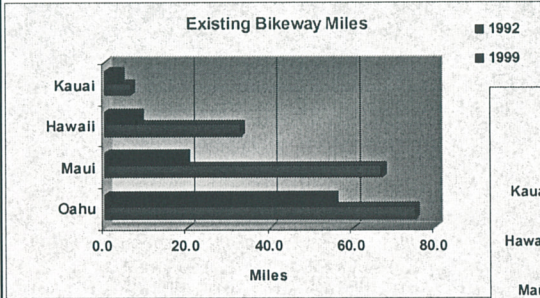
- Improved integration between bikes and buses
 - Bike racks on all Honolulu buses
 - Big Island buses can accommodate bikes



Bicycling in Hawaii Today

Miles of bike facilities

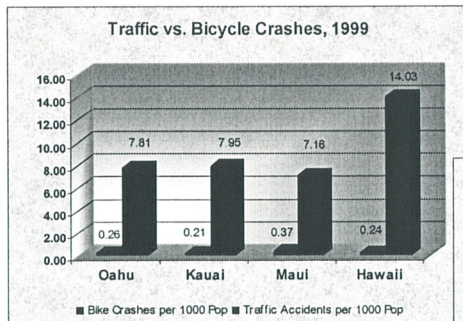
Source: State of Hawaii, DOT, Highways



Bicycling in Hawaii Today

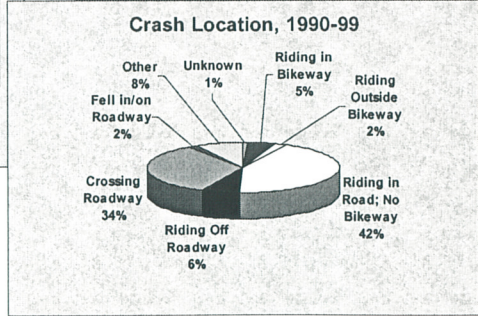
Accident data

Source: State DOT, Highways Division



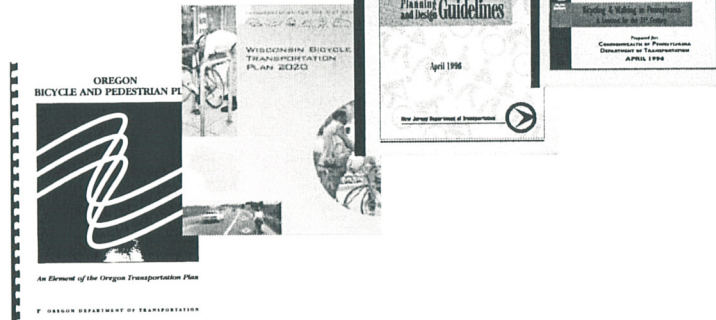
1999 Bicycle Crashes

- Honolulu County 228
- Kauai County 12
- Maui County 47
- Hawaii County 36



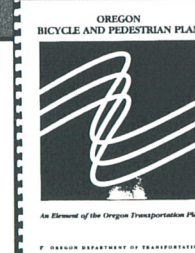
Efforts in Other States

Bicycle programs in other states



Oregon

- Passed 1st Bike Bill in 1971
- First comprehensive Bike/Ped Plan in 1995
- 4100+ miles of state roadways have shoulders or bike lanes
- 60% of state urban roads have sidewalks
- Incorporating bike/ped standards into Roadway Design Manual



Pennsylvania

- 1000 miles of rail-trails
- Statewide Plan completed in 1996
- Bike and Pedestrian Design Manuals
- State provides local planning assistance, training sessions
- Bicycle PA Touring Route Network
- Bike/Ped Checklist for roadway design projects
- 12 District Bike/Ped Coordinators, two staff in central office
- Few bike lane miles



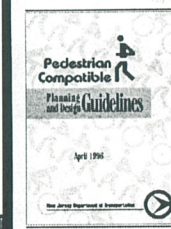
North Carolina

- Bicycle program began in 1974; pedestrian added in 1992
- Initially focused on education and touring routes
- Bicycling and Walking plan adopted in 1996
- Focus on trails and 14-foot outside lanes
- No bike lanes, very few shoulders



