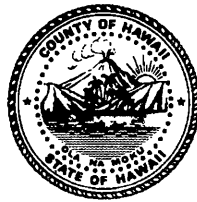


Susan L.K. Lee Loy
Council Member
District 3



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Email: sue.leeloy@hawaiicounty.gov

HAWAI'I COUNTY COUNCIL

25 Aupuni Street, Hilo, Hawai'i 96720

COUNTY CLERK
COUNTY OF HAWAII
2017 NOV 13 AM 10:10

MEMORANDUM

DATE: November 13, 2017

TO: Valerie T. Poindexter, Council Chair; and
Members of the Hawai'i County Council

FROM: *for*
Susan L.K. Lee Loy, Council Member

SUBJECT: Communication No. 587: PowerPoint presentation from Hawai'i Public Health
Institute and PATH Hawai'i.

Attached are the slides for "Creating Livable Communities for Hawai'i Island," the PowerPoint presentation for Communication No. 587.

Please distribute this for the Public Works and Parks and Recreation Committee on November 14, 2017.

SL:ps
Att.

Comm. No. 587.1
Ref. To: PIPWPRC
Ref. Date: NOV 14 2017

Creating livable communities for Hawai'i Island



- **PATH - Peoples Advocacy for Trails Hawaii**

PATH ~ PEOPLES ADVOCACY FOR TRAILS HAWAII

A grassroots 501(c)3 non-profit bicycle and pedestrian advocacy organization founded in 1986.



Mission: To safely connect people and places on Hawaii Island with pathways and bikeways.

PATH Focus Areas

- Accelerating development of pathways, trails and bikeways
- Encouraging active living through events and programs
- Advocating for policy change that supports a healthy walkable and bikeable community
- Educating at all levels to foster traffic safety and increased capacity and competency among transportation professionals

The need for bicycling and walking facilities

Mobility

We need a safe, flexible, resilient and efficient transportation system for the next 100 years.

Environment

Motor driven transportation contributes 54% of carbon emissions in Hawaii*



Economy

15% of Island residents work more than 1 job to make ends meet; more is spent on transportation than food or clothes

Energy Security

Nearly a third of our energy use is for resident and visitor car fuel.

Health and Well being

\$290 million is spent annually for health care costs in Hawaii due to inactivity & poor nutrition.

Challenges

- Limited resources are spent supporting non-sustainable transportation systems & unintended consequences
 - Limited federal aid for transportation prioritized for automobiles over other modes
- Over \$290 million is spent annually in Hawaii treating disease brought about by inactivity & poor nutrition.



The Questions that guide us in our advocacy efforts:

- Can I...
- ...or my **8 year old** [kid, student, niece, nephew, grandchild]...
- ...or my **80 year old** [mom, dad, grandparent, auntie, uncle, neighbor]...

get there safely by walking or bicycling?

