

**DRAFT**  
**Hawaii County Bicycle/Pedestrian Advisory Committee**  
**Monday, September 8, 2008**  
**Prosecutor's Office & Kona Mayor's Office (Via Teleconferencing)**  
**3:00 P.M.**

**Present**

**Members – Prosecutor's Office**

J. B. Friday  
Roger Harris  
Herb Soloway  
Kelly Burke

Bruce McClure

**Members – Kona Mayor's Office Conference Room**

Laura Dierenfield  
Bob Ward

**Absent**

Richard Chamberlin  
Ron Reilly  
Doug Wilkerson

**ATTENDANCE**

DIERENFIELD: Let's go ahead and get started and just state your names for the attendance. Laura Dierenfield, Bob Ward, Roger Harris, J.B. Friday, Herb Soloway, Bruce McClure. The last four are in Hilo.

**ORDER OF BUSINESS**

**Review of Minutes of Previous Meeting – August 11, 2008**

DIERENFIELD: I just want to look at our minutes from last time. Does anybody have any edits to that?

WARD: I move that we go ahead and accept the minutes from August 11.

SOLOWAY: I'll second that.

DIERENFIELD: Any further discussions? All those in favor of accepting the minutes of August 11? (All) Any oppose? (None).

**Department of Public Works – Update on Projects**

DIERENFIELD: Bruce, do you want to go ahead and start?

MCCLURE: Basically, the only updates – I regret I wasn't able to work out the meeting with the gang on Manono one, so that we have a meeting with the minds from the mauka end of it which route we're going to take. They're working on that. We're going to try and get that done during this coming month. The other one – I met with Les Thomas and Associates and the flying had been finished for the Alii Drive where the bike shed. And they were waiting to put that topographical area in with the other layer. So, that should be coming in shortly. That's all I have to report. I'm unable to give you lists of projects which you had asked for. We've just been so busy with all of our other work, we hadn't been able to get to that.

DIERENFIELD: Well, that's good news on Alii Drive and getting started on Manono Street. Would it be the top two maintenance projects available for the various districts?

MCCLURE: No. We haven't been able to get to that.

DIERENFIELD: Okay. Should we look to do that for the next meeting?

MCCLURE: I'll try to, yes. We're really busy trying to close out stuff so stuffs get bounced.

DIERENFIELD: Okay. Well, we may have to talk a little bit more about that later in the agenda with shoulders. J.B. you have some recommendations on that?

FRIDAY: Well, I don't know the appropriate way to do it. I just had for the East Hawaii side mostly. I had thoughts on a lot of the suggestions, but I don't know if it's productive to sit here and go over them line by line or just e-mail that around. I don't know the best way to deal with that.

WARD: Maybe we could wait a little bit towards the end of meeting and see how much time we have available. And if we have time, go ahead and discuss them.

FRIDAY: That's a good idea. I'd agree to that. I need a question for Bruce. Can you give us an update on what the plan is or what's going to happen on the Beach Road from Kapoho to Hawaiian Beaches?

MCCLURE: Old Government Road or Beach Road. We are going to go in and grade it. We were trying to do an EA. We're trying to find the money to do the EA. And then that EA would helpfully determine which area if any would be paved. There's great device within the community on whether to pave all of it or any of it.

FRIDAY: And I think we've discussed before about the need to keep it – you know, in terms of cyclists safety, cause I've had a beautiful ride on that road.

Because the road is in such bad shape, cars can't go fast. But any improvements that allow cars to go faster will make it unsuitable for cyclists. But certainly there should be ways to make it safer and in better shape because people have to drive it without encouraging people to drive it like a speedway.

WARD: Just for clarification, wasn't Public Works' original intention to just pave selective areas, for example cracks and sags and blind curves to affix permanent pavements, centerlines or other appropriate markings to enhance the safety of those crucial locations?

MCCLURE: Originally we were just looking at only the vertical curve, not the horizontal one.

FRIDAY: Vertical curbs? You mean the little hill?

MCCLURE: Yeah. But the ones that have limited sight

FRIDAY: Yeah. I just never heard that word – vertical curbs.

MCCLURE: Curve.

FRIDAY: I just never heard vertical used along with the word curves.

MCCLURE: First the horizontal alignment set with straight lines, and then the straight lines are connected with circles, and then the vertical alignment is parabola. And that's on sight distance also. We were looking to pave those areas, the vertical curves to make them two lanes so that each person don't do head-ons. At least at that point, you have limited sight distance. And as long as you stay on your side of the center line, you should be fine. But even that was opposed by some people, any paving at all. In some ways, we'd like to pave all of it because it's minimum maintenance. Gravel roads are high maintenance. So, we're looking for community input through our EA. That's where we are.

FRIDAY: And that EA will be notification – well, it goes out to us, would be through Noelani? The stuff Noelani Whittington sends us?

MCCLURE: It would be an environmental assessment. There will be public meetings and stuff.

FRIDAY: Thank you.

MCCLURE: But right now we're trying to find the funds to even do that.

WARD: So, at this point it would just be grading? No paving?

MCCLURE: No paving. Just grading because it won't be deteriorated so badly that we at least have to grade it.

WARD: Bruce, I have a question on another pending project that's related to the Mamalahoa Highway bypass. What's the latest on scheduling for some of the improvements, for example on Halekii Street and Alii Highway and Alii Drive?

MCCLURE: We're still looking to try and get those done by the end of December. In the ordinance, that was the requirement in order to be able to open Halekii Street. If that deadline wasn't met, then you'd have to go back to the Council and set a new deadline.

WARD: So it looks like it's still on schedule?

MCCLURE: Yes.

