ROUND 1 COMMUNITY MEETINGS-WORKSHOPS

Bike Plan

Record of Community Workshop 1All Venues

The first round of community meetings/workshops were held between November 1-15, 2001 and in Molokai on February 28, 2002. Collectively, these meetings drew 159 attendees. The proceedings of each workshop are documented below. Participants were also asked to complete a questionnaire at the workshop. Findings from the workshop survey are reported in the Surveys section of this Supplemental Volume.

Schedule of Community Workshops (all workshops held in 2001, except Molokai)

Thursday	November 1	Conference Room at Ihilani Marriott Leeward Oahu	7:00-9:00 pm
Saturday	November 3	UH Komohana Agricultural Complex, Conference Room Hilo, Hawaii	9:00-11:00 am
Saturday	November 3	Kalani Honua Rainbow Room Puna, Hawaii	2:00-4:00 pm
Monday	November 5	Parker Ranch Town Hall Waimea, Hawaii	6:00-8:00 pm
Tuesday	November 6	King Kamehameha Hotel Conference Room, Kona, Hawaii	7:00-9:00 pm
Wednesday	November 7	War Memorial Convention Hall Lihue, Kauai	6:30-8:30 pm
Thursday	November 8	Wailuku Community Center Wailuku, Maui	6:00-8:00 pm
Tuesday	November 13	Kaneohe Community & Senior Center, Windward Oahu	6:30-8:30 pm
Wednesday	November 14	Aina Haina Elem School Cafetorium East Honolulu	6:30-8:30 pm
Thursday	November 15	Mililani Mauka Elem School Cafetorium, Central Oahu	6:30-8:30 pm
Thursday	February 28, 2002	Mitchel Pauole Center Kaunakakai, Molokai	6:00-7:30 pm

Workshop Proceedings

In each instance, the workshop began with an introduction by Vincent Llorin, State Bicycle and Pedestrian Coordinator, Department of Transportation. He welcomed the audience and introduced the consultants from the firms of Kimura International, Inc. and Sprinkle Consulting, Inc.

Glenn Kimura presented a Powerpoint slideshow that provided an overview of Bike Plan Hawaii with discussion of the following topics:

- Elements of the plan addressing the 5 "E"s—engineering, education, enforcement, economics, and encouragement
- Why the plan is important
- Scope of the plan
- The planning process
- Results of the 1994 Plan
- Description of existing bicycling conditions
- Planning efforts in other states
- Different types of bicycle facilities
- Considerations and criteria in planning new bikeways

After the presentation, members of the audience were given an opportunity to raise questions or offer comments. Following the Q&A session, Glenn Kimura reviewed maps of the region showing existing bikeways, those constructed since the 1994 Plan, and proposed bike projects from the 1994 Plan (not yet implemented). The next phase of the workshop was structured as an informal charrette, in which participants were asked to mark their bikeway proposals directly on printed maps. Depending on the total number of participants, one or more small groups were formed for this exercise.

The following items are from the Q&A session and the mapping exercise at each venue.

Leeward Oahu November 1, 2001

Workshop Participant: How do bike paths relate to new roads? For example, when Farrington Highway is repaved from Kapolei to Ewa, will it be widened to accommodate bicycles?

Response from Vince Llorin, State Bicycle Coordinator: The State DOT makes an effort to put in bike and pedestrian facilities with new road construction.

Response from Chris Sayers, City Bicycle Coordinator: The current plan is to add shoulders when Farrington Highway is widened (from two lanes to four lanes), but there is no timetable yet for this project.

Comment from Georgette Yaindl, Hawaii Bicycling League: The recently adopted OMPO 2025 Transportation Plan includes a policy statement, that any project in the plan

shall include bike and pedestrian improvements. New roadway design or safety improvements must consider all modes of transportation.

Workshop Participant: What is the 2025 Plan?

Georgette Yaindl: This plan is developed by the regional planning organization. It recommends the priority transportation projects to the State DOT—not just roadways—where they want to see federal funds spent. Although the plan forecasts out 25 years, it is updated periodically.

Workshop Participant: Were developments on Young Street coordinated with future bikeway improvements? Young Street is one of the proposed bike thoroughfares between university and downtown. When the sidewalk fronting the new park was put in (at the old police station site), was that coordinated with C&C to accommodate bicycles? Chris Sayers: The City just hired a consultant (Belt Collins) to work on the Young Street bike project. The proposal for a Young Street Park Boulevard was included in the Honolulu Bicycle Master Plan as part of the Lei of Parks. It's unlikely that the Young Street bike project will require removal of any improvement constructed for the new park.