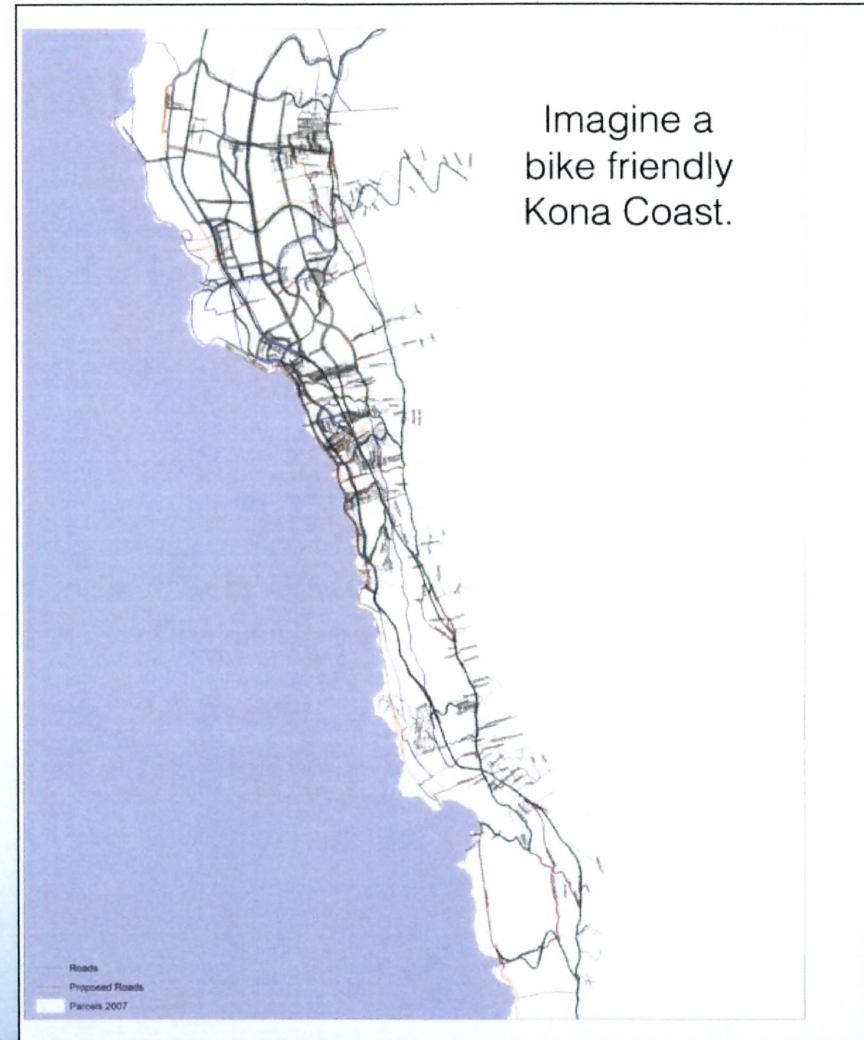
When we can say “Yes” we are creating healthy, safe and resilient Hawaii communities.

A Comprehensive Advocacy Approach

- **Engineering** ~ build trails, pathways and bikeways
- **Education** ~ teach safe and respectful use of facilities
- **Encouragement** ~ promote active living through events and activities
- **Enforcement** ~ laws that ensure safety for all
- **Evaluation** ~ monitor effectiveness to reach desired goals
- **Equity** ~ remove barriers to safe mobility for all

Implementing Plans

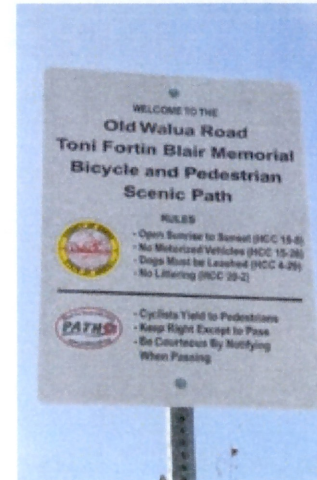
- Community Development Plans
- Strategic Highway Safety Plan
- Bike Plan Hawaii
- Safe Routes to School



Walua Road Scenic Bike/Ped Trail



Before Community Work Day



After Community Work Day



The Queens' Lei A Kona Regional Path



Cover illustration on the Final Environmental Assessment of the Ane Keohokālole Mid Level Highway Project

Benefits of Project:

- Connects the future University with the High School and Kailua Village for students, families and faculty.
- Provides circulation for commuters going to work, school and shopping.
- Attracts visitors to a world-class scenic recreational pathway.
- Provides nearly seventeen miles of recreational cycling opportunities for West Hawaii residents and visitors.

Significance of Project:

- Fulfills key principles in Kona Community Development Plan.

Safe Routes to School Hawaii Island



SafeRoutesSafeRoutesSafeRoutesSafeRoutes



Safe Routes to School goals

- Where it's safe, get kids walking and biking
- Where it's *not* safe, make changes



PATH Education Program

Our Motto:

Education is the best advocacy



Traffic Safety Education

- Bike Ed in schools
- Ped Ed
- Bike Safety Skills Training for Adults



PATH Bike Ed Program

3 day Bicycle Safety & Handling

- Geared for grade 4 students
- Wearing a helmet
- Proper bike fit
- ABC hand check
- Hand signals
- Basic riding skills & maneuvers to avoid danger
- Special instruction for those who are just learning or do not know how to ride a bike.



