



**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 where 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**

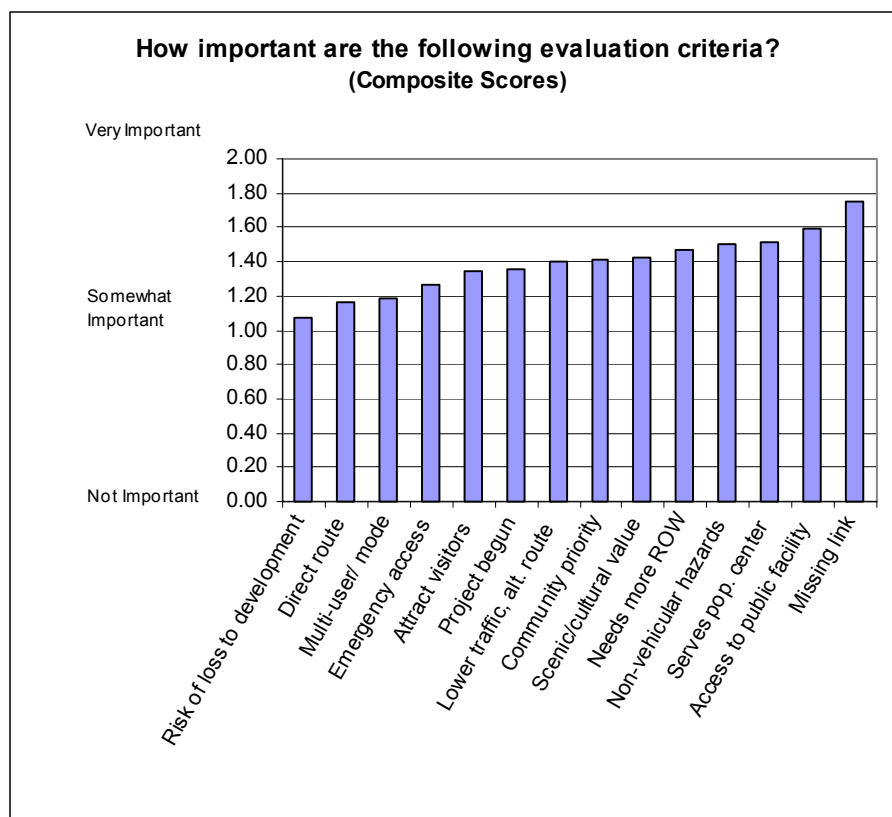
*Bike Plan Hawaii* guides development of the bikeway network by categorizing proposals for new facilities into three timeframes: near-term, mid-term, and long-term. The evaluation process incorporates fourteen criteria to determine how the proposals are categorized. Workshop 2 participants were asked 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 like 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 Kalanianaʻole Highway from Kailua Road to Olomana Golf Links
- Bike route on Kalanianaʻole 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)

<b>Community Workshops (Round 2) April-May 2002</b>				
<b>Attendance Summary</b>				
<b>Date</b>	<b>Location</b>	<b>Attendees</b>	<b>Plan Team</b>	<b>Evaluation Feedback Form</b>
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
	<b>Total</b>	<b>148</b>		<b>103</b>



# Bike Plan Hawaii

## Public Information Meeting and Workshop 2

Attendance Sheet

Monday, April 29, 2002

Hawaii Kai Library

6:30 - 8:30 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Tom Rush			
Lesley Irons			
Jim McKinn			
Alice & Jerry Tucker	HBL		
Mark Wain	HBL		
Natalie Irons			
JJ Johnson	HBL		
Emel Cutchion			
Clifford Chang			
Chris Sayers	DTS		



# Bike Plan Hawaii

## Public Information Meeting and Workshop 2

Attendance Sheet

Wednesday, May 1, 2002

Wailuku Community Center

6:00 - 8:00 pm

*To be used for our official mailing list only*

Name	Affiliation	Mailing Address	E-mail Address
F. LOA	POZS P1		
C. Page			
D. AGE			
Dave DeLeon	Bikeways Main		
Walter Enomoto	Mayor's Office Advisory Comm		
Sharon Bryant	resident		
Chris Wirtel	bicyclist		
Terold Suarez			
Milton Arakawa	DPWUM		
Don Weiss	cyclist		
PEDRO FORCINHA	POT CHUN-1		



*Bike Plan Hawaii*

**Public Information Meeting and Workshop 2**

Attendance Sheet

Thursday, May 2, 2002

War Memorial Convention Hall, Lihue

6:30 – 8:30 pm

*To be used for our official mailing list only*

Name	Affiliation	Mailing Address	E-mail Address
Faye Newbald	DOT		
DAVE Wolfe			
<i>Margie Thompson</i>			
WAYSON HUNG			
TERRY TAYLOR			
Rocky Kiedel			
Ben Davies			
Robert MacDougal			
Rebecca Miller	Renewable Energy Kaveri		
Russell Brier			
Leonard Mahoe			

*Bike Plan Hawaii*

**Public Information Meeting and Workshop 2**

Attendance Sheet

Thursday, May 2, 2002

War Memorial Convention Hall, Lihue

6:30 – 8:30 pm

*To be used for our official mailing list only*

Name	Affiliation	Mailing Address	E-mail Address
STEVEN KYONO	DOT-Hwy		
Rob Brewer	Private		
John Tanner	Bicycle Shp		

# 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
Chama Cascade	Resident		
Jason Root	Resident		
PA Chamberlin	Hawaii Cycling Club		
Teri Leicher	Jack's Diving Locker resident		
Bob Schratz			
Karen Browne			
Susan Golden			
Kick Merschof			
Connie Schratz			
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. Croswell	resident		
Jerry Fewing	resident		
Alex Alcantara	"		
SHELDON YAMASATO	Akinaka & Assoc.		
J. TODD LEWIS	RESIDENT		
HAROLD MURPHY	SHOP		
GREGORY LUCH	Bikebout		
Albert Hall	Kailua reg		
Keola Childs			
Oliver Kiel	Ordidale Bicycles		
Cresent Miller	HP Bike Works		
FRANK SINGER	President		
HARVEY MALLEN-SINGER	"		



# 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. Chang	Hawaii County		
MATHIAS FUYUKA	AKIKAKE ASSOC., LTD		
Lilian Beaufreere	KTSB		
Susan Lewis	PATH		
MARY OSBORN	HAWAII CYCLING CLUB		
Daniel Hodel			
ERNE FRASCATI	PATH		
JOHN + PETER KINCHER	Resident		
Ann Peterson	PATH		
Jeff McDewitt	PATH/TREE		
Julian Wairidan	resident		
Bill Graham	RESIDENT		
Julius Kiel			
Rigoberto	Les		

# Bike Plan Hawaii

## Public Information Meeting and Workshop 2

Attendance Sheet

Tuesday, May 7, 2002

Parker Ranch Town Hall, Waimea, Hawaii

6:00-8:00 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Victor Jensen			
CLAY LAM			
DANIELSON COAN			
DAVID & ANNIE GOMES			
Gwend Mitchell			
Stanley Tamura			

