



**WRITTEN COMMENTS
SUBMITTED AT OR
SUBSEQUENT TO
COMMUNITY MEETINGS**

Bike Plan
Hawaii

PROPOSED REVISIONS AND ADDITIONS TO BIKE PLAN HAWAII

Submitted by:
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November 8, 2001

I ask that the following items be incorporated into the next BIKE PLAN HAWAII;

ROADWAY AND GREEN WAY IMPROVEMENTS

- 1) Retain facilities or provide new facilities along Piilani Highway for non-motorized transportation (i.e: bicycling, walking, running, rollerblading, etc) Insure that whatever changes take place, comparable facilities and access along Piilani Highway for these activities are maintained.
- 2) When Haleakala Highway is up-graded to a divided four lane highway, add a separate bike/pedestrian path alongside the highway (much like what is planned for Mokulele Highway) or maintain 10-12 foot shoulders appropriate for non-motorized transportation uses.
- 3) Before design and construction of the long overdue Lahaina Bypass Road is done, designate that the old roadway be maintained as an open space green way corridor from Lahaina to Launiupoko. The state, along with the community, should help conceptualize and design this open space area to provide for beach and non-motorized access while maintaining this coastal area.
- 4) Include a bike/pedestrian path separate from the roadway possibly utilizing the old Pali Highway and/or the Lahaina Pali Trail when improvements along Pali section of Honoapi'ilani Highway are designed.
- 5) If any roadway improvements to North Kihei Road are planned, expansion of the roadway shoulders from the Kealia area to the junction at Honoapi'ilani Highway are strongly recommended due to the high winds in this area. If North Kihei Road is ever re-routed north of its present location in the future, the State should strongly consider using the "old" No. Kihei Road as an open space green way corridor. This would work well with the Kealia Pond Reserve Area. This green way corridor routing should connect with the Maalaea area to create a continuous non-motorized travel corridor and should also connect up with the Kihei Green way.

- 6) Develop a bike/pedestrian path from Happy Valley to Waihe'e in former macadamia nut farm lands.
- 7) Support development through completion of a Upcountry Greenway System.
- 8) Support development through completion of the Kihei Greenway (along No.-So. Collector road).

BICYCLE PLANNING

- 1) Create a State of Hawaii Greenway Master Plan.
- 2) Create a County of Maui Greenway Master Plan.
- 3) With any planned State and County roadway improvements, at least one representative from the bicycling community be part of any Citizen Advisory Committee.
- 4) Continue to support and expand role of State Bicycle/Pedestrian Coordinator to work with counties regarding bicycle related projects and improvements on a regularly scheduled basis.
- 5) Mandate that new housing developments incorporate "Smart Growth" features which increase bicycle and pedestrian travel.
- 6) Add "Smart Growth" features which increase bicycle and pedestrian travel when re-developing older communities.
- 7) Incorporate bicycle use into any future mass transit plans statewide. Create ways in which to integrate bicycle, pedestrian and mass transit travel.

BICYCLE FACILITIES AND MAINTENANCE

- 1) Perform regular sweeping of shoulders and bike paths and routes on all State and County roadways.
- 2) Enforce regulations regarding the clean-up of motor vehicle collision debris. If no regulation exists or is incomplete, create or revise regulations to include clean up and removal of all debris at an accident site. Much of the smaller debris now is swept onto the shoulders and bike paths where it causes flat tires.

- 3) Mandate that all new and existing State and County facilities have provisions for bicycle parking.
- 4) Create and support legislation (or other means) of requiring developers to provide for bicycle parking facilities in their plans for public use buildings and structures where appropriate.

BICYCLE EDUCATION

- 1) Support the BIKE-ED HAWAII Program statewide.
- 2) Create and support development of a statewide bicycle education program aimed at educating bicyclists cited and/or fined for improper riding.
- 3) Create knowledge and skills standards and certification for bicycle tour operators to help insure the safety of tour participants.

OFF-ROAD BICYCLE RELATED ISSUES.

- 1) Continue support and funding of the DLNR Na Ala Hele Program. This program has included off-road bicyclists in their trail creation and maintenance activities. This partnership between this program and off-road bicyclists have helped to create and maintain miles of trails on Maui as well as around the State.
- 2) Work with the legislature to pass legislation to help indemnify and/or limit liability to landowners who wish to open up use of their property for recreational activities (off-road bicycling, hiking, eco-tours.) or for green way easements through their properties.

MISCELLANEOUS BICYCLING ISSUES.

- 1) Investigate DOE policy of not allowing students to ride bicycles to schools. Work to find a solution that would allow for students to use bicycles for transportation (provided adequate facilities exist).
- 2) Create and support legislation through completion of a bicycle helmet law that would encompass all riders, not just children.
- 3) Develop ways to increase bicycle touring throughout the state. This would help to create an industry segment that is does not rely solely on motorized vehicles (which adds to congestion on the roads). Creating bicycle friendly facilities would go a long way to help stimulate this market.

4) Along the same lines as above, develop ways to increase the sport tourism market especially bicycling, tri-athlon, and running events which have helped support the visitor industry (like the Honolulu Marathon, Ironman Tri-athlon, and the Xterra Off-Road Mountain Bike Championships).

Group Report
Bike Plan for the Island of Hawaii, west side.

November 26, 2001

Submitted to: Glenn T, Kimura, President, Kimura International

Compiled by: Mary Osborne, President, Hawaii Cycling Club

Submitted by: See attached list of community members supporting this report.

CC: Vincent M. Llorin, P.E., Bicycle and Pedestrian Coordinator, State of Hawaii

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Charles Denney, Sprinkle Consulting, Inc.

Sharon Ackles, Ironman Triathlon

Contents: Overview

Statement of Goals.

Statement of Priorities.

Detail of Priorities 1, 2, 3, 4. with Maps

Listing of other roadways/"bike route" regularly used by cyclists with maps and information.

Statement of proposal for maintenance of shoulders.

Statement of proposal for law enforcement.

Listing of report contributors and supporters.

OVERVIEW

The undersigned are active cyclists and pedestrians on the west side of the Big Island. Cycling is growing and will continue to grow on the Big Island. Our great weather and Aloha spirit provide a wonderful opportunity to enjoy cycling and all its benefits. The lack of a comprehensive bike plan and road improvements for cycling on this Island results in worsening safety issues, no commitment to alleviating traffic congestion through alternative transportation methods, loss of tourism geared to outdoor activities, economic stagnation, and increases in tragic loss of life in cycling accidents.

The size of our Island and the land ownership issues will preclude us from ever having huge freeways systems with overpasses, underpasses, on-ramping, etc., which would necessitate extensive separate bicycle routes. The most viable, economically feasible and common sense plan, in our opinion is to adopt a plan similar to the Oregon State Bicycle Plan. This in conjunction with setting slower motor vehicle speeds and making existing and new roadways cycling accessible to both cyclists and pedestrians in the safest manner possible.

The ability to ride safely and to share the road is paramount for all roadways on the Big Islands. Bicycling can and should co-exist on nearly all roadways if these roadways are signed, marked and shoulders widened and maintained. We look to the County, State and Federal government to work together to set this process in motion through considerations in the engineering of new roads and the maintenance and repaving of existing roads. Equal emphasis should be placed on what can be accomplished during the maintenance process of existing roads, as well as new road construction. It is imperative that the County become committed to a bike plan. It is not enough to have one or two small sections of State Highway improved for cycling and have the County roads with no improvements.

Education of the public, the children and the cyclists on safe cycling, bike handling skills, and rules of the road should be coordinated on a local level involving the schools, police, cycling clubs and other members of the community. This should include promotion and acceptance of cycling as a viable alternative to motorized transportation.

Off road cycling, separate pathways connecting communities and subdivisions should also be considered and efforts to designate utility, railroad, and other types of easements as passageways for these trails and pathways need to be worked out as land owners and developers obtain permits for projects. The need for areas for families with children to be able to recreation cycle or walk on separate pathways is seriously lacking on the west side of this island.

STATEMENT OF GOALS

1. For cycling to be accepted and encouraged as a viable method of transportation on the majority, if not all, of the roadways on the Big Island. For cyclists to be provided with signage, lane markings, shoulder widening, shoulder maintenance and law enforcement needed in order to ride safely.
2. For the County, State and Federal government to recognize that our lives and our economy stand to benefit substantially by providing a safe, accessible road system for cyclists and pedestrians. For these government entities to work together to forge and adopt a comprehensive bike plan, which will incorporate engineering standards that are used in all roadways maintenance, repair and construction actions. (e.g., Oregon roadway engineering standards).
3. For the children of the Big Island to have bicycle education and access to separate bike paths to learn and gain skill in cycling and for the schools to establish safer bicycle routes for children to be able to ride to and from school.

STATEMENT OF PRIORITIES:

1. Queen K Highway signage, paint markings of bicycle emblems and bike lane striping through intersections (and leading into and out of intersections) on all the Queen K Highway from Kailua to Hawi.
2. Alii Drive-Coast line section (for the whole of Alii Drive). Signage, paint markings, bike lane striping through intersections, and a plan to accommodate the heavy usage more efficiently and safely. Includes connectors to Queen K via Makala and Kam III Road.
3. Separate paved bike pathways. Continue Waiua Road Bike Trail, from Lako street to Kailua Village and construct a new pathway from Old Airport to Honokahou Harbor. Obtaining rights to use the existing easements and obtaining consideration in the permitting process of landowners and developers plans. Pathways are for the primary recreational use of families and as an alternative commuter routes.
4. New By Pass road above Alii Drive. Obtain wide bike lanes with signage and markings, and protective bike lanes mainly for children to ride to nearby Kahakai School.

DETAILS OF PRIORITIES

Priority 1: See map #1A, route highlighted in pink.

- A. The Queen K. Highway route from Kailua-Kona (Intersection of Henry Street and Queen). This route exists and a “Shared Roadway with Shoulder”. More bike signage, bike paint markings along shoulders. Attention to markings of bike lanes through intersections, with “intersection merge-in/out” markings and sign instructions to motorists and cyclists. Engineering standards should be followed as per the Oregon Bike Plan. This is what is needed to make this a safe and great bike and commuter route.
- B. See attached Map #1B, route highlighted in pink. Intersections are highlighted in yellow. It would be out of the report contributors area of expertise to attempt to determine signage, paint marking etc., Site distances, lights, traffic patterns, shape of roads have to be considered. However, we can state that only one of the two areas with bike intersection markings on the Queen K is adequate for that area. The one at Hina Lani St. is not adequate. Standards for these things are already in existence in the Oregon Bike Plan. We have highlighted in yellow the busiest intersections and areas with cross traffic.

Priority 2: See map 2A, route highlighted in pink

- A. Alii Drive and connector “loop” as indicated. This route exists and combination of a “Shared Roadway with Shoulder” and areas of no shoulders and no shoulder markings. From the intersection of Queen K Highway and Makala and Queen K Highway and Kam III Road. The Alii Drive section on the coastline is heavy used by both pedestrians, cyclists and tourists in motorized vehicles. This loop needs more signage, paint markings, attention to markings of bike lanes through intersections, and shoulder maintenance. It also needs a plan to better accommodate the flow of the different types of traffic on the coastline section.

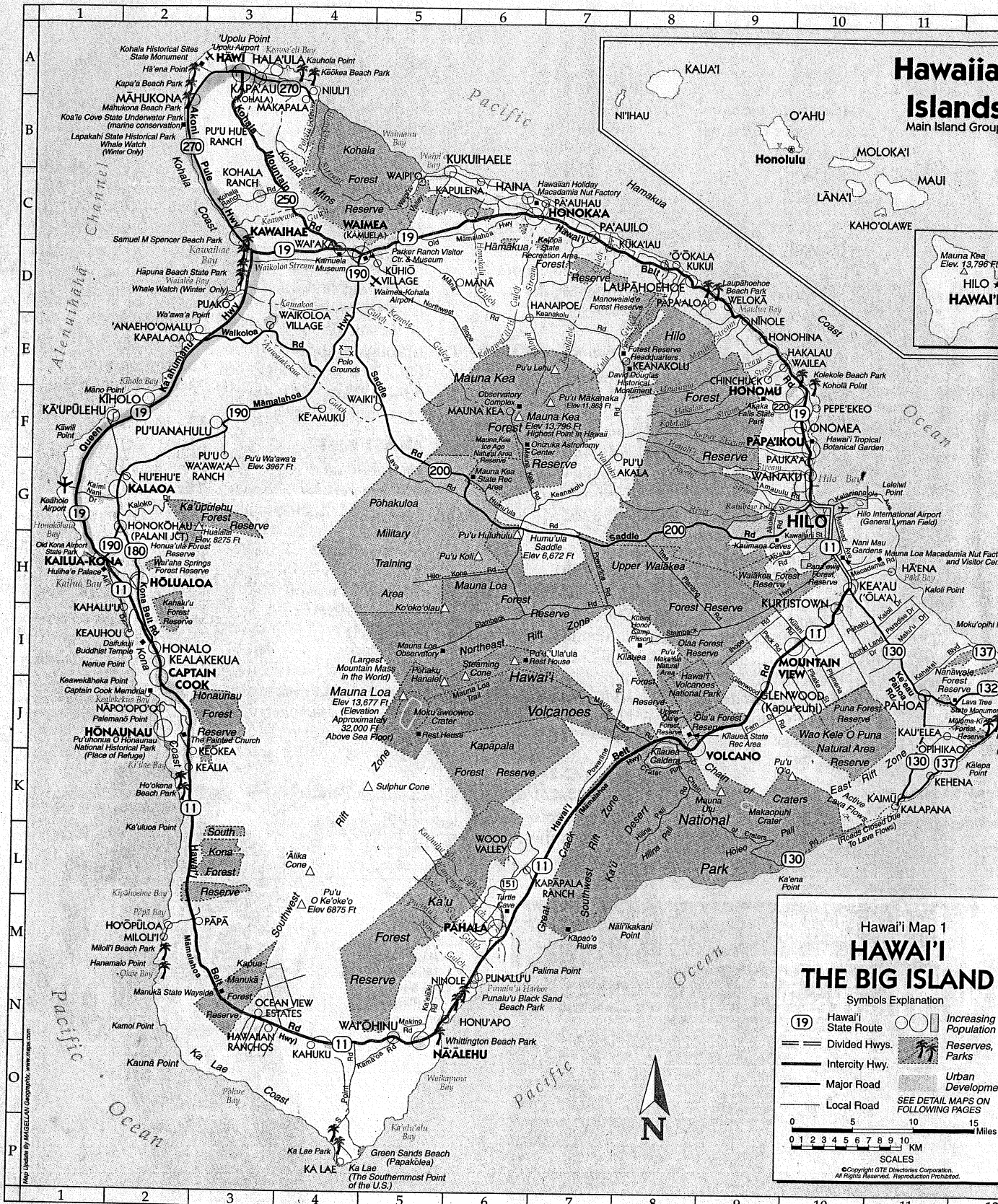
Priority 3: See map 3A, route highlighted in pink.

- A. This route to be a separate bike path possibly along an existing utility easement. Should be engineered relatively flat and make wide enough to accommodate cycling in two directions and pedestrians.

Priority 4: See map 4A, route highlighted in pink.

- A. New By Pass road above Alii Drive (not constructed). Needs shoulder bike lanes with signage and striping.

MAP 1A

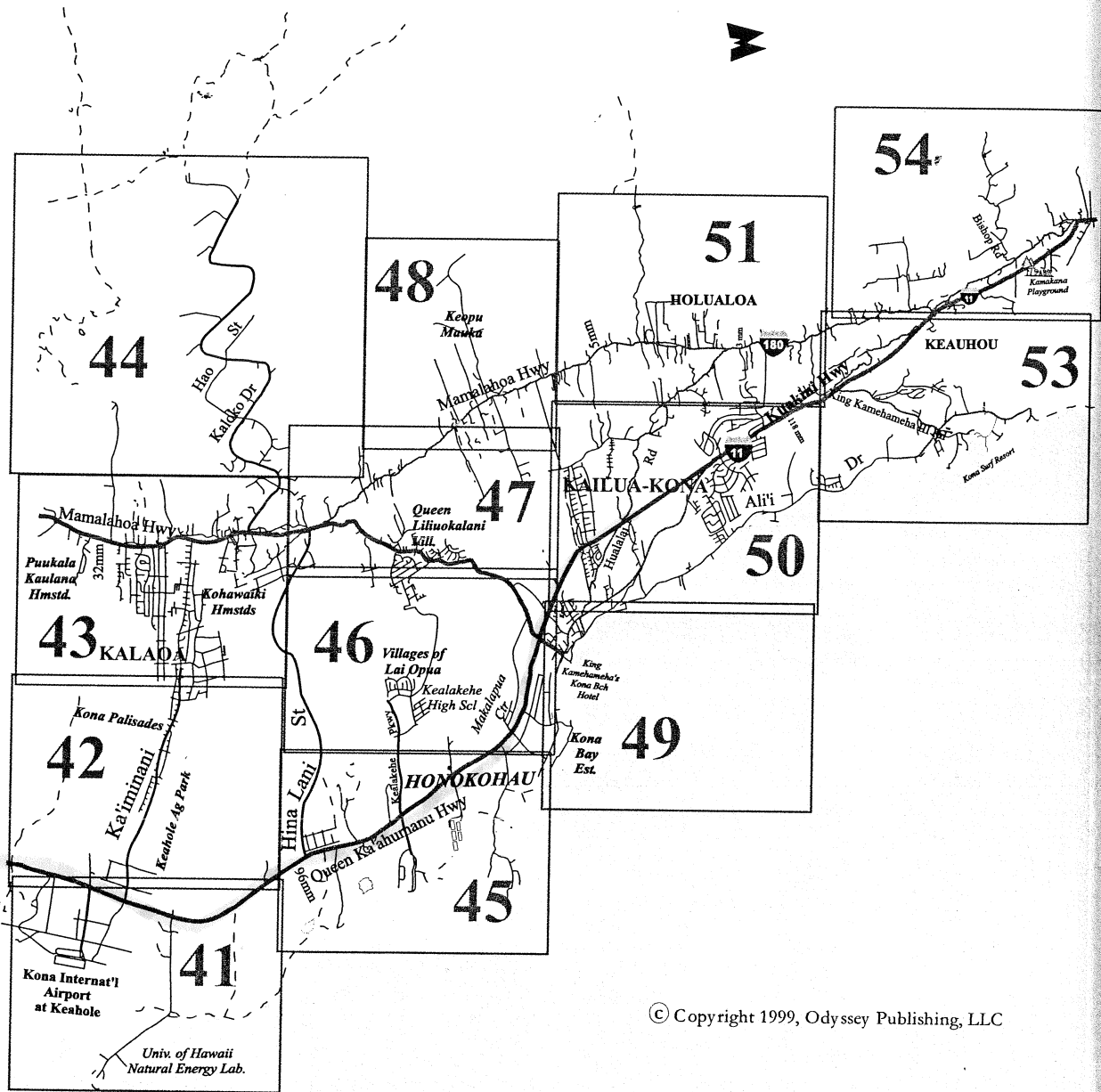
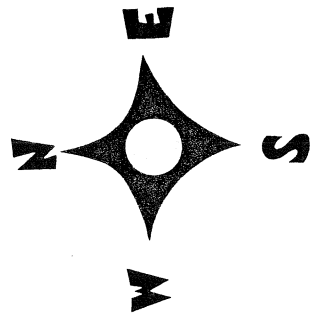


AREA MAPS

MAP 1B - 4 SECTIONS

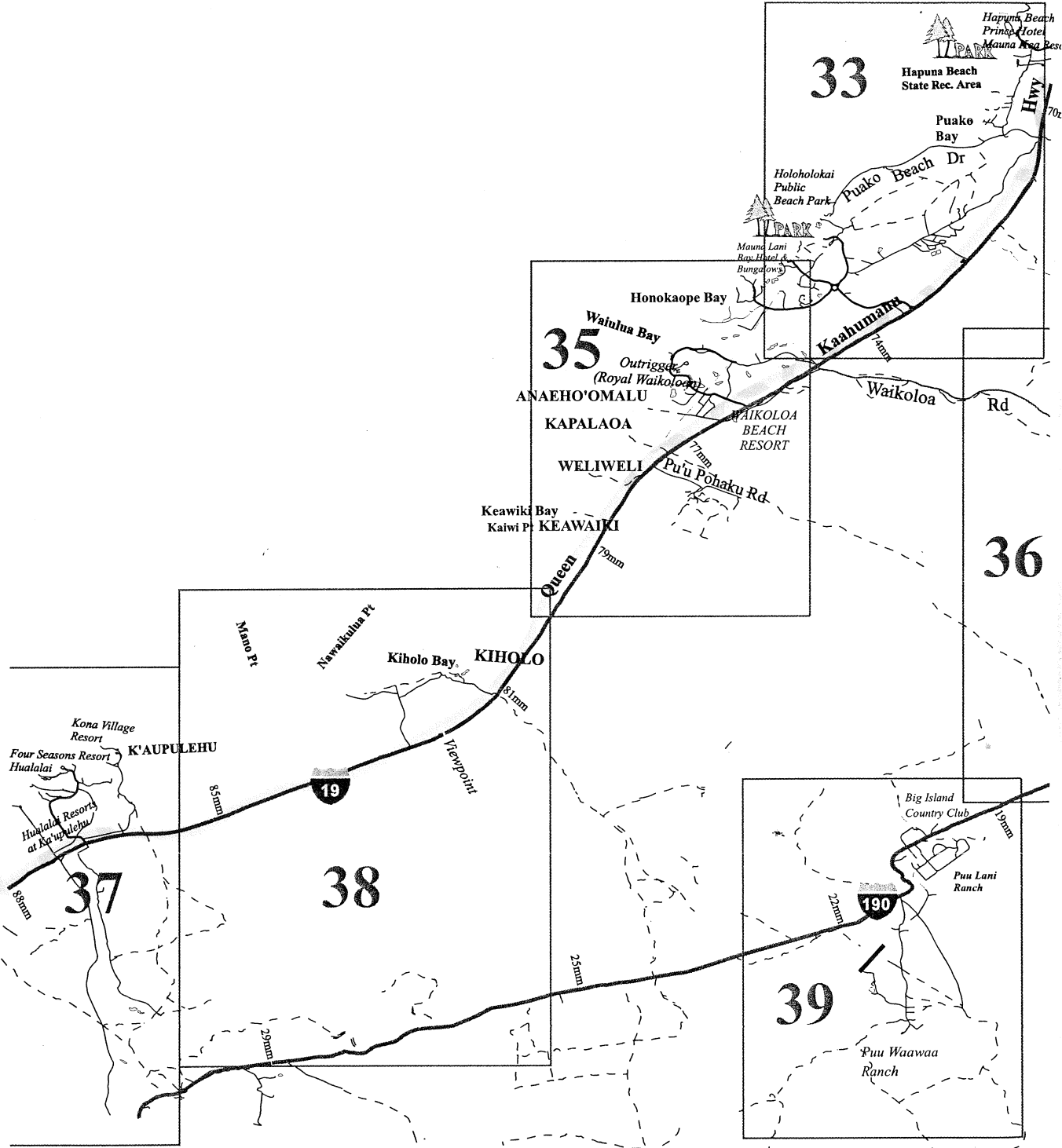
WHOOPS!!: Please note this map is turned 90 degrees in order to fit page. Up, or north, is now to the left.