2016-2017 PATH Education Program

- 3-Day, 4th Grade Bike Ed classes in 22 schools
- Bike Rodeos at 4 Community Sites
- Pedestrian Ed classes in 4 schools
- Commercial Drivers Bike Safety Training
- 4 Bike Safety Training for Adult riders
- Safety Briefings for cycling sports events

Bikeshare Hawai'i Island



MAYOR'S ACTIVE LIVING ADVISORY COUNCIL BIKE/PED SAFETY CAMPAIGN

Brought to you by the Mayor's Active Living Advisory Council Share the Road with Aloha



**Bicycles don't come
with bumpers.**

Give cyclists room to ride.

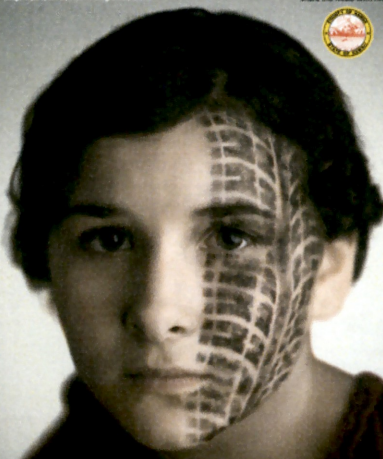
Brought to you by the Mayor's Active Living Advisory Council Share the Road with Aloha



**Make eye contact,
not body contact.**

Be sure drivers see you before
crossing the street.

Brought to you by the Mayor's Active Living Advisory Council Share the Road with Aloha



**Kids don't come
with turn signals.**

Slow down and watch for pedestrians.

Brought to you by the Mayor's Active Living Advisory Council Share the Road with Aloha



**You never know
who you'll run into.**

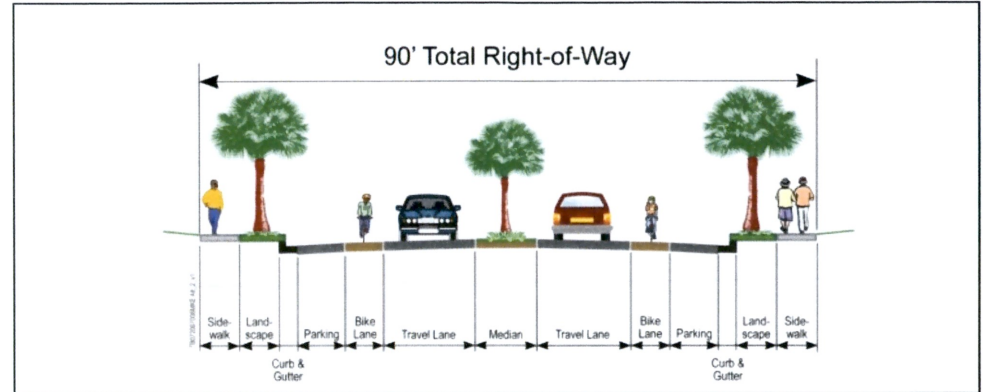
Look twice for seniors crossing.



Tools for Success

Complete Streets

- Include bicycle and pedestrian facilities when building new roads to create a path of travel



Shoulder Stabilization

Extend pavement out 8 feet at 2% grade to create a *shared-use shoulder*

Complete Streets in Hawaii

- Act 54 – Hawaii's Complete Streets Law
- The 11th State to adopt a Complete Streets Policy
- Signed into law May 5th, 2009
- Hawaii County Adopted a CS Resolution in 2011

