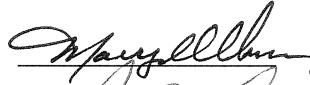
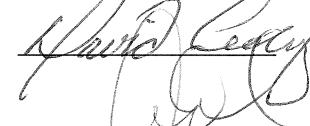
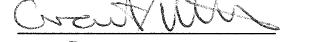
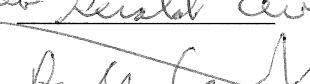
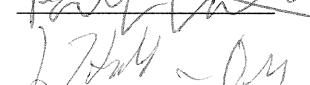
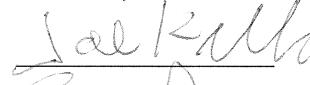
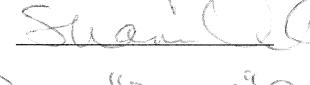
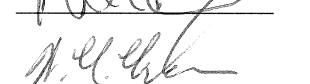
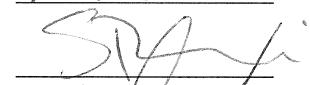


LISTING OF REPORT CONTRIBUTORS AND SUPPORTERS

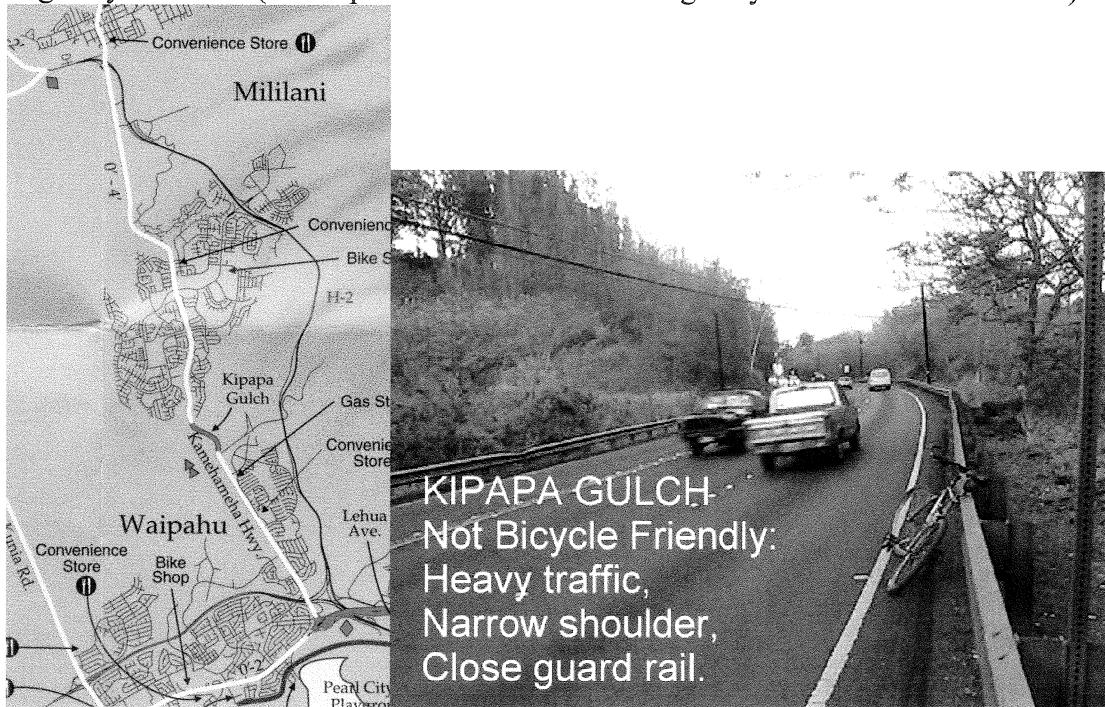
	Name	Affiliation/Business	Signature
1.	MARY OSBORNE	Hawaii Cycling Club	
2.	David Leding	Hawaii Cycling Club	
3.	Oliver Kiel	OahuislandBicycling.com	
4.	GRANT Miller	HP Bike Works	
5.	Kevin Pihl	VISUAL VIDEO	
6.	Stephen Kozowayk	Hawaii Cycling Club	
7.	Jim Jennings	Hawaii Cycling Club	
8.	Dellaan Cheshi	HI cycling club	
9.	Sonalit Ewing	Hawaii cycling club	
10.	Bill Van Horn	" "	
11.	Lys Holberg Olson	HI cycling	
12.	Christian Hie	Hawaii Cycling Club	
13.	Joe KILLIAH SUBWAJ		
14.	LEONARD PEDDICKO	Hawaii cycling club	
15.	Shannon Oliver	Hawaii cycling Club	
16.	JAMES "DUSTY" BEST	Hawaii Cycling Club	
17.	Maggie Grenier	Hawaii cycling club	
18.	Mark Silan	Hawaii Cycling Club	
19.	BILL GRAHAM	HAWAII CYCLING CLUB	
20.	SPENCER RANE	Hawaii Cycling Club	
	CHRIS CORNELIUS	Hawaii Cycling Club	

