



ROUND 2
COMMUNITY
MEETINGS-WORKSHOPS

Bike Plan
Hawaii

Record of Community Workshop 2

All Venues

The second round of community meetings/workshops were held between April 29 and May 14, 2002. Ten meetings were held on four islands (see schedule). These meetings drew 148 participants, representing a diverse group of residents, bicycling advocates, owners of bicycling-related businesses, students, land developers, State and County legislators, and government officials.

Schedule of Community Workshops

Monday	April 29	East Oahu Hawaii Kai Library 249 Lunalilo Home Road	6:30-8:30 pm
Tuesday	April 30	Windward Oahu Kaneohe Community & Senior Center 45-613 Puohala Street	6:30-8:30 pm
Wednesday	May 1	Wailuku, Maui Wailuku Community Center	6:00-8:00 pm
Thursday,	May 2	Lihue, Kauai War Memorial Convention Hall	6:30-8:30 pm
Monday	May 6	Kailua-Kona, Hawaii King Kamehameha Hotel	6:00-8:00 pm
Tuesday	May 7	Waimea, Hawaii Kahilu Town Hall	6:00-8:00 pm
Wednesday	May 8	Puna, Hawaii Pahoa Neighborhood Center	6:00-8:00 pm
Thursday	May 9	Hilo, Hawaii UH Komohana Agricultural Center Conference Room A	6:00-8:00 pm
Monday	May 13	Leeward Oahu Kapolei Elementary School 91-1119 Kamaaha Loop	6:30-8:30 pm
Tuesday	May 14	Central Oahu Mililani Recreation Center III 95-281 Kaloapau	6:30-8:30 pm

Purpose of the Workshop

The objectives of this meeting were to review input received from the first round of meetings held in November 2001, introduce the key components of the plan, and solicit feedback on those elements that had been drafted to date, including:

- Proposed Goals, Objectives, and Actions
- Methodology to Evaluate Bikeway Proposals
- Statewide Bikeway Network (mapped)
- Preliminary Prioritization of Bikeway Proposals

Agenda and Public Feedback

All of the meetings used the same agenda, beginning with a brief introduction by Vince Llorin, State Bicycle and Pedestrian Coordinator. This was followed by an hour-long [PowerPoint presentation](#) that reviewed the planning process and explained the main components of the plan itself. The final segment of the program called for participants to examine maps showing the proposed bikeway network.

Workshop participants were asked to provide three types of feedback into the planning process:

- Comment on a preliminary version of the plan objectives and actions
- Fill out the evaluation criteria feedback form
- Indicate preferred bikeway projects by placing dots on preliminary master plan maps

Questions and Comments

Note: At some workshop venues, no questions or comments were raised during the time allotted, therefore, the group moved immediately into the interactive segment.

East Honolulu

Question: Are the results of the telephone survey statistically significant?

Response: Yes, the results can be generalized to the population base from which the sample was drawn; i.e., the Big Island, Maui, Kauai, and the suburban and rural areas of Oahu. The surveyed population inhabits an area that is essentially coterminous with geographic scope of the bike plan.

Question: Why does the State's planning effort exclude a dominant part of the population, i.e., the Honolulu Primary Urban Corridor?

Response: The PUC has its own bicycle plan, the Honolulu Bicycle Master Plan, completed in 1999. In developing that plan, the City and County of Honolulu implemented a rigorous public participation process. Because that plan was completed relatively recently, it made sense to focus resources on other parts of the state. Bike Plan Hawaii will fold in the recommendations of the Honolulu Bicycle Master Plan.

Question: If Bike Plan Hawaii is expanded in the future to include pedestrians, does that mean the plan will only cover shared-use facilities?

Response: No, such a plan would include facilities intended exclusively for either bicycles or pedestrians, as well as shared-use facilities. There are three main reasons for a pedestrian facilities master plan. First, federal transportation policies, beginning with the landmark ISTEA legislation in 1991, increasingly recognize and promote walking as part of a balanced transportation system. In terms of programs and funding opportunities, bicycling and walking are often put in the same category. Second, by virtue of their location at the outer edges of roadways, there's a strong interrelationship between two. There are shared design issues, for example, at intersections. Improvements to one will often benefit the other—and vice versa. For example, adding a bike lane also increases the buffer between pedestrians and cars. And both modes share an interest in traffic calming measures. Third, since the State has a coordinator for both bicycle and pedestrian facilities, a combined plan would help to structure and prioritize activities in the two arenas.

Windward Oahu

Comment: In order to reduce conflicts between bicycles and pedestrians on sidewalks, why not stencil a “no bicycling” decal on the pavement?

Question: Why not add a 6th “E” for environment?

Response: The plan acknowledges that bicycling puts less strain on the environment, through the Education and Encouragement objectives. We have included recommendations to better inform the public about the resource conserving aspects of bicycling and to promote bicycling as an environmentally friendly mode of transportation.

Comment: I run an ecotourism website, and get regular inquiries from people who want to bike in Hawaii.

Question: Is there a set standard for the width of bike lanes? What about car door accidents?

Response: The national standard for developing bicycle facilities was published by the American Association of State Highway and Transportation Officials (AASHTO) in 1999. It specifies a minimum width of 4 feet for bike lanes where there is no on-street parking. The recommended minimum is 5 feet with on-street parking. In this case, the typical allowance is a minimum width of 11 feet, including 5 feet for the bike lane and 6 feet for the marked parking stall. The AASHTO guideline further recommends 13 feet where there is substantial parking or where the turnover of cars is high, e.g., in commercial areas.

With an 8-foot wide parking lane, bikes would usually be outside the door zone. When they occur, door accidents can be serious; however, among all types of bike crashes, they tend to be relatively rare. A 1994 study of bicycle/motor vehicle crashes in Portland—a

city with high bicycle ridership—found that bicyclists hitting an open door accounted for less than 5 percent of all crashes.

Question: I've lived in cities with successful bike networks. Why are they successful? Why do they work there?

Response: There are cities on the Mainland where people have bought into bicycles, and others were people are resistant to change. In the successful places, they've been able to bring about a paradigm shift in how people plan for and construct transportation systems. But it takes a lot of time, and a lot of effort by a lot of people. Along with changes in how people view transportation, there's an evolution underway in land-use design with more attention to accessibility and a greater mix of uses.

Question: What if, under the best-case scenario, bicycling really takes off? Might there be negative consequences, such as loss of gas taxes or car registration fees?

Response: If Hawaii gained recognition as a safe place for tourists to bicycle, the inflow of visitor dollars would probably offset the loss of revenues. Many tourists, especially those from overseas, would flood in.

Question: Do people in the design profession talk to each other? Older professionals don't seem to be in tune with the desire for better bicycling facilities.

Response: Again, this is part of a paradigm shift. Historically, building bikeways weren't part of a civil engineer's training. To do so now requires retraining. Earlier this year, Vince Llorin organized a two-day seminar called "Designing Streets for Pedestrians and Bicycles" as part of a continuing education program for engineers. What's promising is that because of strong interest among professionals in the public and private sectors, an extra session was added.

Comment: There are too few bike racks. Bicyclists should be able to ride right out of the airport.

Kona

Question: Is it possible to have single-sided paths (i.e., adjacent to one side of the roadway); even though with bicyclists going both ways, it may look like bicyclists are going against traffic? Can't there be signs instructing bicyclists to watch for vehicles turning at intersections?

Response: Although that design solution typically is not recommended, the plan won't have carte blanche design recommendations, where one size fits all. To some extent, each project needs site specific engineering designs and decisions should be made on a case-by-case basis.

Waimea

Comment: When the Kawaihae Bypass is designed, there should be a path put in alongside the highway, but separate from it. It is uncomfortable riding alongside high-speed traffic, especially trucks. With the Bypass, there would be few cross streets, so intersections are less of a concern. In fact, the master plan should recommend that paths be provided alongside new highways on a routine basis. When Queen Kaahumanu Highway is widened from Henry Street to Makala (Old Airport Access Road), an 8-foot wide path will be put in on the makai side.

Pahoa

Comment: What percentage of tourist dollars stay in community if it's spent by a bicycling tourist versus a motoring tourist? I suspect it's higher for bicycling tourists.

Question: Are there standards for ideal lot sizes to make an area more bicycle- and pedestrian-friendly?

Response: Typical lot sizes vary from island to island. It's about 3,000 SF on Maui, 5,000 SF on Oahu, and 10,000 SF on the Big Island. There's a concept called the "friction of distance" referring to the effort needed to overcome distances. Of course, the friction of distance is greater for pedestrians and bicyclists than for motorists, so anything that contributes to distance reduces walking and bicycling convenience. At the same time, other important factors need to be considered, such as block size—which is a function of frontage or lot configuration—and the roadway network. With larger lots, blocks are typically larger, because it's expensive for local roads to serve only a few lots.

Evaluation Criteria

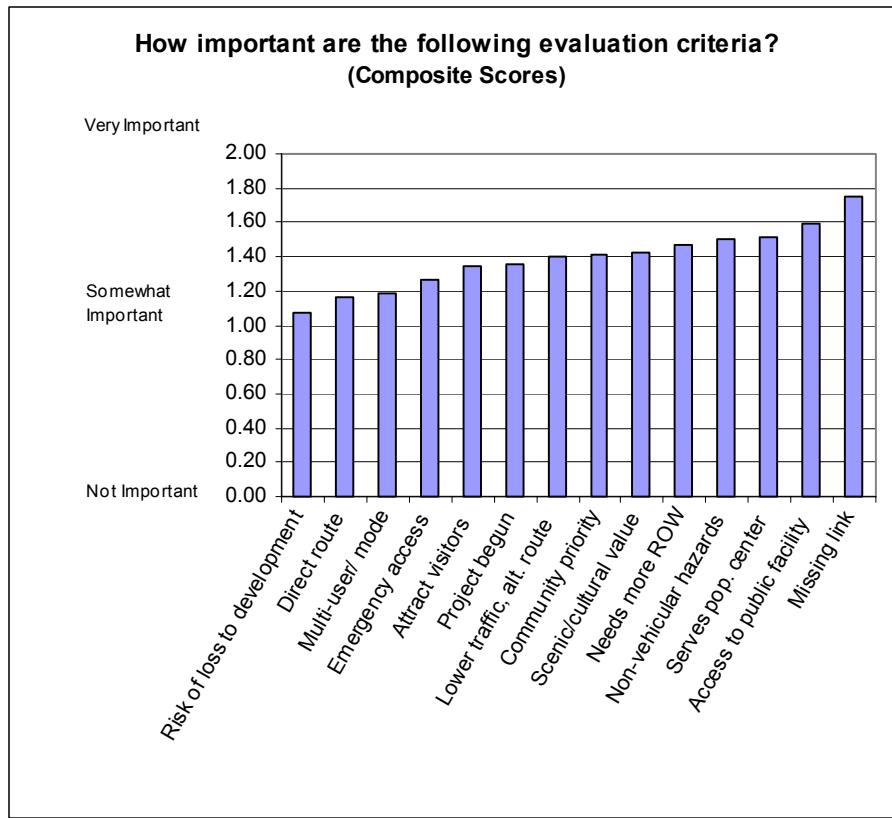
Bike Plan Hawaii guides development of the bikeway network by categorizing proposals for new facilities into three timeframes: near-term, mid-term, and long-term. The evaluation process incorporates fourteen criteria to determine how the proposals are categorized. Workshop 2 participants were asked to give feedback about the importance of each criterion. Points are given (or, in some cases, subtracted) based on whether a proposed bikeway satisfies the following:

- Serves a population center
- Provides access to public facility
- Fills a missing link in the network
- Provides a direct route
- Provides an alternate route along streets with lower speeds and traffic volumes
- Is a multi-user/multi-mode facility
- Is likely to attract visitors
- Community has expressed support for the project
- Avoids non-vehicular hazards (steep slopes, rock slides, unprotected drop-offs)

- Allows ready access by emergency vehicles
- Would continue a project that has begun (e.g., initial planning or design)
- Would require additional right-of-way
- Would reserve a corridor that is at risk of loss to urban development
- Would enable public access to resources of scenic or cultural value

Results: The chart below shows a composite score for each criterion based on responses from 103 people throughout the state. The composite scores were derived by assigning 2 points to responses of “very important,” 1 point to responses of “somewhat important,” and 0 point to responses of “not important.” All points were summed and divided by the number of people who responded to that item.