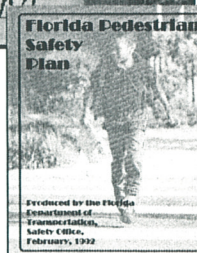
New Jersey

- First Bicycle and Pedestrian Plan adopted in 1996
- Governor Whitman—2000 miles of bicycle lanes by 2008
- Bicycle Program has 5 staff, elevated status
- "Rack 'n' Roll" (racks on 262 buses)
- New emphasis on project scoping



Florida

- First Plan in 1980, hired bike coordinator
- Bicycle program has 20+ staff members
- 200+ miles of urban bike lanes, 6400 miles of paved shoulders, 2000 miles of sidewalks
- Florida GreenBook has 2 chapters on bike/ped design
- Now establishing multi-modal level-of-service measures



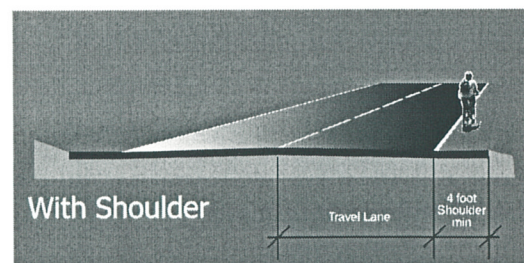
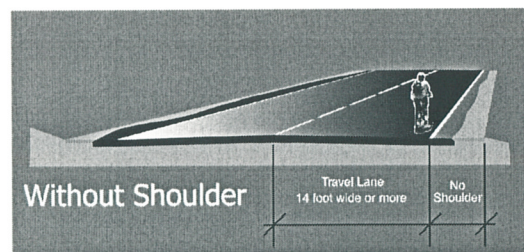
What's involved in planning bikeways?

■ Type of Bike Facilities

- Shared roadways
- Signed shared roadways (bike routes)
- Bike lanes
- Bike paths/mixed-use paths

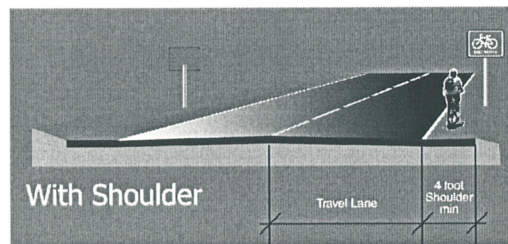
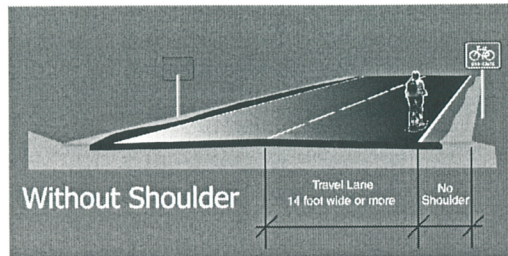
Shared Roadways

- Many existing streets can accommodate bikes "as is"
- Need adequate room for comfortable bike use
- Most common form of bike facility
- Example: minor residential streets
- In high traffic areas, safety enhanced with 4-foot paved shoulder & 6-inch stripe



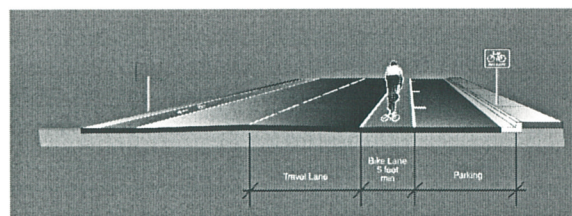
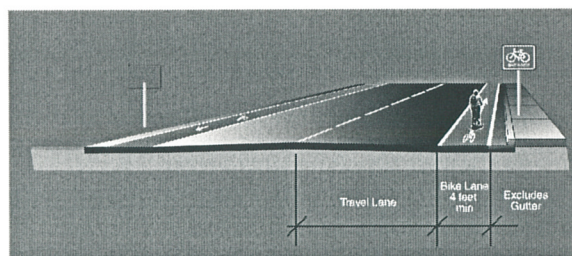
Signed Shared Roadways (Bike Routes)