Submitted by David Bremer

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>).

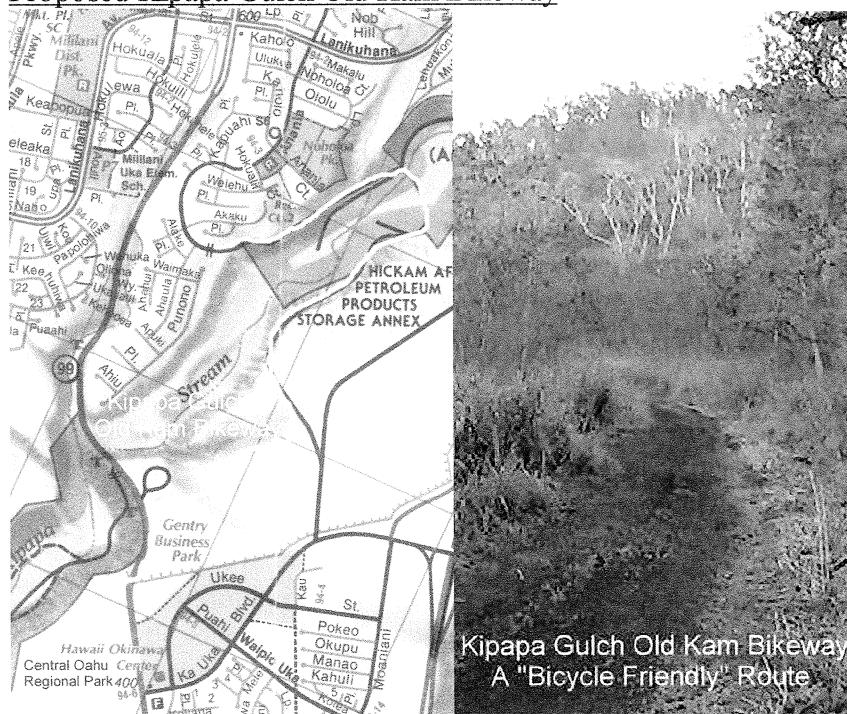


Routes that are not bicycle friendly are defined as "roads that have heavy traffic and do not have adequate shared use between bicyclists and motorists." The current Bike Plan Hawaii (see <http://www.hawaii.gov/dot/bikeplan.htm>) states: "A major difficulty with access from Ewa/Pearl City to Central 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 Waikiki Gulch, connecting to a trail system throughout Central Oahu gulches should be

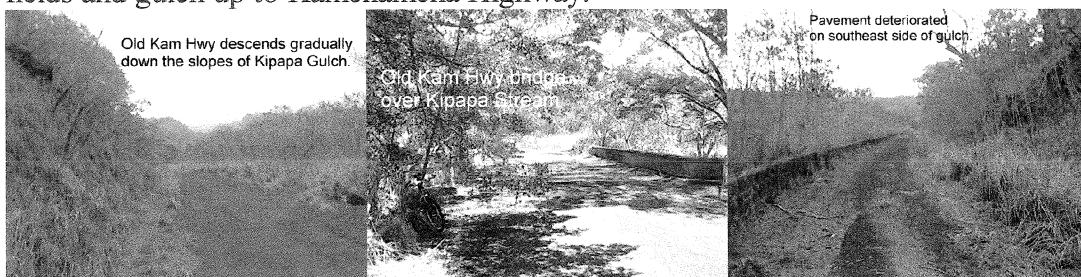
developed (p. 3-14)." The new park located across Kipapa Gulch from Mililani is a major recreational facility that would be accessible for walkers and bikers from that community if a safe route were available.