← TO HAWAII

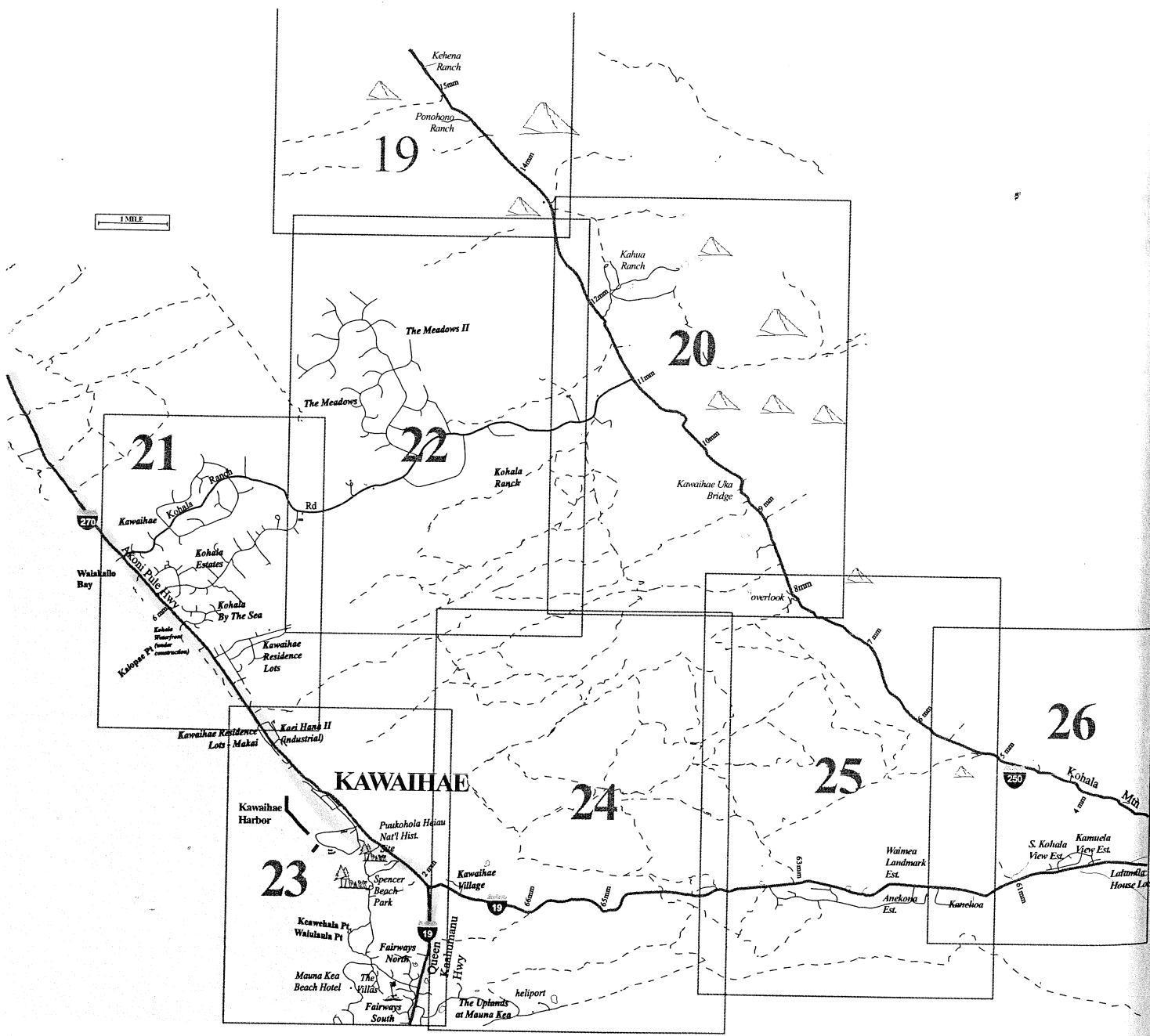


MAP 1B

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MAP 1B



MAP 1 B

Kepuhi Pt

Alanabithi Pt

16

15

19

HAWI

Kaunuaui Homesteads

Maliu Ridge

Umiwai Bay

Holana Bay

MAHUKONA Harbor

Akoni Pule Hwy

Old Mill Stack Rd

Kahe'i Homestead Rd

Kohala Ditch

Kahena Ditch

Kohala Ditch

Kahaloa Rd

Kaunuaui Rd

Kaunuaui Rd

Kaunuaui Rd

Kaunuaui Rd

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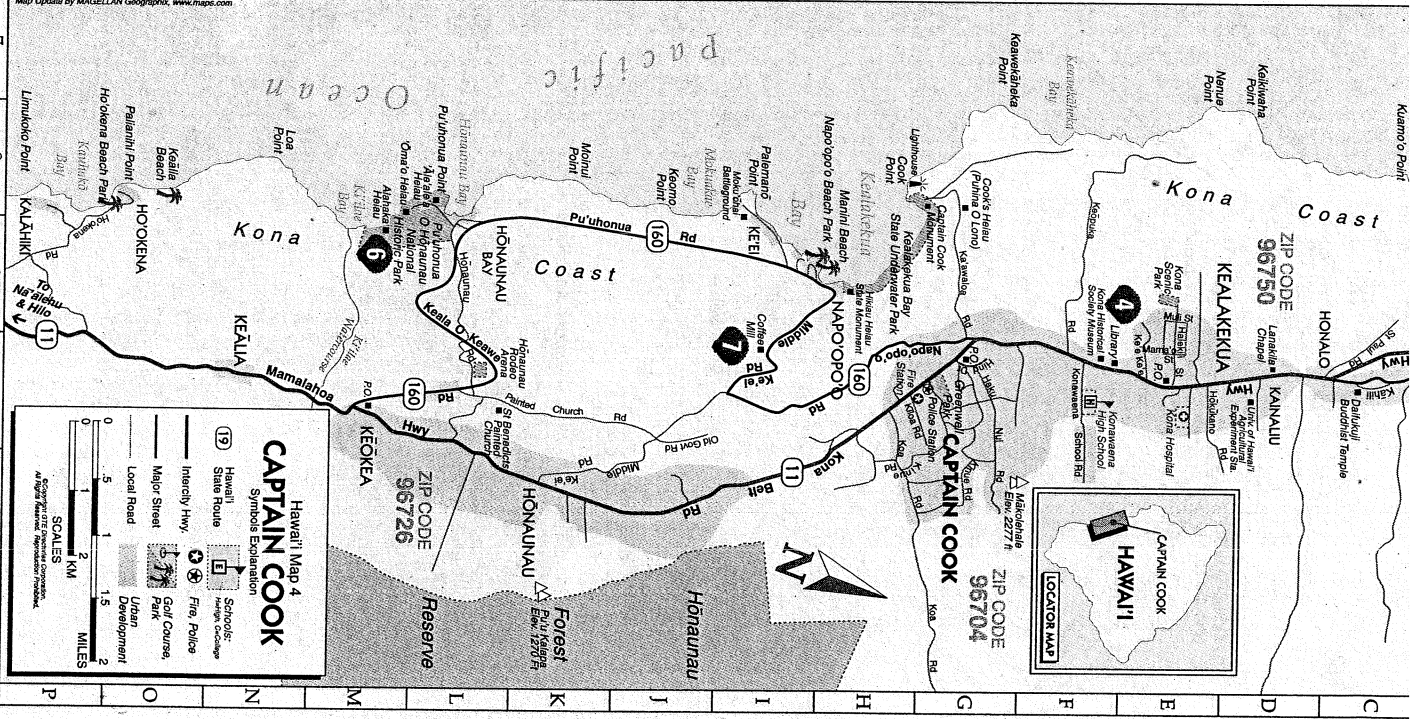
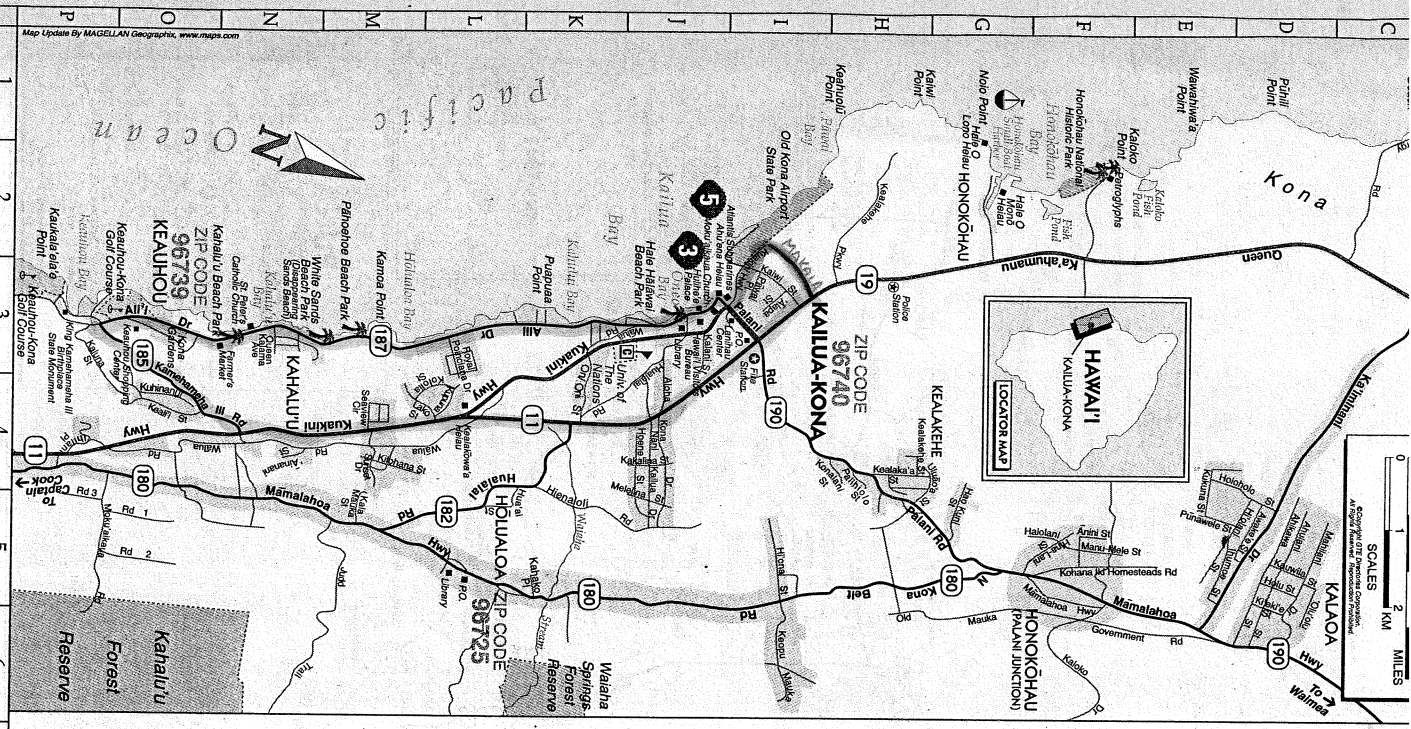
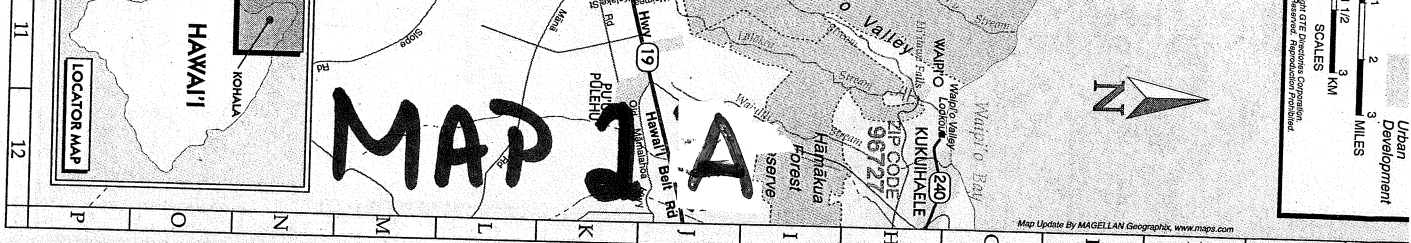
Kaunuaui Rd

Kaunuaui Rd

Kaunuaui Rd

Kaunuaui Rd

Kaunuaui Rd



**Hawaii! Map 4
CAPTAIN COOK**

Symbols Explanation

- State Route (19)
- Intercity Hwy.
- Major Street
- Local Road
- Spring
- Fire, Police
- Golf Course
- Urban Development

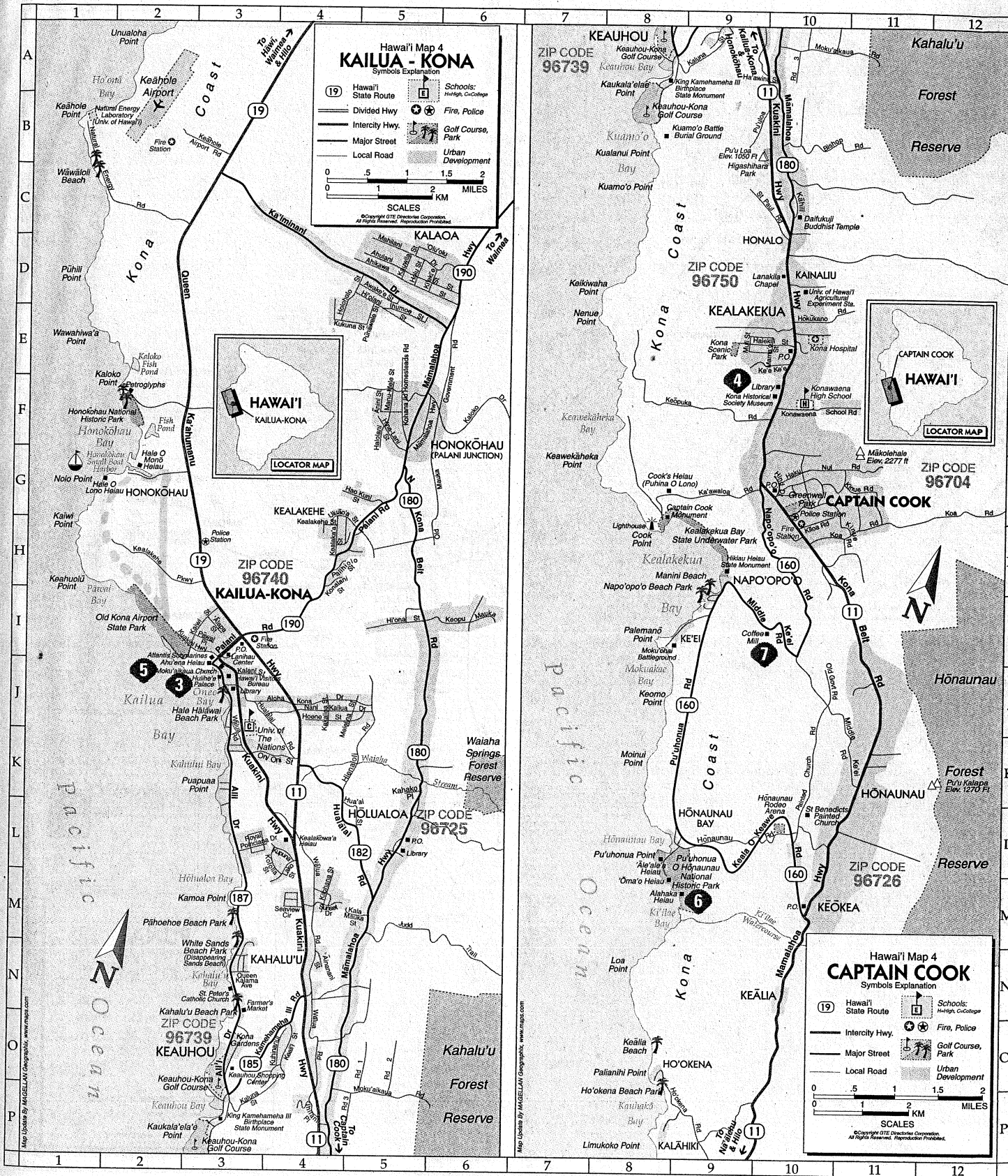
SCALES

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Kilometers
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Miles

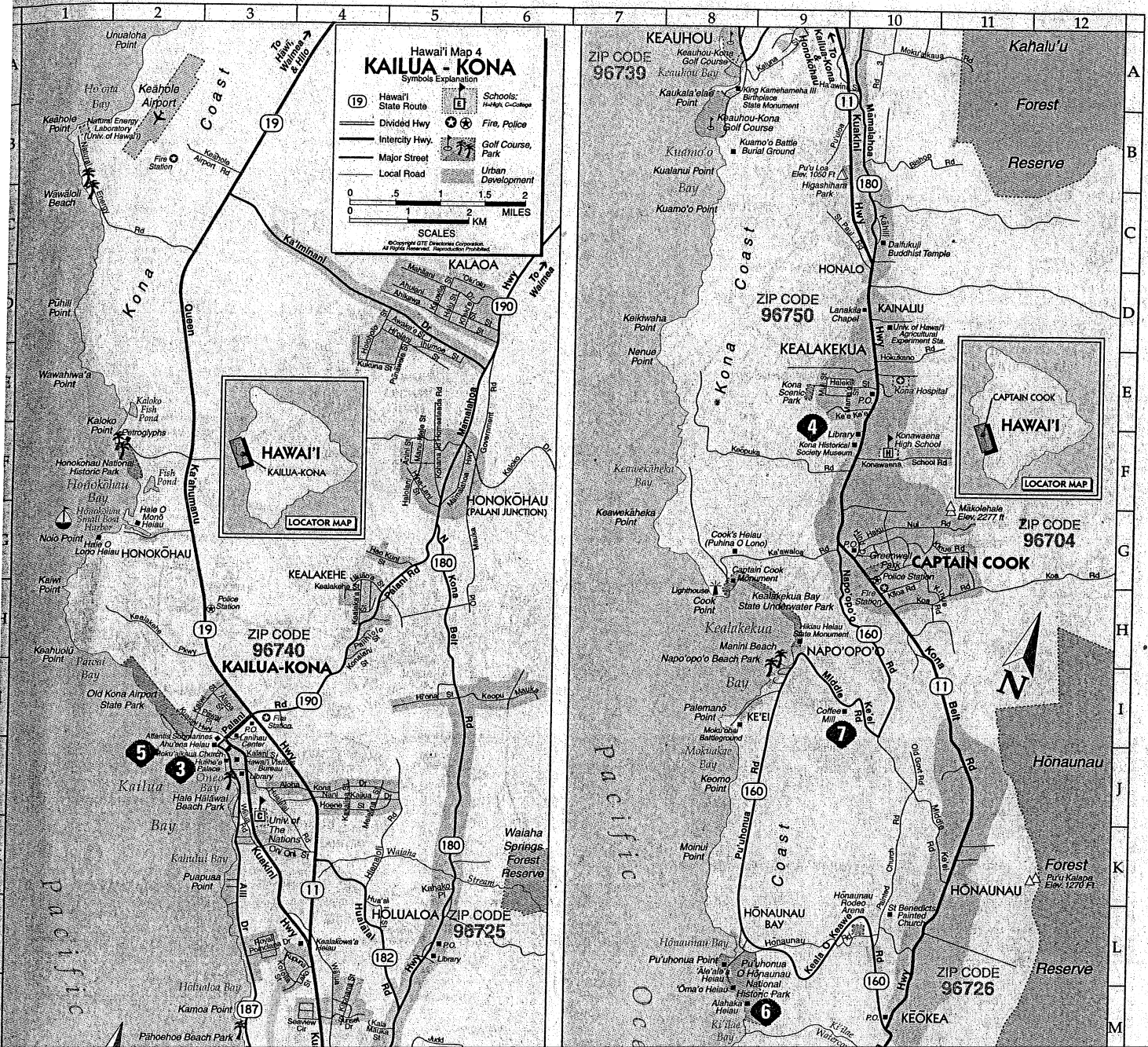
AREA MAPS

3A

EITHER INLAND OR ALONG COAST



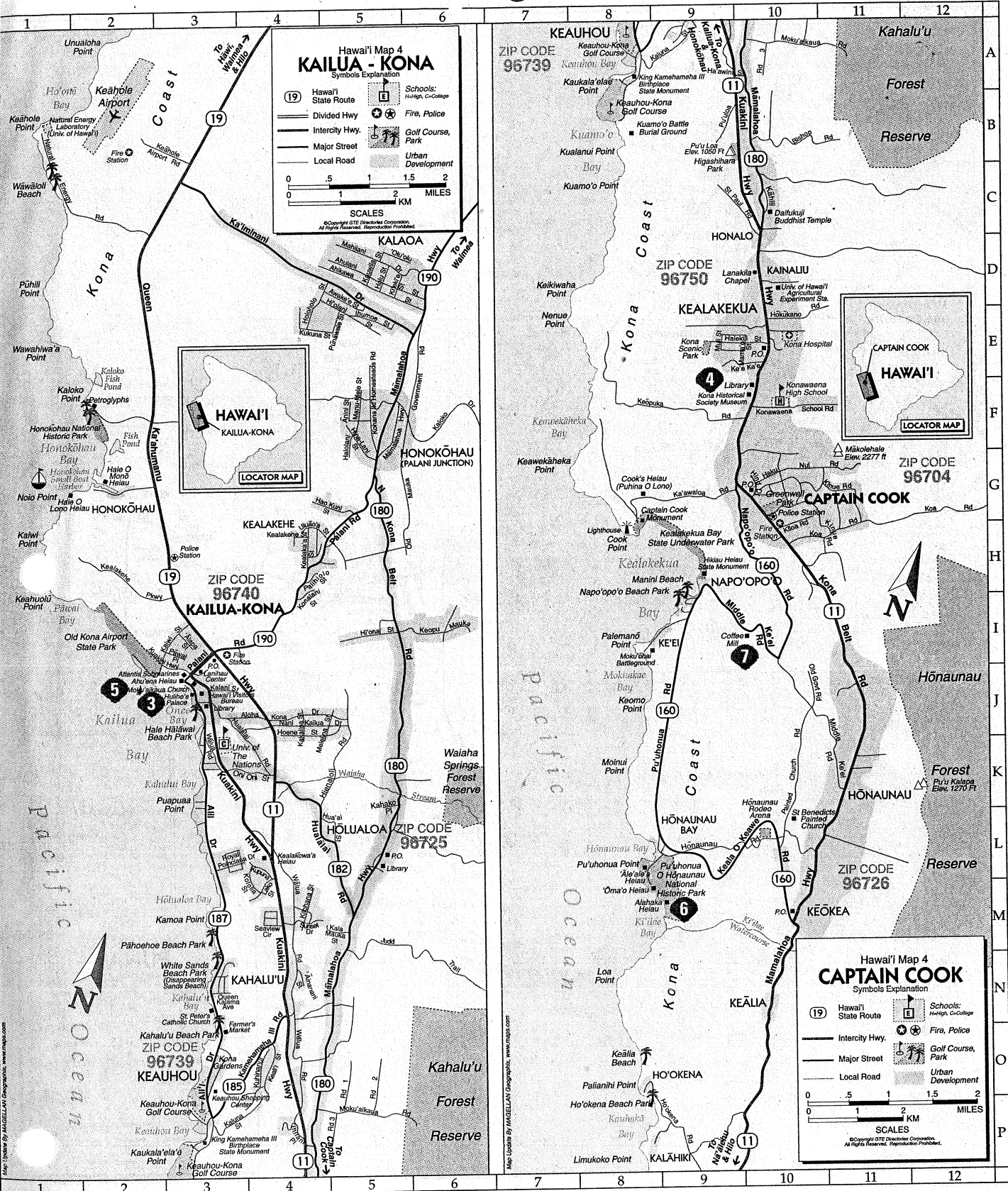
4A



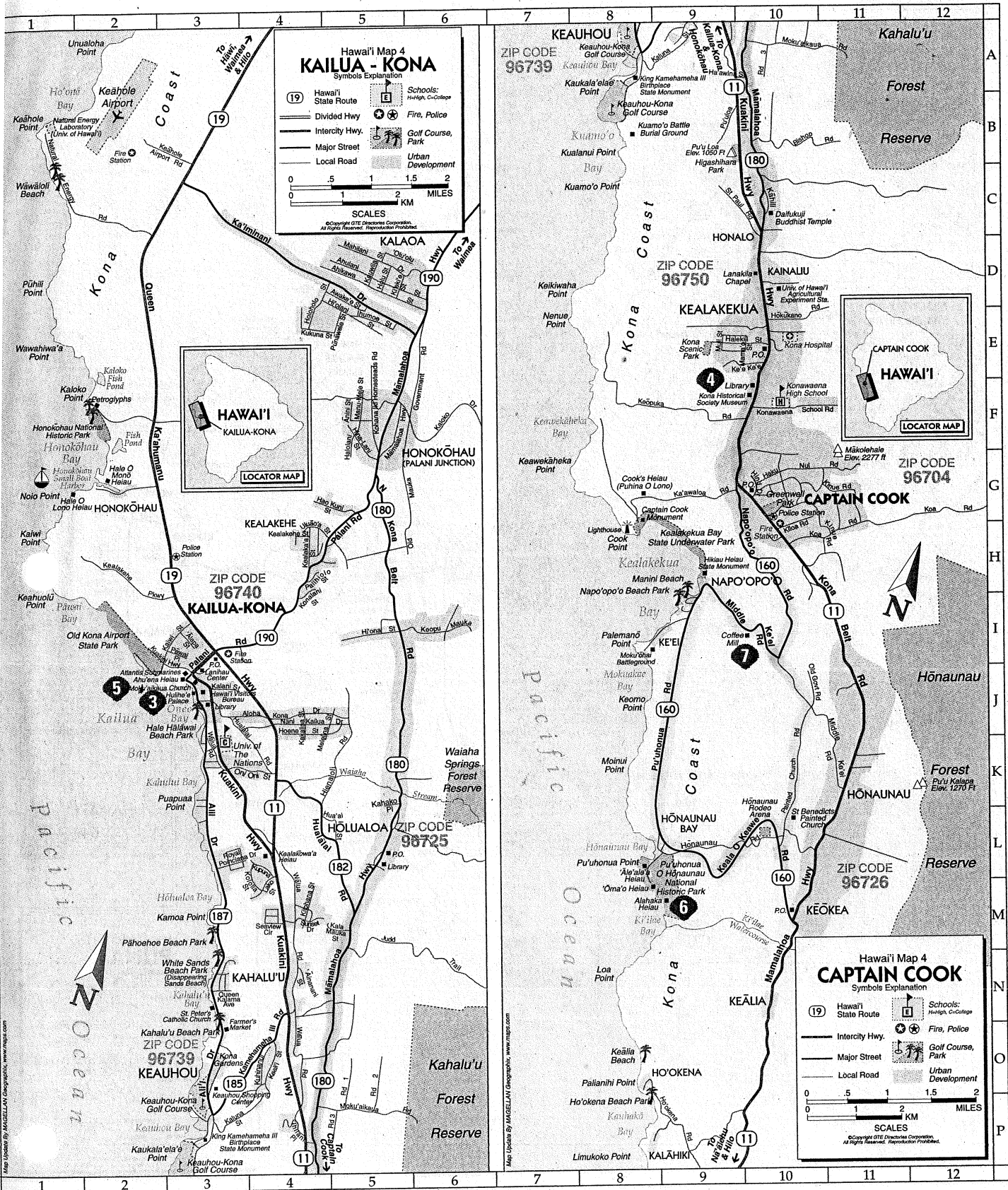
LISTINGS OF ROADWAYS

- A. Palani town route. See map 5A, route highlighted in green. From the Kaewi Intersection at Palani to the Lunapule Intersection, including the Walua Connector to Alii Drive. . This route is narrow with multiple intersections and driveways. It is also heavily used by cyclists and pedestrians. Some repaving of the road was recently done without a repaving of the already deteriorating narrow shoulder. This loop needs more signage, paint markings, attention to markings of bike lanes through intersections, and shoulder paving and maintenance.
- B. Hualalai route from town to Mamalahoa Highway. See map 5B, route highlighted in green. From Intersection of Palani to intersection of Mamalahoa Highway, then north to Palani Junction. This route is extremely narrow, lacking shoulders in many places but is routinely used by cyclists. This route needs repaving and widening of shoulder areas before signage, and markings will be effective.
- C. Mamaloahoa Highway at Hualalai Road to Napo'opo'o Rd., to Honaunau , with loop at Middle Ke'ei, Pu'u honua Rd., Keaia O Keawe Rd., to Painted Church Rd. See map 5C, route highlighted in green. This route has some good shoulders, narrow shoulders, some rough pavement, and is routinely used by cyclists. Needs signage, paint markings, some shoulder paving, widening, and shoulder maintenance.
- D. Kailua town to Volcano. See map 5D, route highlighted in green. This route is used consistently by cyclists include cycling tour companies. It is a mix of good and narrow shoulders, some rough pavement. Needs signage, paint markings, some shoulder paving, widening, and shoulder maintenance.
- E. Northwest climbing route. See map, 5E, route highlighted in green. This route used regularly by cyclists. It is a mix of good and narrow shoulders, some rough pavement. Needs signage, paint markings, some shoulder paving, widening, and shoulder maintenance.