*Bike Plan Hawaii*

**Public Information Meeting and Workshop 2**

Attendance Sheet

Wednesday, May 8, 2002

Pahoa Neighborhood Center, Puna, Hawaii

6:00-8:00 pm

*To be used for our official mailing list only*

Name	Affiliation	Mailing Address	E-mail Address
John Luchan	PATH + Mayor's Office		
MARILYN HAYMORE	Puna Traffic Safety		
Bob Jacobson	HACA Hi Aiekes Comm Assn		
Julie Jacobson	County Council member & Hawaiian Acres Res.		
TAIRA YOSHIMURA	PATH		
MARILYN HAYMORE	H.DOT		
ANDY LEVIN	MAYOR'S OFFICE		
Dan Anderson	Neighborhood epd Kapaeha Veterans Le		

# Bike Plan Hawaii

## Public Information Meeting and Workshop 2

Attendance Sheet

Thursday, May 9, 2002

UH Komohana Agricultural Center, Hilo, Hawaii

6:00-8:00 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Mary Mavin Porter	Ola Koaia Historical		
	to Seiner Club		
Christopher Seymour	HILO BIKE HUB		
	PRESIDENT BIG ISLAND BIKE ASS.		
Stanley Tamura			



*Bike Plan Hawaii*

**Public Information Meeting and Workshop 2**

Attendance Sheet

Monday, May 13, 2002

Kapolei Elementary School, Leeward Oahu

6:30 – 8:30 pm

*To be used for our official mailing list only*

Name	Affiliation	Mailing Address	E-mail Address
Tom Dell	REP. ESPELO		
Reef Amanu			
Rep Mark Moses			

# Bike Plan Hawaii

## Public Information Meeting and Workshop 2

Attendance Sheet

Monday, May 13, 2002

Kapolei Elementary School, Leeward Oahu

6:30 – 8:30 pm

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Myra Dembrowski			
David Leers	PACMAN	WAIIPAKU NEIGH	
Mike Gabbard			
Carol Gabbard			
PAMELA NITTY OF OAKLAND	COUNCILMEMBER	S	

# 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

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
Gerald EVANS	resident		
Monica Evans	resident		
DAU SURENO	"		
Muchelle Kulanii	MTA / AUBZS		
MARY WASSERMAN	HP / resident		
COURTNEY TOMAS	resident		
JENNIFER BONUS	resident		
NICOLE SHIGETA-W	resident/student		
Brian Prentice	resident		
Mitchell Carpenter	resident		
Peter Lucas	resident		
Oferia Wong	resident		
Lance Bocobo	resident		
Sandra Takeda	resident		



# 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

To be used for our official mailing list only

Name	Affiliation	Mailing Address	E-mail Address
CHARLES BROWN			
Jim Halverson	State Dept of Hawaii Resources Dept Oahu Province		
Kevin Kinwig	Conservation & Aesthetics SB. OAHU BASE		
Ray Perez	SPT BN		
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 Bremer	Hawaii Bicycling League		
MICHELLE KURISU	OMPO		

*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

*To be used for our official mailing list only*

Name	Affiliation	Mailing Address	E-mail Address
DEAN SENSU			
LORIAN POCOB	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<br>Vince Llorin, State DOT, Project Manager   | 6:00-6:05 pm |
| 2. | Project Description and Background<br>Glenn Kimura and Nancy Nishikawa, Kimura International, Inc.<br><br><ul style="list-style-type: none"><li>• <i>What we learned in Workshop 1</i></li><li>• <i>What we learned from other surveys</i></li></ul> | 6:05-6:20 pm |
| 3. | Bike Plan Goals, Objectives, and Strategies<br><br><ul style="list-style-type: none"><li>• <i>How they relate to the 5 "E"s</i></li></ul>  | 6:20-6:40 pm |
| 4. | Design Guidelines<br>Bruce Landis, Sprinkle Consulting, Inc.   | 6:40-7:00 pm |
| 5. | Bikeway Proposals<br><br><ul style="list-style-type: none"><li>• <i>Evaluation criteria—<b>please fill out the feedback form</b></i></li><li>• <i>Phasing of bikeway proposals</i></li></ul>   | 7:00-7:20 pm |
| 6. | Community Feedback<br><br><ul style="list-style-type: none"><li>• <i>Examine bikeway proposals—suggest changes and revisions</i></li><li>• <i><b>Vote your personal priorities</b></i></li></ul>   | 7:20-7:40 pm |
| 7. | Closing Remarks<br>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
<b>Mobility and Access</b>				
• 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"/>
<b>Users</b>				
• 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"/>
<b>Safety</b>				
• 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"/>
<b>Implementation and Cost</b>				
• 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"/>
<b>Aesthetics</b>				
• Does it have scenic or cultural value?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other Important Criteria (please write in)</b>				
• _____				
• _____				
• _____				

## **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

2nd  
Round  
Workshops



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

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- 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



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

April 1994  
Highways Division  
Department of Transportation  
State of Hawaii



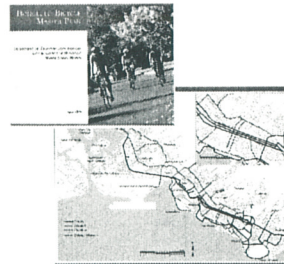
## What is... Bike Plan Hawaii?

- 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 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



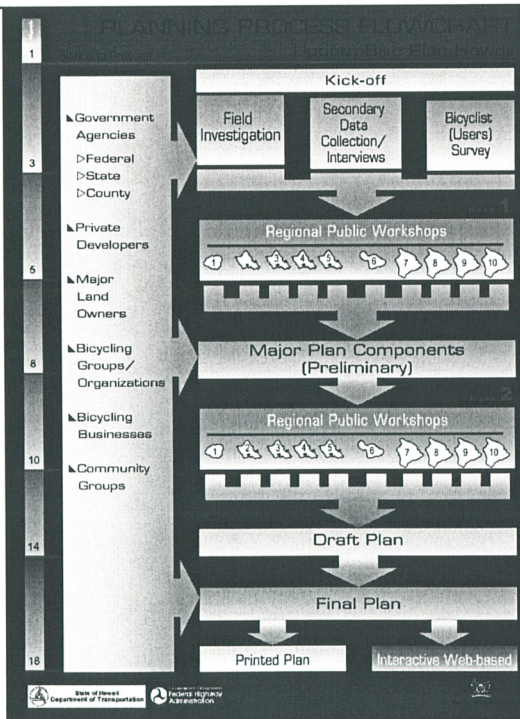
# Why is it important?

