

Hawaii Bike Plan Update Community Participation Program

Kimura International, Inc.

Purpose and Objectives

The Hawaii Bike Plan Update will revise the existing statewide bike plan (completed in 1994) and bring currency to a document that guides improvements in bicycling facilities across the state. The planning team is committed to developing a plan that responds to citizen needs and preferences, represents community consensus, and recognizes the limitations of public resources. A proactive community participation program is vital to producing a clear, workable plan. The community participation program seeks to maximize public involvement through a range of actions, as outlined below.

The objectives of this program are to ensure that Hawaii residents are informed about the planning process and given opportunities to provide meaningful input. The program is also intended to comply fully with the following mandates:

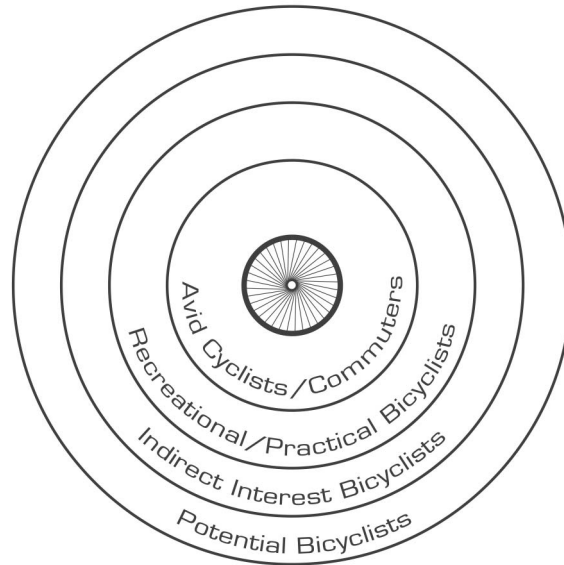
- Title VI of the Civil Rights Act of 1964 which provides that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, or be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.
- Executive Order 12898 (issued February 11, 1994) addresses Environmental Justice relative to minority and low-income populations.

Stakeholders

By citizen participation, we recognize that there are varying levels of public interest in bicycling and bicycle facilities. The diagram below illustrates different levels of stakeholding from those with the highest interest at the core of the diagram to those with only a latent interest at the periphery. Core stakeholders are typically those who become most involved in the planning process—and it's likely to be the case with the Hawaii Bike Plan Update—but the aim of the citizen participation program is to expand the reach of planning activities so that people in the outer rings will be engaged as well.

- (1) Avid cyclists and bicycle enthusiasts, as well as bicycle commuters. Members of this group are often members of organized bicycling interest groups. Also included in this group are bicycling-oriented businesses (e.g., specialty bike retailers, bike repair shops, bike rentals, and bike tours).
- (2) Recreational bicyclists who regularly bicycle as a leisure activity and may use the bicycle for nearby errands and other practical purposes.

- (3) Persons who have an indirect interest in bicycling—including parents, schools, and business owners (whose customers may use bicycles and are therefore concerned about bicycle safety and convenience or, possibly, a “ bicycle problem”).
- (4) Potential bicycle riders who may be encouraged to ride if it is perceived to be a safer, more enjoyable activity.



Different Levels of Stakeholding within the General Public

Information and Notification

Information and notification efforts are intended to stimulate interest in the planning process, keep the public apprised of its progress, and invite people to specific events. We will use a variety of media because people get information in many ways, and not necessarily from mainstream sources.

- (Official) newspaper notices of upcoming public meetings. While these notices will appear in the major newspapers, additional announcements may be placed in community and/or foreign-language papers, as appropriate.
- Notices on the Hawaii Bike Plan Update website. If possible, a brief notice will be placed on the Hawaii State Government homepage or calendar page (with hyperlink to the Hawaii Bike Plan Update webpage).
- Request that upcoming meetings be announced at neighborhood board meetings.
- Request that bicycling groups make announcements at their meetings, in their newsletters, and/or on their website (with hyperlink to the Hawaii Bike Plan Update webpage).

- Flyers and/or posters at bicycling-related venues (such as bike shops).
- Mail invitation to all persons on attendance sheets from earlier meetings.
- Feature article(s) in the newspaper (e.g., the Honolulu Advertiser’s weekly section on Commuting).
- Public service announcements (PSAs) on radio and/or TV (to be initiated by State DOT)
- Distribute information at major bicycling events (e.g., Century Ride, Haleiwa Metric Ride), with assistance of local bicycling groups.

Input and Feedback

Input and feedback efforts are aimed at gaining information that will be used to formulate and revise the bike plan. Input and feedback are desired from as broad and diverse a population as possible. At the same time, we recognize the expertise that core stakeholders can offer, particularly in their knowledge of conditions on the ground.

- Community meetings at geographically dispersed areas of the state, and scheduled at times convenient to the public. The first round of meetings will give an overview of the planning process, but also feature activities in which participants can address concerns about the existing bicycle network and propose improvements. The second round of meetings will examine the connection between previous public input and the draft plan, and seek public reaction to the plan’s findings and recommendations.
- Bicycle Users Survey – random telephone survey with sample size sufficiently large to enable survey findings to be generalized to the project population (residents of suburban and rural Oahu, Kauai, Maui, and the Big Island) at a 95% confidence level.¹
- Meetings with leaders of the bicycling community (key informants) and referral to others.
- Orientation bike ride with representatives of bicycle groups.
- Feedback feature or mini-survey on the Hawaii Bike Plan Update website.

¹ Originally, the Bicycle Users Survey was conceived as a mail survey that would be sent to a sample of registered bicycle owners. However, because of confidentiality, the lists of bicycle registrants were not released by County governments.