MAP 5B

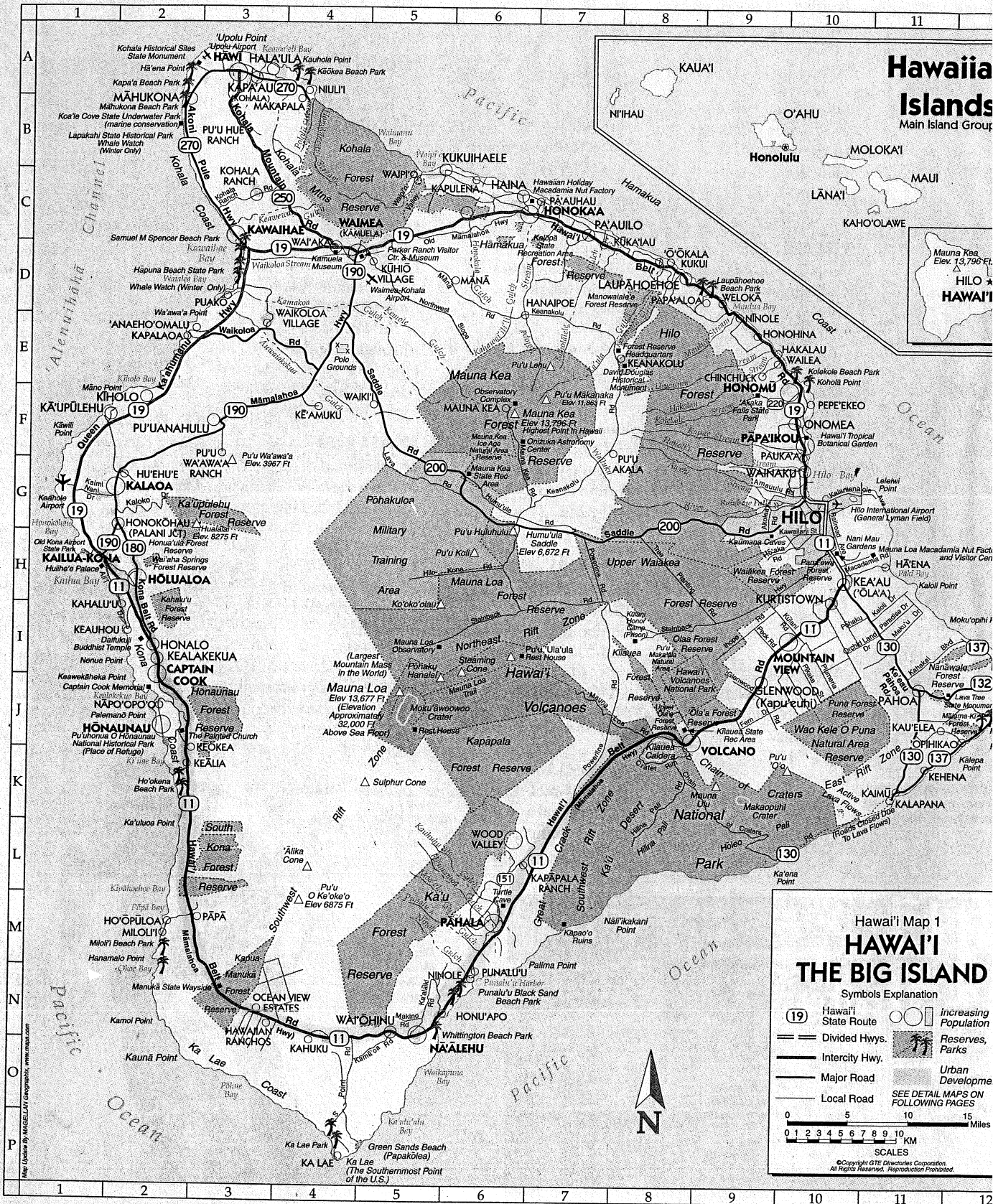


AREA MAPS

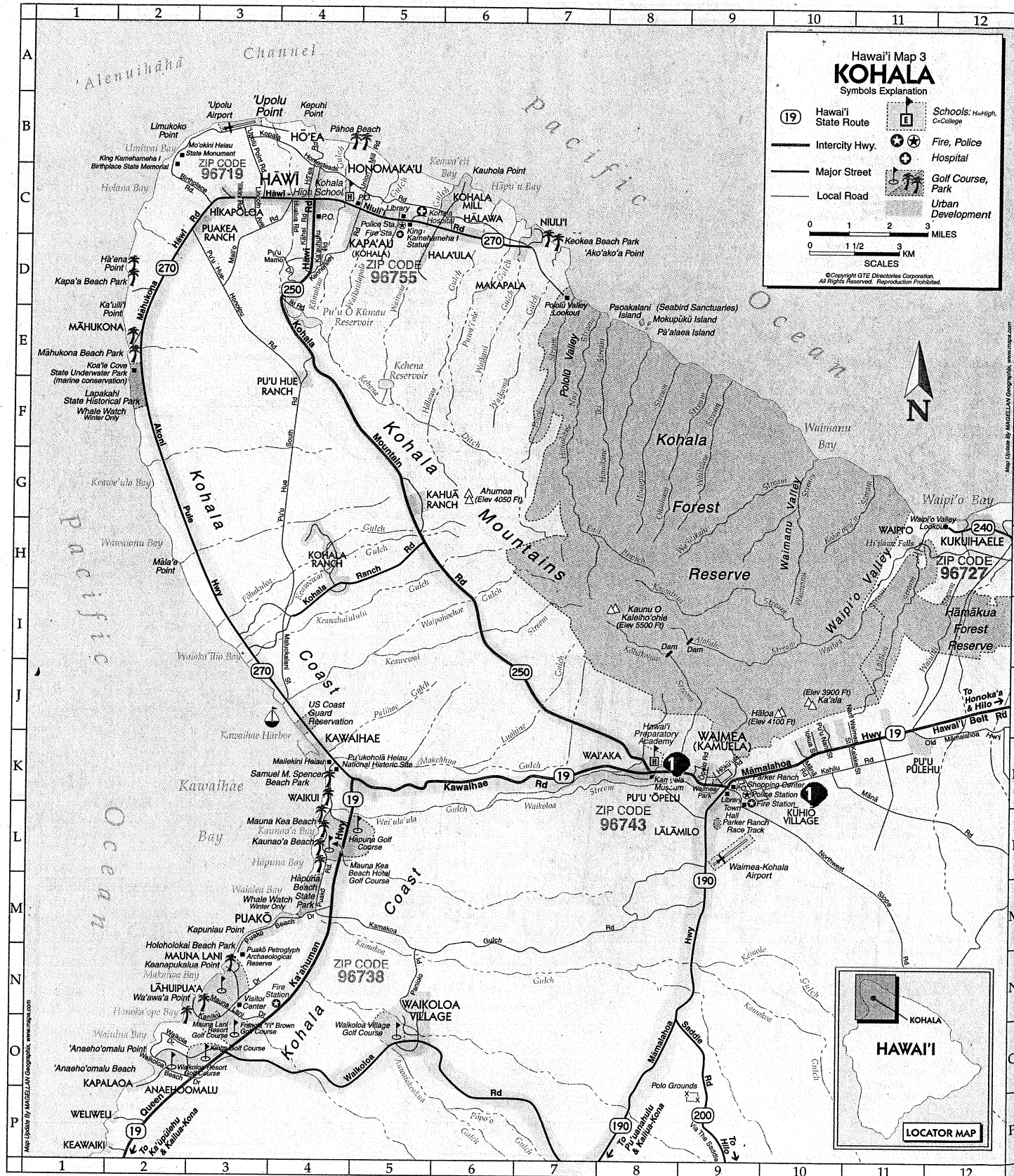


MAP 5.D

AREA MAPS



5E



AREA MAPS

STATEMENT OF PROPOSAL FOR MAINTENANCE OF SHOULDERS.

Through cooperation of County, State and Federal governing agencies, the following.

1. Routinely extend shoulders and level them to the roadway. During road repaving, all the road and shoulder should be done at once to create a smooth surface from the center of the road to the far edge of the shoulder.
2. Routinely sign, stripe, and mark intersections for bike passage.
3. Routinely repair failing asphalt, pot holes, and root and shrub intrusion on the road and shoulder.
4. In construction areas, advise contractors, developers and truck owners that dumped or kicked up gravel, rocks or other debris on shoulders must be cleaned up daily. Bicycle safety must be considered during construction. Some enforcement method needed.
5. Sweep shoulders two to three times a week. Potentially work with the community groups to help.
6. Better lighting of roadways.

STATEMENT OF PROPSAL FOR LAW ENFORCEMENT.

The following having become serious problems for cyclists and pedestrians on the west side. Through cooperation of the police department and the community, these problems need solutions including education, awareness, and enforcement.

1. Speeding and red light running.
2. Broken bottles/glass, large rocks, lumber, metal objects, etc., on shoulders.
3. Drunken driving issues.
4. Cyclists riding against traffic, and running stop signs/lights.
5. Vehicles driving and passing on the shoulders.
6. Harassment and threatening by motorists directed at cyclists.
7. Litter on the roads.
8. Rules for bike lighting and reflectors for night riding.

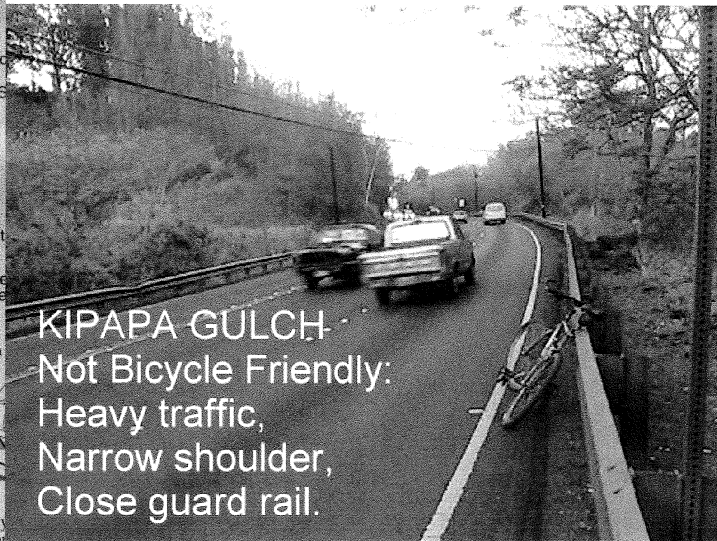
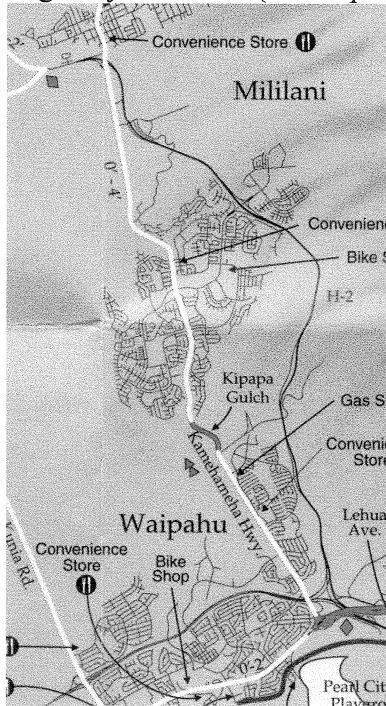
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Kipapa Gulch Old Kam Bikeway: A Proposed Alternative to Kamehameha Highway

Problem: Mililani Inaccessible to Cyclists and Pedestrians

Currently the only bike route connecting Mililani through Kipapa Gulch to Honolulu is via Kamehameha Highway, a section that is red-lined as “Not ‘Bicycle Friendly’” on the Bike Oahu map published by the State Department of Transportation Highways Division (see <http://www.state.hi.us/dot/highways/bike/oahu/Central.htm>).



Routes that are not bicycle friendly are defined as “roads that have heavy traffic and do not have adequate shared use between bicyclists and motorists.” The current Bike Plan Hawaii (see <http://www.hawaii.gov/dot/bikeplan.htm>) states: “A major difficulty with access from Ewa/Pearl City to Central Oahu involves the relatively poor conditions for bike travel along the Kamehameha Highway, especially as it crosses the Waipio and other gulches.” Although dedicated bicyclists regularly traverse Kipapa Gulch via Kamehameha Highway, the heavy traffic with narrow shoulders and winding road deter most recreational riders and commuters.

The Central Oahu Sustainable Communities Plan (see <http://www.co.honolulu.hi.us/planning/central/>) calls for development of bike and pedestrian routes throughout the region including a need for bike routes linking the Central Oahu Regional Park with surrounding communities. "Central Oahu will be developed with a transportation system which provides easy access to transit, uses traffic calming design, and encourages people to walk and bike, reducing the need for the automobile (p. 2-4)." "The design of recreational attractions may have a distinct identity and entry, but there should be elements that link these destinations with surrounding areas through the use of connecting roadways, bikeways, walkways, landscaped features or architectural design (p. 3-14)." "Trails leading from the Central Oahu Regional Park to Waikele Gulch, connecting to a trail system throughout Central Oahu gulches should be

developed (p. 3-14)." The new park located across Kipapa Gulch from Mililani is a major recreational facility that would be accessible for walkers and bikers from that community if a safe route were available.

Proposed Kipapa Gulch Old Kam Bikeway



The Old Kamehameha Highway through Kipapa Gulch could be developed as a bike path linking Mililani to the Central Oahu Regional Park providing a safe, scenic and historic route for pedestrians and bicyclists. On the Mililani side of the gulch, Anania Drive provides convenient access to the Old Kamehameha Highway, an old agricultural road that gradually slopes down the side of Kipapa Gulch in the direction of the H-2 Freeway, crosses Kipapa Stream, then switches back and up the other side. Reaching the top directly across the gulch from the starting point at the end of Anania Drive, the Old Kamehameha Highway then proceeds about .4 mile through a pineapple field to Ka Uka Boulevard across from the Costco store. An ideal route for the Bikeway would be to turn southwest about .1 mile after emerging from Kipapa Gulch to follow the edge of the fields and gulch up to Kamehameha Highway.



Advertiser (“Air Force to begin removal of fuel”, September 4, 2001, section B, page 1), the Air Force stopped using the facility a few years ago and will “remove four 2.4 million-gallon tanks in Kipapa Gulch ... The clean out of the old tanks is expected to take place from January to April [2002].” Ed Lanctot of the Real Estate Division, Directorate of Public Works, Department of the Army, said the Army continues to use their old munitions storage facility in the gulch for training activities. This area on the northeast side of the gulch road is separately gated but may require additional fencing to prevent unauthorized access. If security issues can be satisfactorily addressed, an agreement with the military permitting use of the Old Kamehameha Highway for the bike path may be possible.

The pineapple field is currently owned by Castle and Cooke but is under negotiation for sale to Wahiawa General Hospital with “a plan to create a major health, sports medicine and biomedical research park on a 210-acre site... Wahiawa General Hospital and its affiliate company, Pacific Health community Inc. ... recently signed an acquisition agreement for the land. ... The sale of the first 80 acres is expected to take place in Dec. 2001” (L. Danninger “Medical Mecca.” Honolulu Star-Bulletin, August 5, 2001). Beverly Kaku of Castle and Cooke said that Castle and Cooke is currently in negotiations to acquire the Old Kamehameha Highway right-of-way through the field for inclusion in the land parcel to be sold to Castle and Cooke. An artist’s rendition of the proposed medical park included in the Star-Bulletin article suggests that the field perimeter route for the Kipapa Gulch Old Kam Bikeway would pass through landscaped areas behind a senior living facility and would not be in conflict with the proposed medical buildings and roads. “New development projects are an opportunity to provide public access to trail heads ... approaching the edges of gulches (Central Oahu Sustainable Communities Plan, p. 3-17).”

The existing pipeline bridge across Kamehameha Highway that is suggested as a site for a pedestrian-bicycle bridge was originally an irrigation canal that appears to have been connected to the Waiahole Ditch. In accord with the Central Oahu Sustainable Communities Plan, “the use of utility easements for pedestrian and bicycle routes should be permitted, consistent with all applicable operations, maintenance, and safety requirements (p. 3-9).

Recommendation

The Kipapa Gulch Old Kam Bikeway proposal is recommended for consideration for funding under the Transportation Enhancement Project budget of the State Department of Transportation.

Community Affairs Committee
Hawaii Bicycling League

The Honolulu Advertiser NEIGHBORS

PAGE B3 ★

TUESDAY • JANUARY 29, 2002

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By Scott Ishikawa
ADVERTISER CENTRAL O'AHU WRITER

MILLIANI — Neighborhood bicyclists who have found it difficult to journey safely to the city's new Central O'ahu Regional Park across from Waipio-Gentry may eventually have a safer route along a proposed 2-mile bike path through Kipapa Gulch.

The Hawai'i Bicycling League is pushing an idea to use the Old Kamehameha Highway agricultural road that runs through Kipapa Gulch, in keeping with the city's Central O'ahu Sustain-

able Communities Plan for more bike and pedestrian routes throughout the region. To get to the new park from Milliani, bicyclists have to cross Kipapa Gulch on Kamehameha Highway. The narrow stretch of highway has been labeled "not bicycle friendly" on the state's Bike O'ahu guide map.

The H-2 Freeway, another route between Milliani and Waipio-Gentry, does not allow bicyclists. "If Kamehameha Highway heading over Kipapa Gulch is already dangerous for motorists, can you imagine what it must be like for bicyclists?"

said David Bremer of the Hawai'i Bicycling League, who spoke before the Milliani Neighborhood Board last week.

Bremer said the proposed path would reduce the need for parking at the regional park. There is no timeline or estimated cost for the project. The Milliani board voted unanimously in favor of the bike path, authorizing \$50,000 in city money for a planning study. (Each of the 32 O'ahu neighborhood boards is allowed to determine how \$1 million from the city's capital improvement program is spent on area proj-

ects.)

The bike/pedestrian path would begin at the end of Anania Drive in Milliani, cross a concrete bridge over Kipapa Stream and slope up to the other side through fallow pineapple fields to Kamehameha Highway. From there, riders could access the north end of Central O'ahu Regional Park on a Kamehameha Highway crosswalk or a proposed walk bridge.

"This way, bicyclists don't have to load their bikes into their cars just to ride at the park, and kids attending soccer practice or other sports activities can just bike down

there," Bremer said. "While paving along the road has degraded in sections, it seems repaving would be a simple matter."

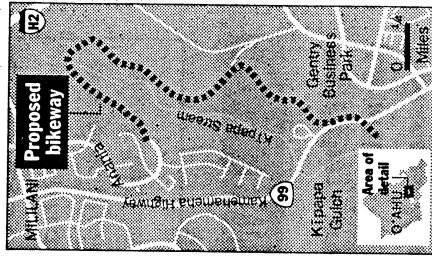
Harry Saunders, president of Castle & Cooke Homes Hawai'i Inc., said he is willing to talk with Hawai'i Bicycling League officials, because a portion of the bikeway would be on Castle & Cooke land.

"Maybe we can make it part of our Koa Ridge medical community," Saunders said, referring to a proposed project nearby for which the company is seeking rezoning. One neighborhood board member expressed environ-

mental concerns, because the proposed bike route would cross over underground World War II aviation fuel tanks and pipelines that run from Central O'ahu to Hickam Air Force Base.

Bremer replied that the Air Force last month had removed residual fuel from four 2.4 million-gallon tanks in Kipapa Gulch, plus 20 miles of pipeline constructed in 1943. Designed to withstand enemy air attacks, the pipeline remained operational until 1993.

Reach **Scott Ishikawa** at sishikawa@honoluluadvertiser.com or 535-2429.



The Honolulu Advertiser

Olaa Keaau
HISTORICAL
Society.

SANDY BUNK
PO. 10927 HILO
MARY M. PORTER
HCR 1 Box 5505
KEAAU HI
96749

TIRO SUMADA
WH SHIPMAN

May 9, 2002

Hawai State Highways
Bike Path Planners,

I thank you for your efforts to create bike paths, off highways but near them, as alternative transportation.

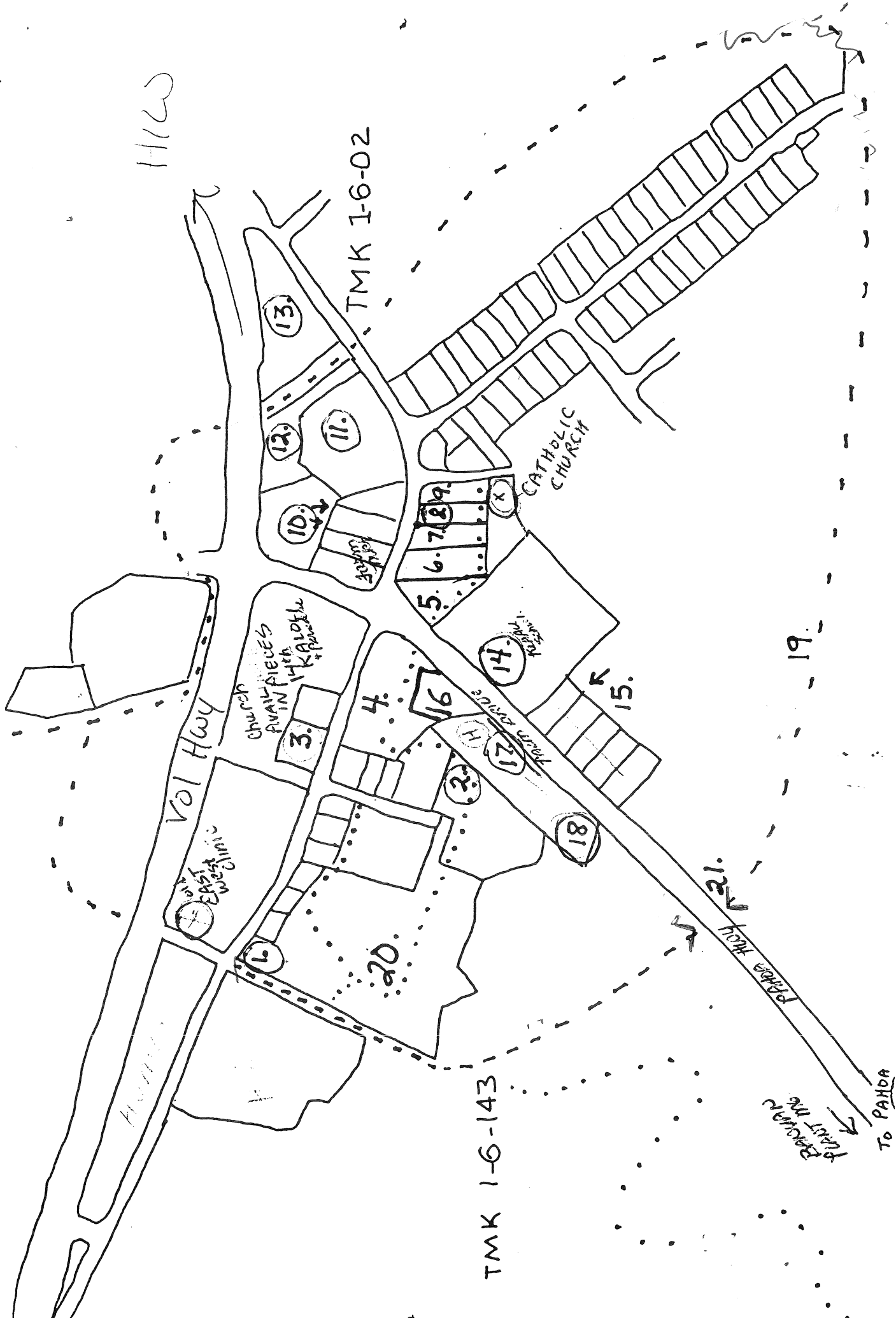
The Olaa Keaau Historical Society has recently made a film of our proposed bike path around Keaau town. We include a map of this plan which we submitted to W.H. Shipman in 1994, as an idea. Of course we would love to see the plan become a reality as we believe bike paths and trails augment historic preservation efforts by invigorating the economy. We envision our proposed path connecting to a network that comes from Pahoa, Volcano and goes into and around Hilo.