Composite scores ranged from 1.07 for “at risk of loss to development” to 1.75 for “provides a missing link.” Therefore, even at the “low end,” all of the criteria used in the evaluation process were felt to be at least somewhat important. Based on this finding, none of the fourteen criteria were dropped from the evaluation process.



In addition, the feedback form allowed participants to write in any *additional* criteria they felt should be addressed in the evaluation process. All of the write-in suggestions are already subsumed under one of the fourteen criteria, or more appropriately considered within the policy section of the plan.

Several people mentioned “safety” so it is worth emphasizing that planners have safety as a foremost concern. Because the proposed facilities will be constructed to accepted national standards, it is assumed that all facilities will improve safety. Therefore, safety was attributed to all of the bikeway proposals, rather than being a distinguishing characteristic.

Bikeway Preferences

To help gauge community preferences for specific bikeway proposals, all workshop participants were asked to indicate their top choices by placing dot stickers on regional and local bike maps. Dots could be distributed as widely as desired or used to “vote” for a particular proposal. This exercise elicited considerable discussion among the participants as they traded stories of riding along different routes or explained the merits of various proposals.

The following bikeway proposals garnered five or more dots.

Kauai

- Bike path from Nawiliwili Harbor to Lydgate Park
- Bike path from Kuna Bay to Anahola
- Bike lane on Maluhia (Tree Tunnel) Road from Kaumualii Highway to Koloa
- Bike route on Kaumualii Highway from Hanapepe to Maluhia Road
- Kauai Commuter Bikeway from Kaumualii Highway (outside Lihue) to Wailua

Oahu

- Bike route on Kalanianaole Highway from Kailua Road to Olomana Golf Links
- Bike route on Kalanianaole Highway from Sandy Beach to Kealahou Street
- Bike route on Lilipuna Road in Kaneohe
- Bike path on cane haul road between Waipio Point Access Road and Waipahu Road
- Bike path through Kipapa Gulch connecting Mililani and the Central Oahu Regional Park (Waipio)
- Bike lane striping at H-2 Mililani interchange
- Bike lane along the entire length of Meheula Parkway (in Mililani)
- Bike route on Kamehameha Highway between Mililani and Wahiawa
- Complete unpaved segment of Pearl Harbor Historic Trail from Waipahu Depot Road to West Loch

Maui

- Bike route along future connection between Kihei/Makena and Upcountry (Ulupalakua)
- Coastal path from Kalama Beach Park to Kilohana Drive
- Hookipa Coastal Trail from Hookipa Park to Hamakuapoko Road
- Kihei Greenway extension along North-South connector road

Big Island

- Bike path from Hilo to Pahoa along abandoned railroad right-of-way (also called Railroad Avenue project)
- Various bike paths in and around Waimea Town, (also called Waimea Greenways and Trails)
- Coastal bike path from Lekeleke Bay to Kealakekua Bay
- Bike path on a utility easement road from the Kona Wastewater Treatment Plant to Honokohau Harbor
- Bike path on Old Airport Shore Drive from the Old Kona Airport to the UH (OTEC) Research Lab
- Bike path on old railroad right-of-way, mauka of Kuakini Highway from Old Hualalai Road to Kuakini Highway
- Bike path on old railroad right-of-way, makai of Kuakini Highway
- Extend bike path adjacent and parallel to Queen Kaahumanu Highway from Makala to Keahole Airport
- Bike path along utility corridor at 1500-foot elevation (in Kona region)

Community Workshops (Round 2) April-May 2002				
Attendance Summary				
Date	Location	Attendees	Plan Team	Evaluation Feedback Form
Mon, Apr. 29	East Oahu	10	4	10
Tues, Apr. 30	Windward Oahu	8	4	6
Wed, May 1	Wailuku	20	4	15
Thurs, May 2	Lihue	14	4	7
Mon, May 6	Kailua-Kona	37	4	25
Tues, May 7	Waimea	6	4	4
Wed, May 8	Pahoa	7	4	5
Thurs, May 9	Hilo	7	4	6
Mon, May 13	Leeward Oahu	8	3	6
Tues, May 14	Central Oahu	31	3	19
	Total	148		103

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet
Monday, April 29, 2002
Hawaii Kai Library
6:30 - 8:30 pm

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Tuesday April 30 2002

Kaneohe Community: 8 S : 2 UUZ

Community & Ser

6:30 – 8:30 pm

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Wednesday May 1 2003

Wieshütz et al. / Sustaining 2002

Akku Community

6:00 – 8:00 pm

To be used for our official mailing list only			
Name	Affiliation	Mailing Address	E-mail Address
Richard Spork	Maui Mtn Bike Club		
Bethany	Cost of Water		
Kelvin Dang	SafCom of Ma		
Zander General Counsel Co			
Tom Pierce			
Santa Sweet			
Yole Beltran	Dikemby		
Vera McCabe	Dept. of MATE		
Ferdinand Cajigal			

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Thursday May 2 2002

Marshall, May 2, 1911.

War Memorial Convention Hall, Lihue

6:30 - 8:30 nm

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Thursday, May 2, 2002

War Memorial Convention Hall | ijuie

6:30 - 8:30 nm

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Public Information Meeting and Workshop 2

Attendance Sheet

Monday, May 6, 2002

King Kamehameha Hotel Kailua-Kona

6:00-8:00 AM

6:00 8:00 AM

ud 00:8:00 pm

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Name	Affiliation	Mailing Address	E-mail Address
Chana Cascade	President		
Jason Root	President		
PACH Berlin	Hawaiicycling Club Jack's Diving Locker resident		
Terleicher			
Bob Schatz			
Karen Browne			
Susan Golden			
Rick Merschdorf			
Connie Schatz			
Stanley Tamura			

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Monday, May 6, 2002

King Kamehameha Hotel, Kailua-Kona

6:00-8:00 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
K. Crouse U	resident		
Jerry Ewing	resident		
Alex Alcantar	~		
Sheldon Yamamoto	Akinoto & Assoc.		
J. Todd Lewis	RESIDENT		
Harold Murdock	Staff		
Gregory Koch	Bikeabout		
Oliver Hall	Hawaii.org		
Keola Childs			
Oliver Kiel	Ordinary Bicycles		
Craig Miller	HP Bike Works		
Frank Suga	President		
Barbara Mallory-Sugita	~		

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Monday, May 6, 2002

King Kamehameha Hotel, Kailua-Kona

6:00-8:00 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Deborah L. Chana	Hawaii County		
Matthew Flyntz	Akinaka & Assoc., Ltd		
Lillian Beaufreire	KTSI		
Susan Lewis	PATH		
Mary Osborne	Hawaii Cyclists		
Daniel Hodell			
Ernie Frascatt	PATH		
John + Peter Knutson	Resident		
Anne Peterson	PATH		
Goff McDowell	PATH/Tree		
Silvia Waisanen	Resident		
Bill Graham	Resident		
Julie Kiel	Resident	Les	
Arline Anderson			

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Wednesday, May 8, 2002

Leighborhood Center Drama Team

Faloa Neighborhood Center, Funā, Hawaii

5:00-8:00 pm

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Name	Affiliation	Mailing Address	E-mail Address
John Luchow	PATI & Maricopa Rural Traffic Safety		
MARILYN HAYMORE			
Bob Jacobson	HACA Hi Acres Community Council, Friend members of Maricopa Reserves		
Julie Jacobson			
TAIRA YOSHIMURA PATI			
MARILYN HAYMORE	H. Dot		
ANDY LEWIS	Maricopa Neighborhood Watch Coordinator		
Don Anderson			

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Thursday May 9 2002

Wednesday, May 2, 2002

Un Romanian Agricultural Cell

Ma Agicultural Center, HILO, Hawaii

6:00-8:00 pm

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Thursday May 9 2002

LII Komohana Agricultural Center Hilo Hawaii
January 19, 2002

UH Keweenaw Agincourt Center, MIU, Hawaii

6:00-08:00 pm

Wednesday, 11.