Workshop Participant: If the goal is to use bikes as a mode of transportation, shouldn't bikeways connect residents to business districts (workplaces)? I would like to see improved bikeways between Kapolei and Waipahu via Farrington Highway, and from Kapolei to Ewa Beach; between residential areas and employment centers at Kalaeloa and Campbell Industrial Park.

Workshop Participant: Essex Road would be a wonderful spur off the Leeward Bike Trail where families could hit the beach; otherwise, you're water-less all the way to Nanakuli. The Navy has concerns about errant golf balls from the golf course. But if the public comes forward and says it's a favorable project, the Navy might entertain the proposal and open Essex Road just for non-vehicular traffic.

Comment from City Councilmember Gary Okino: People don't know what the rules are—how fast bicycles can go, how to signal. People have told me that there are tremendous conflicts on sidewalks—bikes are on sidewalks right in the middle of town. There is a tendency to focus on cars and bikes, but we also need to address potential conflicts between pedestrians and bikes, where the situation is not clear. Response from Charlie Denney, Sprinkle Consulting, Inc.: National bike design guidelines state that bikes should not be on the sidewalks. It's difficult for pedestrians and bikes to mix. The Bike Plan will clarify bike usage on sidewalks. But if bikes are not allowed on sidewalks, then we need to provide safe alternatives elsewhere. If a bicyclist has to choose between an unsafe road or the sidewalk, he's going to choose the sidewalk. He knows that he's going to win the conflict with pedestrians, but lose the conflict with cars. We need to educate all the users on how to interact.

Workshop Participant: A safe bike route is needed from Ko Olina to Kapolei. Also, a bike route from Kapolei to Fort Weaver Road via Farrington Highway, with hook-up to

Waipahu. I use a mountain bike on the existing Leeward railroad right-of-way to get to the bike trail in Waipahu.

Workshop Participant: Schools are critical because it conditions young people to ride bikes and look at bikes as an alternate mode of travel.

Gary Okino: Problem (with providing bikeways) is not so much in new areas, but in older areas. In certain areas, schools don't have safe bike routes that can be used by students *Charlie Denney:* If you're going to encourage bicycling to school, you need to take a look at the area around the school. Communities in some states have started to look at "Safe Routes to School" and allocated money to do this.

Chris Sayers: I used to teach Bike Ed and there's inconsistency across schools. Some schools had policies that allowed bicycling and others didn't. Iroquois Point—probably has a hundred bikes.

Gary Okino: Iroquois Point is an exceptional case because the base can enforce a 20 mph speed limit.

Charlie Denney: Or if they can ride to school, the problem may be a lack of storage areas.

Workshop Participant: So there's no regular bike education?

Glenn Kimura: It's inconsistent across the state. The City and County of Honolulu has an active BikeEd program. But in other counties, they've discontinued the formal BikeEd program because there's no funding, or the police department tries to patch together bike workshops on an ad hoc basis.

Gary Okino: We (at the City) are also trying to address subdivision regulation, so when we build a new community, we also build in the capacity for bicycles.

Glenn Kimura: If it's on the map that everybody has, it should send up red flags, that whenever a developer comes in, they'll know that a bikeway has been proposed in the area.

Workshop Participant: There's no way for bicyclists to get to the deep-draft harbor which is where any private ferry service is likely to be located (until the marina is constructed). When ferry service was offered as a pilot project, there was no way of getting down to the harbor by bike. Geiger Road and Roosevelt don't go all the way through.

Workshop Participant: Because the Ewa region is constantly changing, there should be legislation that institutes a policy whereby the bike network grows as the region grows. It should be part of the infrastructure in place to support development.

Workshop Participant: Suggest constructing a bikeway on Mango Road, which is an agricultural road now used by farmers; DLNR also has access. Mango Road intersects with the proposed North-South collector. This area is not hindered by discovery of a threatened plant species. It's ideal. The road goes under Fort Weaver Road and provides access to Asing Park which is fully developed with courts and ball fields. The underpass is a drainage culvert that may be unusable during the 100-year flood, but would be okay the rest of the time.

Charlie Denney: Culverts have been used in other areas, with the foreknowledge that it won't be available during rainy periods.

Workshop participants expressed agreement that the No. 1 priority for the region is completion of the Leeward Bike Trail.

Vince Llorin: Initially the project design was going to be done in-house, but that branch is understaffed, so it's going to a consultant contract. Expect to start construction in 2004. *Workshop Participant:* Extending the Leeward coastal trail beyond Nanakuli would be beneficial for eco-tourism

Workshop Participant: Another high priority is Farrington Highway since it provides the most direct route between Kapolei and Waipahu. We need to acquire the right-of-way now (for a parallel bike path) before the corridor gets developed.

Georgette Yaindl: We also need to ask, "What is it like when get to the destination?" Ordinances should require bike parking, similar to requirements for cars.

