

O'ahu Bike Plan Workshop 1 Summary: Written Comments

Comment No.	Routes/Maps	Transit	Vision/Goals/Policies	Comments	Maintenance	Education (Public and Law Enforcement)	Programs and Policies	Priorities	Vision	Bike Access/Transitions to Stations	Bike Parking	Intra-Station Bike Mobility	Bike Lockers	Showers	Existing Bus Bike Racks	Existing Bikes on The Boat	Payments and Fees	General Routes/Corridors Needed	Specific Problem Areas	Specific Improvements to Existing Facilities & Priorities	Connectivity	Design Guidelines	Parking	Amenities	Communities to Emulate	Special Events	Potential Stakeholders & Advocates	City and County Bikeway Maps	Bikes & Visitor Industry	Rental Bikes	Workshop Follow-up and Public Communication	Questions	Other				
L.1	X			Kaukonahua Rd between Wahiawa and Waiialua should not be a "Proposed Route." The road is narrow, has no shoulder, rows of ironwood trees near the road on one side and a cliff on the other side. Filling up the map with "Routes" and "Proposed Routes" is disingenuous where the roads are narrow. I trust this plan will be integrated/consistent with Bike Plan Hawaii.																																	
L.2				Communicate to public specifically how we can: 1) follow what the plan is doing, 2) stay involved & keep giving input, 3) see the results of public input and how it will be used, 4) find data about bicycling in Hawaii.																																	
L.3	X	X	X	There should be a full circle - island "Bike Path" - Ka'ena to Haleiwa to Kaneohe to M akapu'u to Honolulu to Ewa to Kapolei to Wai'anae to Kaena. Please add bike/surfboard lockers @ popular destinations with covered parking as well as service stations. Will there be similar plans on outer islands? Will there be a percent-for-art component? Public sculpture & other public art projects could make an already beautiful plan even more attractive.																																	
L.4				- Fort Weaver bike parking - long term -> commuter - kapolei transit center parking																																	
L.5	X			Contact for Leeward Community College: Mark Lane - Vice Chancellor of Administrative Services marklane@hawaii.edu He is working with the State in coordinating the "2nd Access Road" to the campus as well as the Transit stop at the campus. This will affect the alignment of the proposed BIKE PATH to the campus.																																	
L.6	X			I have already done the survey online. These remarks concern Leeward Bikeway, the extension, and a bike route from Hawaii Kai to Waianae. I'm an advocate for Leeward Bikeway. My vision is to be able to bike from East Honolulu to Keawaula (Yokohama Bay) on one continuous path. I've been in contact with State DOT and the project engineer on Leeward Bikeway progress. There are 2 phases to the project Phase I is currently in design (planning is done) and construction is scheduled to begin in mid-2011. Phase II will be done approximately 2017, 2018 w/the end in Nanakuli (Luaiualei Naval Depot Road). There are Waianae folks who are working on a pedestrian path from Nanakuli to Waianae. Maile Shimabukuro, Karen Young, Rodlyn brown are clearing & planting a path from Luaiualei to Maali (Ulehawa BeachPark). Eventually they would like to extend it all the way to Waianae. And ultimately, we'd like to see the extension paved from Nanakuli to Waianae. This would be a great health/recreation resource for Waianae Coast folks, who suffer from many diseases from lack of exercise.																																	
L.6	X			(L.6 cont'd) I want to see this vision included in the Master Plan - Hawaii Kai to Waianae as one bike path. I want to see it in ORTP 2030 and to see it fully funded. I also want DTS and DOT planners, designers, engineers to get on board w/this. They have this "design for cars" mentality. How about pedestrians/cyclists? This should be a top priority. What does it take for this to be taken seriously? I'm with the One Voice, the group that formed to follow up on the Charter 8 passage (county amendment) in 11/06. So it's the LAW. Why aren't we following the law? 75% of voters wanted the C&C to work on Honolulu being more bike friendly. I'm so frustrated that the State has taken so long to build Leeward bikeway, it was in the Bicycle Master Plan for over a decade and it was the #1 priority for most of that time. My God, does oil have to hit \$300 a barrel before we do something? Oahu has great climate for bicycling. We're a small (relatively) island w/commutes between to 10 miles making up most of trips. Doesn't this suggest bicycles as a major travel mode?																																	
L.6	X			(L.6 cont'd) Bicycles, integrated w/mass transit, incentives for busses & van pools & ride sharing & walkable communities w/disincentives for automobile use - can be a major player in transportation alternatives. Plus, it's great exercise/recreation and you get to see a beautiful island not in a car!!! I am, and will continue, working w/Representatives Awana and Shimabukuro on this project. I haven't met w/Hanabusa but will eventually. I don't know if the City is involved at this point, but I will meet w/Apo to discuss LB extension and pedestrian path. I know that there are lots of gov't agencies and administrators that need to be kept in the loop. I work w/Chris Sayers of DTS and Rachel Roper & Darrell of State DOT. I know it's a long process and we have to provide input in a timely manner - BUT can I see some progress before I die? One Voice is organizing and trying to build a constituency for bike/ped issues. It's not easy, of course. But we will get it done.																																	