WARD: I had a question too on Halekii Street. It's not really a very good route, or it was not a very good route for bicycling, just because it's very, very steep. But I understand that the County put grooves, in fact they put longitudinal grooves in the street and the adjacent street which turned it from a bad road into a very dangerous road for bicyclists. I can't really think of anything more dangerous than putting in longitudinal grooves or slots. Is there anything planned to mitigate, even if it's just a warning sign or some means of being able to at least alert bicyclists of the hazard?

MCCLURE: We can look at that. As you know, we had great criticism that the road was "slippery for our regular vehicles" and so it was even more slippery under wet conditions, so that's why the grooves were put in to address that situation.

WARD: I know of similar situations, but they're always put in transversally just to avoid that additional hazard, but apparently that wasn't done in this case. That's why I'm just asking. To me it appears to be a simple hazard, and just looking at ways of being able to mitigate it. I realize some of the circumstances that now there is actually an additional problem that wasn't there before.

MCCLURE: We'll look at that.

DIERENFIELD: Two questions for Bruce on the Mamalahoa Highway in Waimea and possibly on the Laaloa connector, will we be able to do a context sensitive booster process to look at the community's priorities for those two areas \_\_\_\_ with Lalamilo, the farmers concerns and also the need for circulation with Mamalahoa in terms of the safety and speed through there?

MCCLURE: Right now we're just trying to get the environmental assessment out for the Lalamilo connector. There's usually a context sensitive solution when you're in the design stage, but we don't even have an approved corridor at this point.

DIERENFIELD: Okay. Does anyone else have any questions?

WARD: Maybe just one kind of general because it's \_\_\_\_\_ move fast, I know there will be a major transition coming up. Bruce, are there any projects that are at least being tentatively considered just because they are needed generally that might be planned for next year's budget that are again that planning or at least some type of bedding process?

MCCLURE: The two are the Lako Street extension and Laaloa extension. We're hoping to have the construction going and have them ready for bid at the end of this year. But there is no funding set aside for construction.

WARD: And that's the case on both those projects? There's enough money to go ahead and get the bid packages ready, but not enough to send them out or to funding the construction for either of those two?

MCCLURE: Correct.

FRIDAY: We should note the arrival of another esteem member – Kelly Burke in Hilo.

DIERENFIELD: Okay, so that last call for questions on Public Works Projects. Okay. Thanks Bruce.

### **Update on the Strategic Highway Safety Plan and Pedestrian Safety Action Plan**

DIERENFIELD: Let's move on to item C, Update on the Strategic Highway Safety Plan and Pedestrian Safety Action Plan. So, regarding the Strategic Highway Safety Plan, how many folks are familiar with that effort and what the background is on that? Anybody need a quick update?

Yes.

WARD: I have a little familiarity with the background.

FRIDAY: Hilo needs an update.

DIERENFIELD: Federal Highways legislated in funding for every state in the union to go through a Strategic Highway Safety Plan. So the mandate's from the Feds. And the state began their process, as I recall, it was in October of '06, and gathered stakeholders from various different areas of highway safety. The component, I'll try to recall all of them there, a bicycle pedestrian safety, drunk driving, seat belt use. There's a couple of them I'm not recalling. Does anyone else know the other components?

WARD: \_\_\_\_ is one. And air driving, protecting vehicle occupants. Originally there was safeguarding pedestrians and bicyclists, but that's been subdivided into two topics of specific groups. Motorcycles and moped safety, safer roadway design, data and safety management systems. I think that's it.

DIERENFIELD: Okay. Thanks. So that effort basically generated the Strategic Highway Safety Plan for Hawaii. So that's in the implementation phase. There are chairs and vice chairs for each component. And there's a pedestrian safety component and a bicycle safety component. So, the pedestrian safety is being led by Terez Argoo from the Department of Health and co-chaired by Rachel Ropler, vice president coordinator. And they've recently put together a Pedestrian and Safety Action Plan workshop, because our state is among the highest of pedestrian fatalities and the highest bike by a long shot for senior pedestrian fatalities for people over 65. The \_\_\_\_ have paid for the top experts in pedestrian safety to come out and do a really excellent workshop the week of August 25 through 30. I was able to attend and was really impressed with how many different stakeholders were there from \_\_\_\_ and Public Works on the various different counties of Kauai, Maui and the Big Island. Ron Thiel was there. It was a really excellent mix of people. So, the next step for the Pedestrian Safety Action Plan is actually form the plan based on the feedback that was gathered during the workshops. And if anyone is interested in what was generated as far as ideas brainstorming, I'd be happy to send you the notes. If you have any specific recommendations for Rachel in terms of what you think should be included in the Pedestrian Safety Action Plan, please e-mail her or e-mail me to get her contact details and we can send additional comments in to her. As far as the bicycle, any questions on that, on the Pedestrian Safety Action Plan?

WARD: Laura, will that be the essentially the component of the Strategic Highway Safety Plan related to pedestrians, once that process is completed?

DIERENFIELD: Yeah. I believe so. I think there some other strategies that will, and I don't know that everything will be addressed in the Pedestrian Safety Action Plan, but that will be a huge step forward for that component of our Strategic Highway Safety Plan for the pedestrian/bikes. For the bicycle component, Bob Schrap from Kona was the one to chair. He asked me to step up and chair it when he unexpectedly needed to move back to Los Angeles actually for medical reasons. So, I'll be chairing that and be meeting with my vice chair tomorrow morning on Oahu to talk about implementation for the bicycle component. So, we'd just like to keep all of you informed and engaged in that process as we move forward to try to form working partnerships with different agencies and see if all the groups try to develop some specific \_\_\_\_ to implement the plan. So, I just wanted to keep you informed on that and answer any questions or have a discussion about ways that the advisory committee can get more involved with that effort.

