

Hawai'i County Bicycle/Pedestrian Advisory Committee
Monday, December 11, 2006
Hilo DPW Conference Room & Kona Mayor's Office (Via Teleconferencing)
3:00 P.M.

Present

Members – DPW Conference Room

Kelly Burke
Richard Chamberlin
Laura Dierenfield
J. B. Friday
Ron Reilly

Members – Kona Mayor's Office Conference Room

Robert Ward
Doug Wilkerson
Mary Osborne
Herbert Soloway

Bruce McClure

Guest

Brad Kurokawa

CALL TO ORDER

Chairperson Laura Dierenfield called the meeting to order at 3:05 p.m.

STATEMENTS FROM THE PUBLIC

Chairperson Dierenfield stated that video use during meetings will begin in February.

PREVIOUS MEETING MINUTES – October 9, 2006

The minutes of the October 9, 2006 minutes were approved as circulated.

DEPARTMENT OF PUBLIC WORKS – UPDATE ON PROJECTS

According to Bruce McClure, all road maintenance and other CIP projects were pushed back because of the October 15 earthquake. In order to qualify for FEMA funding, it was necessary for the Public Works staff to focus on investigations and administrative work regarding earthquake damage.

Bruce provided the Committee with information on the damage caused by the earthquake. He stated that one of the biggest problem areas was embankments, which will need to be reinforced. Structures, bridges, and culverts fared better.

Chairperson Dierenfield asked Bruce for an estimated time line on the FEMA funding administrative burdens. He responded that it would be another three to six months.

Robert Ward voiced his concern that once the FEMA work is done, things are going to get pretty hectic with all the projects that have been delayed requiring attention. Additionally, construction costs are continuing to rise. He asked if it's possible that some of the small projects, like the bike lane and sidewalk projects, could be put out to design bid, to get those prioritized.

Bruce responded that all projects will be delayed until Public Works is done with earthquake issues.

With regard to Manono Street, Public Works has not yet gotten to the design phase.

The Alii Drive, Project 21 from the Bike Plan, is still in a delayed status. A request was made that Roy update the Committee on the funding for that project. Roy will also be asked for an update as to whether a contract had been established to complete the surveying along Alii Drive to identify where all the encroachments are.

Ron Reilly informed Bruce that former committee member Taira Yoshimura had called regarding the crosswalk on Kamehameha Avenue adjacent to the Farmer's Market. Mr. Yoshimura thought the crosswalk lighting/signage would be more effective if it were placed in the median of the crosswalk. According to Bruce, the crosswalk is scheduled to have imbedded lighting when Public Works installs the ADA ramp. Also, a consultant will be helping Public Works with traffic calming elements island-wide, including the area around the Farmer's Market.

OLD BUSINESS

Sub Committees

Chairperson Dierenfield reminded Committee members of the discussion at the last meeting regarding taskforces versus subcommittees. A taskforce would be a group of Committee members appointed to work on an issue for the short term. They could meet wherever they want to meet. There would need to be public notice. Their report would be heard at the next meeting of the Committee. And the Committee would have to defer any further action on the taskforce's findings until the following meeting. So, effectively, it would take a six month period before any action could be taken on the taskforce findings. On the other hand, with a subcommittee, action could be taken at that same meeting since it was publicly noted.

Following a discussion, it was decided to make a decision on taskforce versus subcommittee on a case by case basis after determining which vehicle is best of the particular issue.

The Committee indicated an interest in forming a taskforce to concentrate on crosswalks, sidewalks, and signage issues. Chairperson Dierenfield stated she would like individuals from Public Works and from P.A.T.H. (possibly Ann Peterson) on the taskforce. It was also suggested that the Traffic Safety Committee and the Puna Traffic Safety Council be included. Other names mentioned included Lil Beaufreere and Ron Thiel.

Doug Wilkerson made a motion to form a taskforce that would work specifically on the development of a position paper on the pedestrian facilities, noted crosswalks, etc. There would be a limit of four members, with not more than three members from the public.

A vote was taken and the motion passed. Robert Ward volunteered to help Doug on the taskforce. Chairperson Dierenfield said she'd be interested in being a member. J.B. Friday and Ron Reilly also offered their assistance.

The Committee will hear what the taskforce has to report, presumably at the February meeting. And at the April meeting, the Committee will decide on their findings.

NEW BUSINESS

Brad Kurokawa, Deputy Planning Director, was introduced to the Committee. He stated that the Planning Department is working with the Department of Public Works on the new roadway standards. A meeting was recently held in Kona, involving a variety of stakeholders. They are trying to update the subdivision code and come up with a more varied range of roadway standards.

J.B. Friday asked about cycling for transportation purposes, which he feels is important. Brad's stance is that beside the recreational bicyclists, one would want to look at the commuter bicyclist as well as the other biped or cycling, moped, etc., especially on the West side. All of those cyclists should be considered as part of the roadway effort, as well as overall transportation planning. Bruce McClure concurred, stating that Public Works is looking at being inclusive of all modes, pedestrian and bicyclists.