- 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

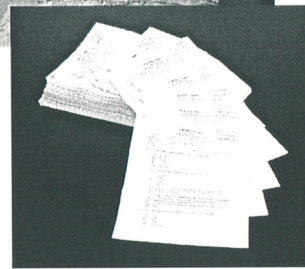
### THE PLANNING PROCESS





# What we learned about bicycle use and rider preferences

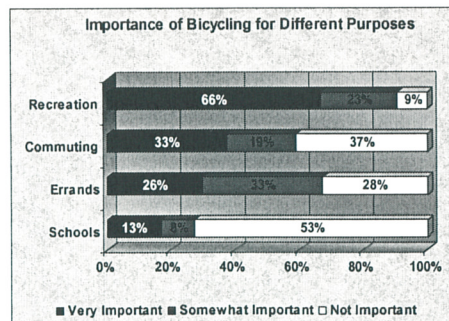
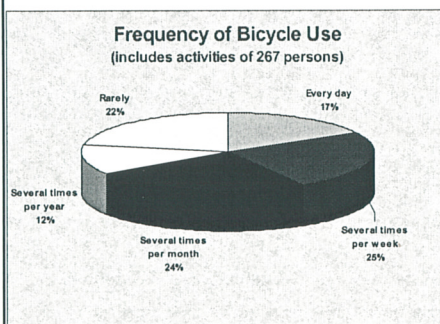
- Survey of workshop participants
- Random telephone survey
- School survey



## 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

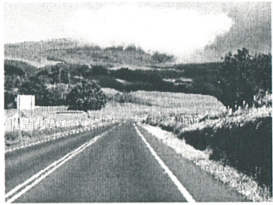


- Recreation is the most common reason for riding, by far
- But more than half use bikes to run errands or commute to work

## Workshop Survey Results

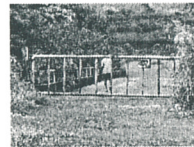
### ■ What do people like about bicycling?

- 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

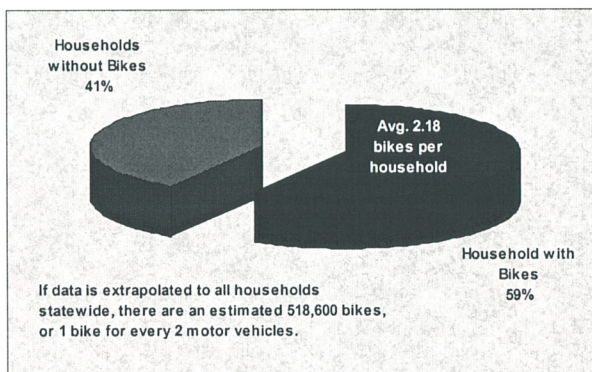


- Demographics indicate sample contains a mix of gender, age, ethnicity, and income similar to state profile
- Margin of error: +/-5%



# Telephone Survey Results

## ■ Statewide Bike Ownership

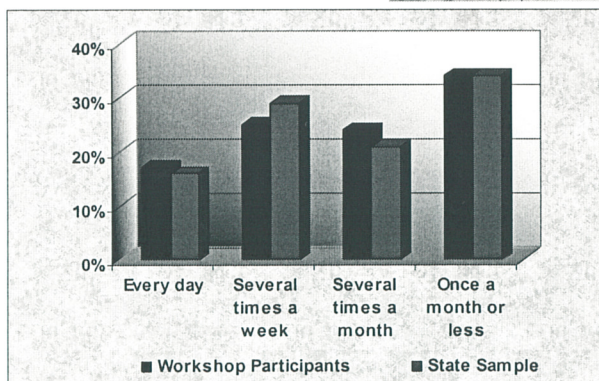


# Telephone Survey Results

## ■ Frequency of bike use



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

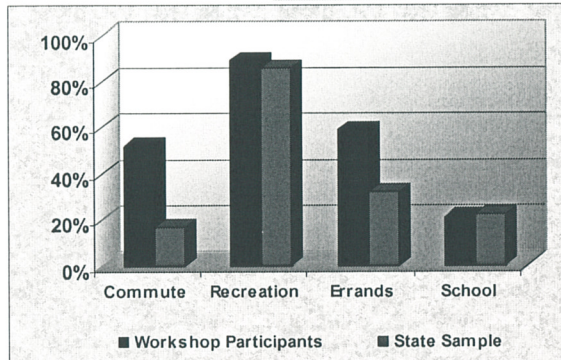




# Telephone Survey Results

## ■ Why do people bike?

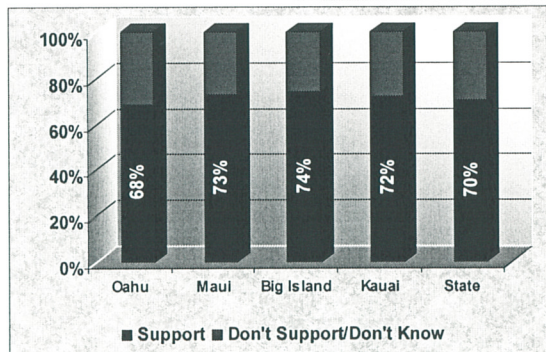
*Purpose varies, general population of bike riders less likely to commute or do errands by bike*



# 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.*



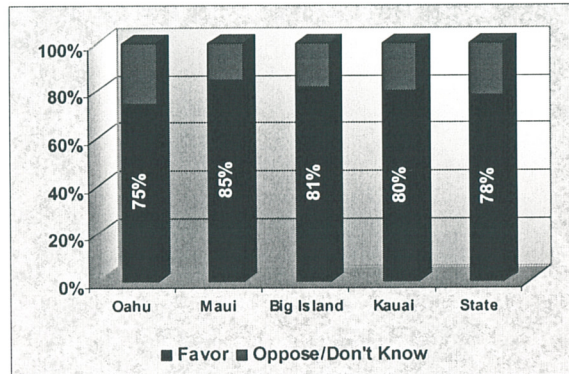


## Telephone Survey Results

### ■ Use of Government funds to Address Biking Issues



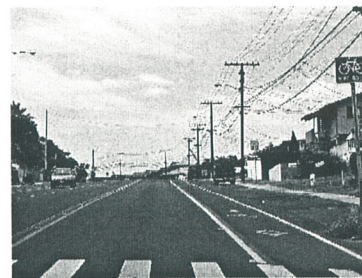
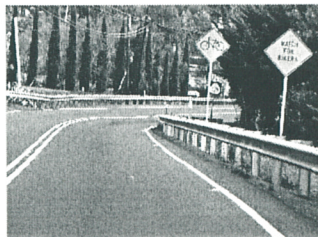
*An even larger percentage support government funding for bicycling improvements*



## Telephone Survey Results

### ■ Specific ideas to improve the bicycling environment

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



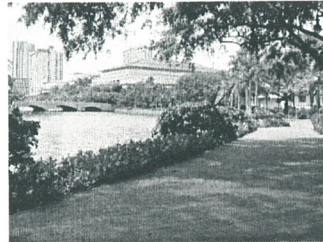
- Enforcement of traffic laws
- Bike Parking
- Orientation rides
- Bike questions on driver's exam