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Public Information Meeting and Workshop 2

Attendance Sheet

Monday, May 13, 2002

Kanolei Elementary School Leeward Oahu

6:30 8:30 nm

6:30 - 8:30 pm

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Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Monday, May 13, 2002

Kapolei Elementary School | Leeward Oahu

6:30 - 8:30 nm

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Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Tuesday, May 14, 2002

Mililani Recreation Center, Central Oahu

6:30 – 8:30 pm

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Name	Affiliation	Mailing Address	E-mail Address
Gerald Evans	resident		
Monica Evans	resident		
Dan Esteves			
Mirille Kildani	MTA #11825		
Mary Wassman	HBF resident member		
Courtney Tomas	resident		
Jennifer Bonus	resident		
Nicole Shigetaki	resident / student		
Brian Prontice	resident		
Mitchell LePente	resident		
Peter Lucas	resident		
Oferik Wong	resident		
Lance Bocebo	resident		
Sandra Takeda	resident		

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Tuesday, May 14, 2002

Millani Recreation Center, Central Oahu
6:30 – 8:30 pm

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Name	Affiliation	Mailing Address	E-mail Address
CHARLES BROWN			
Linn Hauecker	State Dept of Human Resources & Development Resource Conservation & Author		
Kevin Kinney	S.B. DATA BASE SPOT BN		
Dan Deere			
Jaimie Kim	student		
Kristina Goya	student		
Stephen Albano	student		
Scott Kobayashi	Student		
Mark Miki	Student		
James Burke	Resident		
Steven Yoshida	Resident		
ASHLEY WONG	student		
David Brewer	Hawaii Bicyclists		
MICHELLE KURISU	OMPO		

Bike Plan Hawaii

Public Information Meeting and Workshop 2

Attendance Sheet

Tuesday, May 14, 2002

Recreation Center Central Oahu

Mililani Recreation Center, Central Oahu

6:30 – 8:30 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Dean Sensus			
LoriAnn Brocollo	Resident		
Chris Sayers			

Bike Plan Hawaii

State of Hawaii Department of Transportation
Federal Highway Administration

Public Information Meeting and Workshop

Wednesday, May 8, 2002
Pahoa Neighborhood Center, Puna, Hawaii
6:00 pm

Agenda

1.	Introduction Vince Llorin, State DOT, Project Manager	6:00-6:05 pm
2.	Project Description and Background Glenn Kimura and Nancy Nishikawa, Kimura International, Inc. <ul style="list-style-type: none">• <i>What we learned in Workshop 1</i>• <i>What we learned from other surveys</i>	6:05-6:20 pm
3.	Bike Plan Goals, Objectives, and Strategies <ul style="list-style-type: none">• <i>How they relate to the 5 “E”s</i>	6:20-6:40 pm
4.	Design Guidelines Bruce Landis, Sprinkle Consulting, Inc.	6:40-7:00 pm
5.	Bikeway Proposals <ul style="list-style-type: none">• <i>Evaluation criteria—please fill out the feedback form</i>• <i>Phasing of bikeway proposals</i>	7:00-7:20 pm
6.	Community Feedback <ul style="list-style-type: none">• <i>Examine bikeway proposals—suggest changes and revisions</i>• <i>Vote your personal priorities</i>	7:20-7:40 pm
7.	Closing Remarks Vince Llorin	7:40-7:45 pm



Bike Plan Hawaii

Evaluation Criteria for Bikeway Proposals

Bike Plan Hawaii categorizes bikeway proposals into three timeframes: near-term, mid-term, and long-term. These categories guide implementation, but are subject to available resources and environmental conditions. The following criteria have been used to help determine how the proposals are categorized.

Do you think these criteria are important?

Criteria	Very Important	Somewhat Important	Not Important	No Opinion
Mobility and Access				
• Does the bikeway serve a population center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Does it provide access to a public facility (school, park, library) or commercial area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Is it a missing link in the bicycle network?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Does it provide a direct route (major street)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Does it provide an alternate route (street with lower traffic)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Users				
• Is it a multi-user/multi-mode facility (bikes, pedestrians, wheelchairs, rollerblades, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Would it attract visitors (and promote economic development)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Has the community expressed a preference for the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety				
• Are there non-vehicular hazards (steep slopes, drop-offs, blind curves, prone to rockslides)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Is it accessible by emergency vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Implementation and Cost				
• Has the project begun (e.g., initial planning)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Is there a need to acquire more right-of-way?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Is there a risk of loss to development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aesthetics				
• Does it have scenic or cultural value?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other Important Criteria (please write in)				
• _____				
• _____				
• _____				

Bike Plan Hawaii

PRELIMINARY-- FOR
DISCUSSION PURPOSE
ONLY

Overall Goal

To establish bicycling as a safe and convenient mode of transportation for residents and visitors throughout the state.

Engineering and Planning Element

■ **Objective:** Plan and design new and improved transportation facilities to accommodate and encourage use by bicyclists of different skill levels.

■ **Recommended Actions:**

- Design roadway projects with adequate space for bicyclists.
- Expand bikeway networks for utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards.
- Develop flexible and innovative design solutions when environmental conditions warrant.
- Maintain bikeways in a smooth, clean, and safe condition.

Engineering and Planning Element (continued)

- Inspect roadways after repairs are completed.
- Encourage counties to adopt Bike Plan Hawaii that, together with other local bike plans, will establish a legal foundation to enforce related land development regulations.
- Encourage counties to adopt land use plans and regulations that promote bicycling through compact development and suitable bike accommodations.
- Continue integrating bicycles with other modes of transportation.
- Coordinate with other implementing agencies.
- Expand future *Bike Plan Hawaii* to include pedestrians.

Education Element

■ **Objective:** Expand the range of education activities to reduce bicycle crashes and increase ridership.

■ **Recommended Actions:**

- Support statewide bike educational programs for school children.
- Curricula should include use of bicycle safety equipment, on-road biking skills and judgment, and observance of traffic laws.
- Incorporate bicycle awareness into the driver education program, Hawaii drivers' manual, and drivers' license written exam.
- Monitor and analyze bicycle crash data to improve bicycle safety.
- Evaluate the crash reporting system and recommend changes to improve usefulness.

• Education Element (continued)

- Support continuing education programs on state-of-the-art bicycle facility planning and design for transportation professionals.
- Create an on-line resource center. Website should allow feedback from bicyclists.
- Increase awareness about the health and fitness benefits of bicycling.
- Support establishment of a Safe Routes to Schools program.

• Enforcement Element

■ **Objective:** Strengthen enforcement efforts to prevent illegal and reckless behavior by motorists and bicyclists and safeguard those using the bicycle network.

■ **Recommended Actions:**

- Work with law enforcement to reduce traffic violations by bicyclists that might cause serious vehicular or pedestrian crashes.
- Work with law enforcement to reduce motorist errors and aggressive behaviors.
- Review and update, as needed, bicycle-related traffic laws.
- Modernize the bicycle registration system.
- Work with law enforcement agencies to reduce crime on bicycle corridors.

Economics Element

■ **Objective:** Increase awareness about the economic benefits of increased bicycle use.

■ **Actions:**

- Identify opportunities to enjoy the islands' diverse scenic beauty via bicycle.
- Consider visitors when designing bicycle facilities, such as signs or markers that facilitate way-finding.
- Work with the Hawaii Tourism Authority and other appropriate entities to develop promotional material.
- Disseminate information material about the individual and societal cost-savings of replacing car trips with bike trips.

Encouragement Element

■ **Objective:** Increase bicycle trips by promoting the personal and community benefits of this travel mode.

■ **Recommended Actions:**

- Sponsor promotions to increase awareness of bicycling opportunities.
- Distribute maps and guides about bicycle facilities and programs.
- Support bicycle advisory committees in all counties.
- Coordinate and encourage the involvement of bicycle advocates, citizens, and local officials in implementing projects and achieving the objectives of this plan.
- Develop bicycle commuter incentive programs.
- Support conferences to promote exchange of bicycling ideas.

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



Bike Plan Hawaii



Consultants:



Kimura International Inc.



Sprinkle Consulting Inc.

Bike Plan Hawaii

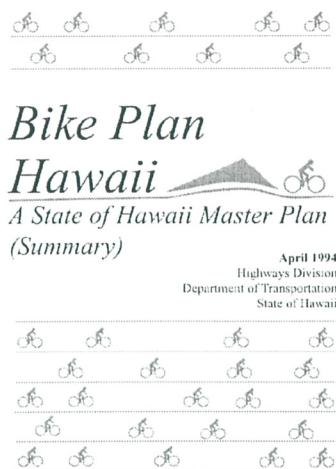
Purpose of this Workshop

- Review planning process
- Bicycle use and preferences
- Bike Plan goals, objectives, and recommended actions
- Bikeway design possibilities
- Evaluation process
- Outcome of Workshop 1
- Your input

Bike Plan Hawaii

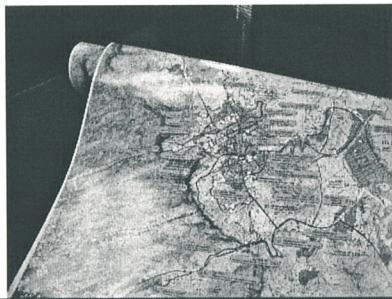
PLAN UPDATE

- A statewide bike master plan was completed in 1994
- Our workshop tonight continues the updating process



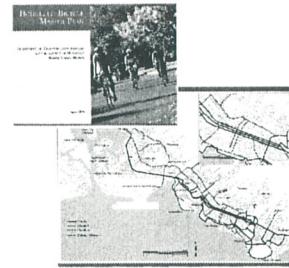
What is... Bike Plan Hawaii?

- 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 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 (1999)
- Development proposals over the next 20 years
- Bicycle facilities of all types, but not mountain bike trails



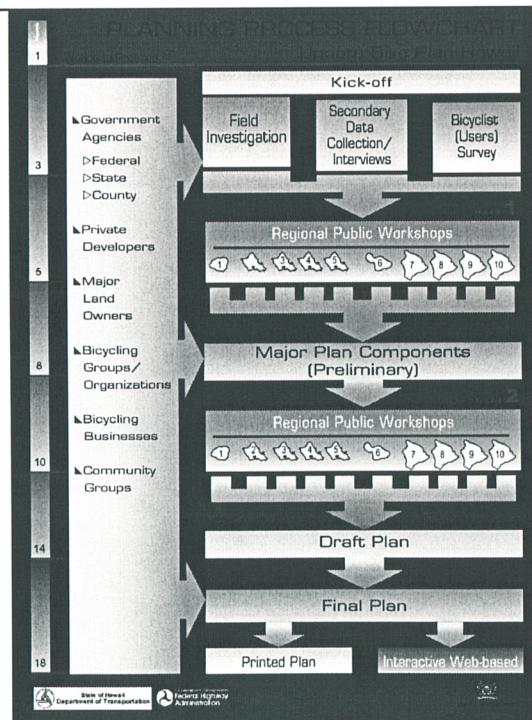
Why is it important?

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



Bike Plan Hawaii

THE PLANNING PROCESS



What we learned about bicycle use and rider preferences

- Survey of workshop participants
- Random telephone survey
- School survey

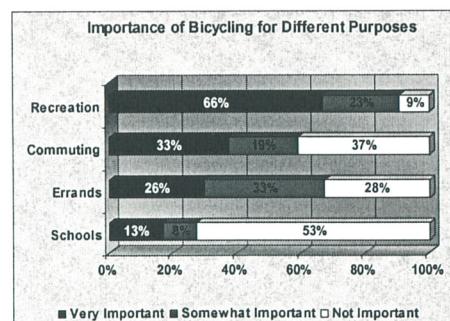
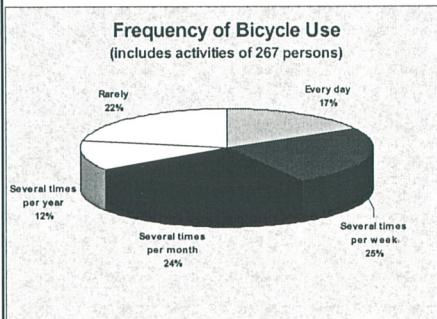


Workshop Survey Results



- How often do people ride bikes and for what purposes:

- Two-thirds of respondents ride at least a few times every month



- Recreation is the most common reason for riding, by far
 - But more than half use bikes to run errands or commute to work

Workshop Survey Results

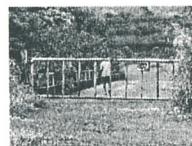
- What do people like about bicycling?