Workshop Participant: Kapolei is becoming dangerous with the mix of bikes, cars, and buses (especially the long articulated buses). More kids riding bikes. On Kamokila Boulevard in Kapolei, cars park in designated bike lanes, creating an obstacle for riders. Similarly, the bus transit center (across from Zippys) means that buses sometimes park in the bike lane.

Chris Sayers: There's a plan to build a bus transit center behind the theaters. *Georgette Yaindl:* Enforcement would be improved with more bike patrols. It's difficult to get officers out of their car to enforce relatively minor traffic infractions.

Hilo, Hawaii November 3, 2001

Workshop Participant: The Big Island is distinct because of the large land area and low population. It is still in its infancy in terms of tourism. We should take advantage of building infrastructure now—acquire easements and rights-of-way. It's unlike Oahu where you have to put bikeways in developed areas. The Bike Plan is important to first identify future bikeways, then we can work to gain easements.

Workshop Participant: We should make bikeways a condition of development.

Workshop Participant: There needs to be better integration of modes so you can bike to a transit node and transfer onto buses, and also support facilities, such as lockers and cages.

Workshop Participant: Ever seen bike lockers at airports?

Response by Charlie Denney, Sprinkle Consulting, Inc.: Not at airports, but we're seeing lockers more and more at transit stations. At the transit station near where I live, there's a waiting list. U.S. Environmental Protection Agency has also done a lot with lockers to promote bicycling. To maximize locker use, they don't assign the lockers. Instead, there's a separate box with keys that can be taken out on an ad hoc basis. Office buildings sometimes have a cage within a secured area—something that's done a lot.

Workshop Participant: One of the issues raised at other transportation meetings is that passengers are assessed a penalty for taking bike on airplanes. Even if you show up below the baggage limit, you're still charged \$25.

Charlie Denney: That's a national issue. On the mainland, you're charged \$50.

Participant: Except here air travel is the only choice. We don't have option of taking a bus or ferry.

Puna District, Hawaii November 3, 2001

Three citizens came to the Puna workshop, including two who had participated in the Hilo workshop earlier in the day. Because their proposals for the Puna region had been documented already, the workshop was canceled.

Waimea, Hawaii November 5, 2001

Workshop Participant: Will the bike plan include any kind of legislative recommendation, such as requiring developers to provide bike and pedestrian facilities? Response by Glenn Kimura: We will address this issue in terms of possible implementation measures. For example, some Counties are considering bikeways as a condition of zoning or subdivision. More generally, the Bike Plan will include policy recommendations. Another important area is bicycle education. When you ask people why they don't bike, a common response is that it's unsafe.

Workshop Participant: What about adding questions on bicycling on the drivers test? *Response by Charlie Denney, Sprinkle Consulting, Inc.:* That's a good idea. A number of states have started to include bicycle-related material in drivers' instruction manuals.

Workshop Participant: Are you also working with shopping centers and other businesses to provide adequate storage?

Charlie Denney and Glenn Kimura: There's a fair amount of research on what types of racks work best. We will be including that information in the design guidelines section of the plan.

Workshop Participant: Are skateboards, roller blades, and scooters ("Razors") considered bicycles? Will they be able to use bicycle facilities?

Charlie Denney: On a shared-use or mixed-use path, it would be okay—depending on issues of speed, volume of users, and safety. On roadways, they're not allowed, though some jurisdictions have changed their ordinance to make exceptions to allow certain types of non-vehicular use.

Glenn Kimura: On a mixed-use path, there should be clear signage about how different modes or types of users relate to each other. Some people we have talked to feel strongly

that bells should be mandatory for bicycles. Problems arise when common courtesies aren't practiced.

Workshop Participant: The 1994 Bike Plan shows a bike route on the main road through town (Highway 19), but when the roadway was recently expanded from 5 lanes to 6 lanes, we were told that there was insufficient room for a bike lane and there's even inadequate shoulder space. One response we've gotten from officials is that the proposed Waimea Trails and Greenway will serve bicyclists, but that won't always provide the most convenient connection to schools and shopping centers.

Glenn Kimura: We want to make clear in the Bike Plan the idea that bicycling is an alternate mode of transportation. Bicyclists want the most direct routes to get to their destinations, just like motorists.

Charlie Denney: Places that have been successful in getting more people to bicycle have used a mix of all three types of facilities—bike routes, bike lanes, and off-road bike paths—that allow people to get the places they want to go.

Kailua-Kona, Hawaii November 6, 2001

Workshop Participant: Why does Hawaii's plan address bikes only, and not pedestrians? Can we expand the plan to include pedestrians also? For example, since pedestrian signs are in many of the same places and for the same purposes as bicycle signs, it seems to make sense to address both modes at the same time, rather than just bikes.