## 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*

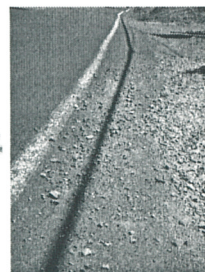


## Telephone Survey Results

### ■ Top 5 ideas with strongest support on Oahu

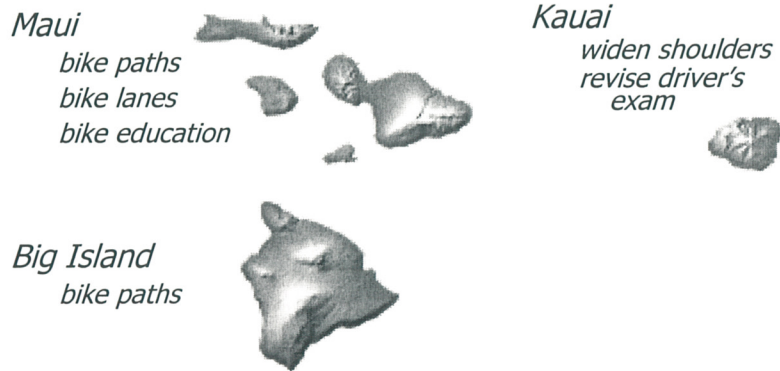
- 1 Maintenance
- 2 Bike paths (tie)
- 2 Bike Parking (tie)
- 4 Bike education (tie)
- 4 Enforcement (tie)

*Single most favored idea:  
maintenance*



# Telephone Survey Results

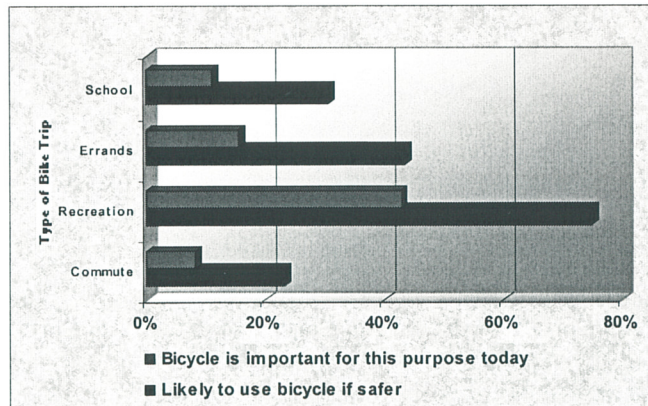
## ■ Most favored ideas on other islands



# 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*



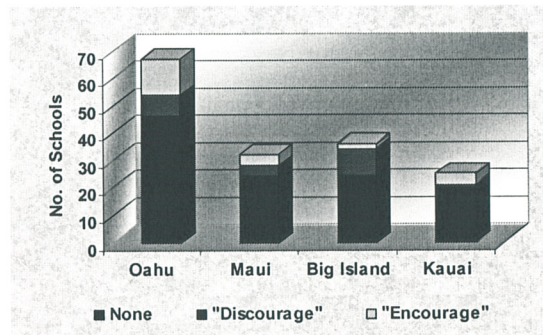


## School Survey Results

- School Policy on commuting to school by bicycle



*Few schools actively encourage bicycling to school*

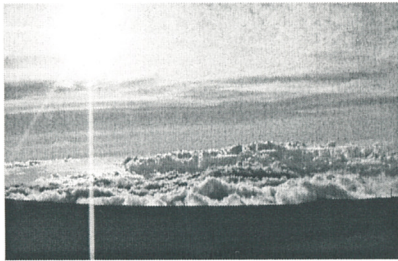
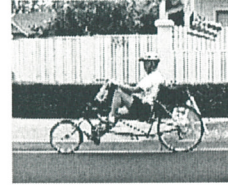


## Main Components of Bike Plan Hawaii

- 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

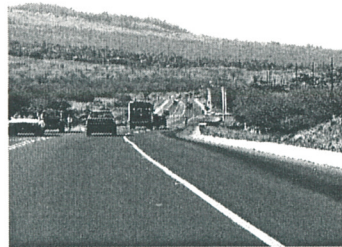
## Proposed Goals, Objectives and Policies Bike Plan Hawaii

- 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



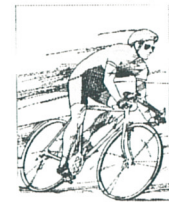
### Know the Law.

- Stay off hills, ditches and ruts. Bicycles are unstable traffic laws are subject to the same penalties as vehicles.
- Always ride in the direction of traffic, never in a left lane for a short distance.
- When traveling slower than the speed of traffic, ride in the right-hand lane as practical.
- Except in rural areas, do not ride on the roadway.
- Follow lane markings.
- When riding at night, you must use a headlight and rear reflector.
- Don't use a passenger unless the bicycle is equipped for use.
- In areas where there are heavy bicycles, handlebars may not be less than 18 inches in length, and must always point the right of way in pedestrian.
- While riding a bicycle, never drink or use alcohol or other substances that impair your ability.