THE SENATE
TWENTY-FIFTH LEGISLATURE, 2009
STATE OF HAWAII

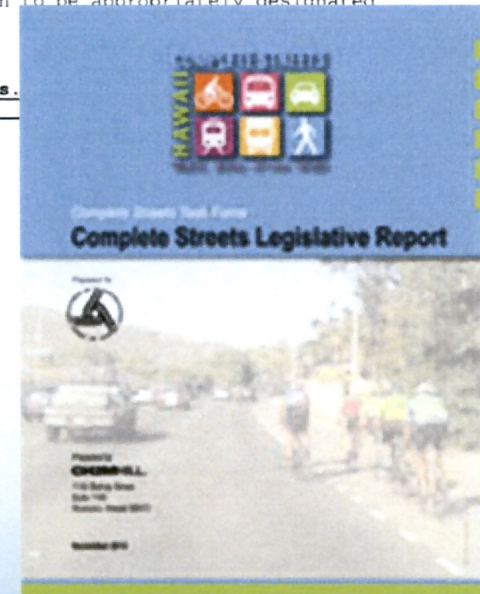
S.B. NO. 718
S.D. 1
H.D. 1

A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

- 1 SECTION 1. Chapter 286, Hawaii Revised Statutes, is
2 amended by adding a new section to be appropriately designated
3 and to read as follows:
4 "~~§286-~~ Complete streets.



Multi Model Infrastructure on Hawaii Island

Streets Are Inadequate

No sidewalks



Lanes that are far too wide



Opportunistic Improvements

Road Diet – Reconfiguring the same space



Potential Solutions for Downtown Hilo on:

- Waianuenue
- Kinoole
- Kilauea/Kawili

Street Trees Located in On-Street Parking Zone Protected by Bollards. Tree Well is a Rain Garden

Street Lights on Concrete Pedestal

Keawe Street: Two-Way Traffic with Sharrows

Curb Extension to Shorten Pedestrian Crossing Distances and to Make Pedestrians more Visible to on-coming Traffic

Outdoor Dining on Curb Extension or Parklet

Mamo Street

Kilauea Avenue: Close to Through Traffic but allowing Driveway Access.

Urban Ag in Keawe Park

Shuttle Stop

Low wall, fence or landscaping to Screen out Parking Lot Frontage.

Reduce Driveway to 14' and 28' for Single and Double Lane Access, respectively

Curb Extension

Parklet

Bike Corral

Bioswales along Tree Lawn

Keawe Street

Routine Maintenance

- Shoulder Bike and Ped Way -



Opportunity
seized on
Kawaihae
Road in
Waimea.



lost on
Hualalai Road
in Kona.

Potential Solution for:

- *Any resurfacing project that has right of way available.*
- *Enhanced by "shoulder preparation" budget line item that can help pay for acquisition, grading, grubbing, or other preparations for paving.*
- *Many other benefits to all modes.*

Improving Existing Conditions



Waikoloa Shoulder widening to 6 feet on both sides of road –began November and expected to be finished in mid January 2016



New Construction or Reconstruction



Sidewalk on one side, shoulder on the other after widening Māmālahoa Hwy. through Waimea.



Separated Shared Use Pathway on one side of the Ala Ohia, Parker Ranch Connector Road.