WARD: Laura, perhaps if I could interject because I'm thinking about the people in Hilo right now at the Prosecutor's Office. As it happens, the individual who is basically heading up the implementation for the entire state, for the entire process, is Mitch Roth right there in the Prosecutor's Office. He may have some extra copies of the published Strategic Highway Safety Plan if you have time to get a copy today and take a look at it at your pleasure.

DIERENFIELD: I think he is there at his office because I talked to him a little earlier today. So, I'd encourage everybody, if you haven't read it, to go get a copy and take a look. The committee, we did a few months back, look at ways that Hawaii County can look to implement some of the aspects of the plan. So, we have to start work on that area, it's just that now we're really getting into the focus portion that deals with bicycling. So, I definitely want to try to use your collective ideas and experiences of bicyclists to help influence that, often to be as strong as possible.

FRIDAY: Bruce, what is the guys name?

MCCLURE: Mitch Roth.

FRIDAY: Okay. Thank you.

DIERENFIELD: Moving on, then. Any other questions?

### **Education Initiatives for Motorists and Bicyclists - Report**

DIERENFIELD: We had talked the last meeting about educational initiatives that we could look at recommending as far as bike/pedestrian safety. My hope was to get some kind of an outline and budget figures for our meeting today, and I absolutely have not gotten far enough on that, but I do have some examples to share with everybody once I actually get to Kona. But at this point, I still need to do some homework. Does anybody have anything to add as far as the educational offer?

SOLOWAY: Did we find out what kind of money we can spend from the Bike Fund?

DIERENFIELD: I'm not sure how it would work as far as spending the money, my guess would be if we wanted to at a minimum, do some posters and \_\_\_\_\_ on buses and maybe something like brochures to hand out to schools and various other places that we could design those on our computers and have Parks and Rec print them up for us.

SOLOWAY: Laura, do we know whether we can spend any of that money at all?

DIERENFIELD: Well, I'm not exactly sure about that. According with a conversation with Pat, it's supposed to be for bicycle education and infrastructure. I don't know if it would be eligible for pedestrian safety.

SOLOWAY: Would you want me to look into it?

DIERENFIELD: Yeah. That would be great.

WARD: Laura, do you think there might be some restrictions as it applies to pedestrians? But we'd certainly be able to use funding for bicycle education issues?

DIERENFIELD: That would be my hunch. But I think it would be great to just talk to Pat to see what kinds of \_\_\_ using those funds. Just so you all know, P.A.T.H. did apply for some funding for pedestrian safety through the \_\_\_ safety money – the Safe Community's grant. So, by all indications, I think we're going to get that funding. And that will be \_\_\_ Safety Education later this year. So, I'll keep you all informed on that. We've also had some success printing our annual report in house with Parks and Rec. We can just see if there's an opportunity to print out some \_\_\_ in house, use black and white. Keep it simple.

WARD: Bruce, I know Public Works has some funding for public information that's being spent pretty well, but do you envision there's any budget available within you department to help assist in some of these public information and education issues?

MCCLURE: I think there was. They were looking at traffic issues in general, not just pedestrian, but they may be able to address some of them.

WARD: I do recall seeing a brochure several months ago that did sort of casually address some of the issues that we've been talking about.

MCCLURE: Yeah. That's one of the ones that's available at most of the County facilities. It's yellow, and it highlights the major issues.

WARD: Do you envision a lot of those coming up in the future?

MCCLURE: Yes. Noelani was looking to try and do some others in conjunction with the flooding, but she was looking to work with Ron Thiel on that.

WARD: Do you envision there would be room for additional public input? For example, from committees such as this?

MCCLURE: Yeah. You folks have two meetings and then that's it.

SOLOWAY: Are we finished in November?

MCCLURE: Yeah.

FRIDAY: When does the new administration take office?

MCLCURE: 12 noon, December 1.

FRIDAY: Oh really. It's not January 23 like the president? It doesn't take that long to count the votes here?

MCCLURE: Yes.

SOLOWAY: So how do we leave this? Do we write our recommendations or just say goodbye? How will we end our last meeting? Will we have a list of recommendations, or do we just sign off?

DIERENFIELD: I'm almost there, so, I heard Bruce's recommendation, but I didn't hear the other side.

SOLOWAY: In other words, we're going to have our last meeting, two meetings from today. Do we just say okay, goodbye? Or do we have some way of finalizing the six or seven years of input? Even Mr. McClure won't be here to carry on for us.

DIERENFIELD: \_\_\_\_ with opportunity in general functioning the next two months?

WARD: I think Herb is sort of asking how

SOLOWAY: How do we end it all?

WARD: Will we have a final report or make recommendations, fade quietly on kind of the sunset or will we each be issued a \_\_\_\_ to follow?

SOLOWAY: I wasn't going to be quite that drastic.

DIERENFIELD: I'm about to walk in. I think with regard to this educational initiative, we're kind of in that classic in between. I actually went to Seattle to the Pro Walk, Pro Bike conference. It happens every two years. There were several different meetings on bike/pedestrian advisory committees. We all had other jobs, and doing other things, so it's hard to actually produce some collateral educational materials on our limited free time, but yet we'd like to see it get done. So, I guess as far as educational initiative, I will actually be going full time with P.A.T.H. in the next couple of weeks and anticipate a lot more time for some of these things, so I'm optimistic we can produce some things before our committee officially ends this year that will last beyond this committee's existence. And hopefully we can reconstitute the committee after, in the next administration. So,

that's all I have for education right now. I just wanted to show you guys – this is some transit signage.

FRIDAY: We can see red.