Response by Vince Llorin, State Bicycle Coordinator: Right now, the consultant's contract is just to update the bicycle plan.

Response by Charlie Denney, Sprinkle Consulting, Inc.: Some states have done just bike plans, while others include both bikes and pedestrians. We will be addressing some pedestrian facilities where there is overlapping use. We're limited at this point in time, but the plan could be expanded to include pedestrians in the future.

Workshop Participant: Can that be part of our input tonight? We would like the plan to address multi-modal issues.

Response by Glenn Kimura: The Bike Plan will address shared use by both bikes and pedestrians; for example, to promote walking along Kaahumanu Highway. We want to include proposals that make sense and are safe. On the Big Island, there are many places that don't have sidewalks, and pedestrians have to walk somewhere.

Charlie Denney: On the flip side, over the weekend, I biked along Alii Drive and this is a situation where you have the potential for conflicts between bicycles and pedestrians since there are no shoulders on the roadway and everybody is sharing the sidewalk. So we also recognize the need to balance the needs of the different modes.

Workshop Participant: I have a question about the bikeway standards you'll consider in the plan. There are many areas that are not yet open to cars and it may be too expensive to build roadways to standard specifications. For example, it may be possible to acquire right-of-way, on contour, to connect some of the subdivisions. Since your presentation says "no mountain trails"—are you going to exclude possibilities for facilities that are

functional and suitable for rural areas? Will the plan only consider facilities that will be paved out?

Glenn Kimura: Our intent is to be as open and flexible as possible.

Charlie Denney: If facilities are making connections, they can be designated as part of the state's bicycle network, but it may be difficult to get federal transportation funds if not built to standards. On the other hand, if you're talking about roads that don't need pavement or improvement, then maybe you don't need federal funding.

Participant: Everything here needs grading and clearing, and would be as expensive as a mainline trail. Is ADA also a factor as far as access? Some of the linkages I'm referring to might not be feasible to develop if we need to meet ADA accessibility standards.

Charlie Denney: There are guidelines that have been put out by the U.S. Access Board, an arm of the Justice Department charged with implementing the Americans with Disabilities Act. There are standards for sidewalks, trails, and recreational facilities. The law says you have to make reasonable accommodations. It might also be possible to satisfy the ADA requirement by providing an alternate route.

Workshop Participant: For people interested in road racing, Queen Kaahumanu Highway is the place that's most commonly used to train for road events. Did the 1994 plan include any improvements on Queen K? Did the old plan include provide for places (training sites) other than Queen K?

Charlie Denney: The best type of improvement is widening the shoulder to at least four feet, and the State has already done that on Queen K. But there are other places where you just won't be able to do this, so it's a question of getting as much shoulder as you can. And where there's a steep grade, putting a shoulder in on one side.

Response by Ann Peterson, Peoples Advocacy for Trails Hawaii (PATH): PATH has advocated a 10-foot, grade-separated, multi-use path alongside Queen K. We lost part of a railroad alignment to a golf course because it was not designated on the master plan. Let's not be constrained by money right now because it's not only Transportation Enhancement funds that can build these kinds of things; we can look in other places and build gradually. Let's think big.

Glenn Kimura: Following up on Ann's comment, there are a variety of ways to implement the plan. For example, if a route is shown on the plan, it might get built as part of a highway repair or repaving project.

Workshop Participant: Even if you have a 4-foot shoulder, around here it doesn't take long for that shoulder to become totally degraded.

Glenn Kimura: This plan will address maintenance. The plan won't be limited to bike routes, but will be comprehensive.

Workshop Participant: Do we need to be concerned with distinguishing between State and County roads?

Glenn Kimura: No, because the plan will address both.

Participant: Did the County adopt this plan as well?

Glenn: I don't know the answer to that question; however, we talked to the County Council, and members alluded to the General Plan that's being updated and a desire to incorporate the Bike Plan.

Workshop Participant: Isn't there a federal requirement that when federal highway funds are used, there must be a 3-foot shoulder? One of the biggest problems we have is that even if there's a shoulder, all of a sudden, in critical spots, it drops down to one foot. One of my biggest complaints is that there's no consistency.

Charlie Denney: In the short term, there may be places where you just can't put in wider shoulders, for example, because of topography and other physical constraints. But one of the things you can do is to put up signs warning "reduced shoulders" or "bicyclists sharing road ahead." The key is not to let the situation just happen, but to alert all road users about what's happening ahead and give them ample notice to make adjustments.

Participant: I'm trying to get more people to ride their bikes, but they won't if the roads aren't safe.

Workshop Participant: I think we're preaching to the choir. Everybody here would like to have bike corridors all around the island. We all want safe places for our families to bike. We thank you for coming and we're behind you.