Bike Lanes

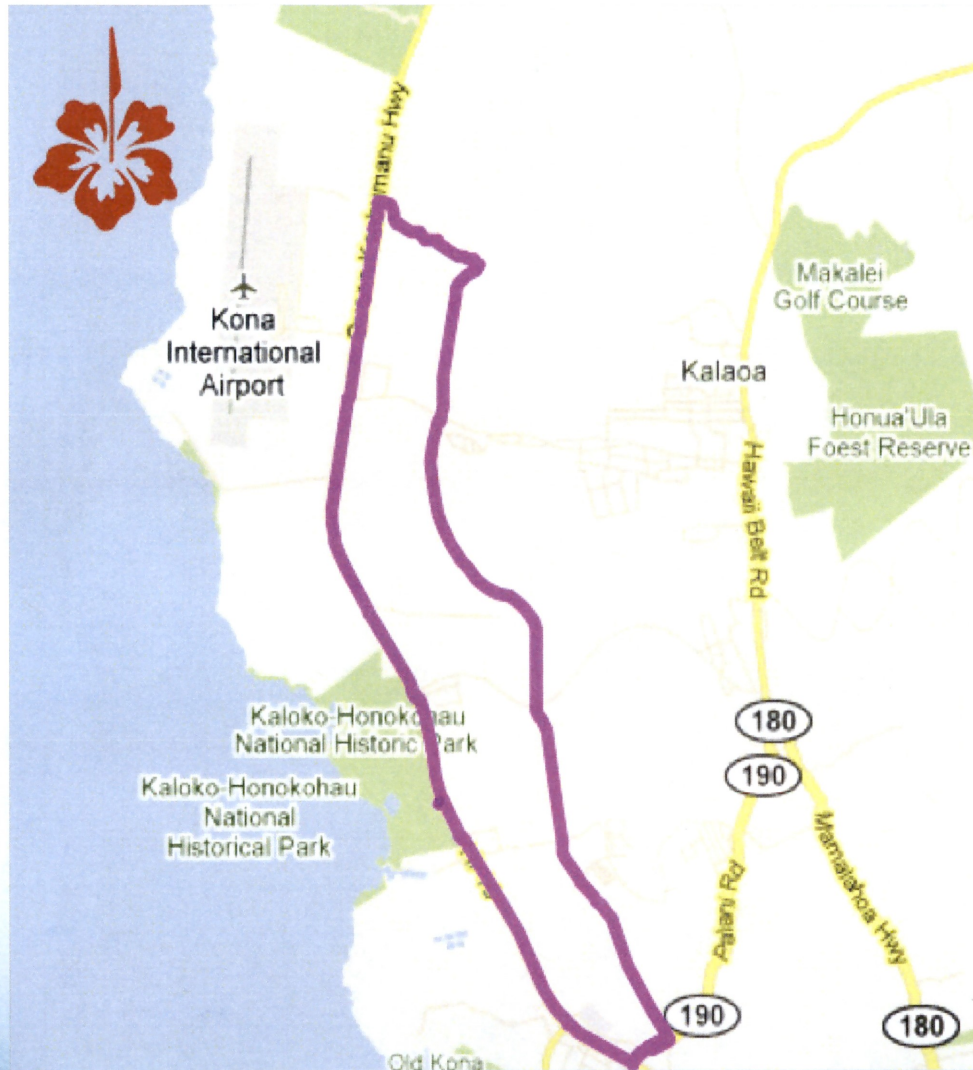


Pahao Roundabout



Some Future Opportunities (not an exhaustive list)

The Kona Regional Path



Cover illustration on the Final Environmental Assessment of the Ane Keohokālole Mid Level Highway Project

Benefits of Project:

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Shuttle Stop

Low wall, fence or landscaping to Screen out Parking Lot Frontage.