- Alternative form of transportation
- Exercise
- Being outdoors, enjoying scenery



- What problems do people face?

- Lack of road space
- High traffic volume/speed
- No off-road facilities ("paths")



Telephone Survey Results

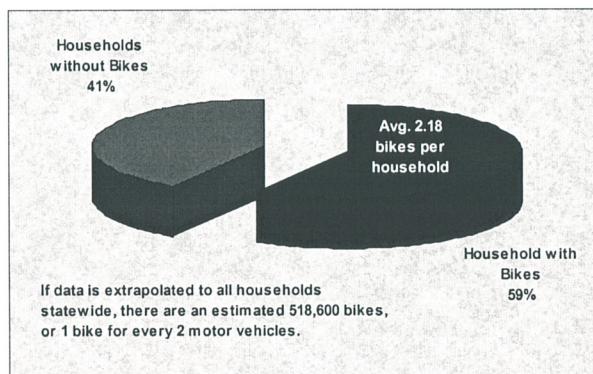
- Conducted scientific survey - can generalize about entire population from the sample
- 402 respondents selected randomly
- Interviewed by phone in February 2002
- Representation of population on four major islands

- Demographics indicate sample contains a mix of gender, age, ethnicity, and income similar to state profile
- Margin of error: +/-5%



Telephone Survey Results

■ Statewide Bike Ownership

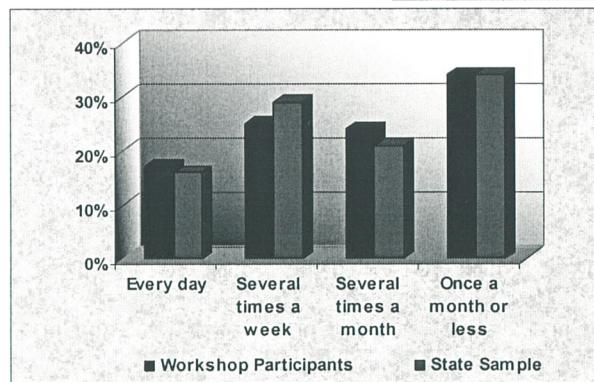


Telephone Survey Results

■ Frequency of bike use



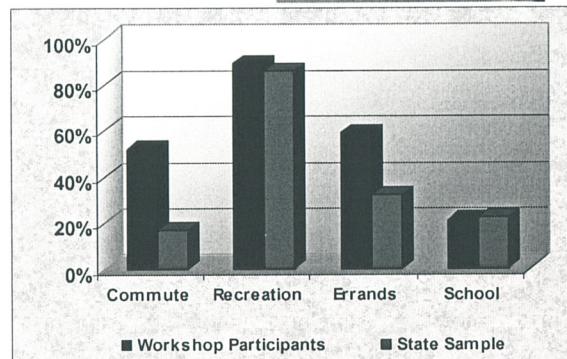
Workshop participants similar to rest of the state in frequency of bike use



Telephone Survey Results

■ Why do people bike?

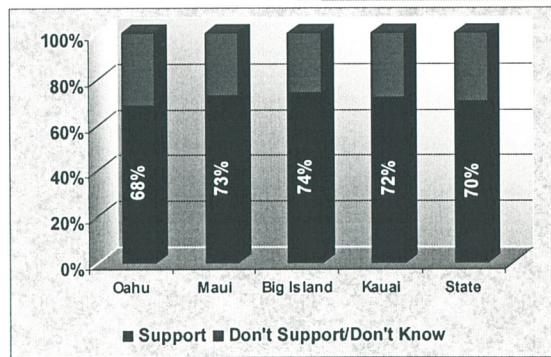
Purpose varies, general population of bike riders less likely to commute or do errands by bike



Telephone Survey Results

■ Support for Changes to Make Hawaii more Bike Friendly

A strong majority of residents support efforts to improve the bicycling environment. Attitudes are consistent across the state.

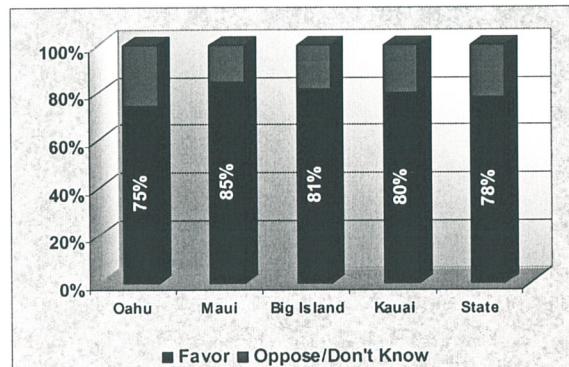


Telephone Survey Results

■ Use of Government funds to Address Biking Issues



An even larger percentage support government funding for bicycling improvements



Telephone Survey Results

■ Specific ideas to improve the bicycling environment

- Bike lanes
- Wide shoulders
- Bike paths
- Maintenance
- Bike education
- Signage

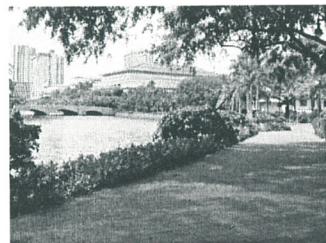


- Enforcement of traffic laws
- Bike Parking
- Orientation rides
- Bike questions on driver's exam

Telephone Survey Results

- Top 5 ideas with strongest statewide support

- 1 Maintenance
- 2 Bike paths
- 3 Bike education (tie)
- 3 Bike Parking (tie)
- 4 Signage



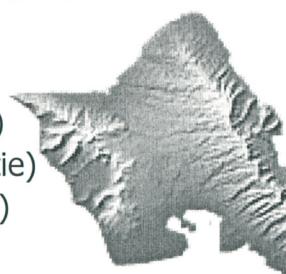
*Single most favored idea:
bike paths*



Telephone Survey Results

- Top 5 ideas with strongest support on Oahu

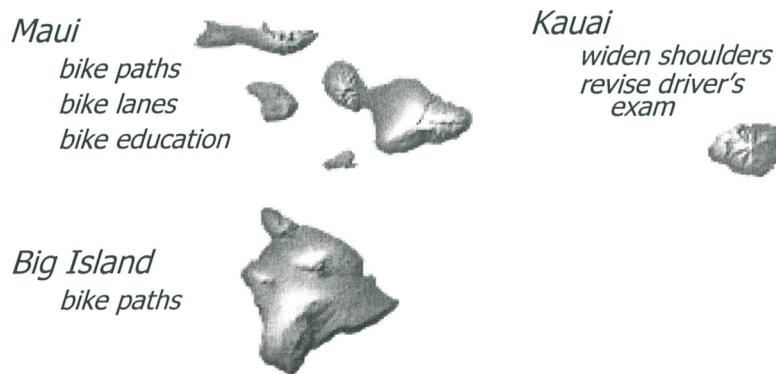
- 1 Maintenance
- 2 Bike paths (tie)
- 2 Bike Parking (tie)
- 4 Bike education (tie)
- 4 Enforcement (tie)



*Single most favored idea:
maintenance*

Telephone Survey Results

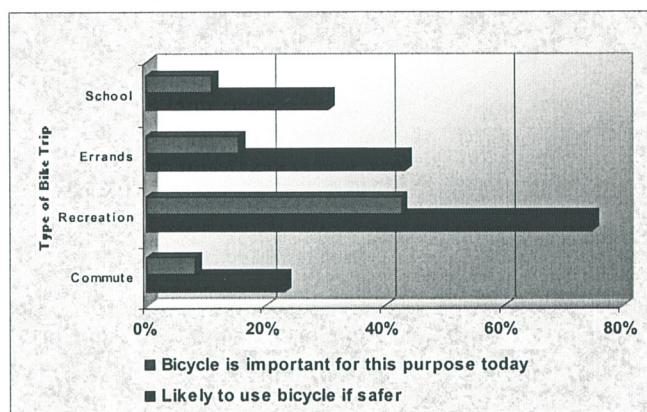
- Most favored ideas on other islands



Dividends of Bicycle Improvements

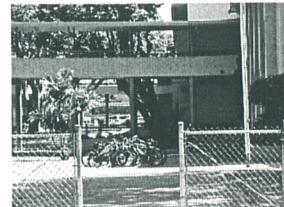
- Improving bicycling safety and convenience could have a dramatic impact on bicycle ridership

Almost twice as many people would ride if improvements made

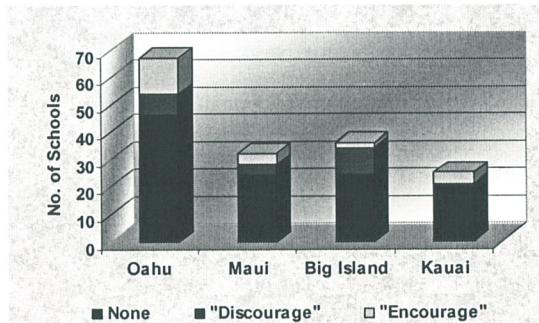


School Survey Results

- School Policy on commuting to school by bicycle



Few schools actively encourage bicycling to school

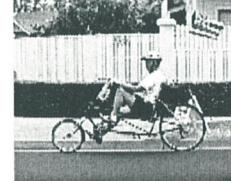


Main Components of Bike Plan Hawaii

- Proposed Goals, objectives and recommended actions
 - What are the aims of the plan?
 - What should the bicycling environment be like in 2025?
 - 5 "E"s: Engineering, Enforcement, Education, Economics, Encouragement
- Future Bikeway Network
- Implementation Program
 - Funding sources
 - Phasing
 - Grassroots activities

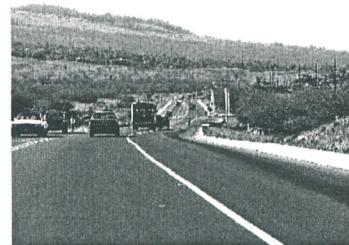
Proposed Goals, Objectives and Policies Bike Plan Hawaii

- Overall Goal of Bike Plan Hawaii
 - To establish bicycling as a safe and convenient mode of transportation for residents and visitors throughout the state



Proposed Goals, Objectives and Policies Bike Plan Hawaii

- Engineering and Planning
 - Objective: Plan and design new and improved transportation facilities to accommodate and encourage use by bicyclists of different skill levels.
 - Recommended Actions:
 - Design roadway projects with adequate space for bicyclists
 - Expand bikeway networks for utilitarian and recreational travel
 - Adopt accepted design guidelines and standards
 - Develop innovative design solutions when environmental conditions warrant



Proposed Goals, Objectives and Policies Bike Plan Hawaii

■ Engineering and Planning

- Recommended Actions (continued)
 - Maintain bikeways in a smooth, clean and safe condition
 - Inspect roadways after being repaired
 - Encourage counties to adopt Bike Plan Hawaii and any local bike plan as a legal foundation to enforce land development regulations
 - Encourage counties to adopt land use plans and regulations that promote bicycling through compact development with suitable bike accommodations
 - Continue integrating bicycles with other modes of transportation
 - Expand future Bike Plan Hawaii to include pedestrians



Proposed Goals, Objectives and Policies Bike Plan Hawaii

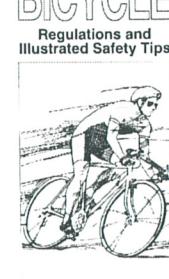
■ Education

- Objective: Expand the range of education activities to reduce bicycle crashes and increase ridership.
- Recommended Actions:
 - Support statewide bicycle education programs for children in schools
 - Curricula should include use of bicycle safety equipment, on-road bicycling skills and judgment, and observance of laws
 - Incorporate bicycle awareness into the driver education program, Hawaii drivers' manual, and drivers' license written exam.
 - Monitor and analyze bicycle crash data to improve bicycle safety



Know the Law.