- Designated by bike route signs
- Provide continuity to other bicycle facilities
- Indicate preferred routes through high travel corridors
- Advise motorists that bicyclists are present



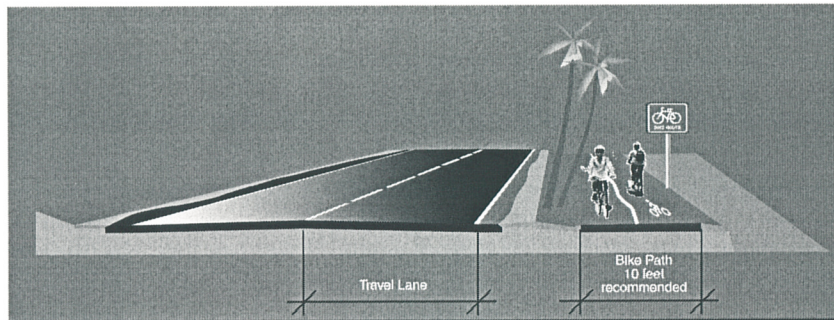
Bike Lanes

- Designated by pavement markings and signs
- Typically 4' wide; 5' with on-street parking
- Lanes in same direction as adjacent vehicular traffic
- Show road areas of preferential use by bikers and motorists
- Increase predictability of movements by each



Shared Use Paths

- Separate from roadway, path functions as independent facility
- Two-way use allowed
- Typically at least 10 feet wide
- Increase width to reduce conflict among different users
- Rely on sidewalks for bikers only in limited situations
- Supplement, not replace, on-road-bicycle facilities



What's involved in planning bikeways?

■ Routing considerations

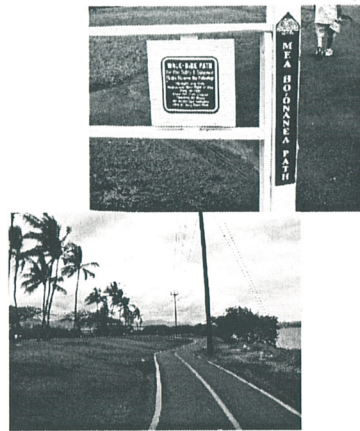
- Traffic generators
- Directness
- Road conditions
- Speed and volume of traffic
- Skill of bike riders
- Purpose of trips - commuting, recreation, exercise
- Security and personal safety
- Aesthetics
- Cost



What's involved in planning bikeways?

■ Off-road routing considerations for shared use paths

- Stream corridors
- Utility easements
- Former railroad right-of-ways
- Old cane haul roads



Workshop --- Things for you to do

- ### ■ Mapping Exercise
- Validate proposed routes from 1994 Plan
 - Suggest new routes
 - Identify hazardous areas
 - Choose three most important routes
- ### ■ Questionnaire

Let's take a break...



Bike Plan Hawaii



State of Hawaii
Department of Transportation

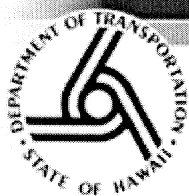


Federal Highway Administration

In cooperation with
City and County of Honolulu
County of Kauai
County of Maui
County of Hawaii



Summary of Workshop 1 Publicity (10/24/01)				
	Big Island	Kauai	Maui	Oahu
Invitation Letter w/ Flyer(s)				
Local contacts (county agencies, district engineers, bike advocates)	12	11	9	
Neighborhood boards/ Community associations			7	16
Military installations				3
Bike shops	11	4	10	11
Business groups	1	4	1	(OMPO list)
Flyers--Mailed				OMPO CAC mailing list (64)
Flyers--Distributed			Happy Valley businesses	Century Bike Ride
Presentations	Council--PW and IG Committee (public access TV)		Council--PW and Transportation Committee (public access TV)	OMPO CAC MACOB
Electronic newsletters	Dep. Mayor Peter Young PATH			HBL--400+ households
Bike month full-page ad (DOT)				
Press release distribution (DOT)				
Print media outlets	4	3	5	11
Radio/TV	3	3	1	18
Press release distribution (KI)	1			1
Webpage				
www.state.hi.us/dot/highways/bike				



Public Affairs

Department of Transportation

Aloha!