## BICYCLE

Regulations and Illustrated Safety Tips



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

**BICYCLE SAFETY**



## 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

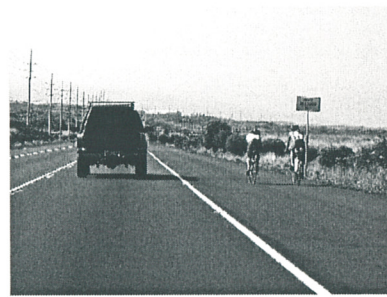




## Proposed Goals, Objectives and Policies Bike Plan Hawaii

### ■ 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

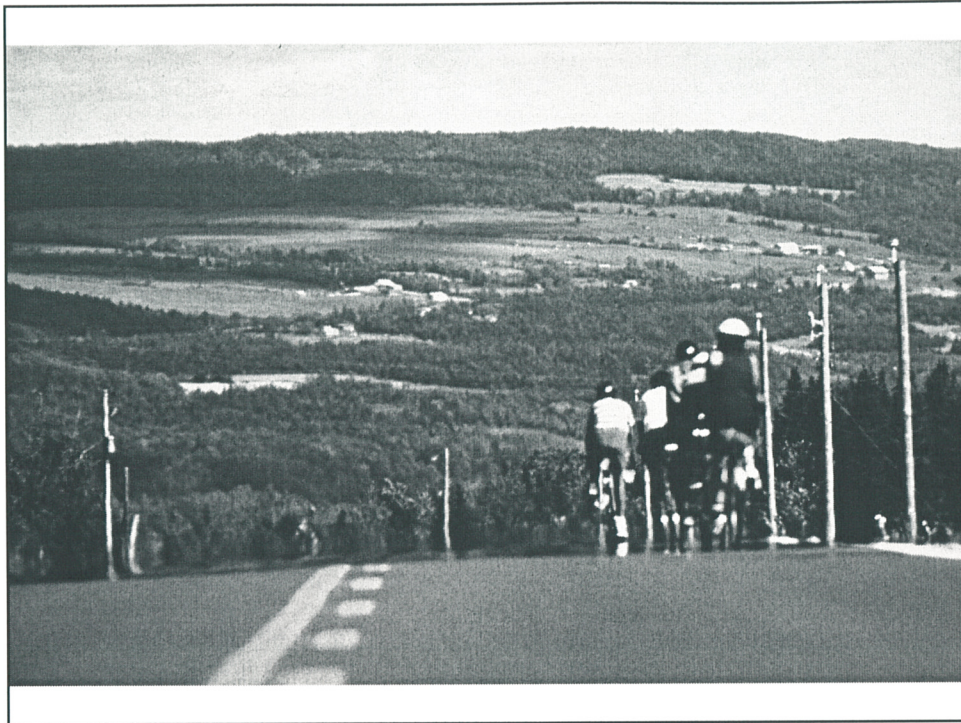
### ■ Encouragement

- 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

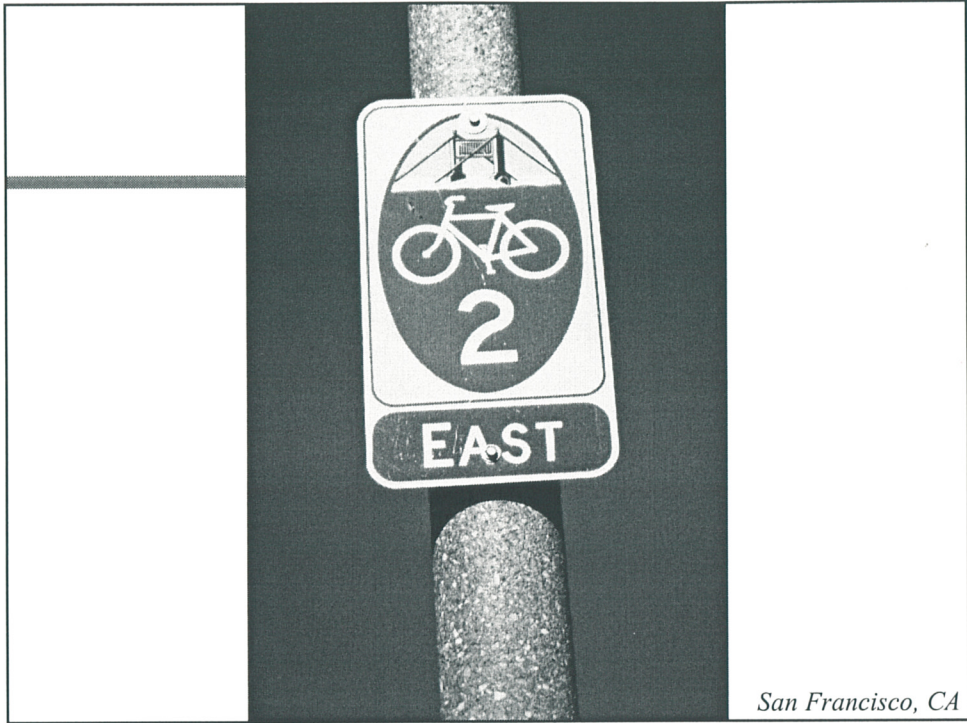


## Bicycle Tourism

- 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)