- Drive at traffic signals and signs. Bicycles who violates traffic law are subject to the same penalties as drivers.
- Always ride in the direction of traffic, even if it's only a 2-lane street.
- It is illegal to drink alcohol and ride a bicycle. When you drink, the speed of traffic, ride as close to the right-hand curb as practical.
- If you are on a single file when on the roadway, do not stop.
- When riding at night, you must use a headlight and a reflector.
- Do not drink and ride. Make sure the bicycle is equipped to do so.
- To prevent after-the-accident disputes, keep a logbook on the effectiveness of 10 mph at 1 sec., and mail sketches under the right conditions to the police.
- While riding a bicycle, never cling to another vehicle or allow someone else to attach to your bicycle.



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

Proposed Goals, Objectives and Policies Bike Plan Hawaii

■ Education

- Recommended Actions: (continued)
 - Evaluate crash reporting system and recommend changes to improve usefulness
 - Support continuing education programs on state-of-the-art bicycle facility planning and design for transportation professionals.
 - Create an on-line resource center. Website should allow feedback from bicyclists.
 - Increase awareness about the health and fitness benefits of bicycling.
 - Support the establishment of a Safe Routes to Schools Program



Proposed Goals, Objectives and Policies Bike Plan Hawaii

■ Enforcement

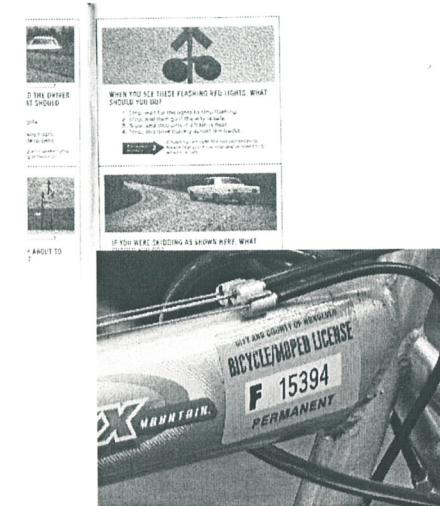
- Objective: Strengthen enforcement efforts to prevent illegal and reckless behavior by motorists and bicyclists and safeguard those using the bicycle network
- Recommended Actions:
 - Work with law enforcement to reduce traffic violations by bicyclists that might result in serious crashes with motor vehicles or pedestrians
 - Work with law enforcement to reduce motorist errors and aggressive behaviors



Proposed Goals, Objectives and Policies Bike Plan Hawaii

■ Enforcement

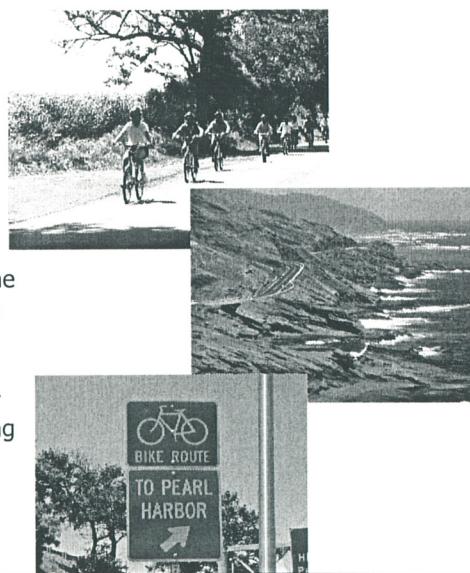
- Recommended Actions:(continued)
 - Review and update, as needed, bicycle-related traffic laws
 - Review, modernize, and streamline the bicycle registration system.
 - Work with law enforcement agencies to reduce crime on bicycle corridors



Proposed Goals, Objectives and Policies Bike Plan Hawaii

■ Economics

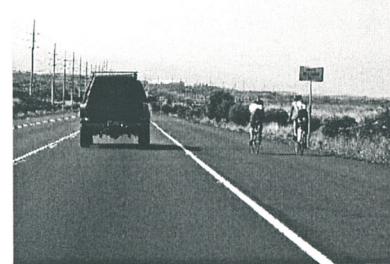
- Objective: Increase awareness about the economic benefits of increased bicycle use
- Recommended Actions:
 - Identify opportunities to enjoy the islands' diverse scenic beauty via bicycle
 - Consider visitors when designing bicycle facilities, such as signs or markers that facilitate way-finding



Proposed Goals, Objectives and Policies Bike Plan Hawaii

■ Economics

- Recommended Actions: (continued)
 - Work with the Hawaii Tourism Authority and other appropriate entities to develop promotional material
 - Disseminate informational material about the individual and societal cost-savings of replacing car trips with bike trips



Proposed Goals, Objectives and Policies Bike Plan Hawaii

■ Encouragement

- Objective: Increase bicycle trips by promoting the personal and community benefits of this mode of travel
- Recommended Actions:
 - Sponsor statewide promotions and events to increase awareness of bicycling opportunities
 - Distribute maps and guides about bicycle facilities and programs
 - Support bicycle advisory committees in all counties



Proposed Goals, Objectives and Policies Bike Plan Hawaii

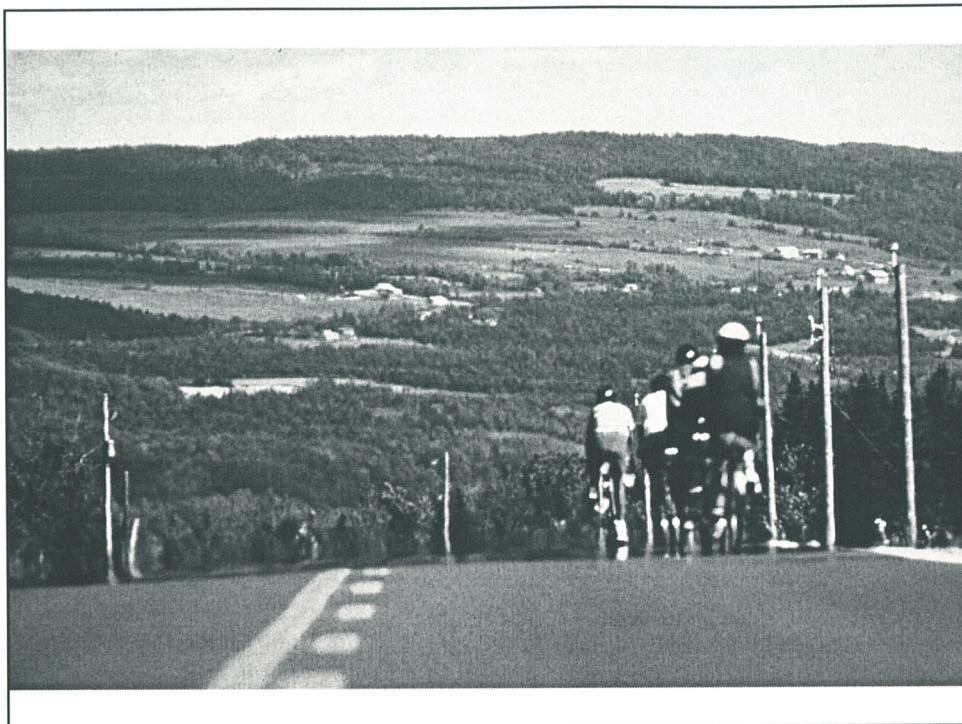
■ Encouragement

- Recommended Actions: (continued)
 - Coordinate and encourage the involvement of bicycle advocates, citizens and local officials in implementing projects and achieving the objectives of this plan
 - Develop, implement, and promote bicycle commuter incentive programs
 - Encourage employers to support more bicycle commuting
 - Support transportation conferences to promote and exchange ideas and information on bicycling in Hawaii and elsewhere



Design Problems and Solutions Bike Plan Hawaii

■ SCI presentation



Bicycling Brings Tourism \$

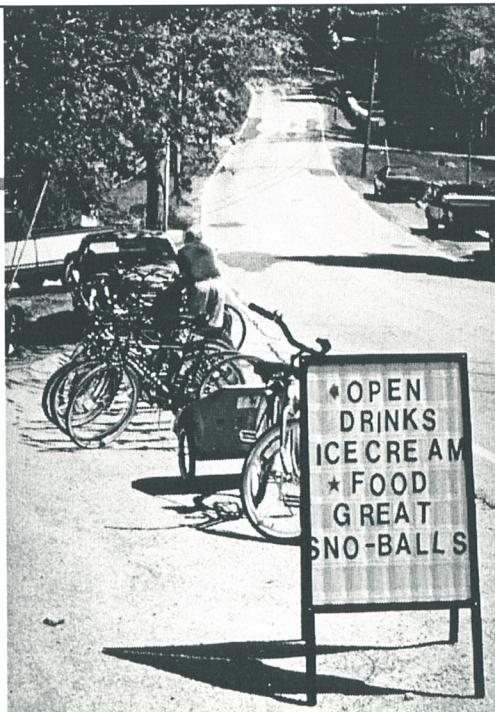
- Bike tourists tend to be young and affluent - with annual incomes of \$75,000+
- 1997 survey found that bike tourists in Delaware spend between \$35-\$85 per day
- Bike tourism in Vermont contributes more to the economy than the maple syrup industry

Sources: Adventure Travel Report, Delaware DOT

Bicycle Tourism

- Outdoor recreation is the second most popular activity for leisure travelers, behind shopping
- 1/3 of all leisure trips include some form of outdoor recreation
- 27 million travelers took bicycling vacations in past 5 yrs (ranks in the top three most popular outdoor vacation activities)

Source: Travel Industry Association (TIA)