DIERENFIELD: I don't know if you can see it now.

FRIDAY: Yeah. Safety Starts with You. Good. But what is the picture of?

DIERENFIELD: That's the crazy part, it's a bus with the windshield all cracked because it hit a pedestrian. This is the other one. It's a graveyard. The other brochures have a little tag attached to the this large toe. And the other one tells pedestrians that it's a \$120 fee if they jaywalk.

FRIDAY: So, the message we're getting across here is, the roads belong to motor vehicles, pedestrians shouldn't be there. Right? That's what I'm thinking from that.

DIERENFIELD: Well, we can have some nice positive message about being a smart pedestrian, making eye contact.

FRIDAY: How about this? How about a car actually stopped at a crosswalk with a pedestrian crossing? People have been in other places where they do stop for pedestrians in crosswalks. In Germany, they always stopped for pedestrians in crosswalks. You step outside the crosswalk, you're dead meat, and it's your fault. Over here, I don't think they care whether you're in a crosswalk or not.

SOLOWAY: You're equally vulnerable.

WARD: Maybe if nothing else, look forward to prioritizing what kind of issue we want to deal with most. Is it crosswalk safety or pedestrian rights and responsibilities. I like the idea of going with the standardized Hele-On type sign. I think it's 22 X 11. Because that same size signs will also be distributed throughout the County offices from Vehicle Registration, Council Offices, and perhaps even a condensed version that helps to allow people to take small pamphlets home with them, and maybe show the family something \_\_\_\_.

DIERENFIELD: That's a good idea. Do we want to take a moment and just brainstorm distribution site messages?

SOLOWAY: Motor Vehicle Bureau, where you get the driver's license would be a good place, because I think that motorists are not aware of crossings. Motorists just don't think crossings, and have to be made more aware of the fact that there are crossings, and you have to be on the look out for them.

WARD: Well, I think that's a good point because the law has changed again this year as to what the actual crosswalk law is in the State of Hawaii. It's the

awareness and it's an understanding what those responsibilities are, and not just be offensive toward motorists, but pedestrians based on a lot of studies on \_\_\_\_\_ and the motorists were not properly exercising their rights and responsibilities as a pedestrian. So, I think we also want to look at how the next information get out to the pedestrians themselves as well too. Maybe that just relates to how do people get information. Not everybody sits down at the kitchen table, opens up the Tribune Herald and get their news that way. Not everybody gets it off the car radio. I'm not sure if we got a great handle on how people really get information.

SOLOWAY: Perhaps it's possible that some newspaper or a TV station might do some gratis public service like produce some information out on crosswalks.

WARD: Bruce, are you aware of anything other than the emergency announcements for something for Civil Defense, where this is a relationship with the County and other than press releases, just general public information with media outlet?

MCCLURE: They can be issued, but it's up to the stations and a lot of times, they don't plan them. Most of our messages we pay for. That way we'll be sure they'll get heard.

SOLOWAY: Maybe we could pay for them too, if we find out how much of that bike fund money might possibly be able to be spent on a program such as this. If we have \$400,000 in the fund, we haven't really spent very much of it in the past number of years. You could spend \$20 to \$50,000 on a good campaign.

DIERENFIELD: Yeah. I'd like to work with you to try to sit down with P.A.T.H. and see what we can do there to really get some funding behind our educational effort. Pending that conversation with P.A.T.H., I think we should just move on to that fund and where it stands.

### **Status of Bike License Fund**

DIERENFIELD: I was able to get numbers for the last fiscal year and then the period that just ended in June 30. You'll all be happy to know that bicycle registration has more than doubled in this County. We had, at the end of '06-'07 fiscal year, a little over 1500 bicycles registered. And at the end of this fiscal year, June 30, 2008, there were over 3300 bicycles registered, and a doubling of the fund. I have numbers here from month by month. In June, '08, there was 413 bicycles registered. Previous to that in May, there were 85. Looks like a low. But in April there was 326, March was 485. In January, '08, there was 845 bicycles registered in one month. So, it's a lot of Christmas sales I guess. The last figure we had is for July. So the trend is still going up. It's 472 bicycles and over \$7,000 in revenue. I think it's really something to show that the enforcement side, the cops going in notifying businesses. I want to thank Herb for kind of taking the lead on that to bring the attention to Lee Lord at the Motor Vehicle Division, and the police went out in December, '07 and kind of

tried to make sure that people were complying. I think we've seen a huge increase since then. July to November, '07, we had 165, 135, 141, 133, 122. And then after the police went in, December, '07, we have 509, 845, 262, 485, 326, 85 and 413. So, that's just wonderful. So, I just really want to have everybody give yourself a round of applause for taking the issue on seeing the results. And hopefully we can get that money to have it to use for something useful. Anybody got any other thoughts, comments on the funds?

MCCLURE: When you talk to Pat, you should encourage them to budget stuff, at least a block item for their upcoming budget. Even though they won't be here when it's finally approved, but the preliminary budget is starting already. So, if they had an expense item for community service, public ads and stuff like that, then they don't have to amend the budget later. The dollar amount isn't as critical as just having the catch all box, and an account number for it. They could always transfer within the fund.

WARD: So, just establishing that. Bruce, would it be a good idea for example, in one of our top ten priority projects, but having to have the opportunity to move forward yet, to put in a block for preliminary engineering for example, the same way?

MCCLURE: If you folks want to start doing construction out of those funds, it will eat it up real fast.

WARD: \_\_\_ all the way to construction, but if the project never gets started, that sounds kind of irrelevant anyway, but to perhaps contribute a portion to help start the preliminary engineering process.

MCCLURE: Yeah. They could do that, set up another line item or planning and preliminary design for various bike/ped projects island-wide, something like that.