Mary Osborne pointed out that a lot of the points that Ron made are in the Bike Plans Hawaii. There is a lot of good information in there from the consultants that were hired regarding bicycling on the roadways. Consultants made recommendations on all aspects of bikeways, both commuter and recreational.

Chairperson Dierenfield asked if there is a place for Bike Plan Hawaii in the roadway standard.

Robert Ward explained that there are many options included in Bike Plan Hawaii. Part of the standards will be to integrate those concepts. For example, every arterial that's constructed, every collector that's constructed, must have

acceptable light facilities, and there may be one or two choices. It may be the bike lane, or it may be bike shoulders, or maybe even a third choice, parallel pathways if the DOT has some rights to work on. So, it's a matter of getting it translated to something that becomes absolute black and white. It doesn't mean having members of the public or members of the committee going over every single plan saying are there bike facilities included; it's to make sure these things are addressed. It won't be just painting a stripe about two feet away and calling it a bike lane. They will become integral parts of the standards.

Robert went on to explain that as far as the State goes, he doesn't recall anything that's departmentally integrated other than current legislation where the DOT has to apply at least 50% of the federally eligible funding. This is just for bicycle projects. He doesn't recall if there's anything that mandates the plan in its updated format must be followed, because there are some generalities involved. There is room for interpretation.

Bruce McClure stated that Public Works refers to the bike plan recognition all the time.

Kelly Burke indicated he's more interested in setting standards for future growth, for future development, for what kind of signage there's going to be, etc. In certain residential areas, it's going to be certain kinds of sidewalks, certain kinds of bike lanes, certain kinds of signage.

Brad Kurokawa agreed, saying there needs to be a variety, a menu of different things so that when the developers come in, rather than making up something each time, there will be a range of different components. In that way, they can cut and paste, make it appropriate in terms of the different contexts, the topographies, etc. The other matter being addressed is the green drainage on the sides of road to deal with drainage issues.

Brad went on to say that opportunities exist at Waikoloa Heights to work with developers in terms of roadways and what will and will not be included.

Ron Reilly answered a question regarding the bike plan as follows. It is not specific, and it has no mandate. The last section of the bike plan is divided by county, and it's a list of projects. And it says over the next decade or two, these are priority one - five years; these are priority two - ten years. It comes down to the County has a list, it has a plan, it's approved, that qualifies it for Federal funding. But those projects could just sit there forever. There is no mandate. So the bike plan is not much help. Everyone wants to do the right thing, but no one is sure of what the right thing is.

Ron goes on to suggest that Brad come up with a kind of menu which tells future developers which items the Planning Department, in consultation with others, agree are acceptable standards.

Brad stated that it would be the updated subdivision code which would contain the guidelines.

Ron Reilly indicated the Committee would like to be involved in the process. He also recommended APPV, a national bike pedestrian engineers association, as an overview group to get a middle ground between the competing interest for the cross sectional footage.

According to Robert Ward, the Kona Community Development Plan is requesting a Bicycle and Pedestrian manual; something a little more simplistic than some of the other things that are out there. These manuals describe not just the generic thing or even project list like in the bike plans, but they note the design, and they will address how things are done. How will bike paths be operated? What are the maintenance requirements? How often do they have to be groomed or filled or remarked?

Chairperson Dierenfield asked how much weight such a manual would have, and if it could be integrated into the subdivision code. Robert Ward responded that if it becomes part of the plan, the County Council will legislate it into parts of the zoning code. As for the actual manual, it's more of a comprehensive document, which it integrates the need for bicycle and pedestrian paths. All the departments would literally become part of the code.

Chairperson Dierenfield asked Brad if such a manual was put together, would it be carried through to the Council level, and put into some kind of ordinance?

According to Brad, it would be an implementation plan for the CDP.

Ron Reilly suggests that what the County of Hawaii needs is a bicycle pedestrian coordinator as a staff engineer.

Nominations for Chair and Vice Chair

Ron Reilly made a motion that Laura remain as chair; however, for the 2007 year, the actual function of chairing the meetings would be on a rotating basis.

The motion was seconded by J.B. Friday.

Richard Chamberlin requested that Laura make a list of her duties for circulation at the next meeting.

Following a discussion, the motion was amended so that Laura remains as chair, and in the meantime, instead of delegating a rotating chairship, the committee will take that under consideration, and Laura will give Committee members some idea of what sort of activities or tasks she's engaged in on an ongoing basis. The Committee will then take that under consideration for dividing that up. The motion was seconded, voted on, and approved.

NEXT MEETING

The next meeting will be held on February 12 at the Prosecutor's Office in Hilo, and teleconferencing with the Mayor's Office

ADJOURNMENT

Meeting adjourned.