

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>

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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.

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		8. Are accesses to military bases covered by the Public Lands Highways Program? 9. What approaches taken in other parts of the U.S. to earmark tax revenues for bikeway improvements? 10. Add data related to liability for bicycle-related judgments against the State. 11. Clarify liability discussion.	8. No. 9. Research on new funding mechanisms was outside the scope for the planning update. 10. Data not included in the plan. 11. Clarifications made in the final plan.
6/28/2003	Jack Thompson	Spreckelsville does not want bike path through the neighborhood.	Comment noted.
6/28/2003	Taira Yoshimura	1. Concerned about photos of bikers without safety gear. 2. Need more emphasis on relationship between urban planning and bike travel. Urban sprawl is not conducive to bicycling.	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. 2. County plans and land use controls govern urban development. As a State plan, Bike Plan Hawaii can only encourage a compact development pattern.
6/29/2003	Gerald Hirata	1. Expressed concern about the fragmented network of bike facilities. 2. Would like to see a functional bike facility that showcases the southern part of Kauai.	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." 2. Comment noted.
6/29/2003	Gerry Rott, B&L Bike & Sports	1. Old Airport Path doesn't allow bikes. There's no "designated" places for experienced or commuter cyclists to ride. Queen Kaahumanu Hwy is signed, but not designated as a route. Old Walua Road primarily for recreation fitness and short links. 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.	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.

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		<p>5. End sale of abandoned traditional rights-of-way.</p> <p>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</p> <p>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.</p> <p>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.</p> <p>2. Change to Fig. 7-3.</p> <p>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.</p> <p>2. Revised Fig. 7-3.</p> <p>3. Change shown in the final plan.</p>
6/30/2003	Bob Leinau	<p>1. How are resources going to be distributed (equitably)?</p> <p>2. How will the assets be utilized (interpreted to mean what kinds of facilities will be funded)? Benefiting which types of users?</p> <p>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.</p> <p>2. Resource allocation is an inherently political process. Therefore, the plan emphasizes the need for users to become involved in the process.</p> <p>3. Comment noted.</p>
6/30/2003	Charles Brown	<p>1. Pearl Harbor Bike Path should not be redesignated a shared use path.</p> <p>2. 10-foot minimum is inadequate for paths.</p> <p>3. Restricting path use to daylight hours more dangerous since it forces bicyclists to use roads at night (could increase State's liability).</p> <p>4. Bicycle use on buses is underreported</p> <p>5. Police reporting of accidents is underreporting</p> <p>6. Should remove proposal for combined bike and</p>	<p>1. Comment noted.</p> <p>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.</p> <p>3. Comment noted.</p> <p>4. Comment noted.</p> <p>5. Comment noted.</p> <p>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>