WARD: That might be a good approach to take, something we could think about for next time. And just looking at, rather than getting into the high definition issues, but blocking some funds, and maybe go to Planning Department for some of the planning issues, Public Works for preliminary engineering, and Parks and Recreation for public service and education, maybe at least getting portions of the fund at least allocated so that the project fund numbers could be assigned to it might be a good idea to think about.

DIERENFIELD: This sounds like we might have some pretty decent time to talk about shoulder stabilization. You guys want to try to get into that a little bit?

FRIDAY: Sure. I wrote and I e-mailed you a number of comments on it, but how about this, for East Hawaii, I think three of them, to me, jumped out as would be the most important ones to go. So, working from the top down in terms of the most important couple things. No comment on the West Hawaii ones cause I'm not familiar with the roads. The three on this list for the Hilo side that I think are

the most important to get shoulders on are Kawaihoni, Kekuanaoa, and Waianuenue. Kawaihoni and Puainako connect the residential areas of Hilo with downtown and the schools, and yet they are almost impossible to bicycle on. Even I don't ride them. And the reason is just because the roads were built cheaply without putting shoulders. And there's a ditch next to the road instead of a culvert and shoulders. In fact Bruce, do you still do that, when you build a road, you just dig a ditch?

MCCLURE: No.

FRIDAY: I talked to my neighbor the other day, he's on Lahi, and he said that that road was put in less than 10 years ago with the ditch next door rather than a culvert and a shoulder.

MCCLURE: Most of the new road have pavement. We end up paving all the way to the right-of-way. And also there's a hinge. The old days we had sheep go on the private property. Nowadays we have a little bump at the edge of the pavement either ground or paved so that the water stays within the right-of-way. And within the right-of-way, it goes and flows longitudinally into drywells.

FRIDAY: And that's what you're making up on Komohana? The big paint grill?

MCCLURE: Just in certain areas where we had the big drop off. That's a federal highway, so we were able to qualify for funding, and it's only in those areas where it was narrow and the drop off was \_\_\_\_\_. We actually bought extra property cause it's not wide enough, and it's not all the way through. It isn't one side of the street all the way through. So, it's going to look awkward to start with. But it was something we were able to get done.

FRIDAY: Kawaihoni is one of the Hilo mauka/makai corridor. How come Puainako wasn't in there? That's the other one that I would have alongside that, Puainako and Kawaihoni.

BURKE: Puainako is being realigned.

FRIDAY: What's going to go on with Puainako from Kekuanaoa to Komohana? Below Komohana, what's going to go onto Puainako?

MCCLURE: It gets realigned.

FRIDAY: All the way down to

MCCLURE: Kilauea.

FRIDAY: Okay. So, that makes sense because then, so you'll have two parallel roads then? Your old Puainako and new Puainako?

MCCLURE: Although Puainako is a State highway, for your information. Federal Aid Urban 2000.

FRIDAY: How about Kawaiiani?

MCCLURE: Kawaiiani is a County road.

FRIDAY: Then Kekuaanaoa to the airport, again, that links Hilo both to Kekuaanaoa's Hilo town both to the airport and to the beaches. And it's a miserable, rough riding. It looks like there is quite a bit of right-of-way on the side of Kekuaanaoa. But it's all bust up with no, the airport road from the car dealership out to the highway.

BURKE: There's shoulder on the airport side. You're talking about above that?

FRIDAY: I'm talking about between town and the Volcano Highway. That in my book has always been one of the ones that I wished had shoulders on it. And then Waianuenu, up to, what you've got here is you got the part that goes past Rainbow Falls and the hospital. And actually I haven't seem them racing lately. There were people, I guess one of the tour ships had a bike rental operation. They were sending people up and down Rainbow Falls. A lot of people want to try and ride Rainbow Falls and to the hospital, and have that section, and then up past the churches there. So, for East Hawaii, those are three that I think are added to the list of most important to get shoulders on. And I agree those are probably most of the most important for East Hawaii.

WARD: J.B. do you think there's any on the other extreme, low priority that maybe we'd rather not even clutter up the list with or fire all the other ones that if the opportunity comes along for other reasons, for example, the County needs to provide extra room for vehicle recovery or vehicle breakdown, or just for stabilizing the existing pavement, that if that opportunity comes along, they should go ahead and make those shoulders accommodate bicycles at the same time, also.

FRIDAY: I'd say lower priority, Akoloea, I ride Akoloea all the time because that's kind of my backyard, but I say that's lower priority as far as the amount of traffic. In fact, at some date, the County is just going to make that a two lane route. Right now it's large and it's one lane, so that will probably happen when the County takes on that road. Haihai Street is good but Kawaiiani is a higher priority on that. Kinoole has got good wide lanes on the whole thing. So, there, we've got good parallel roads to ride bicycles on. But Kinoole is a good one. Kilauea is a lower priority.

MCCLURE: What about Mohouli? You actually have a wider right-of-way there. The right-of-way is already there. We actually have a design for pedestrian sidewalks, we just never had the funding. And the signal that we're

putting in at Kumukoa and Mohouli, we're doing that because we were able to do it without having to do an EA.

WARD: Is that the stretch coming down from Komohana down to Kinoole?

MCCLURE: Yes. At least the right-of-way are on Kawaiiani and Waianuenue. I'm not sure if we have adequate right-of-way to start with.

