

**Hawai'i County Bicycle/Pedestrian Advisory Committee**  
**Monday, August 9, 2004**  
**P&R Conference Room**  
**3:00 P.M.**

**Present**

**Members**

Kelly Burke  
Richard Chamberlin  
Laura Dierenfield  
James Friday  
Geraine Hollins  
Mary Osborne  
Ronald Reilly  
Herbert Soloway

**Ex-Officio**

Pamela Mizuno, Deputy Director, P&R

**Also Present**

Bruce McClure, Director, Department of Public Works  
Roy Takemoto, Deputy Director, Planning Department  
Stanley Tamura, District Engineer, DOT-Highways Division  
Nathalie Santos, Department of Parks & Recreation

**Absent**

Carolyn Irvine

**CALL TO ORDER**

- Chairman Ron Reilly called the meeting to order at 3:10 pm.

**INTRODUCTIONS**

Guest Roy Takemoto, Deputy Planning Director was introduced.

**STATEMENTS FROM THE PUBLIC**

None.

**PREVIOUS MEETING MINUTES – JUNE 14, 2004**

- The Minutes of the June 14, 2004 meeting was approved as circulated.

**BIKE SHED ZONE CONCEPT**

**ROY TAKEMOTO, DEPUTY PLANNING DIRECTOR**

Deputy Planning Director Roy Takemoto explained that during a recent meeting in Kona the Bike Shed Zone Concept was introduced. It is a plan included in the Capital Improvements budget - 40 million dollars was appropriated for transportation (23 million for Kona, 10 million for Waimea and 7 million for Puna). Concept and fund appropriations were proposed by the Administration and approved by the County Council. Funds must be spent within three years.

**Kona Portion (23 Million Dollars)**

23 Million Dollars was appropriated for immediate roadway improvement projects, future planning for proposed roads, matching for Mass Transit and improving safety on bicycle routes to encourage people to use bikes as a means of alternative transportation.

The Bike Shed Concept is like a Water Shed Concept – Kona has lots of slopes so looking at ways to make improvements in an area that is topographically suitable for bicycling. Location and types of improvements are not yet determined.

The total estimated cost for Kona's Bike Shed Concept is \$320,000, approximate breakdown follows (line items can be adjusted):

Planning:	\$30,000
Design Surveys:	\$75,000
Construction:	\$215,000

**Identifying Possible Locations in Kona for Bike Shed Concept**

Chairman Reilly recommended continuing the Wailua Bike Path close to Huggo's and to make safety improvements on Ali'I Drive including the possibility of making it a one-way route.

Mary suggested looking at the Bike Plan which already lists priorities. There are a lot of little short roads that need improvements such as widening Hualalai to make it safer for pedestrians.

Deputy Director Takemoto said they are looking for a safe continuous route that would connect neighborhoods with specified destinations and unsure if the Bike Plan is disjointed. First step would be to hire a consultant to identify projects. The Planning Department will make sure that the community is involved with the identification of these projects and include the Mayor's Bike and Pedestrian Advisory Committee. Written or verbal reports will be provided to committee as each step is taken.

J. B. Friday said the concept would be to identify location of the Bike Shed Zone, select routes, then take maps which include GIS from State Bike Plan showing highlighted section and look for bottlenecks.

Deputy Director Takemoto described the following geographic information systems used by the county: GIS system which in some areas include high resolution aerial photography; Tax parcel layers, streets and aligns, topographic contours at 50 foot intervals and also have USGS quad maps.

J.B. Friday explained that he's seen these kinds of items used for getting products to market most efficiently. He said to put in not just distance, but a distance times the road, times the road surface, times the distance, times the topography to come up with Bike Shed idea, using all the different layers in GIS. He gave the following example: If concept is who would bike into Kona to go to work, someone might bike 10 miles along the flat, but only 3 miles if its uphill. So to come up with map, slopes should be included, plus the road, plus the road surface. In order to get people from that area to downtown, what roadway improvements are needed.

**Waimea Portion (10 Million Dollars)**

10 Million is dedicated to a portion of the Waimea By-Pass Highway. Lindsey Road will be stressed when the By-Pass is built, looking for an alternate route, possibly somewhere in the Lalamilo Farm Lots to connect and continue to Kawaihae.

Waimea Trails and Greenways is already funded and not included.

**Waikoloa Path**

**Discussion Only – Bike Shed Concept Funds Specifically for Waimea**

Herbert Soloway said that many residents of Waikoloa Village work at the hotels and would like to or are currently biking up that tough uphill roadway. If there was a safer bike path to the hotels there probably would be lots of use.

Public Works Director Bruce McClure clarified that this allocation is not designated for South Kohala, instead it is specifically for Waimea, North and South Kona, and Puna. Also, there isn't the required space of 30 feet from edge of pavement.