2/ We can see downtown Hilo revitalized by this path that would bring visitors to East Hawaii and allow them access to our lovely parks and beaches, waterfalls and historic buildings via a Dike path trail. This alternative highway for bikes (and walkers too) is an incredibly beautiful way to see the many unique features of Hawaii, while avoiding the accidents that can occur when the inexperienced, elderly, or youthful rider attempts the highway Dike lanes.

Thank you, and we hope to ride an asphalt bike path, alternative "highway" in the near future. Mahalo. Ivey Scott, Pres. (198)

Mary Manner Porter
(Secretary)

12R OLAHA-KEAAU HISTORICAL SOCIETY



H/W

TMK 1-6-02

Vol Hwy

CHURCH AVAILABLE IN HIGH KARPALA

CATHOLIC CHURCH

TMK 1-6-143

Panna Hwy

TO PAHDA



W.H. SHIPMAN, LIMITED
KEAAU
HAWAII ISLAND

**FAX TRANSMISSION
FROM 808-966-8522**

DATE: 5/23/02 TIME: HST
TO: Kimura International
ATTENTION: Nancy Nishikawa
FAX No. 941-8999
FROM: Jiro Sumada

Number of pages transmitted including this page: 2

Questions or problems, call 808-966-9325

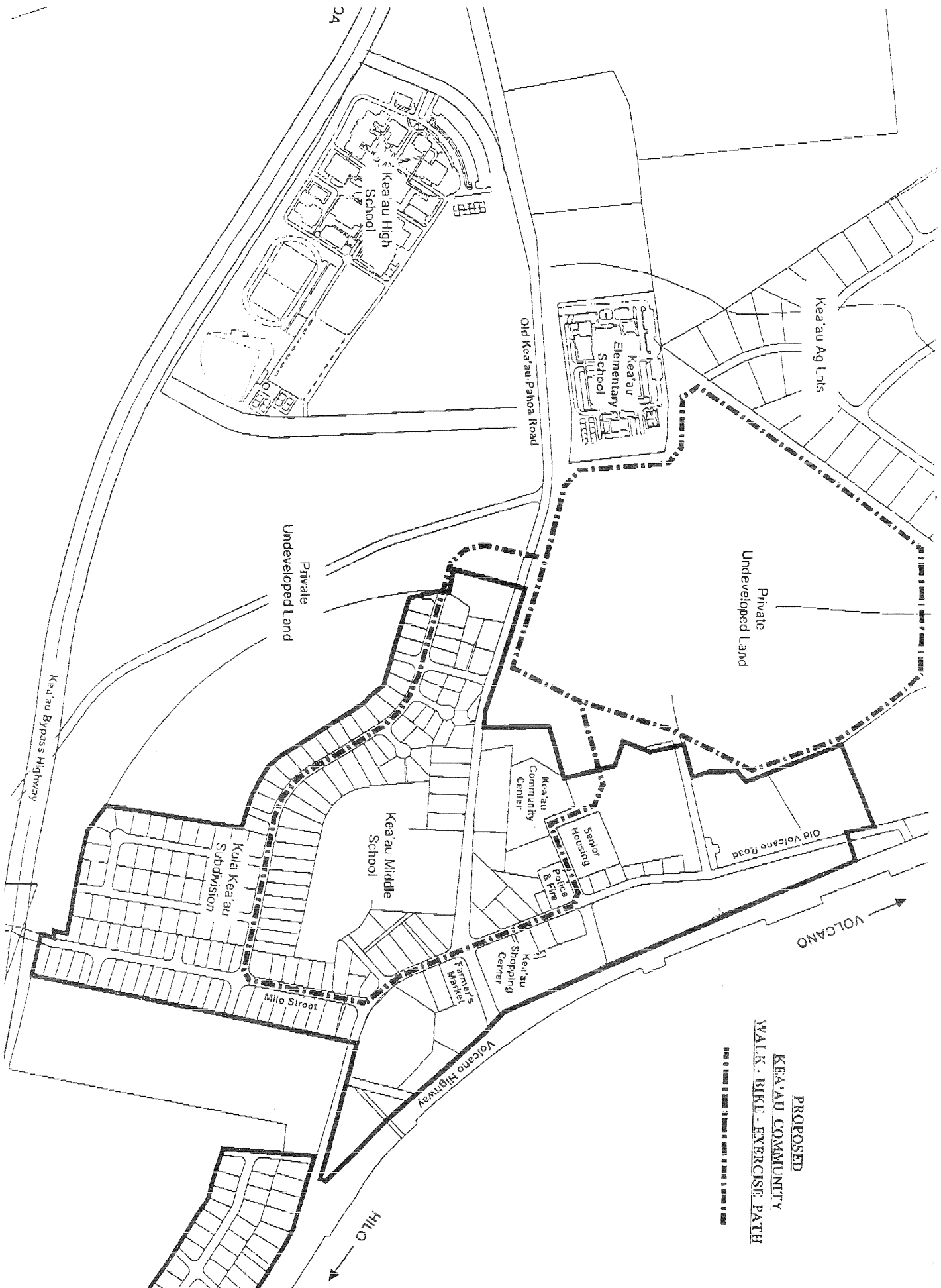
REMARKS & INSTRUCTIONS:

Nancy:

Sorry we keep missing each other. Attached is a drawing of the Bike & Walking Trail we are working on for a DOH Healthy Hawaii Initiative Grant. We are still working out the details of how much can be built with \$20,000 and for the County Parks & Recreation to take over liability.

When we talk I can fill you in better.

Jiro



**PROPOSED
KEA'AU COMMUNITY
WALK-DIKE-EXERCISE PATH**

DATE OF PREPARED BY: 08/14/02

In June 2002

To: <projects@kimurainternational.com>,
"HI Bike Vincent Lorin (E-mail)" <vincent_lorin@exec.state.hi.us>
Cc: "Chris Sayers (E-mail)" <csayers@co.honolulu.hi.us>,
<jhalvo_hrd@hotmail.com>
Subject: Proposed Bike Plan Project - Kam Hwy, H-1 overpass

As mentioned in the Mililani Bike Plan briefing, one of the most dangerous hazards for bicyclist traveling from Pearl City to either Waipahu, Waipio or Mililani is the west bound Kamehameha Highway overpass above H-1 and H-2 (see map). This bridge overpass does not have any shoulder on the right side of the 3 lane roadway and is on a slight upgrade (Photo). The lanes are very narrow. Traffic coming off of H-1 remains at high speed, 45-60 MPH, and many are trying to merge through the other 2 lanes on the bridge (Photo) to make the right lane off ramp to Waipio. The left lane of the bridge overpass has an approximate 3 foot shoulder (Photo) which is of no benefit bicyclist.

This situation presents a hazard to both bicyclist and motorist. The hazard for bicyclist is obvious in having no shoulder, a bridge drop off if bumped, a narrow lane with insufficient room for a car and bicyclist, an upgrade slowing the bicyclist, and traffic at freeway speed trying to merge through 2 lanes of traffic. The hazard for motorist occurs when they are unable move to the center lane and have to slow behind the bicyclist, risking being rear ended.

The quickest and easy solution would be to create a right shoulder by moving the lane markings to the left and eliminating the left shoulder

Because this project would be relatively inexpensive and would eliminate a significant hazard to both motorist and bicyclist, I hope it will be given the highest priority for not only the new Bike Plan, but maybe even immediate correction by DOT without waiting for the Bike Plan. .

Charles Brown



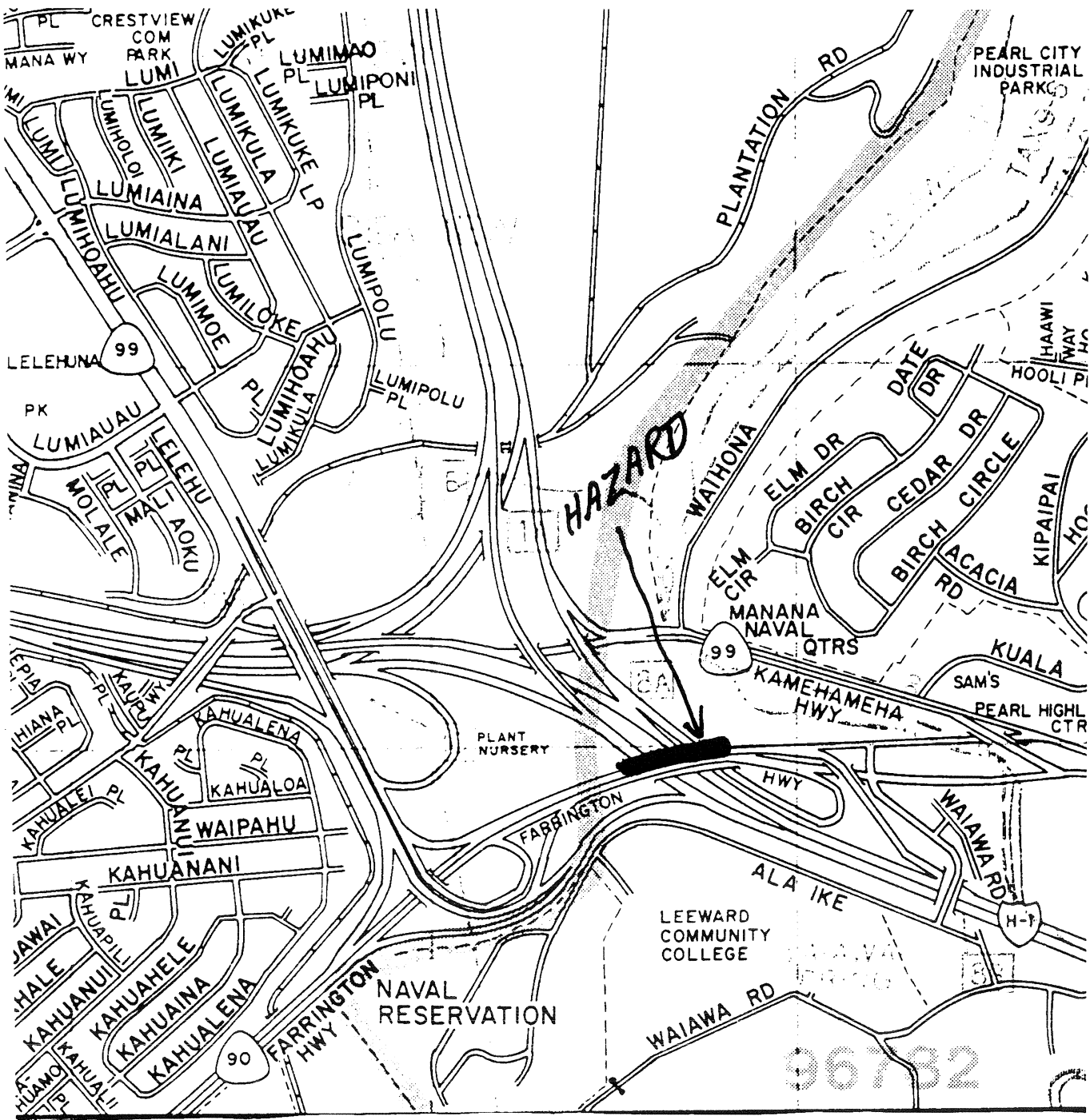
approach



left shoulder



non-shoulder



HAZARD

96732



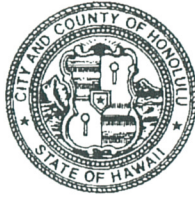
**WRITTEN COMMENTS
ON THE
PRELIMINARY DRAFT PLAN**

Bike Plan
Hawaii

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Kapolei, Hawaii 96707
Phone: (808) 692-5054 • Fax: (808) 692-5857

JEREMY HARRIS
MAYOR



LARRY J. LEOPARDI
DIRECTOR AND CHIEF ENGINEER

ALVIN K.C. AU
DEPUTY DIRECTOR

IN REPLY REFER TO:

PRO 03-002

January 16, 2003

Mr. Vincent Llorin
Bicycle and Pedestrian Coordinator
Hawaii Department of Transportation
601 Kamokila Boulevard, Room 602
Kapolei, Hawaii 96707

Dear Mr. Llorin:

Subject: Update of Bike Plan Hawaii

The Department of Facility Maintenance does not have any comments at this time.

If you have any questions, please call Laverne Higa at 692-5111.

Very truly yours,

A handwritten signature in cursive script, reading "Larry J. Leopardi".

Larry J. Leopardi
Director and Chief Engineer

LJL:lh

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2003 FEB -7 A 9: 01
TRAFFIC BRANCH
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LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF STATE PARKS
P.O. BOX 621
HONOLULU, HAWAII 96809

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

ERNEST Y.W. LAU
DEPUTY TO THE CHAIRPERSON

AQUATIC RESOURCES
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COMMISSION
LAND
STATE PARKS

January 30, 2003

Mr. Vincent Llorin
Bicycle and Pedestrian Coordinator
Hawai'i Department of Transportation
601 Kamokila Boulevard, Room 602
Kapolei, Hawai'i 96707

Dear Mr. Llorin:

Re: Bike Plan Hawai'i Update

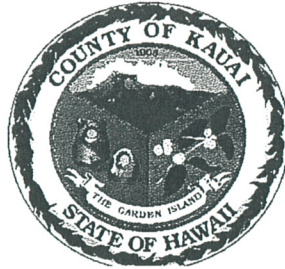
Thank you for the opportunity to review and comment on the subject document. We support the State of Hawai'i Master Plan for Biking and its purpose to integrate bicycling into the State's transportation system.

Please call Lauren Tanaka, State Parks Planner at 7-0293 should you have questions.

Very truly yours,

Daniel S. Quinn, Administrator

BRYAN BAPTISTE
MAYOR



COUNTY ENGINEER
TELEPHONE 241-6600

GARY HEU
ADMINISTRATIVE ASSISTANT

IAN K. COSTA
DEPUTY COUNTY ENGINEER
TELEPHONE 241-6640

AN EQUAL OPPORTUNITY EMPLOYER
COUNTY OF KAUA'I
DEPARTMENT OF PUBLIC WORKS
4444 RICE STREET
MO'IKEHA BUILDING, SUITE 275
LIHU'E, KAUA'I, HAWAII 96766

2/3/03

Vincent Llorin
Bicycle and Pedestrian Coordinator
Hawaii Department of Transportation
601 Kamakila Boulevard, Room 602
Kapolei, Hawaii 96707

RE: Update of Bike Plan Hawaii

Thank you for the opportunity to review the subject plan. Overall it is an excellent plan update. The only correction I have to offer is for Page 5-2, that the Health Heritage Trail extends from Anahola to Lihue.

Should you require additional information, please call me at 241-6650.

Sincerely,

Douglas Haigh
Chief, Building Division

cc: DCE

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HIGHWAYS DIVISION
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VL

HWY-TO
2.0258

MAY 15 2003

Mr. Douglas Haigh, Chief
Building Division
Department of Public Works
County of Kauai
4444 Rice Street, Suite 275
Lihue, Kauai, Hawaii 96766

Dear Mr. Haigh:

Subject: Update of *Bike Plan Hawaii*

Thank you for reviewing the Preliminary Draft of *Bike Plan Hawaii*.

We appreciate your favorable assessment of the plan, and have corrected the description of the Health Heritage Trail.

Please note that the Draft Plan will be distributed for public review in May, and we will be sending you a copy at that time.

If you have any questions, please contact Vincent Llorin, Bicycle and Pedestrian Coordinator, at (808) 692-7675.

Very truly yours,



for
GLENN M. YASUI.
Administrator
Highways Division

VL:ss

perspective does not have to be financially constrained. In other words you don't have to show how the plan can be implemented WITHIN reasonably available funds. Some states voluntarily choose to constrain the plans to reasonably available funding to make the plan more realistic and implementable. This new plan still rings of a dream plan without funding, but I know that having everyone's project in it makes it more appealing to more people. I guess I would opt for being more realistic by recognizing and estimating limited funding, and prioritizing projects to fit that funding. But that is just an opinion since the fed rules don't require the statewide plan (and its elements such as the bike plan) to be financially constrained.

So there you have my comments for now. If I get any comments from others in the office by your deadline, I will forward them to you. Thanks. Jon

5. Page 1-4 under Hawaii State Transportation Plan, second sentence - refers to the "theme" of Mobility and Accessibility. Just to be consistent, don't introduce that new term, Mobility and Accessibility is a GOAL, Goal 1.
6. Page 2-6 last sentence - "In limited cases...these dimensions are not met." Does HDOT go along with making this statement? The bike route will not meet AASHTO policies if this is allowed.
7. Page 5-7 second paragraph, "Unfortunately, sidepaths are...in lieu of..." This wording implies it is undesirable or bad to do so. Is this what HDOT really intends to say?
8. Section 7.3.1 "If a loop detector..." - Are we placing loop detectors specifically for bike lanes or did the bike lane just happen to coincide with the existing loop detector?
9. Page 7-19 Figure 7-6 - perhaps the max slope (2%) of the pavement cross slope should be indicated.
10. Page 8-4 Section 8.4.3 - perhaps should indicate what HI got for STP in most recent year. Do same for CMAQ in Section 8.4.6.
11. Page 8-4 Section 8.4.4 Hazard Elimination Safety Program, second to last sentence - it assumes that bicycle improvements are enhancements, but an improvement could be a hazard elimination if accidents are occurring in a certain location.
12. Page 8-5 Section 8.4.7 first sentence - replace "flexible FHWA funds, 10% is specifically earmarked" with "STP funds, 10% is set-aside" because only the STP category is subject to the 10% set-aside. An earmark is another fiscal term relating to Congress "earmarking" funds for specific individual projects. Also, the TE funds are closer to \$3M, not \$4M if the STP bucket is closer to \$30M. In next paragraph, replace "eligible TE's" with "eligible TE activities" or "eligible for TE funding".
13. Page 8-6 first paragraph - Is \$51.3M the total of the set-aside for all those years, or is it funds that were obligated, or something else? Clarify what the amount pertains to.
14. Page 8-9 third paragraph - note that refuge roads are eligible under this funding source, 23 USC Section 204.
15. Page 8-11 top sentence - remove "[.]"
16. App B first page, assumptions at bottom - cannot ignore stream crossings, retaining or fill conditions, and cannot ignore Engineering, ROW, Legal, etc in the cost estimates. These costs can be significant and affect the priority ranking of a project.
17. App E - What is the basis of the cost estimates? Many of the projects have estimates that are too low, which may cause false expectations from the public and politicians when projects are implemented for much higher costs. Also, need to consider ROW cost which can raise the cost and possibly affect the priority ranking. \$100 accuracy in a plan is too fine, not appropriate. Go to something grosser.
18. App E Big Island listing, page 1 of 8 - Project 10 for Mohouli Street is likely substantially low because ROW is probable and will drive cost way up, and affect priority ranking possibly. There are blanks for Proj 12b for Nowelo Street that should be filled in.

Vince, as I said, these are from Richelle. If there are questions on these comments, I can take a stab at it, but you or the consultant might have to ask Richelle.

Thanks again for the opportunity to comment! Jon

HWY-TO
2.0259

MAY 1 5 2003

Mr. Abraham Y. Wong
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
Box 50206
Honolulu, Hawaii 96850

Attention: Mr. Jonathan Young
Ms. Richelle Suzuki

Dear Mr. Wong:

Subject: Update of *Bike Plan Hawaii*

Thank you for reviewing the Preliminary Draft of *Bike Plan Hawaii*. Your comments helped us to rethink what we wanted to accomplish in the plan and to address its shortcomings. I am writing to let you know what actions were taken with respect to your concerns and suggestions.

Comments from Jonathan Young by e-mail dated February 3, 2003:

1. *The intro to Chapter 5 comes off as a summary of existing conditions based on research into existing plan documents, input, knowledge, etc. If these are really the **proposed** objectives for each island, the intro really must be a lot stronger to get that point across and make a lasting impression.*

We added a paragraph to the introductory material in Chapter 5 to reinforce the rather remarkable finding that community plans and land-use related policies at all levels of government in Hawaii are supportive of alternative modes of transportation in general, and bicycling in particular. Many of these documents specifically link improvement in quality of life with residents' ability to have meaningful transportation choices. We agree that this is an important point and one that should be conveyed more compellingly.

2. *Section 8.4.5 re. the Safe Communities Program seems to be out of place to me. The reason it seems out of place is that it is a small NHTSA program in the midst of all of the larger FHWA programs being discussed. I would move it outside the FHWA discussion. Also, it is a program for determining solutions, more of a study or planning effort, while the FHWA ones are mainly for implementation/ construction of projects.*

MAY 15 2003

In light of the incongruities you pointed out, we moved the discussion on the Safe Communities Program. It now comes after Recreational Trails Fund (the last of the FHWA funding programs) and before Federal—Non-Transportation Funds.

3. *Section 8.4.7 implies that 10% of CMAQ fund goes to the TE program. This is not true. 10% of STP only must go to TE projects. Also, there is **not** an **annual** Spring call for TE projects.*

The text has been clarified so that TE funding is associated with STP and not CMAQ funds. Further, the document states that a call for TE projects is issued *periodically*.

4. *Bike Plan Hawaii is part of the statewide transportation plan, which from the fed perspective does not have to be financially constrained. In other words, you don't have to show how the plan can be implemented **within** reasonably available funds. Some states voluntarily choose to constrain the plans to reasonably available funding to make the plan more realistic and implementable. This new plan still rings of a dream plan without funding, but I know that having everyone's project in it makes it more appealing to more people. I guess I would opt for being more realistic by recognizing and estimating limited funding and prioritizing project to fit that funding. But that is just an opinion, since the fed rules don't require the statewide plan (and its elements such as the bike plan) to be financially constrained.*

There was considerable discussion about whether to prepare a plan that is financially constrained. Ultimately, a majority of users favored a plan that would show the "big picture" or what we're working toward. The scale of this endeavor clearly exceeds the life of this plan. Even bicycle advocacy groups are aware that desired projects outnumber funding dollars; hence they have scrutinized the near-term projects to make sure those projects indeed merit top priority. Funding constraints will impose discipline on the project list through the STIP/TIP process.

Comments from Richelle Suzuki by e-mail dated February 13, 2003:

- 1-15. All copyediting suggestions that corrected errors or improved the clarity of the text were incorporated. We appreciate the careful reading given to the document.
16. *Appendix B first page, assumptions at bottom – cannot ignore stream crossings, retaining or fill conditions, and cannot ignore Engineering, ROW, Legal, etc. in the cost estimates. These costs can be significant and affect the priority ranking of a project.*

Ideally, all relevant cost items would be considered in developing cost estimates; however, with more than 400 proposed facilities, such an undertaking would overwhelm the planning process. More in-depth engineering analysis is needed to calculate earthwork costs or to determine ROW acquisition needs. Because such project-specific analysis cannot be conducted at this stage, we explicitly state that the cost estimates are for conceptual-level planning.

MAY 15 2003

The evaluation process used to determine priority rankings considered costs, but also recognized other important factors, such as user needs and preferences, system connectivity and linkages, and safety. Therefore, while higher actual costs may affect how quickly projects are brought on line—the rate at which projects are implemented—we believe the priority levels of the projects themselves are well-founded.

17. *Appendix E – What is the basis of the cost estimates? Many of the projects have estimates that are too low, which may cause false expectations from the public and politicians when projects are implemented for much higher costs. Also, need to consider ROW cost which can raise the cost and possibly affect the priority ranking. \$100 accuracy in a plan is too fine, not appropriate. Go to something grosser.*

Some of the estimates may be considered too low because the estimates may not have taken into account the cost of right-of-way acquisition which is beyond the scope for this statewide planning document. The estimates are pre-scoping estimates that need to be fine-tuned when the project is scoped. While some project estimates are likely to be too low, we should also note that others are probably higher than they need to be. All projects were assumed to be constructed as independent projects, but we know that it is far more economical to piggyback bicycle facilities on roadway projects, whether it is new construction or resurfacing and repair. Over time many bicycle facilities will probably be built this way and, under these conditions, the bicycle facility itself would not have to bear the full cost of design and construction.