FRIDAY: Mohouli has a shoulder on it now though. It could be better but it is a shoulder. When I used to work at Komohana, I'd go out of my way to ride Mohouli when Puainako and Kawaiiani were my direct routes home. But those are not so for riding on. Mohouli has always had, and I checked out the way it's painted and you're keeping the shoulder. You've got a left turn lane in the center, but the shoulder would be continuous with that new thing in there. If that's got a pretty rideable shoulder on it. Ponahawai would be another candidate for shoulder at this point. Ponahawai starts out with the shoulder for the first quarter mile and then the shoulder abruptly vanishes, which can be really exciting if you get to hit about 30-35 by a \_\_\_\_\_. Ponahawai would be a higher candidate to get a shoulder on. But Mohouli has got a passable shoulder. And I like the idea of the shoulder on Saddle Road between mile six and nine because from nine on up, it's got a shoulder. But that's getting into the more vigorous cyclists, the extreme cyclists, not the getting around town kind of person.

\_\_\_\_: It's not that steep. It's a long way.

FRIDAY: But steep is getting into Waipio Valley. I went to Waipio Valley last week. Is that a County road?

MCCLURE: Yes.

FRIDAY: Boy, is that steep.

SOLOWAY: You can fall over backwards.

FRIDAY: I was scared driving my 4-wheel drive pickup truck down that, never mind a bicycle. And there are people hiking up and down. There's a constant stream of pedestrians, trucks and vans in both directions and no line of space. That road was on the level with things I've driven in East Seymour in terms of scariness. But we're not talking about a \_\_\_\_\_. I guess we could because it's a constant pedestrian use. I can't imagine anybody bicycling there.

DIERENFIELD: Bruce, did the \$750,000 line item for shoulder preparation survive the budget top ten list? I know that nothing is really for real.

MCCLURE: Yes. It's in the budget but there's no cash for it.

WARD: And if we want to pursue that, what steps do you recommend that we take in order to get the cash into that piggy bank.

MCCLURE: One of the ways would be for the council, each council member has \$100,000 contingency fund of which they use \$50,000 for this year and the ones that are going to be elected have \$50,000 left over. That's not going to go far. You have to convince the administration, the new administration that they should use bond funding to do new projects.

WARD: And if there was more than that based on like the high priority ones that J.B. identified, and maybe the cost could have been 750 but a little bit more, you said it's relatively easy to move funds...

MCCLURE: No. That's the operating budget. That's not the CIP budget. The operating budget has cash. The CIP budget may not, unless there is a bond authorization. And you know that by now this administration is waiting to see what the fund balance looks like. With the Council, they didn't pass their budget. They passed the Mayor's one but they did pass a budget that gave tax relief to ag and reduce the revenue by about \$2 million. So it looks like the current budget is going to have a shortfall of somewhere of \$4 million. And you won't know that not until October. So, that's when we're going to be the October/November. Plus, the new administration will have a better picture. But the picture won't be able until October when the fund balance is established. There's also projections that \_\_\_ of combination package is going to go down. So we've been asked to look at travel already, and to reduce those expenses. So I'm not sure there's going to be additional funds, but that won't be known until October.

WARD: It looks like, from a factual standpoint, moving anything that's going to require a large sum or even a moderate sums of capital is difficult and perhaps at this point just focus on issues where they're maybe perhaps important from a potential hazard standpoint, but there might already be existing operating funds say in the maintenance areas. Projects that might involve simple striping or signage or issues like that, do you recommend maybe that's what we focus on other than just keeping an eye on some of these big projects like Alii Drive, Manono Street for example, and seeing what we can do to those to move forward as well?

MCCLURE: Yeah.

DIERENFIELD: It would also help to have what streets are going to be repaved in each district, cause we might fail to advise on whether they'll be shoulders and signage or what have you to maintain pedestrian and bicycle safety for that with the maintenance project. So, we look forward to that for October.

I just want to thank Bruce for letting the committee know about the Balance Transportation Coordinator position and open that up for a brief discussion. Bruce, did you want to tell us anything about that, in specific?

MCCLURE: No, I just didn't want to be accused of, hey Brad told you, but he didn't tell us. So, I e-mailed everybody with the exception of Herb who doesn't have an e-mail, and I gave it to him personally. So, everybody has their physical copies here, and you have on your computer at home. The thing that you need to know is that there is a short turn around. Anybody interested has to turn it in by the 17<sup>th</sup>, which is this week.

SOLOWAY: It was advertised in the newspaper.

DIERENFIELD: Bruce, how do you see this new position working best with Public Works?

MCCLURE: Well hopefully they're going to be the in-house champion for the bike/ped issues.

DIERENFIELD: Are there existing processes or policies that this person could help to provide additional bicycle/pedestrian consideration to review the checklist from different procedures that are already within Public Works?

MCCLURE: They'd have to work with the staff, the Engineering staff, Galen and Ben Ishii.

DIERENFIELD: Any words of wisdom or advice on how that would be the smoothest, possible transition, knowing that they overlap at least for a few months.

MCCLURE: They may not overlap. I don't know how soon they're going to bring him on board.

FRIDAY: Do they have a start date?

MCCLURE: No. We can meet with Planning once that person is on board. I expect that, he'll be doing that.

DIERENFIELD: Yeah, I think that's really a positive step forward. We would encourage you and this committee to circulate it widely. We'd like to get the strongest possible candidate in that position. Does anyone know what this is, and what the potential is for walking and biking?

FRIDAY: It says it's a temporary and full time. What is the funding?

MCCLURE: I believe it's one time only State funding.

FRIDAY: One time only? Really? Or one of these things that's temporary but gets renewed for another twenty years.

BURKE: It says "the effective position would be evaluated at the end of the year". So the implication is that if it's proving effective, it may get refunded.

FRIDAY: There's different positions. There's some like we have Hawaiian Homes positions that are always temporary, but they've been there for 20-25 years.