Workshop Participant: I understand that your contract is to come up with a plan, but we want to make it happen, so whose feet can we hold to the fire?

Charlie Denney: The plan will make recommendations for implementation. Also, one of the reasons we're asking for your top 3 priorities is to provide a focus for implementation efforts.

Glenn Kimura: The Bike Plan falls under the larger State Transportation Plan and is subject to its procedures for funding and implementation.

Ann Peterson: The County has come up with a plan to develop a network of mid-level and connector roads between Keahole and Kailua. Will those roads have bike and pedestrian facilities?

Glenn Kimura: Peter Young, Deputy Mayor, has provided a map showing the proposed roads in the K to K plan. He also mentioned the possibility of developing multi-use paths along utility easements.

Ann: We need to be sensitive about who owns the land whenever we talk about off-road paths.

Glenn: There's also the issue of which agency will be responsible for maintenance of offroad facilities, with the available equipment and budgets.

Lihue, Kauai November 7, 2001

Workshop Participant: Does "shared bike path" mean share with runners and walkers? *Response by Glenn Kimura:* Yes.

Response by Charlie Denney, Sprinkle Consulting, Inc.: Ten feet is the minimum design width for shared-use paths; but if many different types of users are expected, then it should be even wider.

Workshop Participant: How are State funds allocated among the counties? **Glenn Kimura:** The Bike Plan is part of a statewide transportation planning process which involves the STIP (State Transportation Improvement Program), a list of the high-priority transportation projects. The Bike Plan will contain separate bike improvement proposals by county, but the normal course of implementation goes through a more politically oriented phase of evaluation and lobbying and leads to the STIP.

Comment by John Tanner, Bicycle John: The best thing to do at this stage is to imagine that you'll get whatever you want. Funding and cost considerations aren't too important at the planning level. Right now, we want to pull together our ideas for what we want, and the order we want them. Once we give this input to the planners, it becomes a grass-roots Kauai effort, working with local officials, to find the funds needed to realize the projects.

Comment by Glenn Kimura: I want to stress that in order to qualify for federal funds, proposals need to be included in an official master plan and this is your opportunity to do that. We're also looking at projects that are implemented through the normal cycle of road repair and resurfacing. It's often possible to acquire bike facilities through road widening that is almost incidental to road repair or safety upgrades.

Charlie Denney: Over time, the pieces will begin to fit together and connect up.

Workshop Participant: Will the plan identify which type of facility (lane, route, path) will go where?

Glenn Kimura: Paths are essentially facilities that go off-road. In terms of choosing between routes and lanes, we'll take the community's preferences into consideration. But we'll also evaluate whether it's do-able given possible physical constraints, and if it makes sense in terms of technical feasibility and cost.

Wailuku, Maui November 8, 2001

Workshop Participant: The 4-foot standard for shoulders seems to be inadequate along roadways with high traffic volumes and high speeds.

Response by Charlie Denney, Sprinkle Consulting, Inc.: Along high-speed highways, 5- or 6-foot shoulders may be needed for a bikeway to be workable.

Response by Vince Llorin, State Bicycle Coordinator: Four feet is the minimum requirement in the AASHTO Guidelines, accepted by most states and the Federal Highway Administration.

Charlie: There are quantitative methods to evaluate the consequences (comfort level to bicyclists) of increasing pavement width. If limited right-of-way means you have to choose where to widen the shoulder, then it would seem more beneficial to widen the uphill side where the speed differential between cars and bicycles is greater.

Workshop Participant: Are there any plans for Kahului to Paia area?

Response by Dave DeLeon, Mayor's Bicycle Advisory Committee: There is a multi-phase plan, part of which is already built—the airport section. There's still a question about when the Sprecklesville section will be completed.

Workshop Participant: Maintenance is the worst I have seen—the sweeper just moves debris around. No matter how many bike trails there are, you'll still need to ride on the streets. But if you hit glass going at high speed, a blow-out could be very dangerous. Contrast this with Wailea, where you can practically eat off the road. Another problem is that roads aren't properly compacted and patched after utility connections are made. Response by Glenn Kimura: We hear you loud and clear. The same message has been repeated by all the bicycling groups we've talked to. On Oahu, bicyclists are posting photos of poor road conditions on the web to build awareness.

Workshop Participant: When do you expect the draft plan to be completed? **Glenn Kimura:** We're going to be back in the spring for a second workshop. We won't have a plan *per se*—with all the parts—but we'll have the key parts and ask for your feedback.

Workshop Participant: Since this is a federal plan, how soon will we have access to federal funds?

Glenn Kimura: You don't have to wait until this update is done. Bikeway proposals are already in the existing Bike Plan. If you want to push a project, you can do that right now. The State is continually putting together priority lists of transportation projects to be funded and built through the STIP process, and you can work to get bike projects on the list. Likewise, Counties don't have to wait for the State. They can seek funding independently.