Because of the many project-specific contingencies, we adopted a standardized approach to cost estimation. What it offers are the benefits of transparency and equal treatment of the proposals.

We did adopt the recommendation to loosen the cost estimates and now show all dollar values rounded to the nearest thousand.

18. *Appendix E – Big Island listing, page 1 of 8 – Project 10 for Mohouli Street is likely substantially low because ROW is probable and will drive cost way up, and affect priority ranking possibly. There are blanks for Project 12b for Nowelo Street that should be filled in.*

Mohouli Street presents a situation where information is readily available about conditions in the project environment. The same cannot be said for all proposals. To include anticipated special costs for some projects, and not have comparable costs for all others, may penalize certain projects. In the case of Nowelo Street, additional information will be provided as we receive specifics on the proposed alignment.

Mr. Abraham Y. Wong

HWY-TO 2.0259

Page 4

MAY 15 2003

Please note that the Draft Plan will be distributed for public review in May and we will be sending you a copy at that time.

Very truly yours,

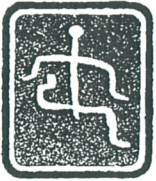


GLENN M. YASUI

Administrator

Highways Division

VL:ss



NA ALA HELE
Hawaii Trail & Access System

February 5, 2003

Vincent Llorin
Bicycle and Pedestrian Coordinator
Hawaii Department of Transportation
601 Kamokila Boulevard, Room 602
Kapolei, Hawaii 96707

Dear Mr. Llorin:

Thank you for your team's hard work and dedication. The effort put in to creating the Bike Plan Hawaii, Master Plan was well worth the effort. Good job!

Please notify our office if any State Lands within the Maui DOFAW jurisdiction are in any way affected by your plans.

If you have any further questions, you may contact me at (808) 873-3508.

Sincerely,

Torrie Haurez
Na Ala Hele Trails and Access Specialist

TRAFFIC BRANCH
HIGHWAYS DIVISION
DEPT OF TRANSPORTATION

2003 FEB -7 A 9:00

RECEIVED

February 11, 2003

Mr. Vincent Llorin
Bicycle and Pedestrian Coordinator
Hawaii Department of Transportation
601 Kamokila Boulevard, Room 602
Kapolei, Hawaii 96707

Dear Mr. Llorin:

OMPO Comments to Preliminary Draft of *Bike Plan Hawaii*

OMPO has reviewed the January 2003 Preliminary Draft of *Bike Plan Hawaii* and have the following comments:

General Comments

- The text and concepts are well written and easy to understand.
- The organization of the document is a bit awkward. Suggestions:
 - An executive summary and a conclusion chapter would be helpful to open and close the document.
 - The goals and objectives might have more of an impact if put in the first chapter rather than in chapter 4.
 - Is there a timeframe for implementation of the plan (besides the three priority levels for each project) that is being targeted? If so, perhaps it could be stated in the first chapter along with the goals and objectives.
 - The project listing (along with criteria/selection methodology) is the “plan” portion of the document and could be put upfront (before the background information) rather than in the back of the document.
- The figures and pictures are very helpful to visualize the subject matter and put it into its proper perspective. Note that a few of the pictures are blurry and might be distracting to the reader (Pages 2-2, 4-5, 5-14, and 5-10).

- The island maps are clear and easy to read.

Specific Comments

Page viii

STIP - State Statewide Transportation Improvement Program

Figure 1-1

Should “Country Transit Planning” be “County Transit Planning”?

Figure 1-2

On the Round 1 graphic, there is a “2” missing on one of the islands.

Table 8-2

It would be helpful to have a “total” row at the bottom to see how much Transportation Enhancement funding has been spent since 1995.

Section 1.5

- What is the difference between a workshop and a meeting? The two terms seem to be used interchangeably and is a bit confusing.
- How will HDOT respond to comments? How will people know that their comments have been received and considered?

Section 8.3 Public Involvement

- How are the needs to Title VI/Environmental Justice populations addressed? What public involvement methods were used to ensure that low-income and poverty populations were able to comment. The response to questions #15 and #17 of the telephone survey could be used for a Title VI/Environmental Justice analysis.

Text Suggestions (Paragraphs 2 and 3):

“The Statewide Transportation Improvement Program (STIP) is the official document required for approval of federal funds in surface transportation projects. It is a three-year programming document that identifies and establishes the implementation priority for state and county transportation projects to be funded in part with federal highway or transit funds. As the state’s only metropolitan region, the City and County of Honolulu works through a metropolitan planning organization (the Oahu Metropolitan Planning Organization or OMPO) which oversees preparation of the ~~TH~~ Oahu Transportation Improvement Program (TIP). When approved by the OMPO Policy Committee ~~or~~ (the decision-making body of OMPO) and the Governor, the entire Oahu TIP is incorporated, without modification, as the Oahu element of the STIP. The other three counties go through a similar, but less rigorous, process led by

HDOT. The outcomes of their deliberations are incorporated directly into the STIP-as well. Projects in the STIP must be consistent with each county's respective long-range transportation plan. The STIP is updated at least every two years and may be amended as necessary. The ~~STIP/TIP~~ STIP and Oahu TIP are closely related to the State's and counties' capital improvement programs.

Public input can be made in the development of the regional transportation plans and in development of the ~~STIP/TIP~~ STIP and Oahu TIP. Public comments may be solicited at scheduled meetings of the OMPO Citizen Advisory Committee or other forums. Interested parties also have an opportunity to comment on the Review Draft and significant revisions prior to approval of the final documents."

8.4.7 Transportation Enhancement

- In the fourth paragraph, it is stated that HDOT issues a request for proposals in the Spring. If this is not done, perhaps this statement should be deleted.

Text suggestions (Paragraphs 5 and 6):

"In order to be eligible for funding, a project must meet certain requirements, including (bullet #4):

On Oahu, proposed TE projects are prioritized using OMPO procedures. The list of prioritized projects must be approved by the OMPO Policy Committee before being submitted to HDOT. ~~they are prioritized using OMPO procedures.~~ On the neighbor islands, proposed TE projects are prioritized using procedures adopted by the respective Countywide Transportation Planning Process (CTPP) Policy Committee.

Ultimately, the HDOT Director prepares and updates the statewide prioritized list of proposed TE projects. All TE proposals prioritized under adopted OMPO and CTPP procedures ~~are eligible~~ can be considered for federal funding. In order to receive federal funds, these projects must be programmed into the current Oahu TIP and/or STIP. ~~included on the statewide prioritized list (i.e., the TIP/STIP).~~ In the development of the Oahu TIP and STIP, OMPO and CTPP priorities are followed to the maximum extent practical. However, the Director may deviate and give higher priorities to projects required by FHWA, State initiatives, unique projects with time constraints, and/or multi-agency projects with strong community support."

Page 9-2

The OMPO Guide to Public Involvement can be found at the following website:
www.OahuMPO.org/GPI/gpi.html.

Appendices C and D

There is no legend for the letters "S", "C", and "P" (in the *Jurisdiction* column) for the tables in these appendices.

Mr. Vincent Llorin
February 11, 2003

Page 4

If you have any questions regarding these comments, please contact Michelle Kurisu at 587-2015 or mkurisuompo@hawaii.rr.com.

Sincerely,



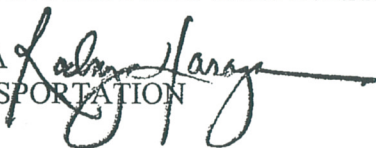
Gordon G.W. Lum
Executive Director

VL

HWY-TO
2.0257

MAY 1 5 2003

TO: GORDON G. W. LUM
EXECUTIVE DIRECTOR
OAHU METROPOLITAN PLANNING ORGANIZATION

FROM: RODNEY K. HARAGA 
DIRECTOR OF TRANSPORTATION

SUBJECT: UPDATE OF *BIKE PLAN HAWAII*

Thank you for reviewing the Preliminary Draft of *Bike Plan Hawaii*. Your comments helped us to rethink what we wanted to accomplish in the plan and to address its shortcomings. I am writing to let you know what actions were taken with respect to your concerns and suggestions.

General Comments:

1. *Organization of the Document*

1.a *An executive summary and a conclusion chapter would be helpful to open and close the document.*

After the bike plan has been finalized, we will prepare an executive summary as a stand-alone document. This approach was also used in the 1994 bike plan update and we have found that a separate document gives us greater flexibility. As an attachment to the primary document, it provides a succinct overview (satisfying the executive summary purpose), and because it is a scaled-down version of the plan, we can reproduce it more economically for wider distribution.

Bike Plan Hawaii ends with a chapter on implementation, in lieu of a conclusion chapter. We felt it appropriate to conclude by discussing how to make the plan a reality. In this chapter, therefore, we explain the responsibilities of State government versus County governments, the role of citizen advocacy in the political decision-making process, and various funding options. Are there any other topics that should be covered in a concluding chapter?

MAY 15 2003

- 1.b *The goals and objectives might have more of an impact if put in the first chapter rather than in chapter 4.*

We agree that the goals and objectives presented in Chapter 4 are one of the core elements of the plan; however, we also feel that it's important to provide a context for this material—especially for a lay audience. Therefore, we begin by explaining the purpose of the plan in Chapter 1, educating readers about key bicycling terms and concepts in Chapter 2, and providing background information about bicycling conditions in the State in Chapter 3. Thus we end up with goals and objectives in Chapter 4. Fortunately, we are no longer locked into a linear logic thanks to new media formats, such as CD-ROMs and websites. Where possible, we will be utilizing bookmarks and hyperlinks to enable readers to jump ahead to the topics of most interest to them.

- 1.c *Is there a timeframe for implementation of the plan (besides the three priority levels for each project) that is being targeted? If so, perhaps it could be stated in the first chapter along with the goals and objectives.*

The implementation timeframe is limited to proposals for facility improvements.

- 1.d *The project listing (along with criteria/selection methodology) is the “plan” portion of the document and could be put upfront (before the background information) rather than in the back of the document.*

To maintain the flow of the narrative, we attached the longer tables to the back of the document, except for near-term proposals that are listed in Chapter 6.

2. *Figures and Pictures – Note that a few of the pictures are blurry and might be distracting to the reader.*

Some photos contain strong visual images, but were available only in low-resolution formats. The final layout is able to compensate for some of the deficiencies by adjusting frame sizes and cropping.

3. *Section 1.5*

- 3.a *What is the difference between a workshop and a meeting? The two terms seem to be used interchangeably and is a bit confusing.*

“Workshop” and “meeting” refer to the same event. The meetings were designed with some type of participatory activity (the mapping exercise in the first meeting and the “voting” exercise in the second meeting); therefore, the meetings took on a workshop feel. To minimize confusion, we have standardized the terminology in the document.

- 3.b *How will HDOT respond to comments? How will people know that their comments have been received and considered?*

MAY 15 2003

We will respond in writing to all written comments, including e-mails that identify sender's name and mailing address. Our responses will indicate how we have addressed the reviewer's comments.

4. *Section 8.3 Public Involvement*

4.a *How are the needs of Title VI/Environmental Justice populations addressed? What public involvement methods were used to ensure that low-income and poverty populations were able to comment?*

We added a new text box titled "Compliance with Title VI and Environmental Justice" under Section 1.5, How was Bike Plan Hawaii Developed? In addition, we will issue a Supplemental Volume on public participation which contains comprehensive documentation of all community outreach activities. This document will be included on the CD-ROM for the Draft Plan.

Please note that the Draft Plan will be distributed for public review in May and we will be sending you a copy at that time.

Specific Comments:

All copy editing suggestions that corrected errors or improved the clarity of the text were incorporated. We appreciate the careful reading given to the document.

VL:ss ✓

**COMMENTS FROM THE MAYORAL BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE, COUNTY OF HAWAII,
MEETING HELD FEBRUARY 10, 2003**

**To: Vincent Llorin, Bicycle Pedestrian Coordinator
State of Hawaii, Department of Transportation**

From: Ron Reilly, Chair (808) 967-8603

Date: Feb 11, 2003

GENERAL COMMENTS:

The projects in the list of Big Island Projects are excellent, and should assure that Hawaii Island continues to develop bicycle-friendly transportation infrastructure.

The use of CD-ROM to share this 284 page document is unprecedented in the experience of this committee and represents excellent use of the available technology. Our congratulations and appreciation are extended to both the State DOT and to Kimura International.

The committee had some difficulty understanding what the exact scope of work might be for many of the projects e.g. "Signed Shared Road" could be vertical signage only, or this plus on street pavement stripping for bicyclists.

The committee feels that implementation of many bicycle projects would be best, and most affordably, achieved if they were done at the time of routine road resurfacing and road maintenance.

The committee has a copy of a letter from former Maui Mayor Linda Lingle, to her Public Works Director, dated July 30, 1991, in which Mayor Lingle clearly articulates and implements a Maui County policy requirement of adding 4ft shoulders wherever feasible whenever a County road is repaved. The committee applauds this policy and hopes it can become a policy for Hawaii County also.

Inclusion of additional required pavement should be mandatory wherever a street which is to be resurfaced is already identified on the existing State/County Bike Plan as a future bike facility (lane/route).

An example of good practice is the recent resurfacing of Makaala St. which for the most part has smooth extra pavement to the outside of each traffic lane (however this treatment could have been extended for the whole project length).

An example of poor practice is the recent resurfacing of Ponahawai St which has been resurfaced with only 24ft of pavement, despite being identified on the 1994 Bike Plan as requiring a future bike lane. This could have been achieved with as little as 4 ft of additional paving and stripping in a 4-10-10-4 configuration (grass and gravel verge appears to be firm, flat and unobstructed).

Committee members feel that the long, narrow, often curved bridges along the Hamakua Coast north of Hilo are a hazardous barrier to bicycle travel. We urge consideration of retrofitting these bridges with bike/pedestrian walkways (perhaps a cantilevered clip-on) for the most egregious examples. The committee is aware of the State DOT policy of including wide shoulders on bridge replacement projects (such as recently in Ka'u and on Komohana) and applauds this policy.

The following comments focus on the Hilo side, however it is hoped that additional comments will be available soon from Kona side members, and we plan to get these additional comments to you by Monday, February 17th.

The committee intends to invite Hawaii County Public Works Director, Bruce McClure, or his designee, to attend our next meeting on Monday April 14th to discuss the priority list, project funding, scope of work, and shoulder additions at the time of resurfacing.

PROJECT SPECIFIC COMMENTS

The following list of projects is copied form the CD-ROM pages 273-283 and has committee comments added in italics.

Island of Hawaii (Big Island)

Proposed Bicycle Facilities by Priority Level

MapNo. Region Facility Location, Juris.*, Cost Class.**

Signed Shared Road: Length(mi.) Cost Estimate

Bike Lane: Length(mi.) Cost Estimate

Shared Use Path: Length(mi.) Cost Estimate

Priority I Proposals

7 Hilo

Waianuenu Avenue

Signed Shared Road Akolea Rd- Bayfront Hwy C B 3.3 \$163,700

Signage is minimal help. The real need is paved designated bike lane space for bicyclists.

From Hilo Medical Center down-slope to Kaumana urgently needs a paved shoulder.

From Kaumana down-slope to Komohana a 4-lane to 3-lane conversion (two down-slope and one up-slope) would allow bicycling space and give wider traffic lanes.

From Komohana down-slope to Bay Front is a discontinuous mix of two and four traffic lanes, some sections with or without on-street parking – a consistent treatment of either two or three traffic lanes would allow room for bicycle lanes.

10 Hilo

Mohouli Street

Komohana St- Kilauea Ave C B 1.0 \$44,500

Good existing paved shoulder, good to have bike lane designation which should include "share/yield to pedestrians" signage since there are no sidewalks.

14 Hilo

Civic Center Loop-- Aupuni/ Pauahi

Kilauea Ave- Kamehameha Ave C B 0.7 \$31,100

Sufficient existing pavement, good bike lane designation, serves county facilities which need bicycle locker for employees as a demonstration project.

15 Hilo

Bayfront Highway

Waianuenue Ave- Manono St S C 1.0 \$325,500

Vertical signage is not sufficient. This is a high bicycling traffic area and should have bike lanes to provide continuity of facility type with the existing State bike lanes (Wailoa Bridge to Hwy 11) and to connect with the existing County bike lanes (Kalaniana'ole to Rchardsons Beach). From the broken up look of the existing pavement it appears that a complete resurfacing may be imminent and the associated restriping might achieve the desired results at little or now extra cost.

19 Hilo

Piilani Street

Manono St- Kanoelehua Ave C B 0.4 \$19,800

Lost cost item of questionable value. As with other Hilo City street additional pavement for bicycle lane/pedestrian use is the real need.

21 Hilo

Manono Street

E. Kawili St- Bayfront Hwy C C 1.2 \$1,507,500

This is a good priority and needs additional pavement for bicycle pedestrian use for part of the project length.

It provides good extended continuity with existing bike lanes and it serves Bayfront which is a common trip destination.

22 Hilo

E. Kawili Street

Kilauea Ave- Kanoelehua Ave C B 0.5 \$22,200

A good low cost (needed pavement already exists) extension of existing bike lanes.

23 Hilo

W. Puainako Street

Komohana St- Kinoole St S C 1.4 \$1,758,800

A good priority. This street will have increased traffic volume with the up-coming opening of the Puanako Extension. Bike lanes on this street will provide good bicycling connectivity to the shoulders on both Komohana and the new Puainako extension.

28 Hilo

Volcano Highway [Mamalahoa Hwy]

Kanoelehua Ave- Keaau- Pahoa Rd S A 3.0 \$11,000

29a Hilo

Railroad Avenue

Leilani St (Hilo)- Kaaahi RD/ RR Ave end C B 4.0 \$198,400

Shoulder improvements and bike lane designation preferred over shared use signage. There are sections where existing smooth paved shoulders would allow bike lane designation without the cost of additional pavement.

29b Puna

Railroad Avenue Bikeway

Kaaahi Rd / RR Ave (end of pavement) -

Hawaiian Paradise Park Subdivision C/ P C 5.6 \$2,160,200

This project could be the most high use of any the Hilo project and therefore perhaps the most beneficial in terms of widespread community benefits. In the words of former Council man Dominic Yagong, "When we open this... people will flock to it!"

30a Puna

RR Avenue Bikeway connection to

Keaau schools complex

RR Ave Bikeway- Keaau- Pahoa Bypass C C 0.5 \$192,900

This project would, for the first time in East Hawaii, provide a safe road separated bike path for children to bicycle to school from a large residential community. The health, sustainability, and community enhancing benefits of this project in combination with 29b are difficult to quantify or even imagine. As with project 29b, there needs to be an action plan and a time line in order to initiate the various steps that will be required to bring both of these two outstanding projects to reality with a minimum of delay.

32 Puna

Keeau- Pahoa Road

Keaau- Pahoa Bypass Rd- Shower Dr S C 2.4 \$781,200

58a Kona

Kuakini Highway

Mamalahoa Hwy- King Kamehameha III Rd S B 3.5 \$173,600

Signed Shared Road Bike Lane Shared Use Path

[end Page 1 of 11]

58b Kona

Kuakini Highway

King Kamehameha III Rd- Lako St S B 1.7 \$84,300

58c Kona

Kuakini Highway

Lako St- Hualalai Rd C C 2.3 \$2,889,400

60 Kona

Walua Road Pedestrian and Bicycle

Scenic Route (extension)

End of Walua Rd- Old Mamalahoa Hwy C C 0.3 \$115,700

65 Kona
Alii Drive Improvements
Palani Rd- Keahou Rd C B 5.7 \$282,800

68 Kona
Queen Kaahumanu Extension
Henry St- Kuakini Hwy S A 2.5 \$9,100

70c Kona
Keanalehu Drive
Kealakehe Pkwy- Kealakehe Pathway C B 0.8 \$33,800

76b Kona
Kealakehe Parkway
Queen Kaahumanu Hwy- Keanalehu Dr C B 0.7 \$31,100

81 Kona
Off- road (2- way) path adjacent and parallel to Queen Kaahumanu Hwy
Henry St- Keahole Airport S C 6.2 \$2,391,600

83 Kona
Queen Kaahumanu Hwy
Waikoloa Rd- Kealakehe Pkwy S A 18.2 \$66,500

92a
Waimea-
Kohala
Akoni Pule Highway
Kawaihae- Mahukona Wharf Access Rd S A 12.9 \$47,100

92b
Waimea-
Kohala
Akoni Pule Highway
Mahukona Wharf Access Rd- Hawi Rd S A 6.5 \$23,700

96a- c
Waimea-
Kohala
Waimea Greenway
Various segments C/ P C 9.0 \$3,471,700
Sub- total: Priority I Proposals 65.1 \$2,186,700 8.6 \$6,318,400 21.6 \$8,332,100

Priority I Mileage Distribution
State 51.7 \$1,522,000 1.4 \$1,758,800 6.2 \$2,391,600
County 13.4 \$664,700 7.2 \$4,559,600 0.8 \$308,600
Other/ Undefined 0.0 \$0 0.0 \$0 14.6 \$5,631,900

[end Page 2 of 11]

Priority II Proposals

2 Hilo
Kilauea Avenue
Waianuenue Ave- W. Puainako St C C 2.5 \$3,140,600
This project deserves to be a Priority I project. It might be accomplished affordably, without additional pavement, by re-striping as a 4-lane to 3-lane

conversion. This would benefit bicyclists by providing designated bike lane space and also act as a traffic calming enhancement. All motor vehicles would be slowed to the speed of the prudent motorist. At present there is unnecessary right and left side overtaking in substandard width traffic lanes, with the hazard of on-coming two-lane traffic...all to get one or two places ahead in line at the next traffic light. This engineering not only excludes bicyclists (and pedestrians in the section that have no sidewalks) but encourages dangerous speed (in excess of the 35 mph limit) and pointless overtaking by impatient and aggressive motorists.

3 Hilo

Kapiolani/ Hualalai Streets

Waianuenue Ave- Hualalai St C A 1.0 \$3,700

4 Hilo

Ponahawai Street

Komohana St- Kapiolani St C C 1.0 \$1,256,300

This project should have had paved shoulders included with the recent resurfacing. The committee has a copy of a letter from former Maui Mayor Linda Lingle to her Public Works Director, July 30, 1991 in which Mayor Lingle clearly articulates and implements a Maui County policy of adding shoulders at the time of resurfacing.

5 Hilo

Kukuau Street

Komohana St- Kapiolani St C B 0.8 \$35,600

6 Hilo

Rainbow Drive

Loops off Waianuenue Ave C C 1.7 \$553,300

This project may not have much value, and the money could be better spent on paved shoulders on adjacent Waianuenue Ave.

11 Hilo

Kumukoa Street/ W. Lanikaula Street

Kukuau St- Kinoole St C B 1.7 \$75,600

12a Hilo

Komohana Street

Waianuenue Ave- Ainaola Dr C C 3.1 \$3,894,400

16 Hilo

Banyan Drive / Lihikai Street

Around Golf Course C C 1.4 \$540,000

17 Hilo

Hualani/ Operations/ Silva Streets

Kanoelehua- Kalaniana'ole Ave/ Hilo Harbor C B 1.3 \$64,500

18 Hilo

Kekuanaoa St (Airport Access)

Kanoelehua Ave- Hilo Airport C A 1.6 \$5,800

This project (listed as a Priority II shared route in 1994) rightly needs to be a bike lane project. It should be moved to a Priority I level if possible. A committee member reported observing a wheelchair user negotiating the shoulderless-no-

sidewalk area near Kilauea Avenue late at night, without lights or reflectors, traveling within the east bound traffic lane – a high risk exposure to a potentially fatal motor vehicle run-down. There is no alternative route or alternative pavement available. Kekuaaoa is a major route into Hilo from the Airport and Hwy 11 and should accommodate bicyclists, pedestrians, and wheelchair users outside of the substandard width traffic lanes.