MCCLURE: Well, this is the first one that's ever been funded by the State. And the State explicitly told us, Coleen Hanabusa told us this year was the upcoming legislation, if you come to the Legislature, don't ask for any money. You're not going to get any. You can ask for laws to be changed and stuff, but don't look for funding cause they're struggling.

WARD: This is kind of unique the way the funding has come down. It's actually an element of the tobacco settlement and the healthy Hawaii initiative that was able to come up with a 100% funding for the first year. They initially proposed as far as rationing on this, a sliding, graduated scale for a five year program that went from 100% first year to 80%, then 60/40, to buy the equipment. The County is picking up the difference. But because of the difficulty of the long range views that is what's not possible to do that on the amount of time available. So, it's just a first year, and I believe it's possible that more by the \_\_\_\_\_. I'm not sure what the contract looks like exactly. Brad would probably know a lot more. But initially all that's agreed to is funding just through the end of our fiscal year the first year.

FRIDAY: But that's a little different then calling Hanabusa, deciding what to do with money. If it's the tobacco settlement, it's kind of earmarked. It's gotta be spent on this or something like it. They can't take it and use it to fund whatever else they want to fund.

WARD: That's one of the key elements that is in the Strategic Highway Safety Plan, and that is the State to support County with that position that supports bicycle and pedestrian activities. Just because the initial funding came from one source, the follow-up could come from a variety \_\_\_\_\_ that hopefully we're able to, from the outside help make it a successful position that produces satisfying results that would warrant funding it in the future from whatever sources.

DIERENFIELD: Just to give everyone a little context, one of the strategies in the Strategic Highway Safety Plan that we talked about earlier in the meeting is to provide infrastructure to support at State and County levels to coordinate pedestrian/bicycle programs such as coordinator position to increase authority \_\_\_\_\_ and provide support staff for community outreach and creates a County coordinator position. I think our County really is taking the lead amongst the other rural counties to move this forward. So, if you see Brad Kurokawa, give him a pat on the back. I think it's a huge step forward, and I'm really excited to

see how it's going to integrate with Public Works and Parks and Rec and Planning. This person has a humongous opportunity and a humongous job. It's going to take all of our collective support to make sure that this program, the Balance Transportation Program to succeed. Honolulu City and County has a Bicycle Coordinator, and that is funded through their Bicycle License fund. Looking down the road, it would be really nice to get General Funds to support a position like this. We have a Traffic Chief, we ought to have a Balance Transportation Coordinator Chief, in my view, but we could look at that Bike License Fund as well to sustain the program.

HARRIS: I was wondering, we were talking about it's continued pass the first year, whose responsibility would it be to see that it does continue?

DIERENFIELD: Yeah. That's in the job description. It's that person's job to find themselves money to continue the program.

HARRIS: It's like that's almost a full time job in itself though.

SOLOWAY: But that's the way some of those jobs work.

DIERENFIELD: I just want to share a little bit about, I was at Pro-Walk for Bikes. Has anyone here been to Pro-Walk for Bikes?

NO.

DIERENFIELD: It's every two years and it gathers really internationally, bicycle/pedestrian experts, either planners or politicians or engineers, or advocates and educators, and there is three full days of different workshops. Some of the highlights were Federal funding for non-motorist transportation and recreation, and kind of understanding how that works, about safe routes to school. Looking at the upcoming Astro guide for bicycles facilities. So the Astro guide is updated every ten years. So, we're at a huge crossroad right now in terms of innovation and bicycle design. And the new Astro guide should be done by January or February of next year. In it are going to be some really exciting new things. They've expanded pedestrian and bicycle components like fourfold. It used to be a couple of pages. Now it's going to be like seven pages for pedestrians, and 18 pages for bicycles. And then they're going to have an attendant that will feature some of the more innovative designs that haven't been really safety tested yet, but are kind of available for the community to try and see how they work. A lot on the new Federal reauthorization of safety loo. So the Federal Transportation Program is under the safety loo that was authorized in '05. So that's going to expire next year and it's kind of anybody's guess whether safety loo will be reauthorized or will it be a whole new paradine in transportation policy of this country. So, we kind of are at a big crossroads there in the next few years, between, are we going to fund more highway infrastructure and sort of car infrastructure? Or are we going to look at fixing and maintaining bridges and roadways first and look at transportation in a balanced way with transit, bicycling

and walking? It's really exciting. You can actually comment and get involved in that whole effort on a lot of different levels. There was some really exciting stuff on counting methodologies and how to count bicycles and pedestrians. There are four communities in the country that have gotten \$25 million from Federal Highway just for bicycle and pedestrian improvements. They're looking at how that changes health and how that changes traffic and all these different aspects of polutability in the different communities. Two of them are more rural, and two of them are more urban. That whole demonstration project had developed some really great, sort of the benchmarking for bicycling and walking. And UH-Manoa is going to be starting to do some counting for bikes and peds in Hilo with UH-Hilo. So, stay tuned for that effort. If you have any students you want to get involved with sitting at street corners and counting bikes and peds, we could really start to get some good baseline data on how many people are really out there.

FRIDAY: You know who with the University should be doing this?

DIERENFIELD: This is Katie Heinrich, with School of, I think she's in, I want to say Public Health, but didn't Public Health kind of go away?

FRIDAY: They're back. Usually it's the Urban or Rural Planning at Manoa that does it.

DIERENFIELD: It might be that too. I can find out more information about who is doing it.

FRIDAY: A name I can search. In Manoa or Hilo?

DIERENFIELD: Manoa.

FRIDAY: Okay. Is she faculty? If she's faculty, staff can find it.

DIERENFIELD: She's faculty.

FRIDAY: My students usually count trees and leaves and things, not cars.