L.6	X			(L.6 cont'd) Again, I want to see a bike path from Hawaii Kai to Waianae be a #1 priority in the Oahu Bike Plan. I will work, as a citizen, to help in any way the State/City feels necessary. But I need some good faith efforts on their parts. I'm willing to meet them at 90% from citizen goes/10% from gov't. Gov't is not the enemy, they can make the vision. So of course, I'll work w/gov't. Let's hurry - we don't have but a decade before the ***** hits the fan. Mahalo for reading this far!																																	
L.7	X			Concentrate on shaded dedicated bike paths. Make the route attractive when possible ocean scenery etc. Combine direct bike paths to ferries e.g., Iroquois Pt. Distances on Oahu are minimal particularly if the route is direct to the destination easily covered on a bike.																																	
L.8	X			Thank you for your efforts in providing these community meetings throughout Oahu																																	
L.9	X	X		Keep a focus on the Ewa Plains region as an integrated whole.																																	
W.1	X			What about Electric scooters where are they to ride? I believe that Electric Scooters will be popular now with gas prices increasing.																																	
W.2	X			I have biked most of Oahu roads and bike paths in the last 12 years & enjoy the exercise & scenic routes. I hope the Bike paths can be completed between Ewa Beach, through Waipahu, around Pearl Harbor to Honolulu & on to Hawaii Kai.																																	
W.3	X			How about opening up the service road & tunnel under the H-3 to Bikes, Runners, walkers?? This would open up approx 13 miles of safe car free bike trails & allow Windard to Central access.																																	

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W.4	X	X		More bike lanes on major hwy's and roads. Priority on bike lanes, rather than bike routes & bike paths. Make racks and parking simple.			X			X										X	X														
W.5	X	X		I think people not just me are discouraged at how long all this is taking (1999?) when other cities have been able to plan and execute within a couple of years. Nevertheless, v. glad this is happening. Are we ready for \$4.50/gallon gasoline, because it will be here within the year. Public transit will be overwhelmed, and the roads aren't ready for all the potential cyclists out there.																	X														
W.6	X	X		1. Fix Kalaheo Ave from Lanikai to Aikahi 2. Instill in Dept. of Transportation Officials the need to always think beyond cars when repaving roads. 3. Neighborhood paths to Town & transit lines - safety first or no one uses them.			X													X	X													X	
W.7	X			1. There should be multiuse bike paths (a loop around Kailua town, for example) for use by families with young children and slower bike riders who do not like traffic and whose bike-handling skill are not well-developed. This would be an inappropriate route for fast bike riders or groups of riders. Mixing these riders is dangerous and is asking for trouble. 2. All major routes that cyclists use for longer-distance rides should have suitable shoulders (bike lanes or just acceptable shoulders). More serious (and faster) cyclists would use these routes for training and recreational rides--they would not use the multiuse bike paths. 3. All users of paths and roadways need to be educated as to their responsibilities and privileges as users. Vehicle operators on the whole certainly can do better, but cyclists' behaviors are often less than desirable as well. Knowledge and courtesy and respect for others must rule. 4. There should be means of improving cyclists' bike-handling skills. Many of the unsafe things that cyclists do can be attributed to their lack of basic riding skills. Training is in order. And older, experienced cyclists are not perfect, either--I can speak from personal experience in this regard. The better trained and better prepared all users are the better.																															
H.1		X		It will take a certain amount of time for bikes & ideas to achieve equality with cars and drivers. This is a major shift in consciousness and it can be expected to happen overnight. My personal feeling is that there needs to be more parking (racks) for bikes and developers need to be required to provide theft proof parking places for bikes. If they are required to provide parking for cars there must also be parking for bikes. I do wish Mayor Hanneman success in his plans to have Honolulu on same level of bike awareness as Portland. I moved here from SFC area of California & I have to say biking conditions are much better than here. I am hopeful that someday the people of Hawaii com to realize they're living on an island - as this earth is an island! In a way - it is baffling that there was a 1999 Bike Plan that wen on a shelf. So here we are 9 years later, gas is \$4.00 + a gallon and all of a sudden - "Boy - we get a Bike Plan for Hawaii together!!!" Doesn't anyone read the signs?		X	X														X	X													
H.2	X	X																																	
H.3	X	X		Those visionaries and eco-conscience public decades ago had wisdom that the oil crisis forces us to see their wisdom. I'm concerned w/how long planning & agreement takes so without all the drumming up of past and obstacles and what not what can we do for the routes of cyclists & their safety? What if any plan in mass transit will include bicyclists, mopeds, motorcycles (let's not exclude the new products becoming avail. and having alternative "fuel" avail, too - elec., photovoltaic, other). We (Hawaii) seem to follow decades behind other States and while it's not our intention with our natural resources it is an embarrassment to be in this situation. We really need to embrace one another's input regardless of personal agendas.																															