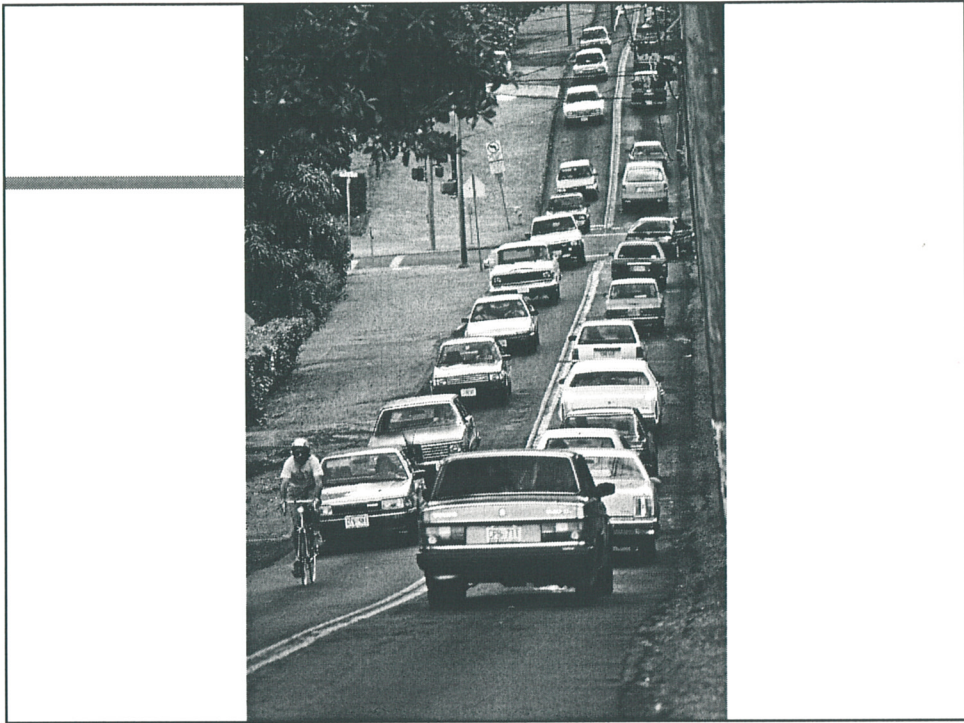




# Bicycle LOS A

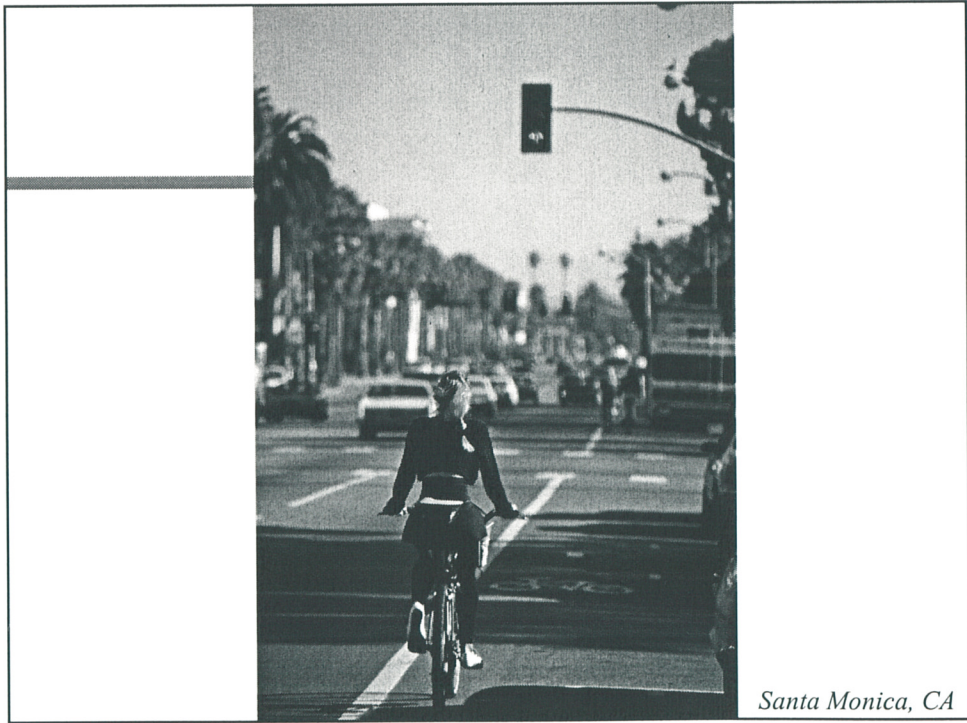






## Bike Lanes





*Santa Monica, CA*







## 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.





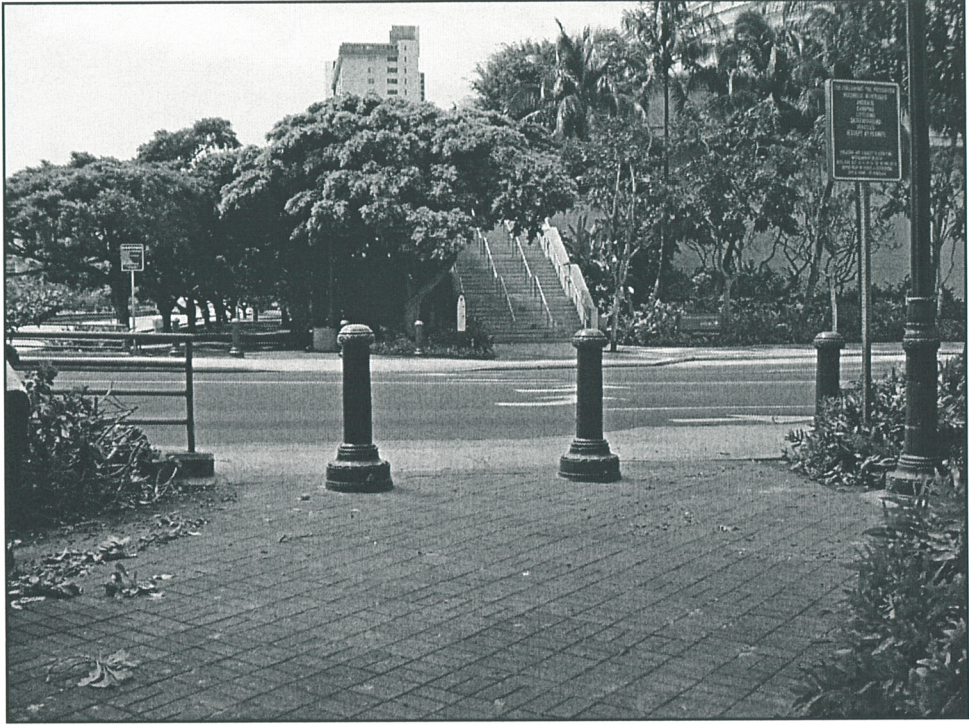


Photo by SC/





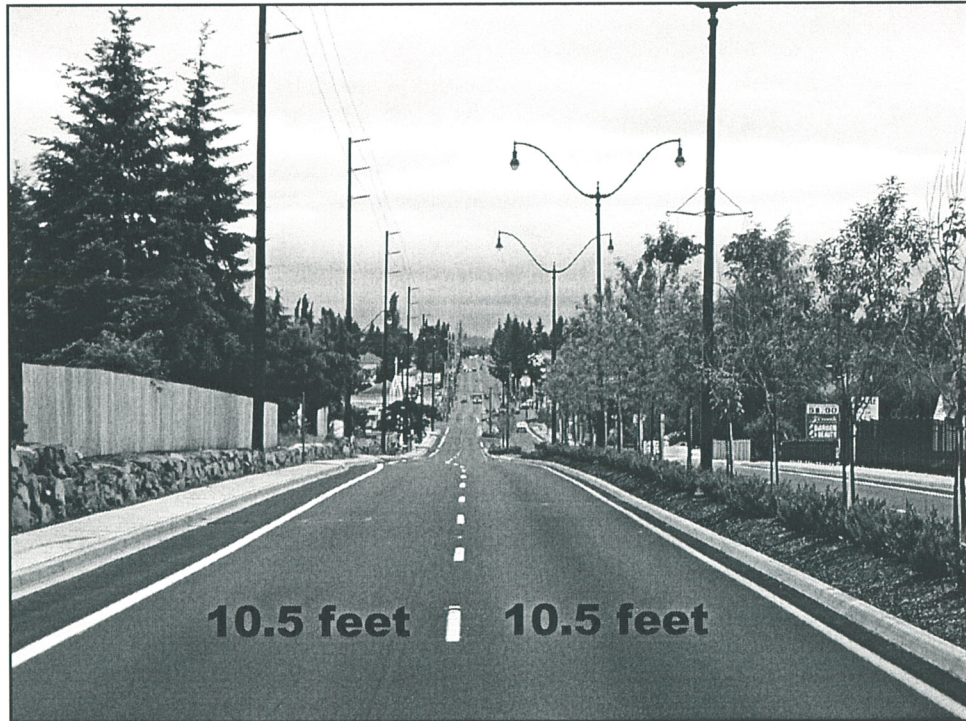
## Where Paths Are Best

- 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.