San Francisco, CA

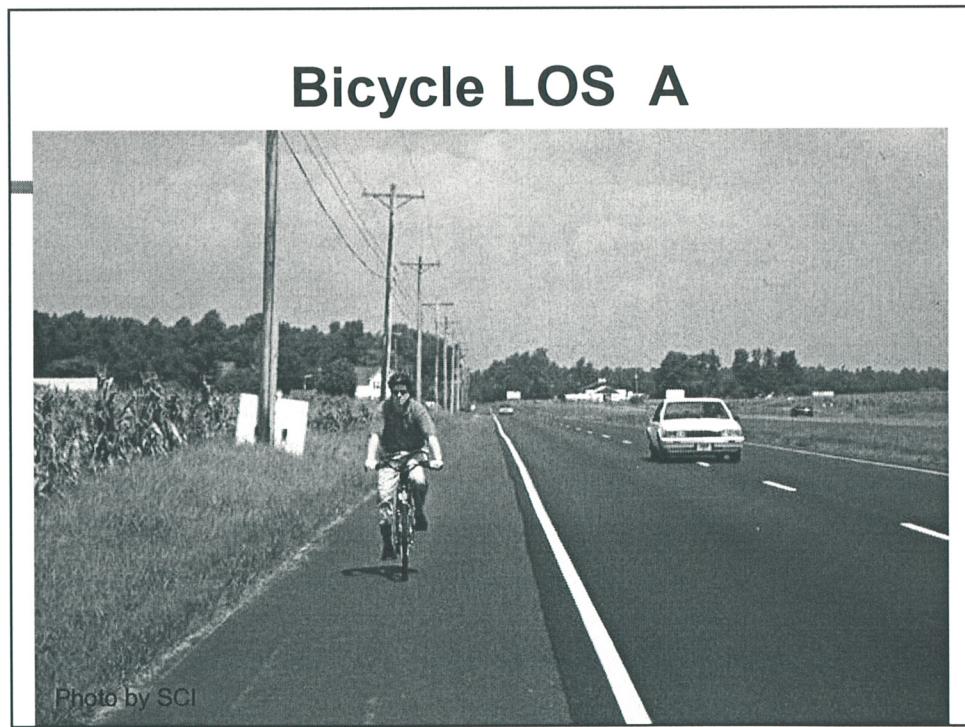
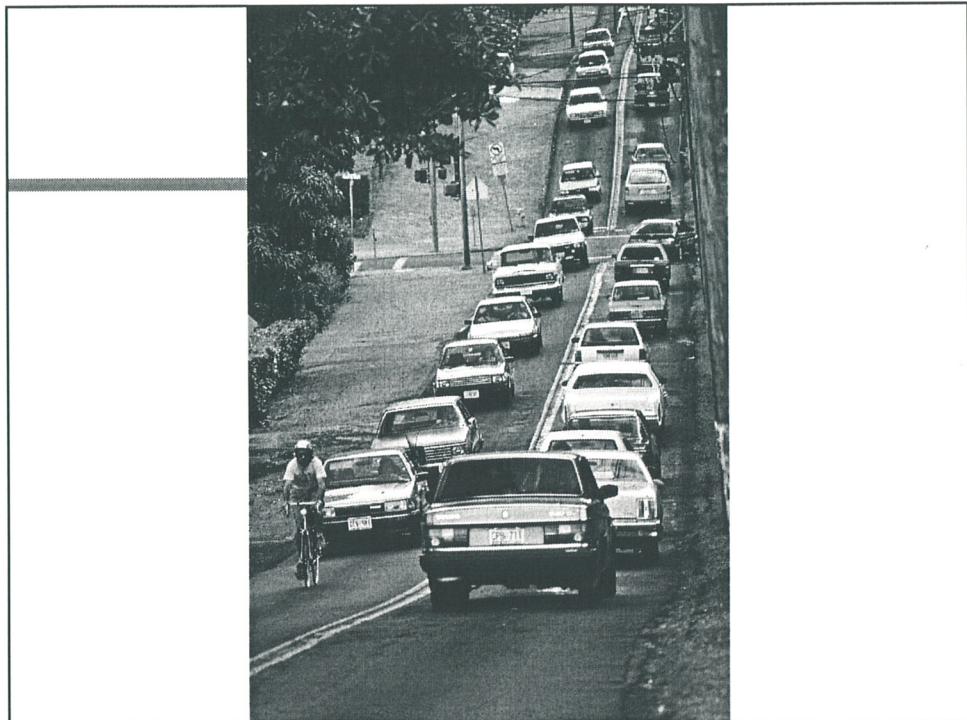
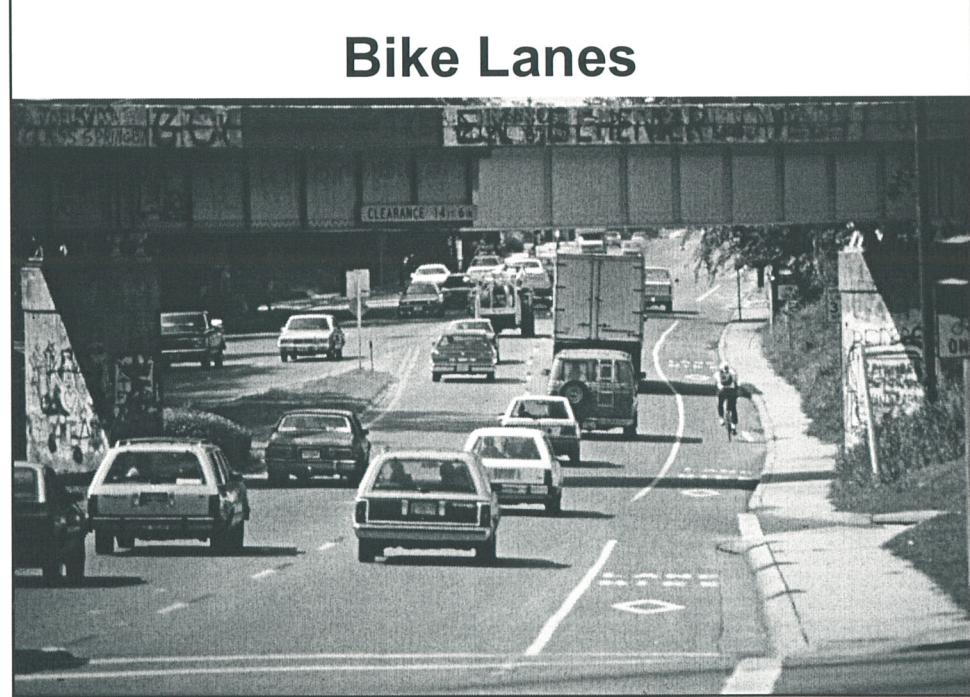
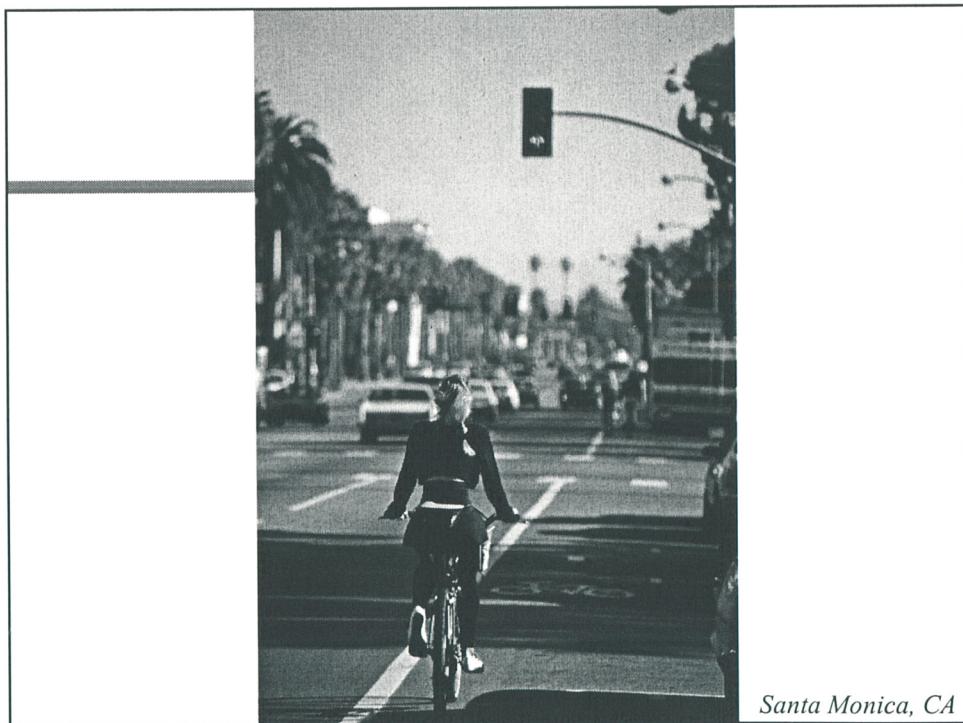


Photo by SCI



Bike Lanes

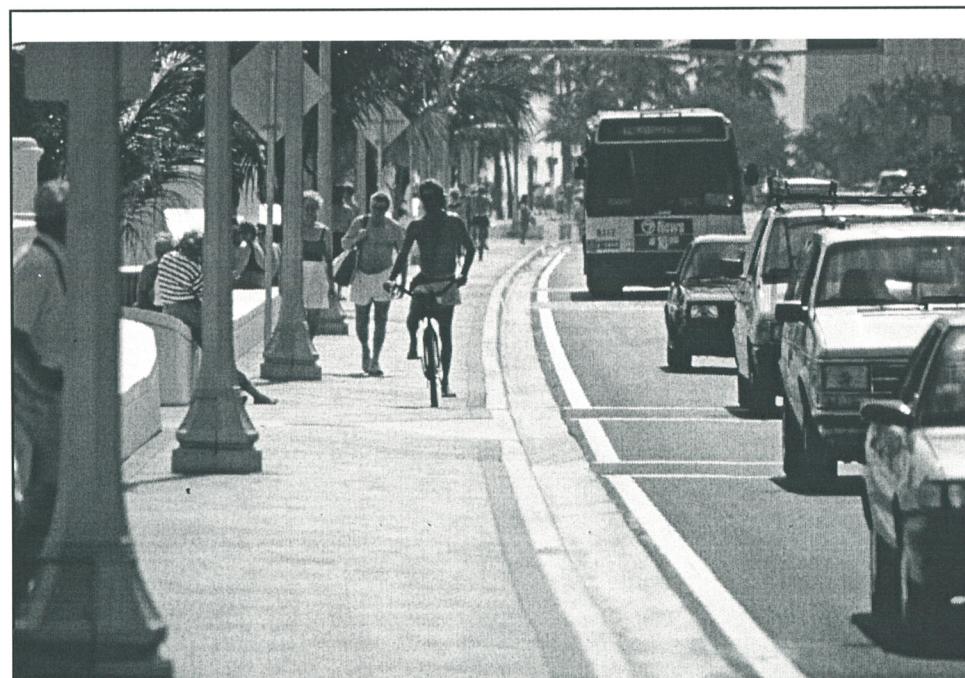




Santa Monica, CA



Sarasota, FL



Ft. Lauderdale, FL

Wachtel Study Conclusions

1. Bicyclists traveling on sidewalk:
1.8 times greater risk than riding in a travel lane

ITE Journal, 1994



Wachtel Study Conclusions

2. Bicyclists traveling *against* traffic flow:
3.6 times greater risk than riding with traffic

ITE Journal, 1994



Paths

- Bike Paths or Shared use paths are desired by many users.
- When appropriate, paths provide comfortable facilities for bicyclists.
- However, in urban areas, paths usually must cross city streets.
- These intersections of roads and paths must be handled carefully.
- Paths adjacent to roads can be especially difficult to make user-friendly.