20 Hilo

Kekuaaoa Street

Kilauea Ave- Kanoelehua Ave C C 0.9 \$1,130,600

24 Hilo

Kawailani Street

Komohana- Kinoole St C B 1.3 \$64,500

25 Hilo

Haihai Street

Ainaola Rd- Kinoole St C A 1.6 \$5,800

26 Hilo

Kinoole Street

Kawili St- Haihai St C B 2.0 \$88,500

[end Page 3 of 11]

27 Hilo

Pohaku or E. Makaala Street

Ohuohu/ Ahuna/ Awa/ Pau O Palae- RR Ave C C 3.5 \$1,139,200

29c Puna

Railroad Avenue Bikeway

Hawaiian Paradise Park Subdivision-
Hawaiian Beaches & Shores Subdivision C/ P C 6.8 \$2,623,100

30b Puna

Various local roads and off- road paths

Keaau Town C/ P C 2.0 \$771,500

31a Puna

Old Keaau- Pahoa Road

Volcano Hwy- Keaau- Pahoa Bypass S C 1.1 \$358,000

31b Puna **Old Keaau- Pahoa Road Remnant** C B 0.5 \$24,800

33 Puna

Shower Dr/ Pohaku Dr/ Olaa/ 40th

Kaaahi Road- Volcano Hwy P/ C C 5.4 \$1,757,600

34 Puna

Paradise Acres - 9 Road / C Road /

Kulani Road

9 Rd- Volcano Hwy near Mountain View P/ C C 5.6 \$1,822,700

36a Puna

N. Puna Corridor - Paradise (or Makuu)

Drive

Hawaiian Paradise Pk- Keaau- Pahoa Rd P/ C C 4.2 \$1,367,000

36b Puna

North Puna Corridor-- Mauka

Keaau- Pahoia Rd- 11 Rd P/ C C 3.7 \$1,204,300

36c Puna
North Puna Corridor-- D Road / Rose Street
9 Rd- Pikake St P/ C C 4.1 \$1,334,500

36e Puna
Paradise Acres-- Glennwood Rd
Keaau Stream Trail- Volcano Hwy near
Glennwood P/ C C 0.8 \$260,400

37a Puna
Ala Hele O Puna (going north)
Hawaiian Beaches/ Shores Subdivision-
Hawaiian Paradise Park Estates C C 6.1 \$1,985,400

37b Puna
Ala Hele O Puna (going south)
Hawaiian Beaches/ Shores Subdivision- Jct.
Pahoia- Kapoho Rd C C 5.2 \$1,692,500

[end Page 4 of 11]

38 Puna
Kahakai Blvd., mauka- makai corridor
Railroad Ave- Pahoia schools complex C C 4.0 \$1,301,900

39 Puna
Ag Road/ Kehau Road
Railroad Ave (Waiakahiula)- Nanawale Blvd
to Pahoia- Kapoho Rd C C 3.8 \$1,236,800

40 Puna
Pahoia- Kapoho Road
Volcano Hwy- Pahoia Coast C A 7.2 \$26,300

41 Puna
Lighthouse Road
Pahoia- Kapoho Rd- Kumukahi Lighthouse C C 1.6 \$520,800

44 Puna
Kapoho- Kalapana Beach Road
Pahoia- Kapoho Road- Keaau- Pahoia Rd C A 15.0 \$54,800

45 Puna **Old Kalapana Hwy Remnants** C? C 4.5 \$1,735,800

46 Puna
Pahoia- Kalapana Highway
Kapoho- Kalapana Rd- Keaau- Pahoia Rd C A 9.0 \$32,900

47 Puna
Volcano Hwy [Mamalahoa Hwy]
Keaau- Pahoia Bypass- Hawaii Volcanoes
National Park S A 23.2 \$84,700

59 Kona
Haawina Road
Kuakini Hwy- Old Mamalahoa Hwy C C 0.2 \$65,100

61 Kona
King Kamehameha III Road

Kuakini Hwy- Alii Dr C C 1.4 \$468,700

62 Kona

**Connections between subdivisions
south of Kailua**

Komohana Kai Subdivision- Kona Sea View
Subdivision C/ P C 1.2 \$377,600

66 Kona

Lunapule Road

Alii Dr- Walua Rd C C 0.3 \$81,400

67 Kona

Hualalai Road

Old Mamalahoa Hwy- Kuakini Hwy C C 3.8 \$1,230,300

69 Kona

Old Mamalahoa Hwy

Jct. Palani Rd- Honalo C A 10.5 \$38,400

[end Page 5 of 11]

72 Kona

Makala Street

Kuakini Hwy (Old Kona Airport)- Queen
Kaahumanu Hwy C C 0.5 \$172,500

73 Kona

Old Airport Coastal Path

Old Kona Arprt- Noio Pt/ Honokohau Harbor C/ P C 2.3 \$887,200

74 Kona

Utility Easement Road

Wastewater Treatment Plant- Honokohau
Harbor C C 2.2 \$852,500

85a Kona

Mamalahoa Hwy

Queen Kaahumanu Hwy- Palani Jct. S C 3.4 \$1,106,600

85b

Waimea-
Kohala

Mamalahoa Hwy

Palani Jct.- Waimea- Kohala Airport S A 33.3 \$121,600

86

Waimea-
Kohala

Old Mamalahoa Hwy Remnants

South of Waimea S? C 2.4 \$1,851,600

88

Waimea-
Kohala

Waikoloa Road

Waikoloa Village- Queen Kaahumanu Hwy C B 11.6 \$575,500

89

Waimea-
Kohala

Waikoloa Bikeway

Paniolo Ave C B 1.7 \$82,400

93

Waimea-
Kohala

Akoni Pule Highway

Hawi- Halaula S B 7.9 \$391,900

94

Waimea-
Kohala

Kohala Mountain Road

Waimea- Hawi S B 19.3 \$957,500

95a

Waimea-
Kohala

Old Kawaihae Rd (north of Kawaihae Rd)

Akoni Pule Hwy- Powerline Rd C C 3.1 \$1,184,200

95b

Waimea-
Kohala

Old Kawaihae Rd (south of Kawaihae Rd)

Powerline Rd- Waimea Greenway C C 5.1 \$1,948,000

98a

Waimea-
Kohala

Kawaihae Road

Akoni Pule Highway- Laelae Rd (Mile 58) S A 9.0 \$32,900

98b

Waimea-
Kohala

Kawaihae Road

Laelae Rd (Mile 58)- Kekehau/ Kipu Upuu S B 5.6 \$277,800

[end Page 6 of 11]

99

Waimea-
Kohala

Waiaka Bridge

Jct. Kohala Mountain Rd & Kawaihae Rd S C 0.0 \$0

100

Waimea-
Kohala

Mamalahoa Hwy

Waimea Town, Jct. Kawaihae Rd- Waimea-
Kohala Airport S C 1.7 \$556,600

102

Waimea-
Kohala

Mud Lane

Past Kamuela Lakeland; Mamalahoa Hwy-
Waipio Valley C/ P C 5.8 \$2,218,000

103 Honokaa

Honokaa- Waipio Rd

Honokaa- Waipio S A 9.5 \$34,700

106a Honokaa

Old Mamalahoa Hwy

Lakeland- Mamalahoa Hwy S? C 10.2 \$3,306,900

106b Honokaa

Kupuna Road, Old Mamalahoa Hwy-

Mamalahoa Hwy C C 1.4 \$547,800

Sub- total: Priority II Proposals 256.3 \$30,946,800 12.0 \$9,621,600 36.9 \$15,159,700

Priority II Mileage Distribution

State 114.0 \$3,922,300 0.0 \$0 0.0 \$0

County 107.2 \$15,593,500 12.0 \$9,621,600 13.2 \$5,072,500

Other/ Undefined 35.1 \$11,431,000 0.0 \$0 23.8 \$10,087,200

Priority III Proposals

1 Hilo

Mamalahoa Hwy

Honokaa- Hilo S A 39.0 \$142,400

8 Hilo

Akolea Road

Kaumana Dr- Waianuenue Ave C A 1.9 \$6,900

9a Hilo

Kaumana Drive

Waianuenue Ave- Akolea Rd C C 3.7 \$1,204,300

9b Hilo

Kaumana Drive

Saddle Rd- Akolea Rd C A 0.4 \$1,500

13 Hilo

Ainaola Road

Haihai St- Kawaiilani St C B 1.0 \$44,500

[end Page 7 of 11]

29d Puna

Railroad Avenue Bikeway

Hawaiian Beaches & Shores Subdivision-

Kapoho- Kalapana Beach Rd C/ P C 6.5 \$2,507,300

35 Puna

Old Volcano Trail

Keaau Stream Trail- Pohaku? C/ P C 6.4 \$2,468,800

36d Puna

North Puna Corridor - Kahikopele St /

Keaau Stream Trail

Pikake St P/ C C 4.6 \$1,774,400

37c Puna

Koae Access

Railroad Path/ Kaaahi Rd- Ala Hele O Puna C C 0.8 \$308,600

42 Puna

Pahoa- Kapoho Powerline Trail

Pahoa- Kapoho Rd- Pahoa- Kalapana Rd C/ P C 2.8 \$1,080,100

43 Puna
Kapoho- Kalpana Ridge Trail
Off Pahoa- Kapoho Rd- Kamoamoa Hmstds C/ P C 8.1 \$3,124,500

48
South
Hawaii
Mamalahoa Hwy
Hawaii Volc. Natl Park- Jct. Kuakini Hwy
(Kona) S A 86.7 \$316,600

49
South
Hawaii
South Point Road
Hawaii Belt Rd- Ka Lae (South Point) C C 11.7 \$3,808,100

50
South
Hawaii
Kamaoa Road
South Point Rd- Mamalahoa Hwy C C 4.0 \$1,301,900

51 Kona
Keala O Keawe
Mamalahoa Hwy- Puuhonua Rd C? C 4.0 \$1,285,700

52 Kona
Puuhonua Road
Middle Keei Rd- Honaunau Bay C C 3.4 \$1,100,100

53 Kona
Painted Church Road
Keala O Keawe- Middle Keei Rd C C 1.8 \$589,100

54 Kona
Middle Keei Road
Mamalahoa Hwy- Puuhonua Rd C C 3.6 \$1,181,500

55 Kona
Napoopoo Road
Mamalahoa Hwy- Middle Keei Rd C C 2.6 \$839,700

56 Kona
Alii Drive Extension
Lekeleke Bay- Kealakekua Bay C C 5.3 \$2,044,400

[end Page 8 of 11]

57a Kona
Old RR ROW- makai of Kuakini Hwy
Kuakini Hwy- terminus C C 6.0 \$2,310,600

57b Kona
Old RR ROW- mauka of Kuakini Hwy
Hualalai Rd- Kuakini Hwy C C 2.7 \$1,041,500

70a Kona
Keanalehu Trail
Palani Road- Hualalai Rd C C 2.6 \$1,018,400

76a Kona
Kealakehe Parkway
Queen Kaahumanu Hwy- Noio Point C C 1.1 \$358,000

77 Kona
**Old government road mauka of
Mamalahoa Hwy** C C 4.3 \$1,643,300

79 Kona
Hina Lani Drive
Queen K. Hwy- Old Mamalahoa Hwy C A 3.5 \$12,800

80 Kona
Old Airport Coastal Path
Honokohau Harbor- U. H. Research Lab
(OTEC) C C 6.3 \$2,430,200

82 Kona
**Utility corridor at 1500' elevation mauka
of Queen Kaahumanu Hwy** C C 2.5 \$964,400

87
Waimea-
Kohala
Saddle Road
Mamalahoa Hwy- Hilo S A 45.7 \$167,000

90
Waimea-
Kohala
Powerline Road
Old Kawaihae Rd- Waikoloa Rd C/ P C 7.4 \$2,866,100

91
Waimea-
Kohala
Old Puako Rd and Puako Beach Drive
Hapuna Beach Rd- Holoholokai Beach Pk C/ P C 9.0 \$3,456,300

104a
Honokaa-
Hamakua
Lower Cane Haul Road
Waipio- Honokaa C/ P C 8.0 \$3,074,400

104b
Honokaa-
Hamakua
Lower Cane Haul Road
Honokaa- Homula C/ P C 7.9 \$3,055,100

105
Honokaa-
Hamakua
**Coastal Connector Rd (Standard Oil
Road)**
Haina- Honokaa- Waipio C/ P C 1.9 \$618,400

106c
Honokaa-
Hamakua
Old Mamalohoa Hwy

Paaauhau Road- Kalopa Gulch S? C 2.9 \$1,114,800

[end Page 9 of 11]

106d

Honokaa-

Hamakua

Old Mamalahoa Hwy

Puuala Ranch- Waipuahina Gulch S? C 2.4 \$925,800

106e

Honokaa-

Hamakua

Old Mamalahoa Hwy

Waipuahina Gulch- Paauilo S? C 0.8 \$308,600

106f

Honokaa-

Hamakua

Old Mamalahoa Hwy

Waikaumalo- Hakalau Bay S? C 4.2 \$1,620,100

106g

Honokaa-

Hamakua

Old Mamalahoa Hwy

Hakalau Bay- Kolekole Beach Park S? C 2.3 \$887,200

106h

Honokaa-

Hamakua

Old Mamalahoa Hwy

Honomu- Pepeekeo S? C 3.0 \$1,157,200

106i

Honokaa-

Hamakua

Old Mamalahoa Hwy

Pepeekeo- Onomea S? C 6.8 \$2,623,100

106j

Honokaa-

Hamakua

Old Mamalahoa Hwy

Papaikou- Paukaa, Kulana Kea Dr S? C 2.6 \$1,002,900

106k

Honokaa-

Hamakua

Wainaku

Wainaku- Puueo (Hilo Town) C C 2.2 \$848,600

Sub- total: Priority III Proposals 215.0 \$12,934,000 1.0 \$44,500 118.4 \$45,656,700

Priority III Mileage Distribution

State 171.4 \$626,000 0.0 \$0 0.0 \$0

County 37.7 \$10,403,900 1.0 \$44,500 32.7 \$12,610,000

Other/ Undefined 5.9 \$1,904,100 0.0 \$0 85.7 \$33,046,700

Contingent on New Road Construction

12b Hilo

Nowelo

Komohana- UH Hilo Expansion Area C/ S? C

64 Kona
Proposed Kahului- Keauhou Pkwy
Queen Kaahumanu Hwy- Lako Street C C 3.1 \$1,009,000 3.1 \$1,195,800

70b Kona
Keanalehu Drive
Kealakehe Pathway- Palani Road C C 0.6 \$778,900

71 Kona
Future Keohokalole Hwy
Kealakehe Pkwy- Queen Kaahumanu Hwy C C 2.2 \$2,763,800

[end Page 10 of 11]

75 Kona
Kealakaa Connector
Kealakehe Pathway- Kealakaa Street C C 0.6 \$766,300

76c Kona
Kealakehe Pkwy extension
Kalanalehu Drive- Kealakaa Street C C 1.3 \$1,633,100

76d Kona
Kealakehe Pkwy extension
Kealakaa- Palani Road C C 0.7 \$879,400

78 Kona
Future Kealakaa Street
Kealakehe Parkway- Kealakehe Parkway C C 4.0 \$5,025,000

97 Kohala
Future Waimea Bypass
Akoni Pule Highway- Mamalahoa Hwy S C 18.3 \$5,956,300

101 Waimea **Future Waimea Hwy Bypass-- Path** S C 3.9 \$1,504,400

Sub- total: Contingent Proposals 18.3 \$5,956,300 12.5 \$12,855,500 7.0 \$2,700,200
Contingent Mileage Distribution
State 18.3 \$5,956,300 0.0 \$0 3.9 \$1,504,400
County 0.0 \$0 12.5 \$12,855,500 3.1 \$1,195,800
Other/ Undefined 0.0 \$0 0.0 \$0 0.0 \$0

HAWAII TOTAL: ALL PROPOSALS 554.7 \$52,023,800 34.1 \$28,840,000 183.9 \$71,848,700

Hawaii Mileage Distribution
State 355.5 \$12,026,600 1.4 \$1,758,800 10.1 \$3,896,000
County 158.3 \$26,662,100 32.7 \$27,081,200 49.7 \$19,186,900
Other/ Undefined 41.0 \$13,335,100 0.0 \$0 124.0 \$48,765,800

* Juris. (Jurisdiction)

S = State

C = County

F = Federal

P = Private

** Cost Class. (Cost Classification)

A = Minor improvements

B = Moderate improvements

C = Major improvements/ new facility

[end Page 11 of 11]

From: Vincent.Llorin@hawaii.gov
Sent: Tuesday, February 18, 2003 7:49 AM
Subject: Another Hawaii Bike Plan comment

----- Forwarded by Vincent Llorin/HWY/HIDOT on 02/18/2003 07:48 AM -----

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|                                     |
|                                     | "Ron Reilly"                       |
|                                     | <makaloa@interpa                    |
|                                     | c.net>                               |
|                                     |                                     |
|                                     | 02/16/2003 09:49                |
|                                     | PM                               |
|                                     |                                     |
|                                     |----->
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|       |
|       | To:      <Vincent.Llorin@hawaii.gov>
|       |
|       | cc:      <cohparcs@interpac.net>
|       |
|       | Subject: Another Hawaii Bike Plan comment
|       |
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Hi Vincent,

Last week I sent you comments which were approved by the Hawaii County Bike/Ped Advisory Committee.

Today I have forwarded two additional e-mails from individual committee members: Mary Osbourne and JB Friday.

I also had a phone conversation today with Kona-side member Herb Soloway of Waikoloa. In summary his opinions (which have not been discussed or approved by the full committee) are as follows:

- 1) There is an equitable mix of projects for both sides of the the Big Island.
- 2) Herb suggests that project #89 in Waikoloa which involves addition of bike lanes on both sides of Paniolo Avenue for a length of 1.7 miles should be moved from Priority II up to Priority I. Herb says that the asphalt is already in place and the local Outdoor Circle could volunteer to paint the bike symbols and directional arrows on the pavement, leaving the county to do only the vertical signage and perhaps bike lane treatment through a couple of the existng T-intersections. Herb sites the locations of the shopping center and school as well as the high traffic volume as a reason for encouraging and accommodating bicycle use by adults and children. Herb is willing to persue a County ordinance with his Councilperson to establish the necessary ground work for county designation of this stretch of road as a bike-laned road.

Vince, I think this will be all the comments for now. We look forward to seeing the final draft and participating in the final round of public meetings. Please give us as much

notice of the dates as you can - we want to get as good a public turn out as possible.

Best Regards, Ron

ps. Had a great bike ride today up to Wood Valley in Ka'u!

From: Vincent.Llorin@hawaii.gov
Sent: Tuesday, February 18, 2003 7:49 AM
Subject: Fw: comments on bike plan