Contents

[About the Public Affairs Office](#)

[Press Releases](#)

[Airport Update](#)

[On-Line Press Kits](#)

[Hawaii Traffic Safety Forum](#)

[Photo Enforcement](#)

[H-1 Corridor](#)

[Public Hearings & Meetings](#)

[Lane Closures](#)

[Traffic Cameras](#)

[Safe Communities](#)

[Driver Education](#)

[Motorcycle](#)

[Bicycles](#)

[Vanpool Hawaii](#)

[Ridesharing](#)

[Boards &](#)

[Commissions](#)

[Property for Sale](#)

[Emergencies](#)

[Ship Schedules](#)

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2001 Press Release

NEWS RELEASE

Department of Transportation

Contact: Marilyn Kali, Public Information Officer
Phone: (808) 587-2160
Fax: (808) 587-2313

October 29, 2001

01-242

The state Department of Transportation will hold a series of community workshops on Oahu as part of a planning effort to update the statewide bicycle master plan.

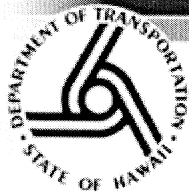
The workshop schedule is as follows:

- Thursday, November 1, Ihilani Marriott, Conference Room, 7 p.m.
- Tuesday, November 13, Kaneohe Community and Senior Center, 6:30 p.m.
- Wednesday, November 14, Aina Haina Elementary School Cafeteria, 6:30 p.m.
- Thursday, November 15, Mililani Mauka Elementary School Cafeteria, 6:30 p.m.

All interested persons are invited to participate. These two-hour workshops will provide the public with information about the scope of the plan, its purpose and goals, and conditions that affect bicyclists. Participants will help to identify potential new bikeways, areas that are hazardous for bike riders and other bicycling issues.

Directions to workshop locations and additional information can be found at: or call Kimura International, Inc. at (808) 944-8848.

###



Public Affairs

Department of Transportation

Aloha!

Contents

2001 Press Release

[About the Public Affairs Office](#)

[Press Releases](#)

[Airport Update](#)

[On-Line Press Kits](#)

[Hawaii Traffic Safety Forum](#)

[Photo Enforcement](#)

[H-1 Corridor](#)

[Public Hearings & Meetings](#)

[Lane Closures](#)

[Traffic Cameras](#)

[Safe Communities](#)

[Driver Education](#)

[Motorcycle](#)

[Bicycles](#)

[Vanpool Hawaii](#)

[Ridesharing](#)

[Boards &](#)

[Commissions](#)

[Property for Sale](#)

[Emergencies](#)

[Ship Schedules](#)

[Recent Legislation](#)

[Statistics](#)

[Annual Reports](#)

[Program Archives](#)

[Photo Archives](#)

[Contact Us](#)

[ADA](#)

NEWS RELEASE

Department of Transportation

Contact: Marilyn Kali, Public Information Officer
Phone: (808) 587-2160
Fax: (808) 587-2313

October 29, 2001

01-243

The state Department of Transportation will hold a series of community workshops on the island of Hawaii as part of a planning effort to update the statewide bicycle master plan.

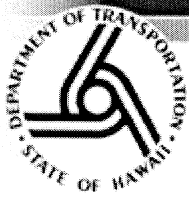
The workshop schedule is as follows:

- Saturday, November 3, UH Komohana Agriculture Complex, Conference Room, Hilo, 9 a.m.
- Saturday, November 3, Kalani Honua Rainbow Room, Puna, 2 p.m.
- Monday, November 5, Parker Ranch Town Hall, Waimea, 6 p.m.
- Tuesday, November 6, King Kamehameha Hotel, Conference Room, Kailua-Kona, 6 p.m.