Workshop Participant: What is the situation with highway improvements in the Kihei area?

Vince Llorin: On Piilani Highway, the shoulder is being replaced by a travel lane, and the intent is for the North-South Connector to provide an alternate bike facility.

Glenn Kimura: Timing is a problem with the replacement bike facility.

Participant: But if federal funds are being used, isn't the State required to provide a bicycle facility?

Charlie Denney: Nationwide, nobody has pushed that issue it all the way. There's no precedent we can point to.

Workshop Participant: How do we get politicians and planners to buy into the healthy city idea and create more bicycle-friendly communities? How did a place like Oregon develop such an extensive bike network?

Charlie Denney: When Oregon started in the 1970s, it wasn't because of top-down mandates from their State DOT. The legislature was pushed by advocates and constituents who educated politicians about the economic benefits (such as the ability to attract visitors and businesses that want a favorable location to recruit and keep good employees). There was a firm looking to relocate to Virginia. Coming from Boulder, Colorado, they asked: "Where are the bicycle facilities?" The company ended up going to Ashland, North

Carolina which has bike facilities. The plan can give you tools to work with but, ultimately, implementation has got to be a grassroots effort.

Workshop Participant: It's amazing that nobody evaluates who's going where to find out how to link segments. We want circuits that eventually connect one subdivision to another, then another—like in Southern California.

Glenn Kimura: One of the things we'll do in the plan is pay attention to traffic generators.

Workshop Participant: How do we go from here (the planning process) to practice (implementation)?

Vince Llorin: Whenever DOT has a resurfacing project, and there are adequate funds, we provide shoulders. Most of the State highways on Maui have shoulders wide enough to accommodate bicycles.

Charlie Denney: If the proposal is in the plan, it has feet. Then it has to become a priority, and that push has to come from the community.

Workshop Participant: Why aren't more people here? With numbers, things happen. Why isn't there a plea in the paper to urge people to register their bikes? Glenn Kimura: The Big Island is an example of a place where bike advocates are organized by region. They've developed projects and mounted sustained efforts to get them built.

Workshop Participant: Besides shoulders, we also want to see greenways around the island. We now have the best opportunity to talk about greenways because the focus is on how to make communities more pedestrian- and bike-oriented. Maui's ears are open. Maui is having to deal with serious congestion and is looking seriously at smart growth. So now is a good time to put bikeways on the map. But then the hard work begins. The General Plan is going to be updated next year, the community plans are going to start up again, and the smart growth idea is taking off. Now's the time to make a push.

Comment by Charlie Denney: It can be prudent to bring in pedestrians. Politicians are going to relate more to pedestrians because they do it. Sometimes people have a negative impression of bicycles, and you can break the ice by talking about pedestrians.

Windward Oahu November 13, 2001

Workshop Participant: You mentioned educating bicyclists, but what about educating motorists?

Response by Glenn Kimura and Vince Llorin: You're absolutely correct that part of the education process must deal with motorists. There are several measures that could be taken. One is to have more public service announcements and ads, such as the full-page newspaper ad that came out during November's Bike Safety Month. Another is to add bike items to drivers' licensing exam. It doesn't make sense for Hawaii drivers to be tested on rail crossings, but not on interactions with bicyclists.

Workshop Participant: Besides talking about what routes are needed, shouldn't we also talk about the mechanisms for implementation? I know that when there's a State roadway project, it has to take into consideration (and incorporate) what's in the Bike Plan. However, we also have the case of Waimanalo where community members questioned why they needed to have bike lanes when all that was needed to satisfy the Bike Plan was to put up a few signs. If that's all that's required, nothing much is going to happen. The Bike Plan ought to have more teeth than just saying you should throw up signs. Glenn Kimura: In Waimanalo, the community was ambivalent between bike lanes and bike routes. But when they learned that additional right-of-way had to be acquired for bike lanes, they felt that bike routes (paved shoulders) would be sufficient. Other improvements, such as left-turn pockets, would improve traffic flow and safety through the area.

Workshop Participant: I guess six years isn't enough time to see projects implemented. *Glenn Kimura:* Actually, when you drive around the state, you see many miles of State highways that have wide shoulders in good conditions. They would serve perfectly well as bike routes, but they're not signed. If they were marked as a bicycle facility, the State could get more mileage credit relatively easily.

Vince Llorin: DOT evaluates a whole set of standards before designating a bike route, but if those criteria are met, we'll put up the signs.

East Oahu November 14, 2001

Workshop Participant: Is the bike plan looking at traffic calming? **Response by Glenn Kimura:** No, that's a separate effort, but we are paying attention to some of the same goals, such as safe access to schools.