Proposed Kipapa Gulch Old Kam Bikeway



Kipapa Gulch Old Kam Bikeway
A "Bicycle Friendly" Route

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). Bevery 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

NEIGHBOR'S

PAGE B3 *

TUESDAY • JANUARY 29, 2002

E-mail: hawaii@honoluluadvertiser.com

Safer bike path to Waipio park sought

By Scott Ishikawa

ADVERTISER CENTRAL O'AHU WRITER

MILLANI — 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 Hawaii 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 Millani, 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 Millani and Waipio-Gentry, does not allow bicyclists."

"If Kamehameha Highway

said David Bremer of the Hawaii Bicycling League, who spoke before the Millani 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 Millani 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-

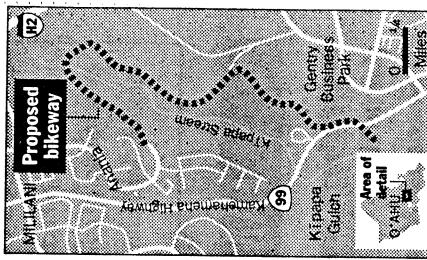
ects.)

The bike/pedestrian path would begin at the end of Anania Drive in Millani, 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

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The Honolulu Advertiser

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 1983.

Reach Scott Ishikawa at sishikawa@honoluluadvertiser.com or 555-2429.

Ola Keau
HISTORICAL
Society.

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MARY M. PORTER
HCR 1 Box 5505
Keauhi Hi
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JIRO SUMADA
W.H. Shipman

May 9, 2002

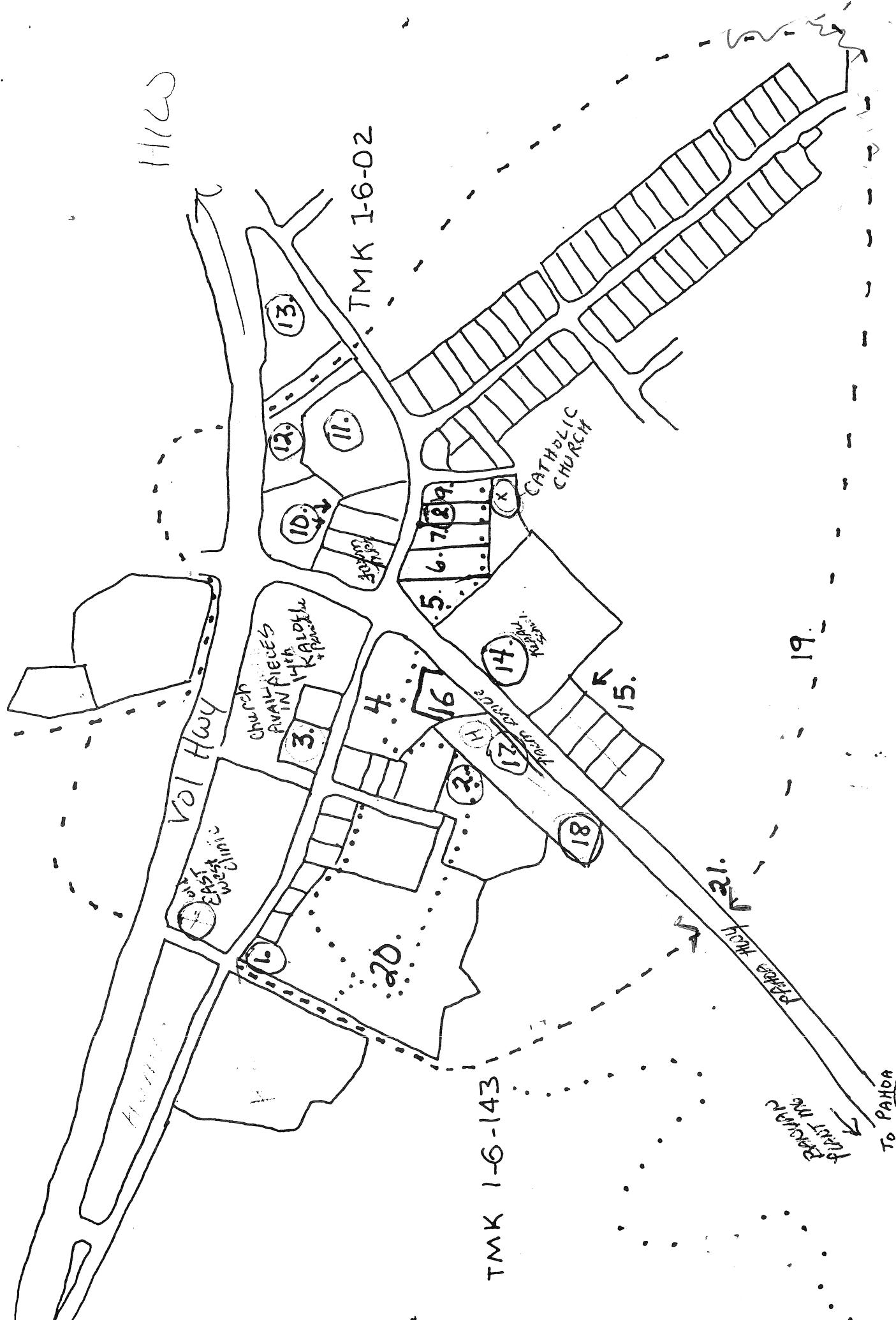
Alaka'i State Highways
Bike Path Planners,