BURKE: Nonmoving things.

FRIDAY: Correct. How about you, you're more in the business end of things?

BURKE: I don't know. We count money.

WARD: Bruce, do you ever have any student type programs for anything from car counting to just being interns in the office/

MCCLURE: No. We haven't had funding for the interns for a long time.

WARD: I've noticed the Corporation Counsel, seems like every time I ran into anyone in that office, they had a intern all of their own at the college level, so I was just curious if Public Works had anything.

MCCLURE: No, we don't.

DIERENFIELD: That actually brings up the thought, I'll be in Oahu tomorrow, Bruce. I'm meeting with the LATAT Program, the local area transportation assistance or whatever. I don't know how that works out with the acronym but, would there ever be an opportunity for some of the UH civil engineering students from Manoa to come over and do some work for you folks, that would kind of accelerate some of these bike/ped problems?

MCCLURE: I'm not sure how they'd come over.

DIERENFIELD: I'm sure there would be a lot of thinking in terms of housing and all the rest, but just as far as an idea, is that something you think that the department might have the capacity to take on?

WARD: Like a summer intern program or I know some schools have like co-op programs where they actually work out some employment agreement for three month or six month periods at a time and maybe develop it as a national five year program that has a tremendous amount of on-the-job training to engineering.

MCCLURE: You should bring that up with the next administration. I don't see that there's anything I can do with it in three months.

WARD: But do you see any roadblocks that we'd have to be worried about?

MCCLURE: Yeah. We wouldn't be able to have the time to supervise them.

BURKE: But in County level, there are some departments that do. I'm the internship coordinator for the College of Business. I just got a communication from somebody that there's an opportunity for Data System's internship and then somebody in accounting and somebody in Finance, too. So, some of the department's do.

MCCLURE: That's like intern. You're asking that these people actually do the design. That's what they're looking for.

BURKE: You mean licensed engineers?

MCCLURE: Well, they won't be licensed, but you have seniors and stuff, and they would actually

BURKE: That's what interns do. They get involved in those kinds of projects.

WARD: I could be actually a variety of different activity levels, from working on supplementing survey crews, filling in on even construction inspections. Some of the things that might not take the high level of supervision which would allow projects to move along, or just support data accumulation.

MCCLURE: As I understood Laura's request, it was to have Engineers from Manoa come over and do the projects since we are unable to do this. That's what I

DIERENFIELD: I'm sorry Bruce. That's not what I meant at all. I just was wondering if there's an opportunity to kind of create a two-way street in terms of educating our young engineers about bike/ped issues, and providing you with some support in trying to put some of these projects through. I realize you guys really should be quadruple the size to try to handle this entire island and all the growth that we're dealing with. That was all. But I don't really have anything else. If anybody else does, we can discuss that or adjourn.

### **SUMMARY OF ACTIONS TAKEN**

DIERENFIELD: Just summarizing actions

WARD: Does anyone have any additional high priority projects that we may want to recommend. In fact we had an addition too. What's the name of the street, J.B., that comes down by the Medical Center?

FRIDAY: That's Ponahawai. And I didn't mean to say these projects to the exclusion of the East Hawaii private site. I just wasn't making calls on which section was more important.

WARD: I think, when I first started putting things down on the list that there wasn't much a prioritization other than collectively if there was criteria, for example, that the County was looking at doing a generically a shoulder stabilization, provide those other benefits that these are ones that we'd also like to see accommodate bicycles at the same time.

DIERENFIELD: We can certainly write a letter and identify those and wait to see what the top two priorities are for each district in terms of maintenance and perhaps there'll be some overlap there. We can just try that?

MCCLURE: Yeah.

BURKE: You know Bruce brought up the thing earlier about the administration and our terms coming to an end. We just did an annual report to the Mayor. So we don't really need to do another report. But we probably need to address some sort of a letter to the Mayor sort of recapping and also thanking him for working with us and thanking people, like Bruce, and things like that.

MCCLURE: Laura, did you get your copy – the Highway Safety Committee just passed on your report to the Mayor? I just got mine.

DIERENFIELD: \_\_\_\_ just e-mailed me a copy of that.

MCCLURE: I just got mine today.

DIERENFIELD: Kelly, did you want to elaborate a little more on what thoughts as far as the committee's closing words.

BURKE: Maybe just a real brief aloha letter to the administration. I think just sort of a real quick recap of the things, maybe summary of the annual report, and then thanking them for letting us advise them. I think we ought to thank people like Bruce and some others who are all there with help.

DIERENFIELD: We still have three meetings.

BURKE: No, I'm just saying we

MCCLURE: You have two meetings, October and November. December 1, you don't have one in December. We're pau 12 noon, December 1.

DIERENFIELD: Okay. There are two more meetings. Well, we can \_\_\_\_ for the next meeting. Does anyone even want to start a draft of that?

BURKE: I guess since I brought it up, I should do it.

DIERENFIELD: Thank you, Kelly. Okay, just to recap our actions for today, the subgroup on Manono Street will get together with Bruce, and we'll look forward to getting the top two maintenance project from Bruce, and send out a letter advising on the top priorities which are Kawaiiani, Kekuanaoa, Waianuenue and Ponahawai. And hopefully, we will be able to get a copy of the Strategic Highway Safety Plan. In fact, I can try to e-mail all of you with a copy.

FRIDAY: I asked earlier. I think you were out. Is it online? Is it on a website somewhere?

DIERENFIELD: I think it is. I have a printout of it. I think I can make you guys a copy. Herb, I'll partner up with you on the educational stuff. Hopefully we can get something together for next time. Thank you everybody.

### **ADJOURNMENT**

DIERENFIELD: Meeting adjourned.