**Puna (7 Million Dollars)**

Improvements to the Puna Emergency Road and the Pohoiki By-Pass Highway.

**Funding For Bike Projects and Improvements**

Deputy Director Takemoto explained that annually there is an opportunity to request funding for bike projects during the preparation of the CIP Budget. Preparation should begin in November, project descriptions are submitted to the Planning Department in December, final preparation is done in January/February and submitted to Council by March 1st.

**DEPARTMENT OF PUBLIC WORKS - BRUCE MCCLURE, DIRECTOR**  
**UPDATE ON PROJECTS**

- **Ali'i Highway Project – Kona**  
Project is delayed due to cultural opposition, Burial Council wouldn't allow the County to relocate graves. The County will again need to request the \$25 million in federal funds that will be lost this year due to not meeting the September 2004 encumbrance. Project is ready to go to bid when a settlement is reached regarding cultural concerns. Any other projects, routes, etc. would require starting from the beginning, and an EIS that could take from 1-4 years. Ali'i Highway Project is not dead yet, currently exploring what it would take to go into the Housing area and leave graves as is, may need to do a supplemental EIS which could take approximately one year.
- **Ali'i Drive 3 X 5 - Kona**  
Next Monday, the Ali'i Drive 3X5 project will begin on a 90 day trial basis as a one-way traffic pattern from the Harbor Entrance south to Hualalai Road, between 9 am to 12 noon, Mondays through Fridays, excluding holidays. This proposal is for pedestrian safety because delivery trucks park on the sidewalks causing pedestrians to walk on roadway.
- **Kuakini Highway – Kona**  
Project is scheduled to begin in November or December between Palani and Hualalai. Traffic flow will be sent into a construction zone.

Chairman Reilly attended a meeting with DPW Project Engineer Alan Simeon and clarified that the Denver Bike Arrow Stencil and cost to spray on pavement is not included in Kuakini Highway project funding and Bike Plan. Installing the Denver Bike Arrow does not jeopardize the project, but is not a part of it. Request for Denver Bike Arrows will be pursued by committee to address safety concerns.

**Denver Bike Arrow**

Mary Osborne described the Denver Bike Arrow: It is a pavement marking showing a bicycle inside a box with an arrow. It is used in narrow areas to direct cyclists away from doors opening and keeping traffic to the right where there is no striped shoulder or bike area. It should be used in combination with "Share the Road" signs.

- **Kaiwi Street – Kona**  
Still working on permanent striping.
- **Paniolo Avenue – Waikoloa**  
Herb Soloway has not yet received an update from the County on requested Shared Roadway signage.

- **Puainako Road Extension – Hilo**

Director McClure said that speed limit will be 35 mph and there are long steep areas which will require downshifting.

Stanley Tamura of State Highways said that the land acquisition portion needed for the continuation of the lower half of the Puainako Road Extension is planned in approximately 2006. Construction is not yet on books, but could begin in 2007 or 2008.

- **Waikoloa Heights Subdivision**

Deputy Director Roy Takemoto shared that he was unsure if the decision relating to developer improvements required for the Waikoloa Heights Subdivision had been written up.

Director McClure said that there seemed to be a consensus by all three parties during the discussion period. However, Roy is unsure if Chris made changes.

- **Castle and Cook**

Still working on the decision for the Castle and Cook project.

**Street Standards – Subdivision Code**

Deputy Director Takemoto said that new projects are currently looked at individually and would like to see street standards incorporated into the subdivision code. He assured committee that Planning Director Chris Yuen is in favor of bikes and accommodations are considered in new projects. There may be a difference in opinion on the level of accommodations such as local roads with low volume should not require a separate bike lane or wide shared roadway, bikes could be accommodated in the existing right-of-way.

J.B. Friday agreed that separate lanes may not be needed, but at least considered. Signs may be all that is necessary in some cases.

Deputy Director Takemoto explained that roadway requirements are not all easily accepted as the same, because it depends on the size of the project, the layout, if there are separate pathways, etc.

Herb Soloway said that Castle and Cook is a much smaller project, but will have their own entrance onto the highway. The Waikoloa Heights project is much larger, but goes through town and connects with a one-mile connector road. Waikoloa Heights has three different types of streets to accommodate bicyclists. In culdesacs there would be nothing, connector streets would include a bike lane on one side, and the third connector onto Paniolo would include a separate bike path away from roadway.

**Vegetation in Roadway Design**

Director McClure said that Public Works is unable to maintain the vegetation developers would like. Currently making developers sign agreements that if the County accepts the roadway, they would need to do an improvement district and return it to county standards (remove vegetation) before the County will accept that portion of the road.