Workshop Participant: How was 3-foot separation between bicyclist and motorist determined (as shown on the newspaper ad for Bike Safety Month)? It doesn't seem wide enough, plus people misjudge and go closer.

Response by Vince Llorin, State Bicycle Coordinator: The 3-foot separation is a recommended practice. It's not a traffic law in Hawaii, but it may be in other states. **Response by Chris Sayers, State Bicycle Coordinator:** Bus drivers are instructed to give bicyclists a full lane—3 feet puts buses in the next lane anyway.

Central Oahu November 15, 2001

There were no questions or comments during the Q&A session; therefore, participants proceeded directly to the mapping portion of the agenda.

Kaunakakai, Molokai February 28, 2002

Workshop Participant: Why are there no shoulders beyond the 8-mile marker? The roads were recently repaved, and the shoulders were improved up to the 8-mile marker. The pavement should have been expanded between Miles 8 and 10 at the same time—this would have covered a section of the highway that is well-used because it's in a more populated area. It appears that there's adequate right-of-way up to Mile 10. **Response by Vince Llorin:** He will check on the history of the work done and get back to the inquirer.

Asked about the usefulness and desirability of signs:

- Signs are a waste of money. Just having more bikes on the road will make people realize there's more bicycling activity. People will ignore "share the road" signs. They're either polite drivers or not.
- A few signs wouldn't hurt.
- There's a tendency for signs to disappear or get shot at.
- Limit signs to areas where roads are narrow and have to be shared by bikes and cars, or to high-visibility places.
- In one section of Kalae Highway, there are a lot of signs packed within a short distance. We don't want that kind of sign pollution.

Asked about the highest priority area for bike improvements, there was general consensus within the group:

- Priority for bike improvements should be on the east side of Molokai, which is relatively flat and scenic.
- When visitors come to Molokai, and they don't have much time, we first send them out to the east side.
- Shoulders don't have to be a full 4 feet to be useful for bicycling. If there's enough room for the mowers (to keep the landscaping in check), there should be some room for bicycles.
- Out near Kilohana Elementary School (Mile 13), kids are using the roads for bikes and roller skates—a potentially hazardous situation.
- There are a couple of major organized events that use the east-west corridor. In the case of the tandem bike ride, there were 44 cyclists this year; last year there were 160.

Community Workshops (Round 1) November 2001				
Attendance Su	ummary			
				Completed
Date	Location	Attendees	Plan Team	Questionnaires
Thurs, Nov. 1	Leeward Oahu	8	5	3
Sat, Nov. 3	Hilo	15	5	14
Sat, Nov. 3	Puna	4	5	0
Mon, Nov. 5	Waimea	20	5	16
Tues, Nov. 6	Kailua-Kona	38	5	30
Wed, Nov. 7	Lihue	16	5	12
Thurs, Nov. 8	Wailuku	15	5	15
Tues, Nov. 13	Windward Oahu	7	4	6
Wed, Nov. 14	East Oahu	11	4	8
Thurs, Nov. 15	Central Oahu	20	3	16
Thurs, Feb. 28,				
2002	Molokai	5	3	4
	Total	159		124

Attendance Sheet **Public Information Meeting and Workshop**

Thursday, November 1, 2001 Ko Olina Marriott Conference Room, Leeward Oahu 7:00 – 9:00 pm

			To be used for our	official n	nailing list only
Name	Affiliation	Para A	Mailing Address		E-mail Address
TOM BERG	REP. ESPEROS OFFICE	-		er i vere e e e e e e e e e e e e e e e e e	
George Yamando	NB 34	•			
TYLER YAMBSHITD		3-			
LYN ANDERSON	HBL	-			
Shoo Kone	NB34	-			
GARY OKWO	CUY COUNCU	-			
Georgethe Yaindl	HBL				
Chris Sayers	Cty & County of Hondul	(
Vincent Uorin	State DOT				
Glenn Kimura	Kimura International				
Nanny Nishikawa	Kimum International				
Kevin Purell	Kimum International				
Charles Denney	Sprinkle Consulting				
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Public Information Meeting and Workshop

Bike Plan Hawaii—Update

Saturday, November 3, 2001 UH Komohana Agricultural Complex, Conference Room, Hilo, Hawaii 9:00 – 11:00 a.m.

To be used for our official mailing list only Affiliation Mailing Address Name E-mail Address DOT-14WYS Pews Trais Comi MR REILLY MICHAZI TANABE, JOBU TANDIB PAIRA YOSHIMURA PUNA COMMITTY JONI OLSONI JOHN BARNES commun h SMA

Public Information Meeting and Workshop Bike Plan Hawaii—Update Saturday, November 3, 2001

Kalani Honua Rainbow Room, Puna, Hawaii 2:00 – 4:00 p.m.