----- Forwarded by Vincent Llorin/HWY/HIDOT on 02/18/2003 07:48 AM -----

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|                                     |
|                                     | "Ron Reilly"
|                                     | <makaloea@interpa
|                                     | c.net>
|                                     |
|                                     | 02/16/2003 09:23
|                                     | PM
|                                     |
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>-----|
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|       |
|       | To:      <Vincent.Llorin@hawaii.gov>
|       |
|       | cc:      <cohparks@interpac.net>
|       |
|       | Subject: Fw: comments on bike plan
|       |
|----->
```

Hi Vincent, These are additional comments from Hilo-side Member JB Friday. The opinions expressed are JB's. At this time they have not been discussed by the full committee. Thanks, Ron

----- Original Message -----
From: J. B. Friday
To: Ron Reilly
Sent: Thursday, February 13, 2003 4:52 PM
Subject: comments on bike plan

Dear Ron,

As promised, here are a few comments on the bike plan.

I thought some more general comments were in order. We got going on discussing physical improvements and signing. But really there have been and will be only a few miles of bicycle facilities. The plan gives the statewide total as 208.9 mi (page 3-3). The plan correctly identifies the current road network as the main bicycle network. We should acknowledge that most bicycling will be done on the regular roads and emphasize making these safer. Under Chapter 2, Types of Bicyclists, "Transportation improvements" for each group are listed. Group A wants to "Establish and enforce speed limits" and Groups B and C want to "Ensure low speeds." Enforcing the speed limits doesn't cost any money, although it is politically unpopular. Most people aren't deterred from bicycling because of the rain (we have plenty of nice days in Hilo) or the hills; they are afraid to ride on the roads because of the traffic.

I would also emphasize our agreement with the basic propositions in Chapter 4: Bicycles

belong on Hawaii's roadways. The basis for the bikeway system is the existing roadway system. The bicycle is a viable mode of transportation.

As to infrastructure comments, I would like to see a couple of Priority 2 projects upgraded. I thought some of the projects could be downgraded, but since we don't see any value in doing that I'll keep quiet. Mostly I agree with what you've written. Other comments follow (my comments are in red; hope you can read them.)

12a Hilo

Komohana Street

Waianuenue Ave- Ainaola Dr C C 3.1 \$3,894,400

>From Waianuenue to Puainako: ok for cycling as is. Road has broad shoulders. >From Puainako to Ainaloa Dr.: Very bad road for cycling with hazardous shoulders and high-speed (45 mph+) traffic. Deserves to be a route from Waiakea Uka into town.

24 Hilo

Kawailani Street

Komohana- Kinooole St C B 1.3 \$64,500

A poor street for cycling. High speed traffic and no shoulders. Either Kawailani or Haihai St. should be improved as a route for Waiakea Uka folks into town.

25 Hilo

Haihai Street

Ainaola Rd- Kinooole St C A 1.6 \$5,800

A poor street for cycling. High speed traffic and no shoulders. Either Kawailani or Haihai St. should be improved as a route for Waiakea Uka folks into town.

Thanks for reviewing all these documents and submitting comments.

Yours

JB

J. B. Friday
1416 Kilikina St.
Hilo, HI 96720

tel. (808) 935-2331
e-mail jbfriday@hawaii.edu

To keep every cog and wheel is the first precaution of intelligent tinkering.

- Aldo Leopold, on conservation.

February 13, 2002

MEMO

TO: Ron Reilly, Chairman
Hawaii County Bicycle Advisory Committee

FROM: Mary Osborne, member
Hawaii County Bicycle Advisory Committee

RE: Your request for comments on the Bike Plan Hawaii Preliminary Draft,
January 2003, Proposed Bicycle Facilities Priority Level I, Kona.

CC: Pamela Mizuno, Deputy Director

I will be out of town and unavailable on Friday, February 14th. My attempt to contact you by phone and email to request you call me has not been answered so I'm taking the liberty of responding to your request in writing via email. I hope this isn't out of protocol.

Priority Number I

Map Nos., 58a, 58b, 58c, 60, 65, 68, 70c, 76b, 83: Concur.

Map No. 81: Oppose. Opposed for any priority level as counter to the purpose to provide safe shared use paths. Documentation exists on the dangerous conditions to both cyclists and pedestrians fostered by these paths when they are intersected by other roads as will be the case with this proposed path. This multi-million dollar expense, the largest by far of the Priority No. I Kona projects, to place a parallel path next to the existing highway that is currently used by cyclists when that highway can be improved into a signed shared road or bike lane cannot, in my opinion, be justified. Encouraging an intersected shared use path discourages the motorist from accepting the existence of cyclists on the roadway. This effect may carry over into law enforcement attitudes, and those involved in investigating and litigating accidents. In Priority Level II, Map No. 73, the proposed Old Airport Coast Path will serve a similar purpose and not be subject to road intersection. Suggest deleting Map No. 81, and if it cannot be deleted, then move it to Priority No. III, and substituting it with Priority Level II, Map. No. 73.

Suggest moving Priority Level II, Map. Nos 61, 62 and 67 into Priority No. I to replace the funding from Map. 81.

Ron, I realize that we are responding to a draft plan and that funding for any of these projects may be few and far between but I do expect opposition from others in the cycling community here over Map 81.

VL

HWY-TO
2.0260

MAY 1 5 2003

Mr. Ron Reilly, Chair
Mayoral Bicycle and Pedestrian Advisory Committee
County of Hawaii
c/o Department of Parks and Recreation
101 Pauahi Street, Suite 6
Hilo, Hawaii 96720

Dear Mr. Reilly:

Subject: Update of *Bike Plan Hawaii*

Thank you for reviewing the Preliminary Draft of *Bike Plan Hawaii*. Your comments helped us to rethink what we wanted to accomplish in the plan and to address its shortcomings. I am writing to let you know what actions were taken with respect to your concerns and suggestions.

Subsequent to your correspondence dated February 11, 2003, we received follow-up e-mail messages with comments from Herb Soloway, J. B. Friday, and Mary Osborne. Their comments are also addressed below.

Responses to your general comments:

1. *The committee had some difficulty understanding what the exact scope of work might be for many of the projects, e.g., "Signed Shared Road" could be vertical signage only, or this plus on street pavement striping for bicyclists.*

We realize that descriptions of the proposed bicycle facilities are sketchy. But with more than 400 facilities proposed on six islands, more detailed project descriptions (and the analysis required for this) would be overwhelming. As a conceptual planning document, the master plan is limited to developing a picture of the overall network, and, in general, determining what type of facility appears to be most appropriate based on readily available information, such as maps and windshield surveys. Because detailed analyses are not possible at this stage, input from road users, such as your group, are particularly useful.

MAY 15 2003

2. *The committee feels that implementation of many bicycle projects would be best, and most affordably, achieved if they were done at the time of routine road resurfacing and road maintenance.*

The plan also states that bicycle facilities that are “incidental” to larger roadway construction, resurfacing, and repair projects are often the most economical and efficient way to expand the bikeway network.

3. *Committee members feel that the long, narrow, often curved bridges along the Hamakua Coast north of Hilo are a hazardous barrier to bicycle travel. We urge consideration of retrofitting these bridges with bike/pedestrian walkways (perhaps a cantilevered clip-on) for the most egregious examples.*

Several bridges on Kamehameha Highway on the North Shore of Oahu have been or are planned to be replaced with ones accommodating bicycle and pedestrian use. However, these bridges were relatively short. The longer bridges on the Hamakua Coast may not be able to accommodate cantilevered attachments, and would require further structural engineering studies.

The following actions were taken with respect to your project-specific comments:

Map No.	Bikeway Proposal as Described in the Preliminary Draft Plan	Changes (if any) in Draft Plan
2, Hilo	Kilauea Avenue (Waianuenue Ave to W. Puainako St), Bike Lane, Priority II	Priority changed to Level I
6, Hilo	Rainbow Drive (loop behind Waianuenue Ave), Signed Shared Road, Priority II	Priority changed to Level III
7, Hilo	Waianuenue Avenue (Akolea Rd to Bayfront Hwy) Signed Shared Road, Priority I	Facility type changed to Bike Lane on Waianuenue Avenue (from Hilo Medical Center to Bayfront Hwy). From Hilo Medical Center to Akolea Rd, proposed facility remains as a Signed Shared Road
15, Hilo	Bayfront Highway (Waianuenue Ave to Manono St), Signed Shared Road, Priority I	Facility type changed to Bike Lane on Bayfront Highway (from Waianuenue Ave to the Bayfront crossover to Manono St to Pauahi St)
18, Hilo	Kekuaaoa Street (Airport Access Road), Signed Shared Road, Priority II	Facility type changed to Bike Lane and Priority changed to Level II
19, Hilo	Piihane Street (Manono St to Kanoelehue Ave), Signed Shared Road, Priority I	Priority changed to Level II
29a, Hilo	Railroad Avenue (Leilani St to end of paved roadway), Signed Shared Road, Priority I	Facility type changed to Bike Lane
81, Waimea-Kohala	Off-road path adjacent and parallel to Queen Kaahumanu Hwy, Priority I	Given the relatively strong support for this project exhibited at the Community Meeting-Workshop, we have left this project at Level I. Possibility of change pending additional feedback during the comment period for the Draft Plan
89, Waimea-Kohala	Waikoloa Bikeway (Paniolo Ave), Signed Shared Road, Priority II	Facility type changed to Bike Lane and Priority changed to Level I

Mr. Ron Reilly


Page 3

HWY-TO 2.0260

MAY 1 5 2003

Please note that the Draft Plan will be distributed for public review in May and we will be sending you a copy at that time. This project was budgeted for two rounds of community meetings, both of which took place during the formative stages of the plan. Although we will not be holding meetings during the public review period for the draft plan, we will be mailing CD-ROMs to everyone who attended a prior meeting and provided a mailing address on the sign-up sheet. Hardcopies of the plan will be available at all public libraries. The plan can also be viewed and/or downloaded from the project website, and reviewers will have the option of submitting their comments online.

Very truly yours,


GLENN M. YASUI
Administrator
Highways Division

VL:ss

VL

HWY-TO
2.0263

MAY 15 2003

Mr. Eric Crispin
Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Crispin:

Subject: Update of *Bike Plan Hawaii*

Thank you for reviewing the Preliminary Draft of *Bike Plan Hawaii*. Your comments helped us to rethink what we wanted to accomplish in the plan and to address its shortcomings. I am writing to let you know what actions were taken with respect to your concerns and suggestions.

1. *In addition to providing an integrated system of bikeways for work, school, shopping trips, and recreation..., Section 4.1.1.3 (Bikeway System) of the Koolauloa Sustainable Communities Plan also mentions that the Lai'e Community Advisory Group proposes a bikeway plan for bicycle routes along private streets throughout the La'ie community.*

A statement has been added to the description of the Koolauloa region referring to the community's desire to study and plan for bicycle routes in Laie.

2. *We recommend coordination of the implementation of Bike Plan Hawaii Priority I projects with the Priority I projects of the Honolulu Bicycle Master Plan to ensure bicyclists are able to continue their rides beyond the Primary Urban Center. Also, some consideration should be given to the development of bike facilities associated with the Pearl Harbor Historic Trail, which is an important regional facility, which would benefit communities from Aiea to Nanakuli.*

Given the importance of connectivity in the bikeway network, we added paragraphs to two sections of the plan, emphasizing the need to coordinate high-priority projects identified in *Bike Plan Hawaii* and the Honolulu Bicycle Master Plan.

A prime opportunity for state-county coordination is the Leeward Bikeway (currently in design) and its connection to the Pearl Harbor Historic Trail. We have expanded this

Mr. Eric Crispin
Page 2

HWY-TO 2.0263

MAY 15 2003

discussion in the text and called attention to the potential for linking this facility to residential areas and attractions along the pathway.

3. *Should the State desire to acquire private property to create new bikeways, they will have to submit a subdivision application and construction plans to the Department of Planning and Permitting for review and approval.*

Comment noted and will be relayed to departmental staff and consultants working on Oahu bikeway projects.

Please note that the Draft Plan will be distributed for public review in May and we will be sending you a copy at that time.

Very truly yours,

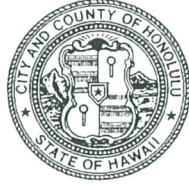


RODNEY K. HARAGA
Director of Transportation

VL:ss

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

1000 ULUOHIA STREET, SUITE 309 • KAPOLEI, HAWAII 96707
TELEPHONE: (808) 692-5561 • FAX: (808) 692-5131 • INTERNET: www.co.honolulu.hi.us



JEREMY HARRIS
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SKIPPA" DIAZ
DEPUTY DIRECTOR

February 21, 2003

Mr. Glenn Okimoto
Interim Director of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

RECEIVED
FEB 28 1 06 PM '03
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

Dear Mr. Okimoto:

Thank you for the copy of the *Bike Plan Hawaii* (State of Hawaii Master Plan) and the opportunity to comment.

This appears to be an ambitious, forward looking document, which enhances local community green-scape, as well as opportunities for recreational and transit oriented cycling.

The expectation that anyone will provide high-level maintenance for new bike areas without resources seems inappropriate. These new areas must be low maintenance which will reduce the impact of long-term costs as well as the original cost for installation. While user agreements to perform ongoing maintenance, as part of an *Adopted Area* sounds good up front, historical data seems to indicate that these user groups wear out, lose interest and eventually stop performing original duties.

Finally, the maintenance fund needs to be defined in terms of where monies come from, what they can be used for and who controls it.

Should you have any questions, please contact Mr. Lanky Morrill, Administrative Assistant of the Parks Maintenance and Recreation Services, at 692-5416.

Sincerely,


WILLIAM D. BALFOUR, JR.
Director

WDB:ea
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HIGHWAYS DIVISION
DEPT OF TRANSPORTATION

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HWY-TO
2.0262

MAY 15 2003

Mr. William D. Balfour, Jr.
Director
Department of Parks and Recreation
City and County of Honolulu
1000 Uluohia Street, Suite 309
Kapolei, Hawaii 96707

Dear Mr. Balfour:

Subject: Update of *Bike Plan Hawaii*

Thank you for reviewing the Preliminary Draft of *Bike Plan Hawaii*. Your comments helped us to rethink what we wanted to accomplish in the plan and to address its shortcomings. I am writing to let you know what actions were taken with respect to your concerns and suggestions.

1. *The expectation that anyone will provide high-level maintenance for new bike areas without resources seems inappropriate. These new areas must be low maintenance which will reduce the impact of long-term costs as well as the original cost for installation. While user agreements to perform ongoing maintenance, as part of an Adopted Area sound good up front, historical data seems to indicate that these user groups wear out, lose interest and eventually stop performing original duties.*

We also share your concerns regarding ongoing maintenance of all bicycle facilities. To extend the effectiveness of limited resources, the plan advocates what must be a mixed approach, including design of low-maintenance facilities, a volunteer-based "adopted area" program, and, perhaps, privatization of some maintenance activities (currently used on a trial basis in our department) – along with routine maintenance conducted by departmental crews.

2. *Finally, the maintenance fund needs to be defined in terms of where monies come from, what they can be used for and who controls it.*

The plan links the accomplishment of any new maintenance task to the acquisition of additional or re-allocated funds. A more definitive and specific statement on the sources and expenditures of maintenance funds is difficult, given both our reliance on cyclical

Mr. William D. Balfour, Jr.
Page 2

HWY-TO 2.0262

MAY 15 2003

legislative appropriations and our need to reserve some flexibility to use the funds for various critical purposes.

Please note that the Draft Plan will be distributed for public review in May and we will be sending you a copy at that time.

Very truly yours,

A handwritten signature in black ink, appearing to read "Rodney Haraga", with a long horizontal stroke extending to the right.

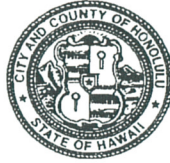
RODNEY K. HARAGA
Director of Transportation

VL:ss

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



TIMOTHY E. STEINBERGER, P.E.
ACTING DIRECTOR

GEORGE TAMASHIRO, P.E.
ASSISTANT DIRECTOR

CDP 03-0049

March 20, 2003

Mr. Vincent Llorin
Bicycle and Pedestrian Coordinator
Department of Transportation
State of Hawaii
601 Kamokila Boulevard, Room 602
Kapolei, Hawaii 96707

Dear Mr. Llorin:

Subject: Update of Bike Plan Hawaii

We have reviewed the preliminary draft of Bike Plan Hawaii and have the following comments:

1. Chapter, page 4, Aesthetic Considerations – Recommend coordinating bike route planning with the City’s Department of Parks and Recreation’s Street Tree Beautification program and the “More Livable Communities Program” to enhance biking experience.
2. Chapter 6.4.2, page 8, Near-term – Consider completing missing links between existing sections of bike route. They may be identified in other plans, i.e., Oahu Urban Bikeway Master Plan.
3. Chapter 7, page 6 – Recommend a graphic map at key locations showing destinations to benefit novice bikers and tourists unfamiliar with the bikeways.
4. Chapter 9, page 3 – Recommend including the following references:
 - a. Diamond Head Road Recreation Master Plan (attached).
 - b. Aiea-Pearl City Livable Communities Plan (attached).

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HIGHWAYS DIVISION
DEPT OF TRANSPORTATION

Mr. Vincent Llorin

Page 2

March 20, 2003

5. Recommend adding to the bikeway data chart for Oahu, a .45-mile section of single bike lane currently underway at Diamond Head Road (see attached charts).

Should you have any questions, please contact Michael Creagh at 527-6329.

Very truly yours,

A handwritten signature in black ink, appearing to read 'T. Steinberger', with a large, sweeping flourish extending to the left.

TIMOTHY E. STEINBERGER, P.E.
Acting Director

GS:dk
Attach.

Diamond Head Road Recreation Master Plan

Prepared for:
City & County of Honolulu
Department of Design and Construction

Prepared by:
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, HI 96813

March 2002

Island of Oahu							
Proposed Bicycle Facilities							
Map No.	Facility Location	Type	Juris.	Cost Class.	Length (mi.)	Cost Estimate	Priority Level
Waimanalo Circuit							
93a	Kumuhau St-Waikupanaha/Ahiki St	Route	C	B	3.4	\$146,200	III
Waimanalo Circuit							
93b	Hihimanu St-Oluolu St	Route	C	B	1.7	\$73,300	III
Kalaniana'ole Highway							
94	Aloiloi St (Waimanalo)-Makapuu	Route	S	C	4.8	\$1,358,500	I
East Oahu							
Kalaniana'ole Highway							
95	Makapuu-Sandy Beach	Route	S	A	2.2	\$7,000	I
Kalaniana'ole Highway							
96	Sandy Beach-Lunalilo Home Rd	Route	S	A	2.6	\$8,300	II
Portlock Road							
97	Kalaniana'ole Hwy-Lunalilo Home Rd	Route	C	A	0.8	\$2,500	II
Ahukini Street							
98	Lunalilo Home Rd-Kamiloiki Elem School	Route	C	B	0.7	\$2,100	III
Wailua Street							
99a	Hawaii Kai Dr-Lunalilo Home Rd	Route	C	B	0.5	\$21,600	III
Keahole Street							
99b	Kalaniana'ole Hwy-Hawaii Kai Dr	Route	C	B	0.6	\$25,900	III
Hawaii Kai Drive							
99c	Kalaniana'ole Hwy-Wailua St	Route	C	B	1.7	\$73,300	III
Kawaihae Street							
99d	Kalaniana'ole Hwy-Hawaii Kai Dr	Route	C	A	0.9	\$2,900	III
Halemau Street							
99e	Kalaniana'ole Hwy-Kalaniana'ole Hwy	Route	C	B	0.8	\$34,500	III
Hind laka Drive							
99f	East Hind Dr-Wailupe Valley School	Route	C	B	0.7	\$30,200	III
West/East Hind Drive							
99g	Kalaniana'ole Hwy-Kalaniana'ole Hwy	Route	C	B	1.2	\$51,800	III
Analii/Poola Street							
100	Kalani Waialae Iki Park-Keikilani Aina Haina Elem School	Path	C	C	0.9	\$305,200	II
Primary Urban Center							
<i>Diamond Head Road (if not listed in "Existing")</i>							
Pali Highway							
101	Nuuanu Ave-Waokanaka St	Route	S	C	1.3	\$367,900	II
Ala Moana Boulevard							
102	Kalakaua Blvd-Connect to end of existing Nimitz Bike Lane	Lane	S	C	2.7	\$2,949,500	I
Nimitz Highway							
103	Middle St-Waiakamilo Rd	Lane	S	C	1.0	\$1,092,400	I
Liliha Street							
104	King Street-H-1 Freeway	Lane	S	C	0.4	\$437,000	III

Island of Oahu Existing Bicycle Facilities	Facility Location	Jurisdiction	Signed Shared Road Length (mi.)	Bike Lane Length (mi.)	Shared Use Path Length (mi.)	All Facilities Length (mi.)	Addition since 1994 Plan	Notes
	Oahu Avenue	C	0.5				■	
	Maile Wy-Alaula Wy							
	Metcalf Street	C		0.3				
	Wilder Ave-University Ave							
	McCully Street	C	0.8					
	Kapiolani Blvd-Wilder Ave							
	Ala Wai Canal Mauka Promenade	C			1.0			
	Ala Moana Blvd-Ala Wai Elem School							
	Adj. to Manoa/Palolo Drainage Canal	C			0.4			
	Ala Wai Elem School-Date St							
	Kapahulu/Date Street Path	C			0.7			
	Manoa/Palolo Drainage Canal-Date St-							
	Ala Wai Blvd (behind Waikiki Library)	C			0.9			
	Kapahulu Avenue	C			0.9			
	Paki St-Kalakaua Ave							
	Paki Avenue	C						
	Poni Moi Rd-Kapahulu Ave							
	Kalakaua Avenue	C		0.3			■	
	Poni Moi St-Monsarrat Ave							
	Kalakaua Avenue	C					■	
	Monsarrat Ave-Ala Moana Blvd		1.7					
	Ala Moana Park Path	C	.4	.4				
	Magic Island-Kewalo Basin	C						
	Young Street	C			1.6			
	Isenberg St-Victoria St		1.6					
	Hotel Street	C						
	Vicinity of Ward Ave-Alapai St	C	0.2					
	Waiakamilo Rd-Houghtailing St							
	Nimitz Hwy-N. School Street	C		1.2				

Under Contract to Construct Diamond Head Rd

1-Lane Bike Way
1-Lane Shared

AIEA-PEARL CITY
LIVABLE COMMUNITIES PLAN

Prepared for:

*City and County of Honolulu
Department of Planning and Permitting*

Prepared by:

*Wilson Okamoto & Associates, Inc.
Kober/Hanssen/Mitchell Architects
Miyabara Associates*

October 2002

**AIEA - PEARL CITY
 LIVABLE COMMUNITIES
 PLAN**

**PROPOSED
 PEDESTRIAN/
 BICYCLE
 CIRCULATION
 PLAN**

Figure 5-27

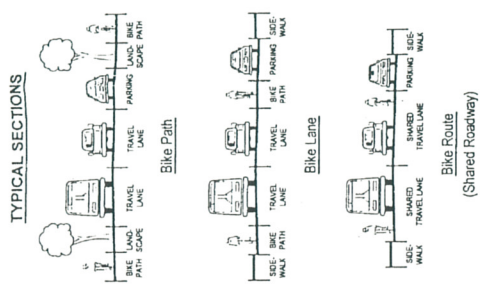
- Sources:**
1. Bike Plan-Hawaii
State of Hawaii Department of Transportation (April 1994)
 2. Honolulu Bicycle Master Plan
City & County of Honolulu Department of Transportation Services (April 1999)
 3. Pearl Harbor Hazloc: Trial Master Plan
City & County of Honolulu (May 2001)
 4. Final Environmental Assessment, Honolulu Bicycle Master Plan
Improvements College Access Project No. 28, Pearl Harbor Hazloc
City and County of Honolulu Department of Transportation Services (July 2001)
 5. Recommendations based on various suggestions from:
 • Aiea-Pearl City Livable Communities Plan Community Workshops of December 1, 1999 and July 5, 2001
 • Aiea-Pearl City Livable Communities Plan Community Survey (April 2001)

Prepared By

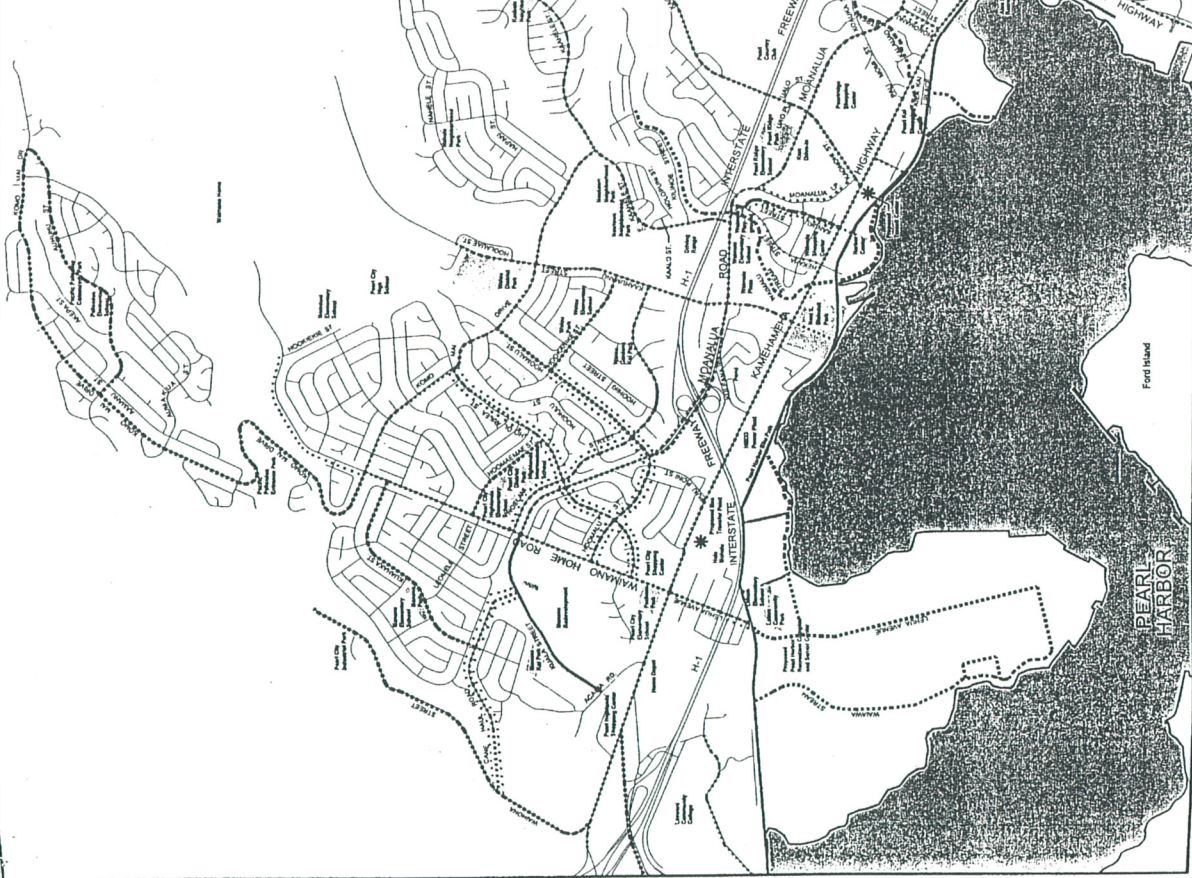
**WILSON OKAMOTO
 & ASSOCIATES, INC.**

December 5, 2001

Graphic Scale In Feet



- LEGEND**
- Existing:
 Pearl Harbor Bike Path
 Bike Lane
- Proposed:
 Bike Path
 Bike Lane
 Bike Route (Shared Roadway)
 Shared-Use Path
 Improved shoulders for shared pedestrian/bicycle use
 Greenway (Shared Use Path)
 Sidewalks
 Pedestrian Path



Scale: 1" = 1000' (1:1000) Date: 11/20/01
 Project: Pearl Harbor Hazloc: Trial Master Plan
 Drawing: Figure 5-27 Proposed Pedestrian/Bicycle Circulation Plan
 Prepared by: Wilson Okamoto & Associates, Inc.
 Checked by: [Name]
 Approved by: [Name]

VL

HWY-TO
2.0264

MAY 1 5 2003

Mr. Timothy E. Steinberger
Director
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawaii 96813

Dear Mr. Steinberger:

Subject: Update of *Bike Plan Hawaii*

Thank you for reviewing the Preliminary Draft of *Bike Plan Hawaii*. Your comments helped us to rethink what we wanted to accomplish in the plan and to address its shortcomings. I am writing to let you know what actions were taken with respect to your concerns and suggestions.

1. *Aesthetic Considerations—Recommend coordinating bike route planning with the City Department of Parks and Recreation's Street Tree Beautification program and the "More Livable Communities Program" to enhance biking experience.*

A statement has been added to the plan to reinforce the importance of coordination between governmental agencies.

2. *Chapter 6.4.2, page 8, Near-term—Consider completing missing links between existing sections of bike route. They may be identified in other plans, i.e., Oahu Urban Bikeway Master Plan.*

The assessment process used to prioritize bikeway proposals included thirteen evaluation criteria, including "missing link" criteria. Because connectivity is important in the bikeway network, we added paragraphs to two sections of the draft plan, emphasizing the need to coordinate high-priority projects identified in *Bike Plan Hawaii* and the Honolulu Bicycle Master Plan.

3. *Chapter 7, page 6—Recommend a graphic map at key locations showing destinations to benefit novice bikers and tourists unfamiliar with the bikeways.*

Orientation tools can help novice bicyclists and tourists navigate through unfamiliar areas. Among the recommended actions currently in the draft plan are destination signs

Mr. Timothy Steinberger

HWY-TO 2.0264

Page 2

MAY 15 2003

and maps. Once the plan has been finalized, we will develop an interactive website that will enable users to identify existing bicycle facilities in areas they would like to ride.

4. *Chapter 9, page 3—Recommend including the following references:
Diamond Head Road Recreation Master Plan
Aiea-Pearl City Livable Communities Plan*

Citations of both documents have been added to the bibliography.

5. *Recommend adding to the bikeway data chart for Oahu, a .45-mile section of single bike lane currently underway at Diamond Head Road.*

The list of bicycle facilities currently underway has been amended to include the bike lane/shared use roadway on a .45-mile section of Diamond Head Road. Thank you for pointing out this oversight.

Please note that the Draft Plan will be distributed for public review in May and we will be sending you a copy at that time.

Very truly yours,


RODNEY K. HARAGA
Director of Transportation

VL:ss



**WRITTEN COMMENTS
ON THE
DRAFT PLAN**

Bike Plan
Hawaii

Draft Plan Comments

The following table contains comments received on the draft version of Bike Plan Hawaii. Also shown are the actions taken in response to the comments.

Date	Reviewer	Comments	Responses
5/28/2003	Doug Haigh, Kauai County Dept. of Public Works	Noted that cost of bike paths at Lydgate Park was \$75 per CY.	Unit costs were kept as is. The paths at Lydgate Park were built from higher cost concrete rather than asphalt, which is expected in most other places.