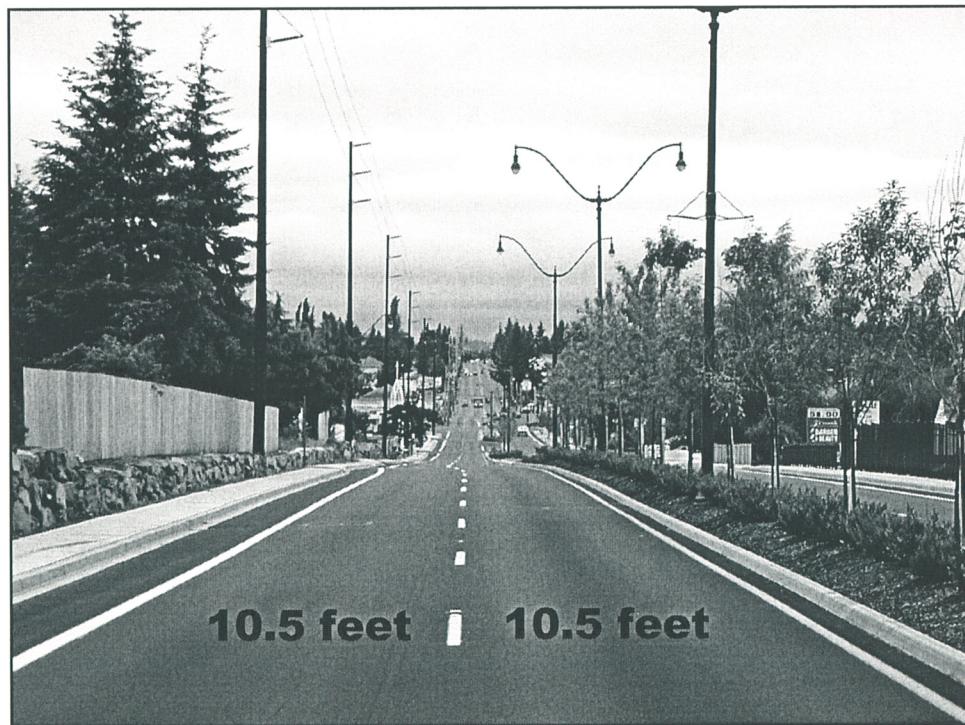


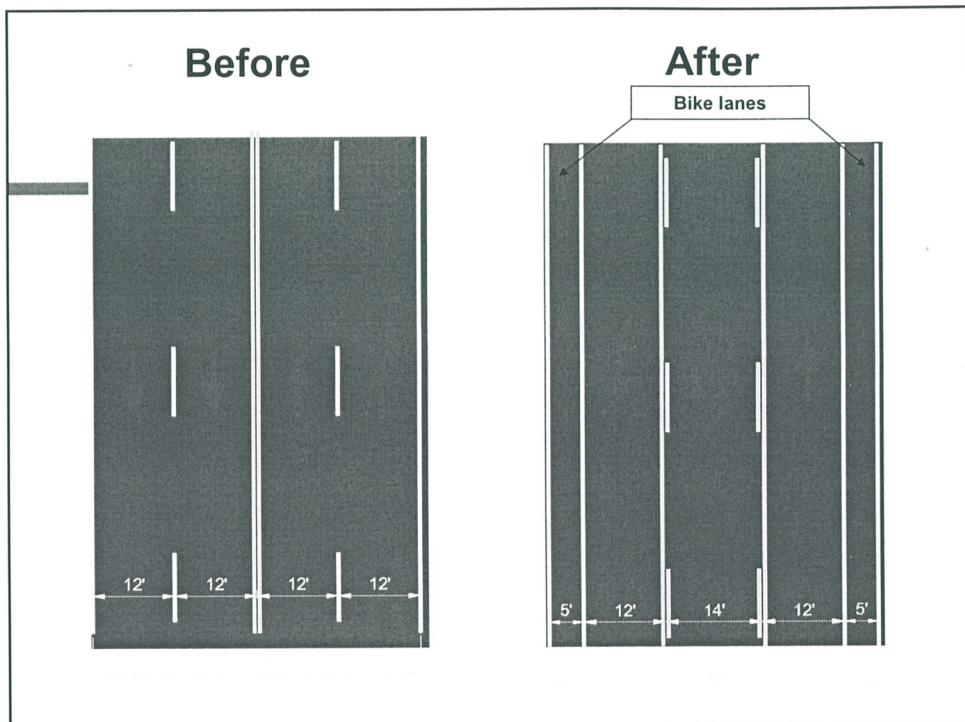
Where Paths Are Best

- Along rivers, oceans, or old railroad grades.
- Short paths to connect cul-de-sacs
- To bridge obstacles such as freeways or rivers.
- Where grade separation from major roadways can be achieved.

