



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

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

tel. (808) 935-2331  
e-mail [jbfriday@hawaii.edu](mailto: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 14<sup>th</sup>. 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	Piihiki 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

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**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

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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

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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

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**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**

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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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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,



TIMOTHY E. STEINBERGER, P.E.  
Acting Director

GS:dk

Attach.