6/2/2003	Ivan Kaisan	<ol style="list-style-type: none"> 1. Plan's objectives and recommendations are sound; good job hyperlinking (CD version) 2. AASHTO standard shoulders on highways can serve as bike-friendly shoulder lanes (page 6-1), but are not shown in maps. 3. Mileage of existing facilities on Oahu seems impressive, but few are longer than 2 miles. 	<ol style="list-style-type: none"> 1. Comment noted. 2. A list of roadways with "bike friendly" shoulders was included as Appendix H. 3. Bike plan strongly advocates filling in the missing links and expanding the network. For example, "missing link" was one of the criteria used to prioritize bicycle facility proposals.
6/2/2003	Frank Haas, Hawaii Tourism Authority	No comment.	
6/9/2003	Karen White	Bicycles on sidewalks are hazardous for pedestrians.	Comment noted.
6/11/2003	Victor Jensen	Would like to see separate, paved bike path on Queen Kaahumanu Highway (Kona coast of Big Island)	Comment acknowledged—part of a localized debate on merits of off-street vs. on-street bike facilities.
6/12/2003	Jay and Phyllis Hanson	Definitely need paths.	Comment acknowledged—part of a localized debate on merits of off-street vs. on-street bike facilities.
6/12/2003	Brian Richardson	Is there a poster board that can be used for a display at Windward Community College?	No poster board was prepared for this project, but KI sent extra Oahu island map, and regional maps of Windward area that could be used for display.
6/10/2003	Brian Ishii, Hawaii County Dept. of Public Works	<ol style="list-style-type: none"> 1. If a bike facility is proposed for a particular roadway, is it a recommendation or requirement? 2. Do bike facilities have precedence over pedestrian facilities, additional lanes to relieve congestion, or on-street parking? 3. Opposed to signing a paved shoulder for bike use when no sidewalk is provided for pedestrians. 	<ol style="list-style-type: none"> 1. Recommendation 2. Bike facilities do not have precedence. Where space is limited, provision of a bike facility should be evaluated on a case-by-case basis. 3. Comment acknowledged.

Date	Reviewer	Comments	Responses
6/13/2003	Greg Kai	There needs to be more control over aggressive drivers.	Comment acknowledged. E-mail response pointed out the inclusion of education and enforcement initiatives in the bike plan.
6/13/2003	Chian Leng Chia	1. Suggested that bike projects be prioritized based on some measure of demand. 2. Suggested that bike projects in the UH Manoa area be given high priority.	1. Difficult and costly to obtain data on projected demand. 2. University area outside scope to update Bike Plan Hawaii; referred to the Honolulu Bicycle Coordinator.
6/16/2003	Casey Law	There needs to be a good bike route to Kauai Community College.	The final plan shows a proposed extension of Nuhou bike lane to Nawiliwili Road. Existing shoulders on Kaunualii Highway can be used for bicycling. A proposed project to widen the highway includes plans to widen the shoulders as well.
6/16/2003	Laurel Brier	1. CD-ROM difficult to use. 2a. What was the justification for redoing the 1994 plan? Could the funds be used to execute proposals in the 1994 plan, instead? 2b. The new plan offers little change for Kauai. 3a. Plan shows an interruption in the coastal bike path from Lihue to Anahola. 3b. Did the consultants contact the Ka Ala Hele Makalae committee. 4. The path on Kawaihau Road does not meet the standards of a shared use path. 5. Map does not show schools in the Kapaa area. 6. Why does the plan show a highway connecting Anini	1. CD-ROM allowed greater distribution than reliance on hardcopies alone (as in the past). We also heard from many people who liked the new technology. 2a. Like other State transportation plans, bike plan is updated periodically to reflect changing conditions and preferences. Plan funded by State Planning and Research funds which cannot be used for construction. 2b. Plan for Kauai was updated to include coastal paths on South and North Shores, a more extensive network of bikeways in urban areas, and along canals, rail, and cane haul right-of-ways. 3a. Mapping error was corrected in the final plan. 3b. Consultants were not informed about the committee despite two public meetings and several meetings with County officials. 4. The Kawaihau Road path is considered an interim facility, pending availability of County resources to construct a more permanent path that meets AASHTO guidelines. 5. Schools (and other details) are shown on the regional map, rather than the island map. 6. Plan does not show any new highway in this area.

Date	Reviewer	Comments	Responses
		<p>to Princeville? Previous groups discussed a bike path only connecting these two areas.</p> <p>7. Is the statistic showing only 14 miles of shared use roads accurate?</p>	<p>Where there are roads, sharing the roadway was considered to be most feasible, especially for secondary and rural roads. Where there are no existing roads (in mauka sections), plan proposed shared use paths.</p> <p>7. Statistic is correct; inventory does not include roads with shoulders wide enough for comfortable bicycling if it is not a designated (signed) bicycle facility.</p>
6/6/2003	Steve Kyono, Kauai District Engineer (HWY-K)	Kealia Road is under County (not State) jurisdiction	Correction made in the bike plan.
6/9/2003	Phil Alencastre (HWY-SM)	Provided current funding data	Information updated in final bike plan.
6/9/2003	Sylvie Courbe	Bicycles should be equipped with lights.	State law requires lights/reflectors on bicycles.
6/14/2003	Walter Enomoto	Mokulele Highway widening project includes bike path.	Maps and tables corrected.
6/17/2003	Beverley Bartlett	Don't remove sidewalks in order to put in bicycling facility.	Comment noted.
6/18/2003	Larry Leopardi, City & County of Honolulu, Dept. of Facility Maintenance	No comment.	
6/19/2003	Tadashi Yoshizawa, State Dept. of Accounting & General Services, Public Works	No comment.	
6/20/2003	Ann Leighton	Expressed concern about how resources are prioritized and suggested that bike education might be the best use of available funds.	Comment noted.
6/20/2003	Gordon Lum, OMPO	No comment.	
6/21/2003	Ronald Yasuda	Expressed support for marked bikeways (lanes) and bike paths over signs.	Comment noted.
6/22/2003	Ron Reilly	<p>Bike Plan Hawaii (Draft Version) is an exemplary document, reflecting outstanding collaboration with the community.</p> <p>1. Page 2-10 is excellent, but add comment that liability issues should not deter bikeway construction.</p> <p>2. Add more photos of bike signage (not just the standard AASHTO & MUTCD ones).</p> <p>3. Emphasize the legal responsibility of bike dealers in</p>	<p>1. Liability discussion (p. 2-10) not changed significantly—conveys support for continued construction of bike facilities.</p> <p>2. Non-standard signs generally not included in the plan since they need to be approved on a case-by-case basis.</p> <p>3. Legal responsibility emphasized in Section 4.3.3</p>

Date	Reviewer	Comments	Responses
		<p>registering bikes.</p> <p>4. Establish certain screenlines for regular (annual or biannual) bike counts. Measure effectiveness of bike projects with before and after counts.</p> <p>5. Various project-specific comments.</p>	<p>Enforcement Objective</p> <p>4. Ability to gather data is currently limited by available resources.</p> <p>5. Suggestions were evaluated and incorporated into the plan where feasible.</p>
6/23/2003	Phyllis Graff	Supports bicycling.	Comment noted.
6/24/2003	Parker Sheridan	Higher traffic volumes making it increasingly hazardous to go from Kapolei to the ferry landing at Iroquois Point.	The need to improve bike access to the ferry landing was addressed in Proposal No. 29. The proposed Leeward Bikeway will also be an important facility for commuters between Kapolei and the Iroquois Point landing.
6/24/2003	Patricia Hamamoto, Superintendent, State Dept of Education	<p>1. Supports the Safe Routes to Schools concept.</p> <p>2. Next time would like a survey of all schools in the state.</p>	<p>1. Comment noted.</p> <p>2. Schools in Urban Honolulu were not included in the survey to be consistent with the scope of the plan.</p>
6/24/2003	William D. Balfour, Jr., City & County of Honolulu, Dept. of Parks & Recreation	Reiterated concern about the need to address long-term maintenance so “cost and responsibility issues are not missed, or misunderstood.”	Comment noted.
6/24/2003	W. Fujimoto (HWY-DS)	Suggested minor changes to text.	Changes incorporated into final plan.
6/25/2003	Alison Lowen	Opposes path adjacent to Queen Kaahumanu Highway.	Comment noted.
6/25/2003	Fred Holschuh, Hawaii County Council	<p>1. Importance of bike safety.</p> <p>2. Big Island has a long way to go.</p> <p>3. Bike lane on Kanoiehua Avenue looks dangerous.</p> <p>4. Bike riding on Kohala Mountain Road and Hamakua Highway is dangerous.</p>	<p>1. Comment noted.</p> <p>2. Comment noted.</p> <p>3. Bike lane meets AASHTO design guidelines.</p> <p>4. Existing roadways offer limited room to accommodate bicyclists without acquiring additional right-of-way. However, some improvements may be possible through re-striping, pavement widening, signage, and right-of-way acquisition in strategic places.</p>
6/26/2003	Clem Lam	Pointed out error—correct name is Waimea Trails & Greenways.	Correction made in the final plan.
6/26/2003	David & Laura Wolfe	Wants additional signage on North Shore of Kauai.	Additional study needed to determine appropriate types of and locations for signs to guard against the over-installation of signs.
6/26/2003	Mary Ryan, Keeau Planning Group	Supports the Old Volcano Trail project; requested modifications to map depictions of the project.	Final plan was modified so the proposals are consistent with community-level trail planning. Thank you for the detailed rationale provided.

Date	Reviewer	Comments	Responses
6/26/2003	Willie Espero, State Representative	Supports using cane haul roads for bike facilities, Leeward Bikeway project, and improved beach access.	Comment noted.
6/27/2003	Charlie Rodgers, Hawaii Kai Neighborhood Board	Supports the plan.	Comment noted.
6/27/2003	David Temple	Supports safe bikeways.	Comment noted.
6/27/2003	Harold Murata	Bike riding in Kailua-Kona is only for recreation; therefore, should not be spending money on bike facilities before improving the road system.	Bicycle improvements are frequently funded by sources (such as Transportation Enhancement funds) that cannot be used for highway or road projects.
6/27/2003	Jan Welda Fleetham	Heartily supports more bike paths.	Comment noted.
6/27/2003	Joe Pontanilla	Include street lights on bike paths.	Comment noted.
6/27/2003	Karen Harris	Improved bike facilities needed in Kailua-Kona. Supports path along Queen Kaahumanu Highway.	Comment noted.
6/27/2003	Larry Stone	Supports bike facilities—right now too hazardous to ride bikes.	Comment noted.
6/27/2003	Marty Burke, Waipahu Neighborhood Board	<p>1. Plan may be too optimistic.</p> <p>2. Should count the number of time access to bike racks on the bus is denied because it's full—need a better gauge of demand.</p> <p>3. Some paths are located in places that are too demanding for recreational riders, such as proposed route on Pali Highway-Nuuanu Pali Drive.</p> <p>4. Good road manners cannot be legislated; more bike safety instruction is needed in school bike safety and drivers education programs, and in licensing exams.</p> <p>5. Need more landscaping to cut down the impact of winds on bicyclists.</p> <p>6. Various minor corrections</p>	<p>1. Plan provides a picture of the “ultimate” bikeway network. This approach was favored by transportation officials across the state.</p> <p>2. Good suggestion, but needs to be addressed to the City’s Department of Transportation Services.</p> <p>3. The plan recognizes that bicycle facilities are needed and used by riders of all different skill levels. The particular routes mentioned are already being used regularly and the plan recommends that they become officially recognized facilities and, in some cases, upgraded. Nuuanu Pali Drive is a marked detour off Pali Highway. Old Pali Highway, while steep in some places, is an informal route.</p> <p>4. The plan also emphasizes these actions in the section on Education and Enforcement Objectives.</p> <p>5. Landscaping may be warranted on certain routes and wind conditions should be taken into account during the engineering and design phase of bike projects.</p> <p>6. Corrections incorporated into final plan.</p>

Date	Reviewer	Comments	Responses
6/27/2003	Mary Osborne et al.	Support for bike paths is misguided. Opposes bike path along Queen Kaahumanu Highway.	Comment noted.
6/27/2003	PATH—Peoples Advocacy for Paths Hawaii (Similar comments submitted by	<p>Beyond a plan, it is almost a textbook in biking in a comprehensive and very digestible format.</p> <p>An observation, not a criticism: a downfall in this type of planning document is that it inherently freezes time, and regrettably cannot keep up with the changing situation facing our community.</p> <ol style="list-style-type: none"> 1. Correction—Old Airport path does not allow bicycles. 2. Omission—Extension of Walua Road path (north). 3. Consider mentioning the economic feasibility study for the Kaapuni o Hawaii Pathway (proposed to encircle the island of Hawaii) which estimated that it could bring \$12 million to the state and local economy. 4. Restrict use of TE funds to bike and pedestrian projects, and dedicate a portion of STP flex and CMAQ funds to these types of projects. 5. End sale of abandoned traditional rights-of-way. 6. Plan does not address feasibility of the projects, especially those that might have cultural or historic impacts 7. Project-specific comments and suggestions. 	<ol style="list-style-type: none"> 1. Correction noted. 2. Extension shown as Big Island, Proposal No. 60a 3. The plan notes the potential for significant economic development related to bicycling, for example, by referencing the data from the Ironman Triathlon. 4. Criteria for use of TE funds is established in federal legislation. Decisions about use of funds are made through the STP process, which has provisions for public input. 5. Comment noted 6. As a conceptual level master plan, project feasibility could not be evaluated individually; however, the plan emphasizes the need for more detailed environmental impact analysis during the engineering stage with participation by all stakeholders. 7. Suggestions were evaluated and incorporated into the plan where feasible.
6/27/2003	Patricia Engelhard, Hawaii County, Dept. of Parks & Recreation	Add Phase 2 extension of the Walua Road facility.	A northern extension of the Walua Road facility was added to the final plan.
6/27/2003	Ron Tsuzuki (HWY-P)	<ol style="list-style-type: none"> 1. Cost factor for bike paths 2-4. Changes in wording to Funding 101 section. 5. Add section on STP Safety funds. 6. Clarification on TE funds. 7. Changes to page 8-6. 	<ol style="list-style-type: none"> 1. Cost factors kept as is. 2-4. Revised wording incorporated into final plan. 5. Section on STP Safety funds was not included because this funding source historically not used for dedicated bike improvements, but for bicycle accommodations that are ancillary to highway improvements. 6. Clarifications made in the final plan. 7. Changes made.

Date	Reviewer	Comments	Responses
		<p>8. Are accesses to military bases covered by the Public Lands Highways Program?</p> <p>9. What approaches taken in other parts of the U.S. to earmark tax revenues for bikeway improvements?</p> <p>10. Add data related to liability for bicycle-related judgments against the State.</p> <p>11. Clarify liability discussion.</p>	<p>8. No.</p> <p>9. Research on new funding mechanisms was outside the scope for the planning update.</p> <p>10. Data not included in the plan.</p> <p>11. Clarifications made in the final plan.</p>
6/28/2003	Jack Thompson	Spreckelsville does not want bike path through the neighborhood.	Comment noted.
6/28/2003	Taira Yoshimura	<p>1. Concerned about photos of bikers without safety gear.</p> <p>2. Need more emphasis on relationship between urban planning and bike travel. Urban sprawl is not conducive to bicycling.</p>	<p>1. Plan contains a mix of photos showing adult bicyclists with and without helmets to reflect real-world practice. However, photos of bicycling children are limited to those with helmets, as required by State law.</p> <p>2. County plans and land use controls govern urban development. As a State plan, Bike Plan Hawaii can only encourage a compact development pattern.</p>
6/29/2003	Gerald Hirata	<p>1. Expressed concern about the fragmented network of bike facilities.</p> <p>2. Would like to see a functional bike facility that showcases the southern part of Kauai.</p>	<p>1. Fragmentation is unfortunate, but it's not an uncommon situation. Many bikeway improvements are incidental to highway improvements. As different roadway sections are cycled through repavement and/or reconstruction, the network of bikeways will also "fill in."</p> <p>2. Comment noted.</p>
6/29/2003	Gerry Rott, B&L Bike & Sports	<p>1. Old Airport Path doesn't allow bikes. There's no "designated" places for experienced or commuter cyclists to ride. Queen Kaahumany Hwy is signed, but not designated as a route. Old Walua Road primarily for recreation fitness and short links.</p> <p>2. Omission—Extension of Walua Road path (north).</p> <p>3. Consider mentioning the economic feasibility study for the Kaapuni o Hawaii Pathway (proposed to encircle the island of Hawaii) which estimated that it could bring \$12 million to the state and local economy.</p> <p>4. Restrict use of TE funds to bike and pedestrian projects, and dedicate a portion of STP flex and CMAQ funds to these types of projects.</p>	<p>1. Correction noted.</p> <p>2. Extension shown as Big Island, Proposal No. 60a</p> <p>3. The plan notes the potential for significant economic development related to bicycling, for example, by referencing the data from the Ironman Triathlon.</p> <p>4. Criteria for use of TE funds is established in federal legislation. Decisions about use of funds are made through the STP process, which has provisions for public input.</p>

Date	Reviewer	Comments	Responses
		<p>5. End sale of abandoned traditional rights-of-way. 6. Plan does not address feasibility of the projects, especially those that might have cultural or historic impacts</p> <p>7. Various project-specific comments</p>	<p>5. Comment noted 6. As a conceptual level master plan, project feasibility could not be evaluated individually; however, the plan emphasizes the need for more detailed environmental impact analysis during the engineering stage with participation by all stakeholders. 7. Suggestions were evaluated and incorporated into the plan where feasible.</p>
6/29/2003	JoLoyce Kaia	Expressed support any and all bikeways and greenways.	Comment noted.
6/29/2003	Leonard Keith	Need for safe bike paths on Maui.	Comment noted.
6/29/2003	Walter Enomoto	Various corrections.	Corrections made in the final plan.
6/30/2003	Athan Adachi (HWY-M)	<p>1. Use more recent photo of Kaahumanu Avenue bike lane. 2. Change to Fig. 7-3. 3. Add path to northbound side of Puunene Ave (Kuihelani to Hansen Rd) and Mokulele Hwy (Hansen Rd to Piilani Hwy)—in addition to the signed shared road.</p>	<p>1. More recent photo used in the final plan. 2. Revised Fig. 7-3. 3. Change shown in the final plan.</p>
6/30/2003	Bob Leinau	<p>1. How are resources going to be distributed (equitably)? 2. How will the assets be utilized (interpreted to mean what kinds of facilities will be funded)? Benefiting which types of users? 3. Expressed support for various projects in the North Shore area.</p>	<p>1. Resources (for project design and construction) are allocated through the STP process, which involves representation from all parts of the state. 2. Resource allocation is an inherently political process. Therefore, the plan emphasizes the need for users to become involved in the process. 3. Comment noted.</p>
6/30/2003	Charles Brown	<p>1. Pearl Harbor Bike Path should not be redesignated a shared use path. 2. 10-foot minimum is inadequate for paths. 3. Restricting path use to daylight hours more dangerous since it forces bicyclists to use roads at night (could increase State's liability). 4. Bicycle use on buses is underreported 5. Police reporting of accidents is underreporting 6. Should remove proposal for combined bike and</p>	<p>1. Comment noted. 2. AASHTO guidelines suggest wider paths in high-use areas. That determination should be made on a case-by-case basis, and evaluated in the context of available space. 3. Comment noted. 4. Comment noted. 5. Comment noted. 6. A combined bicycle and pedestrian plan would</p>

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		<p>pedestrian plan.</p> <p>7. Support addition of bicycling awareness to driver's education program.</p> <p>8. Need to give equal attention to reducing traffic violations by drivers.</p> <p>9. Problems at H-1/H-2 overpass.</p> <p>10. Meheula Parkway should stay an unmarked wide curb lane (don't put in bike lanes).</p> <p>11. Sidewalk bikeways.</p> <p>12. Street sweeping schedule is inadequate.</p>	<p>not be limited to shared use facilities.</p> <p>7. Comment noted.</p> <p>8. Comment noted.</p> <p>9. The plan includes a proposal for bikeway improvement in this area.</p> <p>10. Whether or not to install bike lanes is an issue that merits further discussion with the community.</p> <p>11. <i>Did not understand comment.</i></p> <p>12. Comment noted.</p>
6/30/2003	David Hein	Opposes path adjacent to Queen Kaahumanu Hwy.	Comment noted.
6/30/2003	Jane Testa, Hawaii County, Office of Research & Development	Expressed support for the bike plan.	Comment noted.
6/30/2003	Jeffrey McDevitt	Wants bike lane on Alii Drive (Kona)	Certain portions of Alii Drive are too narrow for a bike lane. Where unused right-of-way is available, or additional right-of-way can be acquired, the plan recommends improvements.
6/30/2003	JoAnn Yukimura, Kauai County Council	<p>1. Questions whether it's appropriate to include proposed bypass roads.</p> <p>2. Would like to see Hawaiian diacritical marks added to text.</p>	<p>1. Long-range transportation plans traditionally show future highway improvements. Depending on the stage of development, alignments may be conceptual (as with the several bypass highways proposed for Kauai).</p> <p>2. This recommendation will be considered for the next update.</p>
6/30/2003	Joe Bertram	Expressed support for islandwide (Maui) greenway system.	Comment noted.
6/30/2003	Lance Holter	Expressed support for bike paths.	Comment noted.
6/30/2003	Lance Zhai	No comment.	
6/30/2003	Robin Brandt	<p>1. Participation process was inaccessible.</p> <p>2. No one is assigned responsibility for tracking progress (plan implementation)</p>	<p>1. To maximize accessibility, public participation process included daytime and evening meetings and at venues throughout the state. Draft Plan sent to all public libraries. Planning information was posted on the project website with a feedback window.</p> <p>2. Because the plan is updated regularly, there is a built-in accountability mechanism. Every 5-7 years, transportation officials report what has been</p>

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		3. Report is not reader friendly: no executive summary; not a useful tool for citizen advocate; print is too small; important data is not readily accessible; information is insufficient; didn't have enough time to review the document.	accomplished in the interim. 3. Comments noted.
6/30/2003	Sky Wyttenbach	Would like more bike-friendly streets in Waikiki.	Comment noted.
6/30/2003	Thad Calciolari	In favor of shoulder improvements on Queen Kaahumanu Hwy—not path. 1. Opposes path adjacent to Queen Kaahumanu Hwy 2. Use funds to improve shoulders instead.	Comments noted.
6/30/2003	Cheryl Soon, City & County of Honolulu, Dept. of Transportation Services	Plan looks to be very comprehensive, and we look forward to using it to guide us in planning future bikeways on Oahu. 1. Various questions and comments in marked-up hardcopy of Draft Plan.	1. Changes incorporated into the final plan.
6/30/2003	Richard Poirier, Mililani Mauka Neighborhood Board	Bike Plan Hawaii is beautifully organized and written with a wealth of up-to-date information, however, our Board would like to see a clearer endorsement and commitment to the plan from governmental authorities responsible for implementation. In particular, support is expressed for the Kipapa Gulch Pathway project.	Comments noted.
6/30/2003	Greg Bell	Use of the PDF format is very helpful. 1. Old Walua Road—proposed northern segment is missing. 2. Henry Street to Kona Airport (#81) should be extended another 5 miles, ending at the Hualalai resort. 3. Northern end of Queen Kaahumanu Highway (8 mi.) and .75 mile of Kawaihae Road to Akoni Pule Hwy should be a bike path. 4. Devote a full section to explain the rationale for the inclusion of each project.	1. Extension of the Old Walua Road Bike and Pedestrian Scenic Route added to the final plan. 2. This proposal should be considered during the next update, pending construction of the first increment and evaluation of use levels. 3. Same as #2, above. 4. With hundreds of proposed bikeways, the scope of the planning effort did not allow for this type of project-specific consideration. Any project that moves toward implementation would require adequate justification.
7/1/2003	Eric Crispin, City & County of Honolulu, Dept. of Planning and Permitting	No comment.	

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7/2/2003	Peter Young, State Dept. of Land & Natural Resources, Historic Preservation Division	In the case of federally funded or sponsored activities, Section 106 of the National Historic Preservation Act is likely to apply, consequently we look forward to participating in consultations on these projects.	Comment noted.
7/3/2003	Francine Wai,	Insert notation related to ADA	Notation included in the final plan.
7/4/2003	Delwyn Ching	<p>1. How will the City connect the Ala Wai Bike Path with the Convention Center promenade?</p> <p>2. The Pearl Harbor Bike Path currently ends at Waipahu Depot Road (not Waipio Access Road).</p> <p>3. How will all of this be financed?</p>	<p>1. Comment should be addressed to the Honolulu Bicycle Coordinator.</p> <p>2. The City's jurisdiction ends at Waipio Point Access Road. Beyond that (towards Waianae), the bike path becomes the Leeward Bikeway under State Highways jurisdiction. The path is currently usable up to Waipahu Depot Road (as shown on the map).</p> <p>3. Financing is discussed in Chapter 8, Implementation.</p>
7/14/2003	Jeanette Iwado	North Shore Bikeway (Maui); alignment makai of country club will impact privacy	Comment noted.
7/15/2003	Julius Fronda (HWY-DD)	No comment.	
7/16/2003	Hawaii Cycling Club	Organization revised its position; now favor path along Queen Kaahumanu Highway	Comment noted.
8/5/2003	Mike Foley, Maui County, Dept. of Planning	It would be our intent to incorporate the (bike) routes into our local planning documents as necessary.	Comments noted.
8/5/2003	Tim Steinberger, City & County of Honolulu, Dept. of Design & Construction	No comment.	
8/14/2003	Margy Parker, Poipu Beach Resort	<p>1. There is sufficient shoulder space on Ala Kinoki (new bypass road). However, with plans for development on the west side of Poipu, developers should be encouraged to make bikeway connections. In addition, when Maluhia Road is resurfaced or redesigned, the road should connect to the bike route shoulders at Ala Kinoki.</p> <p>2. Bike route shoulders should be designated with signs.</p>	<p>1. The plan contains a general statement encouraging County governments to require bicycle facilities on new roads.</p> <p>2. Bike Plan Hawaii calls for a clearer policy on signing shoulders with adequate space for bicyclists.</p>