All interested persons are invited to participate. These two-hour workshops will provide the public with information about the scope of the plan, its purpose and goals, and conditions that affect bicyclists. Participants will help to identify potential new bikeways, areas that are hazardous for bike riders and other bicycling issues.

Directions to workshop locations and additional information can be found at: or call Kimura International, Inc. at (808) 944-8848.

###



Public Affairs

Department of Transportation

Aloha!

Contents

2001 Press Release

[About the Public Affairs Office](#)

[Press Releases](#)

[Airport Update](#)

[On-Line Press Kits](#)

[Hawaii Traffic Safety Forum](#)

[Photo Enforcement](#)

[H-1 Corridor](#)

[Public Hearings & Meetings](#)

[Lane Closures](#)

[Traffic Cameras](#)

[Safe Communities](#)

[Driver Education](#)

[Motorcycle](#)

[Bicycles](#)

[Vanpool Hawaii](#)

[Ridesharing](#)

[Boards & Commissions](#)

[Property for Sale](#)

[Emergencies](#)

[Ship Schedules](#)

[Recent Legislation](#)

[Statistics](#)

[Annual Reports](#)

[Program Archives](#)

[Photo Archives](#)

[Contact Us](#)

[ADA](#)

NEWS RELEASE

Department of Transportation

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October 29, 2001

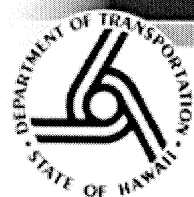
01-244

The state Department of Transportation will hold a community workshop as part of a planning effort to update the statewide bicycle master plan on Wednesday, November 7 at War Memorial Convention Hall in Lihue on Kauai at 6:30 p.m.

All interested persons are invited to participate. These two-hour workshops will provide the public with information about the scope of the plan, its purpose and goals, and conditions that affect bicyclists. Participants will help to identify potential new bikeways, areas that are hazardous for bike riders and other bicycling issues.

Directions to workshop locations and additional information can be found at: or call Kimura International, Inc. at (808) 944-8848.

###



Public Affairs

Department of Transportation

Aloha!

Contents

2001 Press Release

[About the Public Affairs Office](#)

[Press Releases](#)

[Airport Update](#)

[On-Line Press Kits](#)

[Hawaii Traffic Safety Forum](#)

[Photo Enforcement](#)

[H-1 Corridor](#)

[Public Hearings & Meetings](#)

[Lane Closures](#)

[Traffic Cameras](#)

[Safe Communities](#)

[Driver Education](#)

[Motorcycle](#)

[Bicycles](#)

[Vanpool Hawaii](#)

[Ridesharing](#)

[Boards & Commissions](#)

[Property for Sale](#)

[Emergencies](#)

[Ship Schedules](#)

[Recent Legislation](#)

[Statistics](#)

[Annual Reports](#)

[Program Archives](#)

[Photo Archives](#)

[Contact Us](#)

[ADA](#)

NEWS RELEASE

Department of Transportation

Contact: Marilyn Kali, Public Information Officer
Phone: (808) 587-2160
Fax: (808) 587-2313

October 29, 2001

01-245

The state Department of Transportation will hold a community workshop as part of a planning effort to update the statewide bicycle master plan on Thursday, November 8 at the Wailuku Community Center on Maui at 6 p.m.

All interested persons are invited to participate. These two-hour workshops will provide the public with information about the scope of the plan, its purpose and goals, and conditions that affect bicyclists. Participants will help to identify potential new bikeways, areas that are hazardous for bike riders and other bicycling issues.

Directions to workshop locations and additional information can be found at: [or call Kimura International, Inc. at \(808\) 944-8848.](#)

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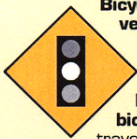


Share the Road Safely

Every bicycle on the road means one less car!
Please treat bicyclists with respect and courtesy.