Reduce Driveway to 14' and 28' for Single and Double Lane Access, Respectively

Curb Extension

Parklet

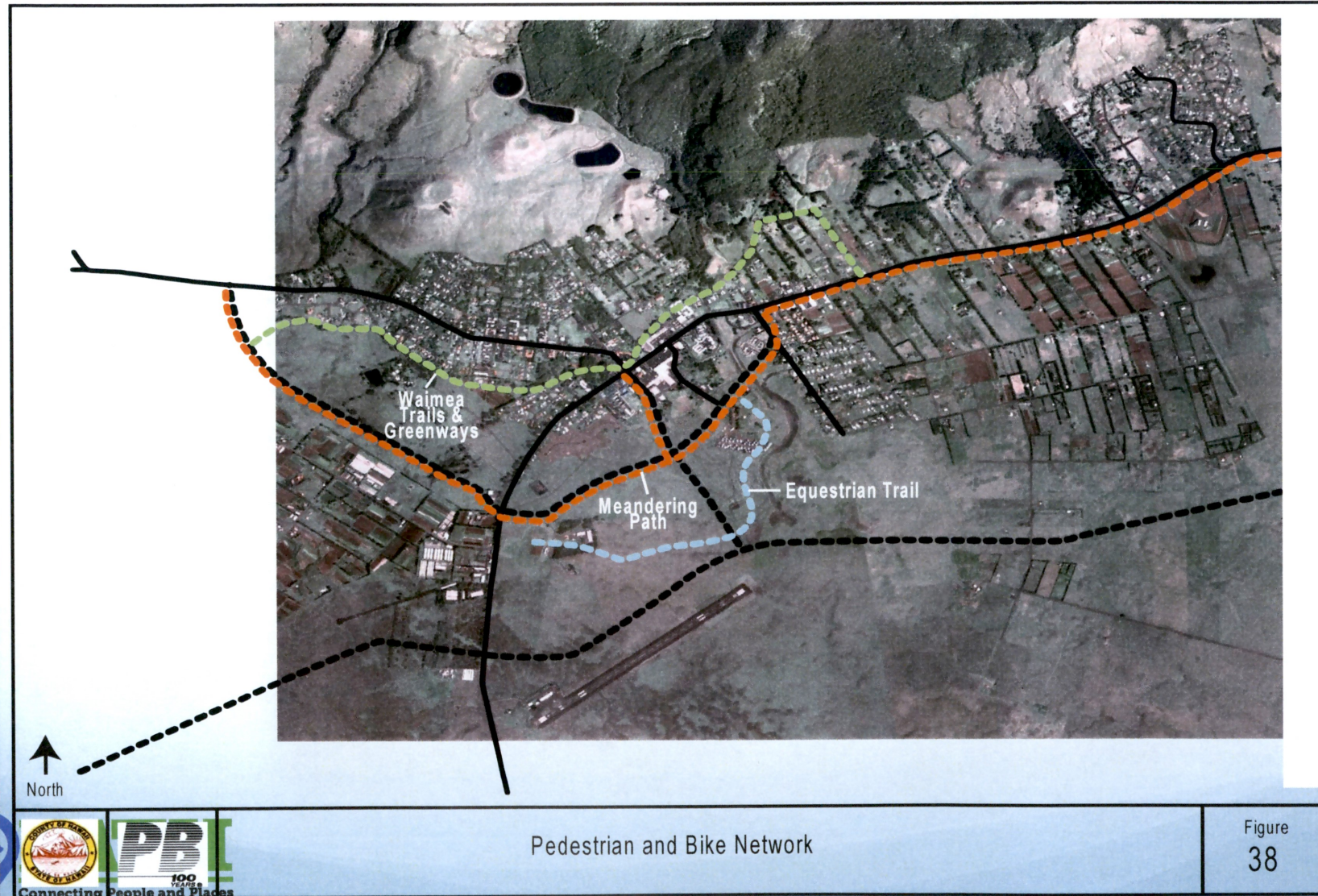
Bike Corral

Bioswales along Tree Lawn

Keawe Street

Implement Waimea Ped/Bike Network Plan

County of Hawaii
PB Americas, Inc.



Waimea Circulation Study
September 2007



Alii Drive Initiative



①

Complete, Connect, & Expand Waimea Trails

Core Best Practices

Marquee
Opportunities

Short-Term Marquee
Projects & Policies

Long-Term Marquee
Projects & Policies



Waimea trails today is a hidden gem that runs over a mile along the Waikoloa Stream, connecting Waimea town center, schools, and neighborhoods.

Access points are largely hidden or not well defined. Many walking audit participants shared that they were not aware a trail even existed.

Next Steps – Core Best Practices

Core Best Practices

*Marquee
Opportunities*

*Short-Term Marquee
Projects & Policies*

*Long-Term Marquee
Projects & Policies*

PRIORITY 1

Develop and Adopt a Complete Streets Plan

In 2011, the County of Hawaii adopted a resolution (NO. 171.11) supporting the establishment of a complete streets policy for the County of Hawaii. The County Planning Department will begin work on this plan by the end of this year.

PRIORITY 2

Create and Adopt an Active Transportation Plan

The plan should document the current state of pedestrian and bicycle (including trails) and public-transit infrastructure, prioritize areas for improvements, and create a plan for completing improvements, and update the existing Bike Plan and Pedestrian Safety Plans

Next Steps –Plan Best Practices

Core Best Practices

*Marquee
Opportunities*

*Short-Term Marquee
Projects & Policies*

*Long-Term Marquee
Projects & Policies*

PRIORITY 3

Reestablish the Hawaii County Balanced Transportation Coordinator position in the Planning Department.

PRIORITY 4

Safe Routes to School Neighborhood Master Plan

Prioritize safety for kids walking and biking to school. Establish current baseline of the number of kids that walk/bike to school. Working, with the schools and DPW, create a Safe Routes to School (SRTS) Action Plan that defines priority areas to improve the safety around schools by making improvements to the streets, encouraging physical activity through walking and bicycling. This process has been and is being implemented around Hawaii Island

Mahalo!