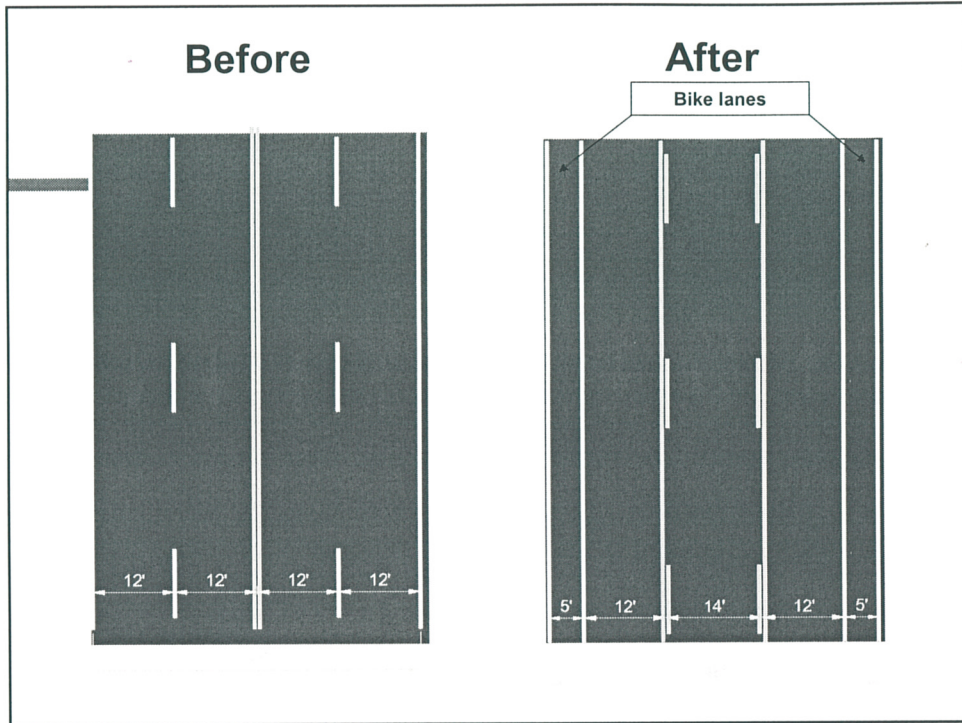
## Road Restriping











*Holland*





*Honolulu, HI*

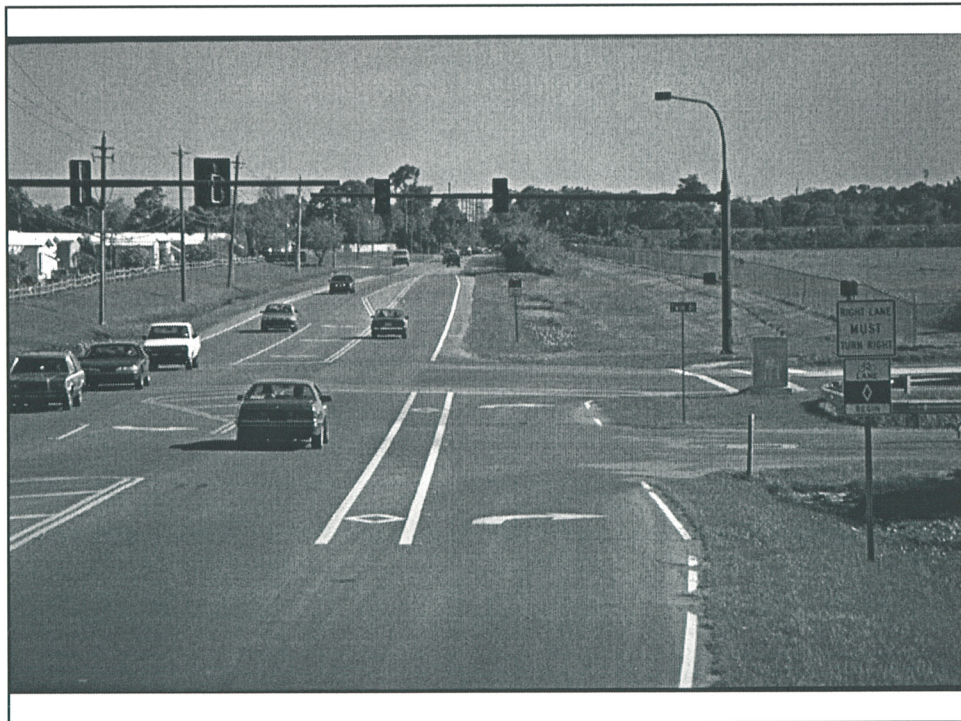


*Santa Barbara, CA*

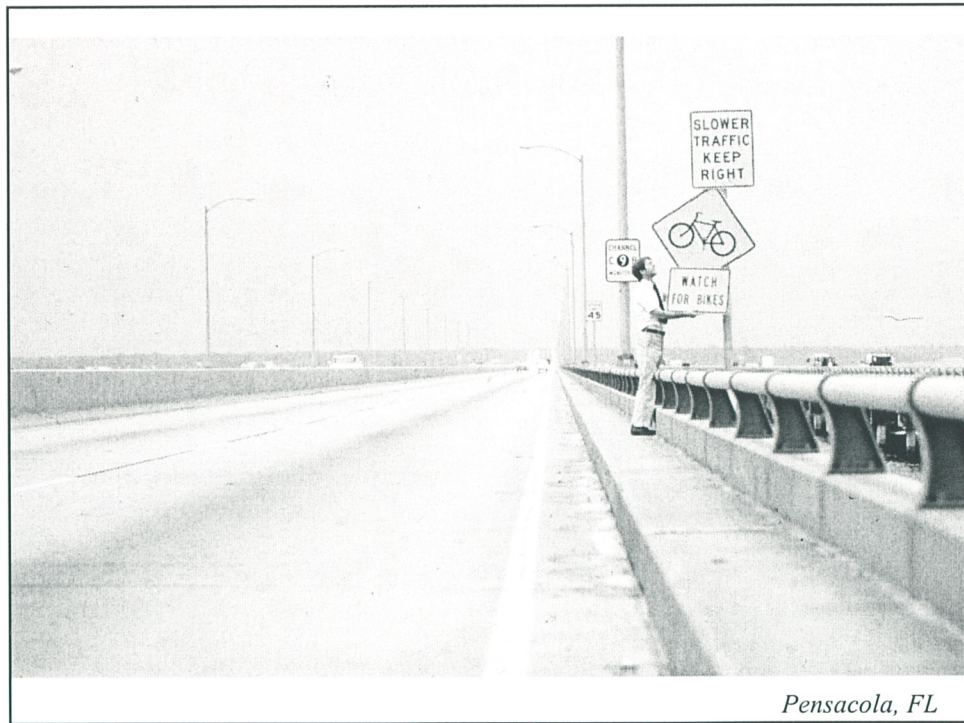




Photo by SCI



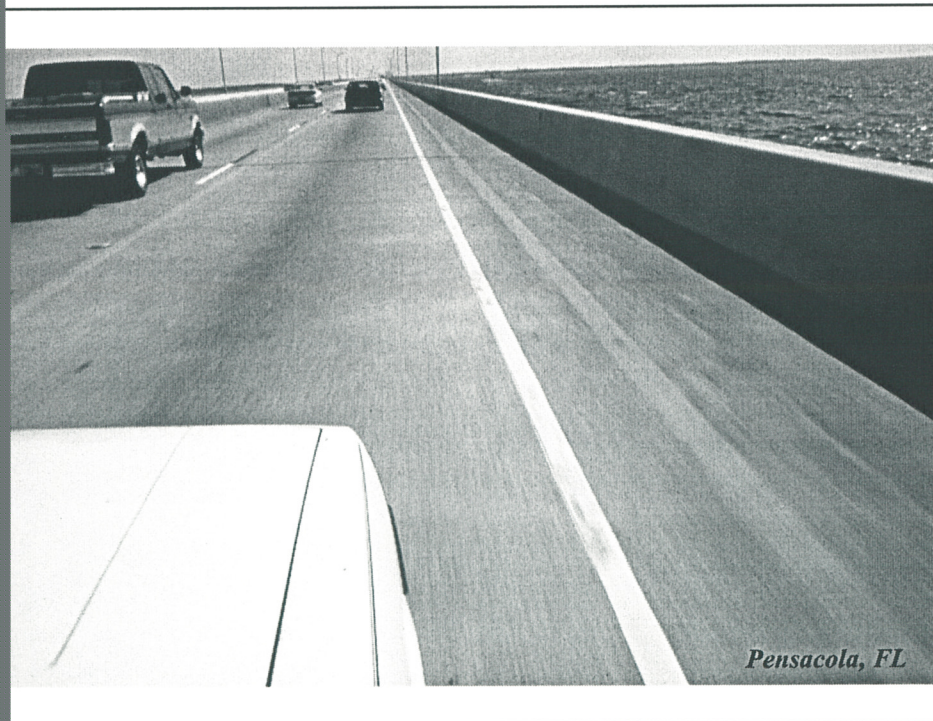


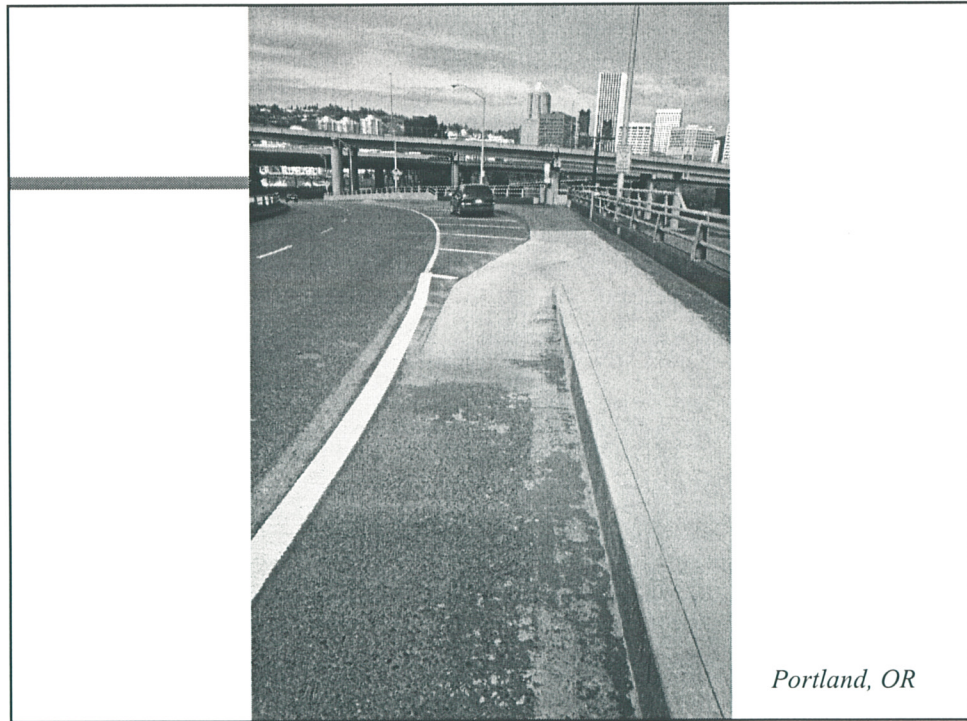


*Pensacola, FL*









*Portland, OR*



## Bikeway Evaluation Criteria

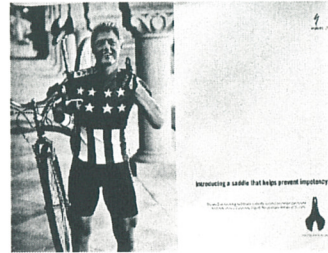
- *All projects assumed to improve bicyclist safety*
- Evaluation Criteria
  - Mobility and Access
    - Does the bikeway serve a population center?
    - Does it provide access to a public facility (school, park, library) or commercial area?
    - Is it a missing link in the bicycle network?
    - Does 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

2nd  
Round  
Workshops



State of Hawaii  
Department of Transportation



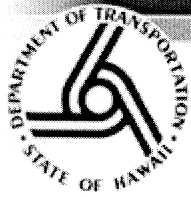
Federal Highway Administration

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



<b>Summary of Workshop 2 Publicity (5/15/02)</b>				
	<b>Big Island</b>	<b>Kauai</b>	<b>Maui</b>	<b>Oahu</b>
<b>Invitation Letter w/ Flyer(s)</b>				
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	
<b>Flyers--Mailed</b>				
				OMPO CAC mailing list (entire)
Telephone survey respondents	16	7	7	27
<b>Flyers--Distributed</b>				
				Haleiwa Metric Century Ride 4-21-02 (flyer in registrant packet)
State Legislators (House and Senate)	9	5	8	27
<b>E-mail Invitations</b>				
Workshop 1 attendees	4	7	2	3
Telephone survey respondents	3	1	6	18
<b>Presentations</b>				
				MACOB/HBL
<b>Electronic newsletters</b>				
	Dep. Mayor Peter Young PATH			HBL--400+ households
<b>Press release distribution (DOT)</b>				
Print media outlets	4	3	5	11
Radio/TV	3	3	1	18