H.4	X			Ultimately, I want to feel safe on the road. Every week I hear a friend or acquaintance bicyclist, injured due to a vehicle collision. Imagine if a car drives then of a friend getting in a car crash once a week. It's very frightening. Please keep me safe. I am choosing a mode of transportation that's healthy for me, my city & the environment. I'm looking out for the island. Is the island looking out for me?		X	X																												
H.5		X		The vision statement should "expand" to reflect all Oahu. Charter Amendment 8 should be reflected in the vision statement als				X																											
H.6				I am Interested in Promoting the Oahu Bike Plan. My name is Nathan Goodhue and I am a professional stunt cyclist. I want to help promote the Oahu Bike Plan through my stunt riding skills. Google "Nathan Goodhue"																															
H.7				These are my concerns: 1. More education to motorists and pedestrians as to bike rights. 2. Re-zone Ala Wai for bikers going east to use the sidewalk. Thank you for taking the time to review this message. <b>BIKE SAFETY FOR BIKERS</b> I am a senior who uses my bike as transportation. Last Jan. I was hit by a car while with a green light, and in a crosswalk. What happened? I was on Kapahulu cycling toward Waikiki (home) and after the car came to a clear stop at the stop sign, he started up while looking to make his right turn - he forgot to look left. My bike took the total impact and was totaled - basically I was okay. I felt the bike actually saved my life. I have had several near misses and frustrations that I feel should change some of the current "rules" in order to make life easier and safer for bikers. 1) Include in driving test (both written or physical) for drivers the practice of looking both ways even when making a turn on either a one-way street or right turn - they almost always forget that there may be a person or bike in the crosswalk.																															
H.7				(H.7 cont'd) 2) It is legal for sidewalk riding (except in Waikiki and downtown areas); however, I was told that it is not legal for me to actually cross the street in the crosswalk. No one should expect a biker to get off at each corner from the sidewalk to walk across the street - it is unfair and unrealistic - change the law to include crosswalk in areas where sidewalk riding is legal. 3) It is much safer for me to ride my bike on the sidewalk on the Ala Wai into Waikiki than to try to ride in the gutter (where many parked delivery trucks are unloading) on Kuhio. Please please make the exception here for east moving bikers to use the sidewalk where there are very few people and is much safer. 4) I find on the whole that cars and busses on the actual road are pretty patient and polite to me on the road, but when pulling out of a driveway they are very dangerous as they pull out fast to the curb for their street approach. Perhaps articles explaining to drivers for awareness would help here.		X															X														
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H.16	X		X	I think building bike paths are a good idea, but efforts right now should be directed towards painting bike lanes on existing roadways and installing signs notifying drivers & cyclists of bike routes & right of ways. It does not appear that the 1999 policies directed towards the "Bike Plan" have been enforced. I have not seen bikeway maintenance or cleaning/sweeping. Also, visitors have no way of getting good, easy to use info on where to ride safely. Thank you for your efforts & time.																																	
H.17	X	X		1. The current bike path from Waipahu to the Stadium could use some maint. There are several areas with heavy mud and debris. 2. The same path is very dangerous during hours of limited visibility. I've got a recently broken collar-bone to attest to that! I would suggest reflectors be added to outline the path for riders with lights. This would make it easy to see the turns in the path. 3. There are also several broken lane dividers near the bridges. What's left is a stump waiting in the middle of the lane for unsuspecting riders to damage their front tires or maybe even fly over the handlebars... 4. Is there a plan for a bike path to parallel the new train line? It would be a shame (and very short-sighted) to spend/waste/invest all this money on a mass transit system and not incorporate a safe bike path. Reminds me of the genius that did not build an H-1 West off-ramp from Makakilo Drive... I'm a big fan of biking and I wish there were more safe options to ride on Oahu. I commute regularly from the top of Makakilo to Camp Smith but the route can be dangerous, especially in the dark!!																																	
H.18	X		X	Right now, Honolulu is not a safe place to bike. Accidents are just a regular part of the bicycling on Oahu. And although there are many many needs—from bus bike racks, increased community awareness, adherence to traffic rules, better bike storage facilities—the number priority is LANES. Lanes, lanes, lanes. And more lanes. This is probably also the most difficult need for the city to address, but it is the only thing that will increase the safety and feasibility of biking in Honolulu. My one and only suggestion is this: create bike lanes (by setting down cones) to downtown and UH Manoa during peak traffic hour. There is already a noticeable increase of bikes on the sidewalks. This sidewalk traffic will only increase as gas prices rise in the coming years. If the city is interested in encouraging bicycling as a way of commuting, creating bike lanes (with cones) is a cheap, simple way to encourage this.																																	
O.1				- Dillingham near Costco - road too narrow; have to ride on sidewalk - Drivers need to pay attention, share the road, respect rights of bicycle Favorite places to ride: - Kalihi St., Dillingham, Waiakamilo, Colburn, King J Kalihi																																	
<b>Total</b>	26	6	13		2	8	8	1	2	0	4	0	1	0	0	1	0	0	5	3	3	16	1	5	0	0	0	0	0	0	0	0	0	1	4	7	Grand 1