AS A MOTORIST ARE YOU AWARE THAT:

Most accidents involving cars and adult bicyclists are caused by motorist error rather than bicyclist error. Bicyclists may use the full right lane. This may occur when the road is too narrow to fully accommodate both car and bicycle.



Bicyclists are legally considered drivers of vehicles. They must obey traffic signs and signals, as well as be accorded the same respect as other legitimate road users.

Bike paths are great for recreational bicyclists but for commuters and bicyclists travelling at higher speeds, streets are safer. Respect a bicyclist's right to choose either the path or the road.

Bicyclists are ticketed for traffic violations ...and are subject to fines equal to those for motorists.

Not all bicyclists are alike. As with car drivers, there are good and bad, experienced and inexperienced bicyclists. Your courtesy will inspire the same in others.

It is a traffic violation to open a car door unexpectedly so as to create a hazard to bicyclists. Please check your mirror before opening your door.

The bicyclists you pass may be travelling 25 to 30 miles per hour. When changing lanes or making a turn near a bicyclist, assess the bicyclist's speed and yield as you would to any other vehicle. If you are about to make a right-hand turn after passing a bicyclist, make sure that you have enough space, otherwise wait for the bicyclist to go through the intersection before making your turn.



Look out for bicyclists going around obstructions in their path. While they should look before moving farther into the lane, bicyclists sometimes swerve around potholes, sewer grates and even parked cars without glancing over their shoulder to make sure the coast is clear.

Pass a bicyclist only when it can be done safely while maintaining a "safety zone" of three feet to avoid cutting the bicyclist off. Realize that the air turbulence created by your car at high speeds can cause problems for bicyclists.



SHARE THE ROAD

SAFETY TIPS FOR BICYCLISTS

- 1** Wear a helmet every time you ride. Even if you just ride on bike paths or for a short distance, make sure you put on your helmet before you go. You don't have to be going fast or far to risk serious head injuries.
- 2** Obey traffic laws. Your bike is a vehicle, and just like a car, you must stop for stop signs and stop lights. 
- 3** Always ride with the direction of traffic. Even if you are riding a short distance, it is never safe to ride against traffic. Also, it is unlawful to ride facing traffic in Hawaii, as it is in all 50 states. "The right side is the right side."
- 4** Ride in a straight line. Don't swerve in and out of parked cars, or do anything that would surprise motorists.
- 5** Be visible. Wear light-colored clothes and a bright helmet when you ride. If you ride at night, you must have at least a white front light and a red rear reflector on your bike.

Bike Safety Rodeo!

Saturday, October 27, 9:30 a.m. - 12:30 p.m. at Shriners Hospital for Children
State Farm Insurance's annual Bike Safety Rodeo is free and open to all elementary school-age children. All participants will receive goodie bags and become eligible to win a new bicycle or safety helmet. For more information, call State Farm Insurance at 523-1178.

Bicycle Master Plan Workshops on Oahu

- November 1, 7 p.m., JW Marriott Ihilani Resort and Spa, Conference Room
 - November 13, 6:30 p.m., Kaneohe Community and Senior Center
 - November 14, 6:30 p.m., Aina Haina Elementary School, Cafeteria
 - November 15, 6:30 p.m., Mililani Mauka Elementary School, Cafeteria
- The Hawaii State Department of Transportation will hold a series of two-hour community workshops that will provide the public with information on Hawaii's statewide Bicycle Master Plan. Participants will help identify potential bikeways, hazardous areas for bicyclists and other important issues. For Neighbor Island workshops or more information, visit www.state.hi.us/dot/highways/bike or call Kimura International, Inc. at 944-8848.