**(New Traditional Urban Development-Smart Growth) Narrow Streets**

Deputy Director Takemoto shared that the movement in the Planning World (New Traditional Urban Development-Smart Growth) nationwide is to build narrower (local) streets to slow down traffic and yet bike lanes will widen the streets.

Gerrain Hollins shared that he didn't think making the roads narrower would slow traffic down, it will still be an enforcement problem.

Director McClure said that the Engineers feel that a width of 14 feet is good for a shared highway and if not 12 feet, however, the narrower roads means only 10 feet wide. Drainage is also separate which adds two additional feet.

Deputy Director Takemoto said that there is a lot to setting standards. It could be done with photos of actual examples of cross sections and identify different components of the right-of-way, which includes drainage, parking, travel way, bike, sidewalk, utilities, guardrails, signs, etc. Information would be done in house and could include Bike and Pedestrian Advisory committee.

**DEPARTMENT OF TRANSPORTATION – STATE HIGHWAYS DIVISION;**  
**STANLEY TAMURA, DISTRICT ENGINEER**  
**STATE HIGHWAY PROJECTS**

**Volcano Highway – Widening Project**

J.B. Friday asked Stan Tamura if there is a way to add another shoulder to the Volcano Highway from Kamehameha Schools to Kea'au. The widening project to two lanes resulted in the loss of the shoulder lane for bicyclists.

Stanley Tamura responded that he is encouraging Kamehameha Schools to come up with a permanent roadway design to include extra space for bicyclists. They have not yet agreed. The school received approval for project which did not include widening the roadway, but due to public outcry agreed to this temporary setup. Long term plan is to get a road with a shoulder.

### **RAILROAD AVENUE – ONE DAY EVENT**

Gerain Hollins reported that he just returned from a one month trip and was not able to contact Claudia Wilcox at the YMCA (sponsoring organization) today and before leaving had not yet received permission from Mr. Cooper of Shipman.

### **ROADWAY PROJECTS**

#### **Safety Concerns for Bicyclists During Construction**

Mary Osborne distributed a copy of a letter Hawai'i Cycling Club sent to Stanley Tamura of State Highways, Department of Transportation and to the contractor for the Queen K Highway Widening Project sharing safety concerns during construction. Mary said that club is appealing to committee for assistance to implement a method to inform contractors whenever there is highway construction or road repair project there must be an access for both bicyclists and pedestrians.

Mary also shared a concern that if the width of the lane for bicyclists and pedestrians is too wide, it turns into an additional lane for vehicles. J.B. Friday suggested signage – "This Is A Shoulder, Not A Passing Lane".

Richard Chamberlin said that part of the problem is education, saw horses, safety cones and signs are set up during projects in areas that could be dangerous for bicyclists.

Mary Osborne shared that during the Queen K Highway Widening Project – both government employees and private contractors worked to make safety improvements by placing speed limit signs and slowing traffic down gradually at intervals, however, drivers did not adhere to speed limits posted which made it an enforcement problem instead of actual physical conditions created by construction.

Deputy Director Takemoto suggested correcting that problem by including those concerns as part of the standard specifications of contracts.

A meeting will be scheduled between Mary Osborne and Design Engineer Robert Taira of the State Highways Division to discuss safety concerns during construction.

Stanley announced that another widening job on Queen K Highway is scheduled to begin in December between Kekaha Kai State Park and the Kailua-Kona Airport and another one at Kiholo Bay lookout which includes putting in a left turn pocket which may remove the shoulder for the bicyclists.

**AT 4:45 PM** – Chairman Reilly left meeting; Vice Chairman Hollins conducted the rest of the meeting.

**Letter to Mayor Kim**

**Queen Ka'ahumanu Highway Project – Inclusion in Discussion**

Laura Dierenfield circulated copies of the letter she drafted to Mayor Kim offering committee's assistance to the Mayor to dialogue on project.

Stanley Tamura said that the decision has been made that the multi-use path should not be incorporated in the highway right-of-way. In the future the plan is for the Queen K Highway to become a freeway and there are designated locations for interchanges which would affect bike travel. The utility corridor is still a consideration. The Planning Department is working with DLNR on location and it is on the Bike Plan.

Committee reviewed draft letter and following a discussion requested that the portion of funding be removed and letter be sent requesting permission to have input on the location.

Laura will make changes and e-mail Ron the letter to send to Mayor.

**ANNOUNCEMENTS**

None

**NEXT MEETING**

**The next meeting will be held on October 11, 2004 at 3:00 p.m.**

**ADJOURNMENT**

The meeting was adjourned at 5:03 p.m.

Respectfully submitted,  
Nathalie Santos, Secretary