<b>Press release distribution (KI)</b>	1			2
<b>Other</b>				
Feature article by Diana Leone, Star Bulletin, April 29, 2002				
Feature story by Brooks Baer, KGMB TV, 10 O'Clock News, April 30, 2002				
<b>Webpage</b>				
<a href="http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm">http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm</a>				





# Public Affairs

## Department of Transportation

*Aloha!*

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### 2002 Press Release

## NEWS RELEASE

Department of Transportation

Contact: Marilyn Kali, Public Information Officer  
Phone: (808) 587-2160  
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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, Pahoehoe 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](http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm) or call Vincent Llorin, State Bicycle and Pedestrian Coordinator at (808) 692-7675.

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## *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](http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm)>  
or call Kimura International, Inc., toll free at (888) 898-8886.

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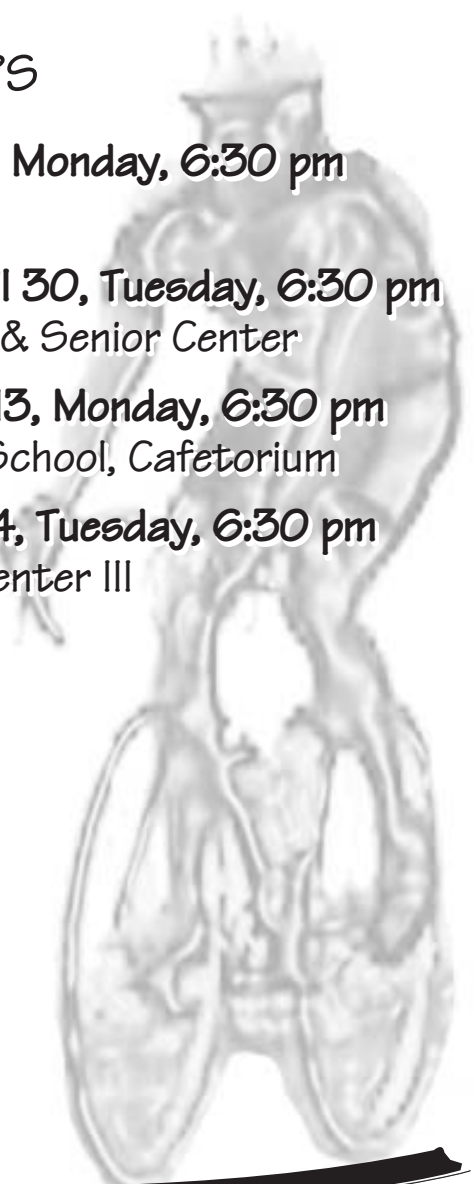
### OAHU WORKSHOPS

**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](http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm)>  
or call Kimura International, Inc., at 944-8848.

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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



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



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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

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