Let's share Hawaii's roads safely.
This message is brought to you by:
State of Hawaii Department of Transportation
& State Farm Insurance



Sample Invitation Letter—Workshop 1

Friday, October 12, 2001

ADDRESS BLOCK

Dear Fellow Bicyclists,

Community Workshop for Bike Plan Hawaii

Kimura International, Inc. has been contracted by the State Department of Transportation to update the 1994 statewide bicycle master plan. As part of the planning process, we are holding community workshops across the state to gather initial public input. We cordially invite you to attend the Kauai workshop scheduled for **Wednesday, November 7, 6:30-8:30 pm at the War Memorial Convention Hall.**

The bike plan is particularly important because it will be used to support future requests for federal transportation funds to design and construct bicycle facilities. Participants at the community workshop will help us identify potential new bikeways, areas that are hazardous for bike riders, and other bicycling issues.

We would also appreciate it if you would inform other interested persons of the upcoming planning meetings.

If you have any questions, please call me or Nancy Nishikawa at 944-8848.

Sincerely,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura
President

cc: Vincent Llorin, State Bicycle and Pedestrian Coordinator,
Department of Transportation

The Hawaii State DOT and the FHWA are updating
the 1994 Bike Plan for the State of Hawaii.

COMMUNITY WORKSHOPS

Bike Plan Hawaii

Learn a bit about planning new bikeways.
Share your ideas for making Hawaii a safer,
better place to bicycle. Children welcome!



KAUAI WORKSHOP

Lihue, Kauai - Nov. 7, Wed., 6:30 pm
War Memorial Convention Hall



For directions and further information, please visit
the State DOT Highways website (look for State Bike Plan)
or call Kimura International, Inc. at 944-8848.

The Hawaii State DOT and the FHWA are updating
the 1994 Bike Plan for the State of Hawaii.

COMMUNITY WORKSHOPS

Bike Plan Hawaii

Learn a bit about planning new bikeways.
Share your ideas for making Hawaii a safer,
better place to bicycle. Children welcome!



OAHU WORKSHOPS

Leeward Oahu - Nov. 1, Thurs., 7:00 pm

Ihilani Marriott, Conference Room

Windward Oahu - Nov. 13, Tues., 6:30 pm

Kaneohe Community and Senior Center

East Oahu - Nov. 14, Wed., 6:30 pm

Aina Haina Elementary School, Cafetorium

Central Oahu - Nov. 15, Thurs., 6:30 pm

Mililani Mauka Elementary School, Cafetorium

For directions and further information, please visit
the State DOT Highways website (look for State Bike Plan)
or call Kimura International, Inc. at 944-8848.

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COMMUNITY WORKSHOPS

Bike Plan Hawaii

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MAUI WORKSHOP

Wailuku, Maui - Nov. 8, Thurs., 6:00 pm
Wailuku Community Center



For directions and further information, please visit
the State DOT Highways website (look for State Bike Plan)
or call Kimura International, Inc. at 944-8848.

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COMMUNITY WORKSHOPS

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Share your ideas for making Hawaii a safer,
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MOLOKAI WORKSHOP

Kaunakakai - Feb. 28, Thurs., 6:00 pm
Mitchell Paule Center



For directions and further information, please visit
our website <www.state.hi.us/dot/highways/bike/bikeplan/index.htm>
or call Kimura International, Inc. at 944-8848.

The Hawaii State DOT and the FHWA are updating
the 1994 Bike Plan for the State of Hawaii.

COMMUNITY WORKSHOPS

Bike Plan Hawaii

Learn a bit about planning new bikeways.
Share your ideas for making Hawaii a safer,
better place to bicycle. Children welcome!

BIG ISLAND WORKSHOPS

Hilo, Hawaii - Nov. 3, Sat., 9:00 am

UH Komohana Ag. Complex, Conference Room

Puna, Hawaii - Nov. 3, Sat., 2:00 pm

Kalani Honua Rainbow Room

Waimea, Hawaii - Nov. 5, Mon., 6:00 pm

Parker Ranch Town Hall

Kona, Hawaii - Nov. 6, Tues., 6:00 pm

King Kamehameha Hotel, Conference Room



For directions and further information, please visit
the State DOT Highways website (look for State Bike Plan)
or call Kimura International, Inc. at 944-8848.