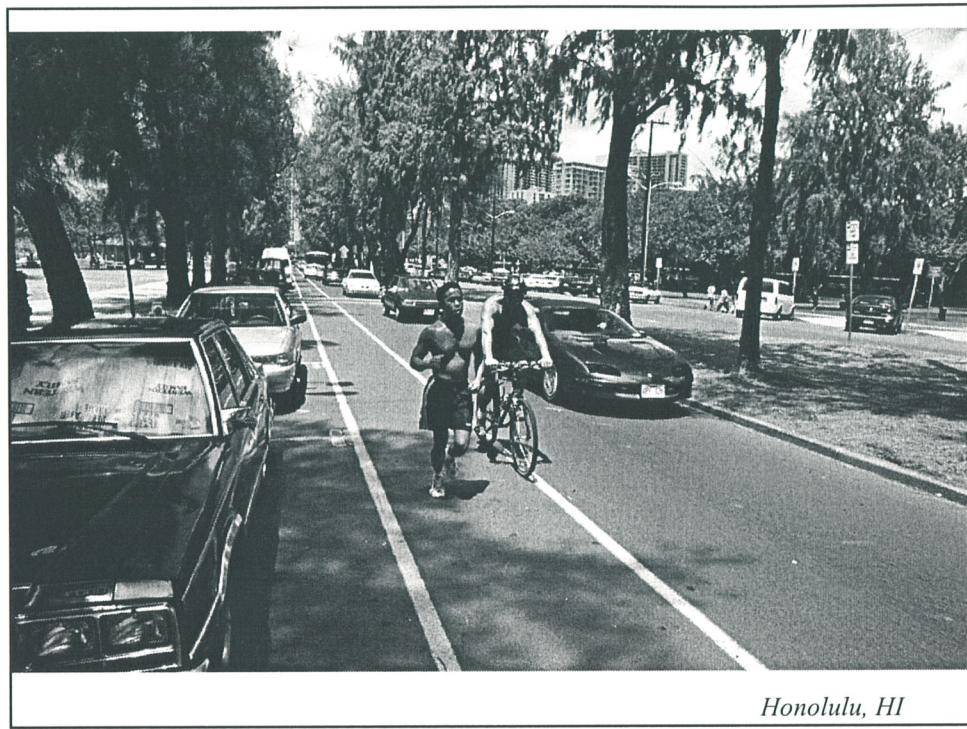
Road Restriping







Holland



Honolulu, HI



Santa Barbara, CA

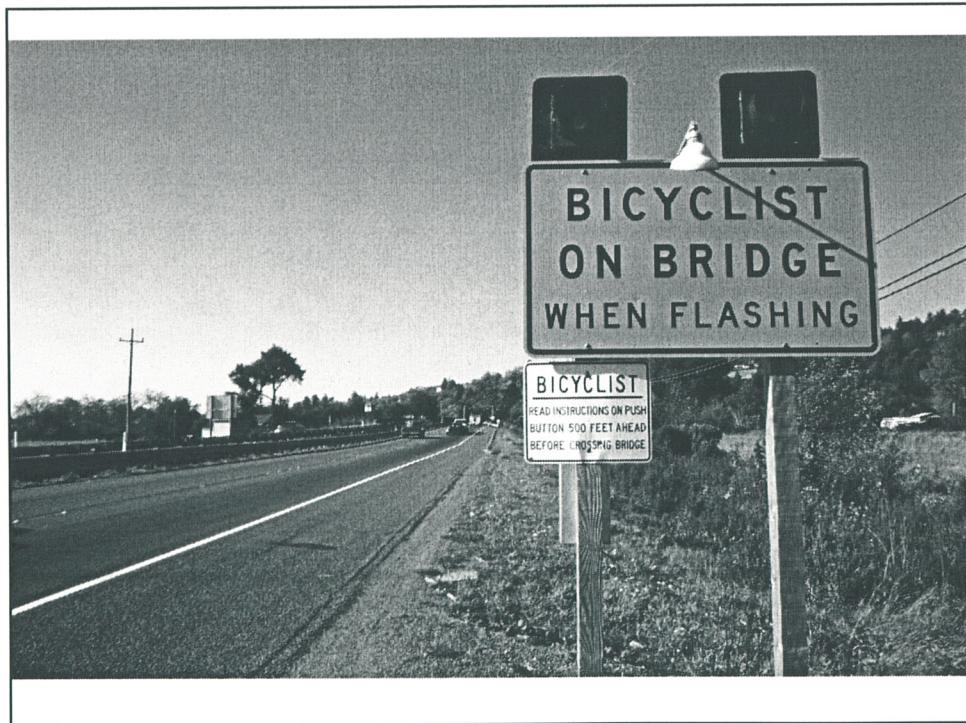


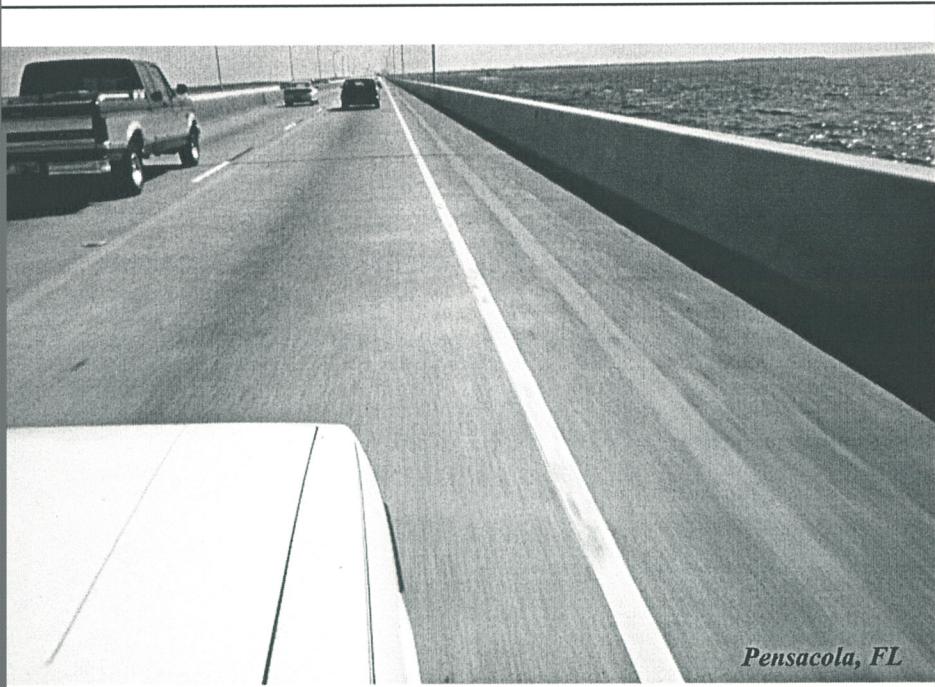
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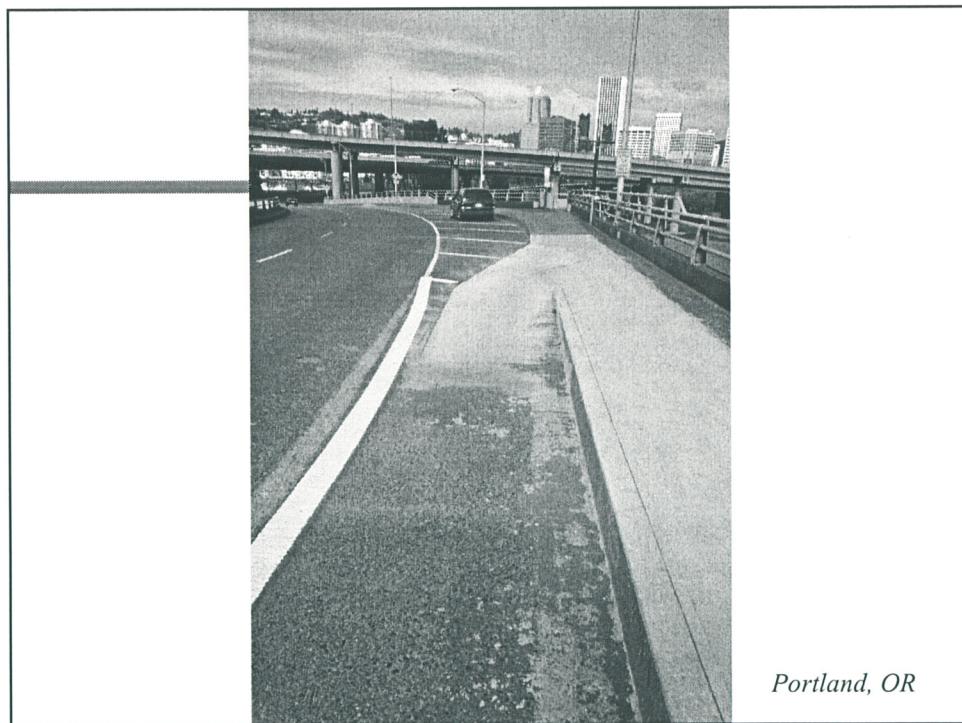




Pensacola, FL







Bikeway Evaluation Criteria

- *All projects assumed to improve bicyclist safety*
- Evaluation Criteria
 - Mobility and Access
 - Does the bikeway serve a population center?
 - Does it provide access to a public facility (school, park, library) or commercial area?
 - Is it a missing link in the bicycle network?
 - Does it provide a direct route (major street)?
 - Does it provide an alternate route (street with lower traffic)?
 - Users
 - Is it a multi-user/multi-mode facility (also accommodates pedestrians, wheelchairs, rollerskates, etc)?
 - Would it attract visitors (and promote economic development)?
 - Has the community expressed a preference for the project?

Bikeway Evaluation Criteria

- Evaluation Criteria (continued)
 - Safety
 - Are there non-vehicular hazards (steep slopes, drop-offs, blind curves, prone to rockslides)?
 - Is it accessible by emergency vehicles?
 - Implementation and Cost
 - Has the project begun (e.g., initial planning)?
 - Need to acquire additional right-of-way?
 - Is there a risk of loss to development?
 - Aesthetics
 - Does the bikeway have scenic or cultural value?
 - Your input
 - *Do you think these criteria are important?*
 - *What other factors should be evaluated?*

Bike Plan Hawaii

- We want to hear from you...
 - Fill out Evaluation Criteria Form
 - Review bikeway maps
 - Suggest additions, deletions, changes
 - Use dots to vote your top three proposals
 - Comment on preliminary Goals, Objectives and Recommended Actions



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 2 Publicity (5/15/02)				
	Big Island	Kauai	Maui	Oahu
Invitation Letter w/ Flyer(s)				
Local contacts (county agencies, district engineers, bike advocates)	16	7	12	2
Attendees from Workshop 1	51	6	10	30
County Mayor and Councilmembers	10	8	10	7
Neighborhood boards/ Community associations		1	7	16
Military installations				3
Bike shops & businesses	12	5	12	11
Business groups	3	3	1	
Flyers--Mailed				OMPO CAC mailing list (entire)
Telephone survey respondents	16	7	7	27
Flyers--Distributed				Haleiwa Metric Century Ride 4-21-02 (flyer in registrant packet)
State Legislators (House and Senate)	9	5	8	27
E-mail Invitations				
Workshop 1 attendees	4	7	2	3
Telephone survey respondents	3	1	6	18
Presentations				MACOB/HBL
Electronic newsletters	Dep. Mayor Peter Young PATH			HBL--400+ households
Press release distribution (DOT)				
Print media outlets	4	3	5	11
Radio/TV	3	3	1	18
Press release distribution (KI)	1			2
Other				
Feature article by Diana Leone, Star Bulletin, April 29, 2002				
Feature story by Brooks Baer, KGMB TV, 10 O'Clock News, April 30, 2002				
Webpage				
http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm				



Public Affairs

Department of Transportation

Aloha!

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- [Public Hearings & Meetings](#)
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2002 Press Release

NEWS RELEASE

Department of Transportation

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

April 15, 2002

02-68

The state Department of Transportation hold a second round of community workshops as part of a planning effort to update the statewide bicycle master plan.

The workshop schedule is as follows:

Oahu

- Monday, April 29, Hawaii Kai Library, 6:30 p.m.
- Tuesday, April 30, Kaneohe Community and Senior Center, 6:30 p.m.
- Monday, May 13, Kapolei Elementary School, Cafetorium, 6:30 p.m.
- Tuesday, May 14, Mililani Recreation Center III, 6:30 p.m.

Maui

- Wednesday, May 1, Wailuku Community Center, 6 p.m.

Kauai

- Thursday, May 2, War Memorial Convention Hall, Lihue, 6:30 p.m.

Hawaii

- Monday, May 6, King Kamehameha Hotel, Meeting Room, Kailua-Kona, 6 p.m.
- Tuesday, May 7, Parker Ranch Town Hall, Waimea, 6 p.m.
- Wednesday, May 8, Pahoa Neighborhood Center, Puna, 6 p.m.
- Thursday, May 9, Komohana Agricultural Center, Conference Room A, Hilo, 6 p.m.

All interested persons are invited to participate. The workshops will review ideas and suggestions generated by the previous workshop, the screening process used to evaluate bikeway proposals, results of the evaluation, and draft goals, objectives, and policies. Participants will have an opportunity to comment on various components of the plan.

Directions to workshop locations and additional information can be found at:
www.state.hi.us/dot/highways/bike/bikeplan/index.htm or
call Vincent Llorin, State Bicycle and Pedestrian Coordinator at (808) 692-7675.

###

[Hawaii State Home](#) | [DOT Home](#) | [Public Affairs](#) | [Airports](#) | [Harbors](#) | [Highways](#)

Sample Invitation Letter—Workshop 2

Thursday, March 28, 2002

ADDRESS BLOCK

Dear Fellow Bicyclists,

Community Workshop for Bike Plan Hawaii

On behalf of the State Department of Transportation, we cordially invite you to attend a workshop for *Bike Plan Hawaii* scheduled for **Thursday, May 2, 6:30-8:30 pm at the War Memorial Convention Hall.**

Bike Plan Hawaii is the statewide bicycle master plan. It contains goals, objectives, and policies to achieve the type of bicycling environment desired by the citizens of Hawaii. The plan addresses bicycle facilities (such as routes, lanes, paths, and parking), as well as issues of maintenance, education, enforcement of traffic laws, economic development, and promotion. Another important component of the plan is a map showing a network of bikeways as it might look in the future, along with priorities for how to get there.

The meeting on May 2 is a follow-up to one held in November during which we heard the Kauai community's ideas for making bicycling safer and more enjoyable. We will review those ideas and discuss how the plan is shaping up. Your suggestions and input continue to be very important.

We hope to see you at the workshop, and would appreciate it if you would inform others of the upcoming event.

If you have any questions, please call me or Nancy Nishikawa at (888) 898-8886.

Aloha,
KIMURA INTERNATIONAL, INC.

Glenn T. Kimura

cc: Vincent Llorin, State Bicycle and Pedestrian Coordinator, Dept 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 about new bikeway proposals. Share
your ideas for making Hawaii a safer, better
place to bicycle. Children welcome!



KAUAI WORKSHOP

Lihue, Kauai - May 2, Thursday, 6:30 pm
War Memorial Convention Hall

For directions and further information, please visit
our website <www.state.hi.us/dot/highways/bike/bikeplan/index.htm>
or call Kimura International, Inc., toll free at (888) 898-8886.

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

COMMUNITY WORKSHOPS

Bike Plan Hawaii

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

OAHU WORKSHOPS

East Oahu - April 29, Monday, 6:30 pm
Hawaii Kai Library

Windward Oahu - April 30, Tuesday, 6:30 pm
Kaneohe Community & Senior Center

Leeward Oahu - May 13, Monday, 6:30 pm
Kapolei Elementary School, Cafetorium

Central Oahu - May 14, Tuesday, 6:30 pm
Mililani Recreation Center III



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 about new bikeway proposals. Share
your ideas for making Hawaii a safer, better
place to bicycle. Children welcome!



MAUI WORKSHOP

Wailuku, Maui - May 1, Wednesday, 6:00 pm
Wailuku Community Center



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BIG ISLAND WORKSHOPS

Kona, Hawaii - May 6, Monday, 6:00 pm

King Kamehameha Hotel, Conference Room

Waimea, Hawaii - May 7, Tuesday, 6:00 pm

Parker Ranch Town Hall

Puna, Hawaii - May 8, Wednesday, 6:00 pm

Pahoa Neighborhood Center

Hilo, Hawaii - May 9, Thursday, 6:00 pm

UH Komohana Ag. Complex, Conference Room A



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