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

The Olai Keau Historical Society has recently made a film of our proposed bike path around Keauhou Town. We include a map of this plan which we submitted to N.H. Shipman in 1994, as an idea. Of course we would like 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 Kilo-

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 bike 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 bike lanes.

Thank you, and we hope to ride an asphalt bike path, alternative "highway" in the near future. Mahalo. Ivey Scott, Pres. (20)
Mary Marvin Porter
(Secretary)





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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

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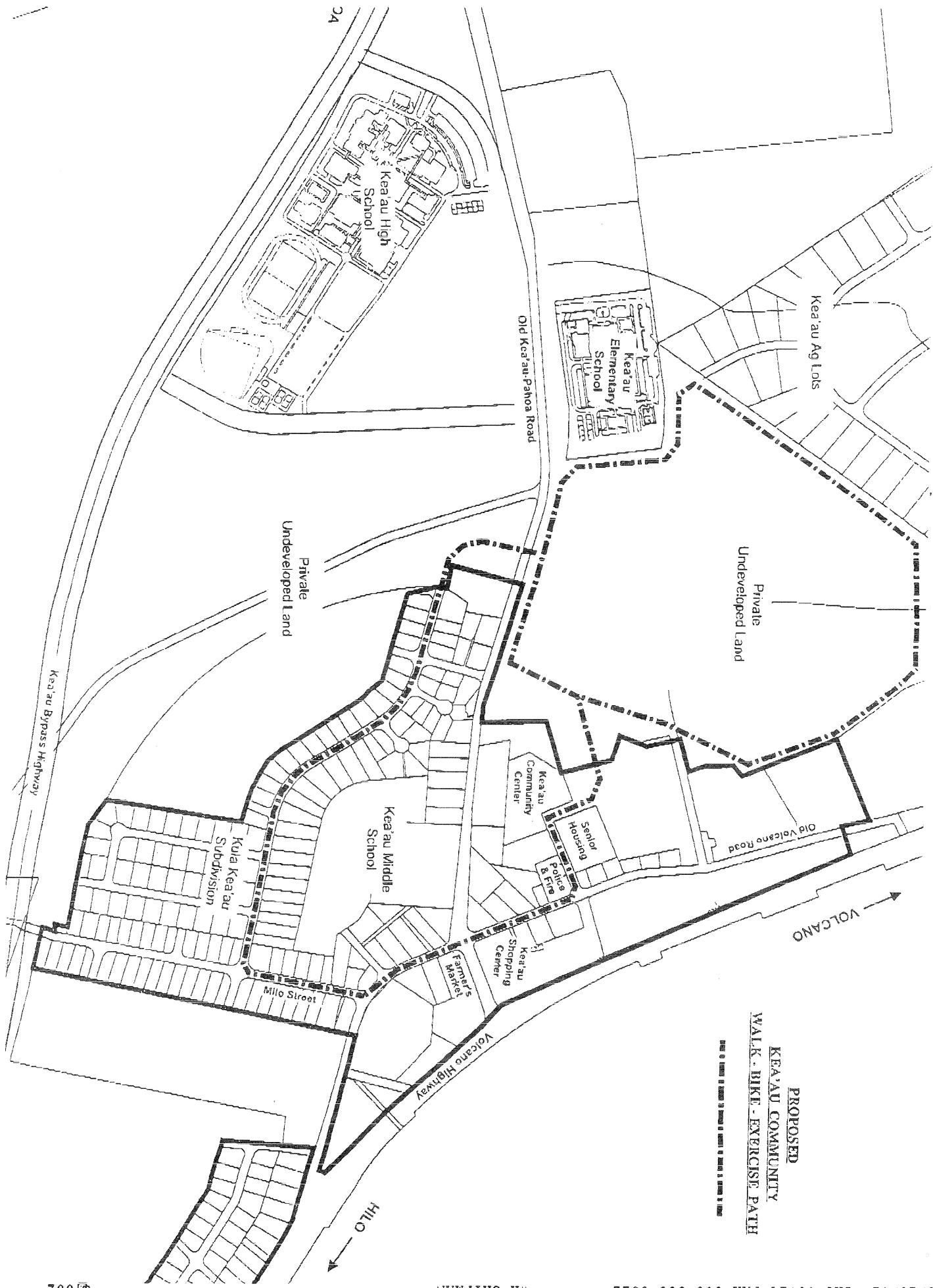
REMARKS & INSTRUCTIONS:

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



In June 2002

To: <projects@kimurainternational.com>,
"HI Bike Vincent Llorin \E-mail" <vincent_llorin@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. .

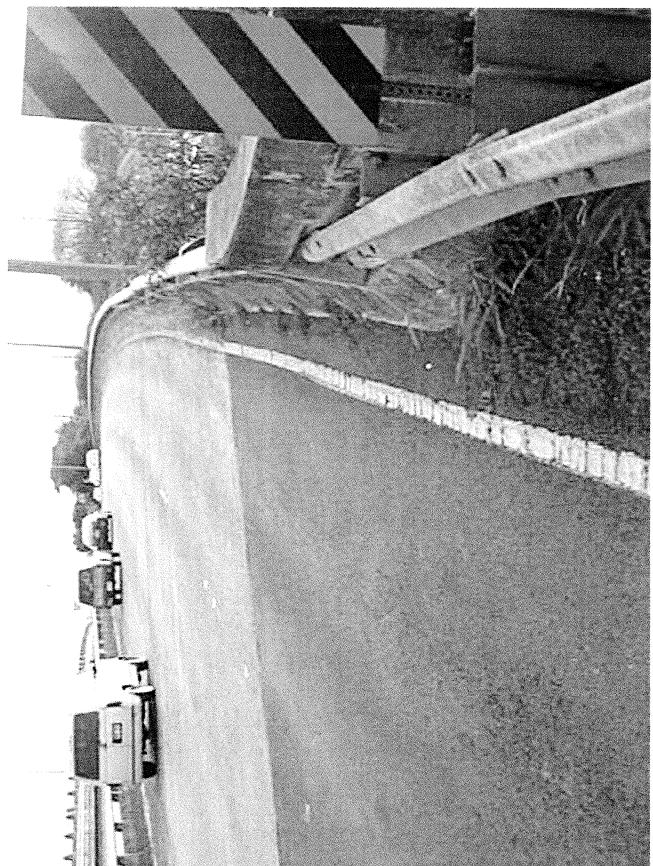
Charles Brown



left shoulder



approach



non-shoulder