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		To be used for our official	I mailing list only
Name	Affiliation	Mailing Address	E-mail Address
John Luchan	PATH Puna Thails		
Christine Wolf	PATH		
	PONA COMMOITY		
JON DASON Stanley Tamum	Stale Do7		
1.00			

Public Information Meeting and Workshop

Bike Plan Hawaii—Update

Monday, November 5, 2001 Parker Ranch Town Hall 6:00 – 8:00 p.m.

Name Affiliation Mailing Address E-mail Address

Leth Walls

Janet Lam

CIEW Stall Address TRAUSS Go

QUILM ASSN Inacits & Names Green WAIMED COMMUN Wained Trails Stanley Tamura State DOT

Public Information Meeting and Workshop Bike Plan Hawaii—Update Monday, November 5, 2001

Parker Ranch Town Hall 6:00 – 8:00 p.m.

		To be used for our official mailing list only		
Name	Affiliation	Mailing Address	E-mail Address	
Dannary Con	Cescutifore	<u>:</u>		
Grant Mildell	Maura Kan Mt Pakes	1		
CHEG WINGH	KECK 985			
PatriCool	Wainea Courty Ass	- 		
GRANT MATSUSHIGE	CFAT CORP	_		
JOHN ROMOR	wainea con . Ct			
BRIAN BREAKS PAIL	-			
Chama Cascado	Hurinan Cascare	-) 3		
Jason Root-		_		
		-		
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Public Information Meeting and Workshop Bike Plan Hawaii—Update Tuesday, November 6, 2001

King Kamehameha Hotel, Meeting Room, Kailua-Kona, Hawaii 6:00 – 8:00 p.m.

) /	Sosephine Heli	PID HIPA		
,	Name	Affiliation	To be used for our office Mailing Address	E-mail Address
	AND PETERSONS	PATH		
	MARY OSBORNE	HAWATI CYCLING		
	Barban Bush	PATH		
	Susan Golden	Sef		
BA	Alex Alcantur		-	
	Candy Stephen)		
	Haydan Styphons Keola Childs			
W	Danyn Arai	Cof H Manning		
Ì	Kiran Emler	COH PUB. KIKS	-	
	Sue Carall		_	
	Julia Ranul		-	
	Buth Alcouloume			
	Miles Syllivas			
	DAUESTUBBS	Resident Laal		
	GRANT Mille	Path		
	Janet Miller	Pate		
-		Hawaii Cycling Cl		
1	4 Kowvach Microcel Heas	PATAT		
	ERNIE FRASCATI CARE NBROWNE	PATH 7		

Public Information Meeting and Workshop

Bike Plan Hawaii—Update

Tuesday, November 6, 2001 King Kamehameha Hotel, Meeting Room, Kailua-Kona, Hawaii 6:00 – 8:00 p.m.

To be used for our official mailing list only Name Affiliation Mailing Address E-mail Address hwart الم وخر Orchidise bicycling. com Parks + Rec MHOZ TRee PA 774 PATH State Do7 lamum

Public Information Meeting and Workshop Bike Plan Hawaii—Update

Wednesday, November 7, 2001 War Memorial Convention Hall, Lihue, Kauai 6:30 – 8:30 p.m.

			To be used for our official	mailing list only
	Name	Affiliation	Mailing Address	E-mail Address
	Roger Saeds	Bike Rider		
	Doug Haigh	County		
	TERRY TAYLOR	RIDER		
	Jon Schlegel	USDA, NRCS		
>	Heren Kyono	POT-HWY		
	Hevan Lee	Rider		
	MARZORIK KETUIS	FA RIDEA		
	James Ehle	Rider (Road)		
	Ben Welborn	Land Planner		
	JON Wichman	Rider Rond Street		
	Bayen Brothere	COAKY WYNU	•	
	MOHAEL FURNKAWA	Crove Janua Co.		
	Tom Shigemoto	ALB Properties, Inc.	_	
	BhnTanner	BicycleJohn		
	Kentapling	Paradise Ride		
	<i>(()</i>	Nalanatono		
		THE STATE OF THE S		

Public Information Meeting and Workshop Bike Plan Hawaii—Update Wednesday, November 7, 2001

War Memorial Convention Hall, Lihue, Kauai 6:30 - 8:30 p.m.

To be used for our official mailing list only

E-mail Address

Mailing Address

Name	Affiliation
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Public Information Meeting and Workshop

Bike Plan Hawaii—Update

Thursday, November 8, 2001 Wailuku Community Center, Wailuku, Maui 6:00 – 8:00 p.m.

To be used for our official mailing list only Mailing Address Name **Affiliation** E-mail Address West Mari Cycles WEST MALLICYCLES DPWWM