

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

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KIRK CALDWELL  
MAYOR



MICHAEL D. FORMBY  
DIRECTOR

MARK N. GARRITY, AICP  
DEPUTY DIRECTOR

April 19, 2016

The Honorable Ernest Y. Martin  
Chair and Presiding Officer  
and Members  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, Hawaii 96813

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RECEIVED  
CITY CLERK  
& C OF HONOLULU

Dear Chair Martin and Councilmembers:

SUBJECT: Draft Resolution Relating to the Hawaii Department of Transportation (HDOT) Transportation Alternatives Program (TAP) Funds

Attached for your review and consideration is a draft resolution authorizing the Department of Transportation Services (DTS) to apply for, accept, and expend grant awards from the HDOT's TAP funds for four (4) DTS projects (attached):

Project Title	Project Description	Federal Funds Requested
Bikeshare Hawaii Stations and Bicycle Purchases	21 bikeshare stations and 236 bicycles at various locations.	\$999,360
Date Street Bikeway Bridge	Planning and design of a 170-foot bicycle/pedestrian bridge across the Manoa/Palolo Stream.	\$400,000
Haleiwa Road Multi-Use Path	Planning and design of a multi-use path adjacent to Haleiwa Road between Waialua Beach Road and Kamehameha Highway.	\$240,000
Photovoltaic Lighting and Real-Time Signage at Various Bus Stops	Design and construction of solar-powered lighting at bus stops and real-time signs at various locations.	\$520,000
TOTAL		\$2,159,360

The Honorable Ernest Y. Martin  
Chair and Presiding Officer  
and Members  
April 19, 2016  
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In accordance with 23 U.S.C. §213, the TAP provides federal funding for programs and projects that expand transportation choices and enhance the transportation experience. The opportunity to use TAP funds just became available recently.

We ask for your early and favorable consideration of our request.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael D. Formby". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael D. Formby  
Director

Attachment

APPROVED:

A handwritten signature in blue ink, appearing to read "Roy K. Amemiya, Jr.". The signature is cursive and somewhat stylized.

Roy K. Amemiya, Jr.  
Managing Director



## RESOLUTION

AUTHORIZING THE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION SERVICES OR THE DIRECTOR'S DESIGNEE TO APPLY FOR, AND ACCEPT AND EXPEND, FEDERAL HIGHWAY ADMINISTRATION FUNDS AUTHORIZED BY 23 CFR PART 652 AND OTHER FEDERAL STATUTES ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION FOR BIKESHARE HAWAII STATIONS AND BICYCLE PURCHASES, DATE STREET BIKEWAY BRIDGE, HALEIWA ROAD MULTI-USE PATH, AND PHOTOVOLTAIC LIGHTING AND REAL-TIME SIGNAGE AT VARIOUS BUS STOPS

WHEREAS, Chapter 1, Article 8, Revised Ordinances of Honolulu 1990 (ROH), requires that any intergovernmental agreement or any amendments thereto that places an obligation upon the City or any department or agency thereof, requires prior City Council consent and approval; and

WHEREAS, ROH Chapter 1, Article 8, also provides that, when carrying out the provisions of any intergovernmental agreement, all applications and/or amendments thereof, statistical data programs, reports or other official communications that support the application and that are required to be provided by the City or its component departments to any other governmental or quasi-governmental agency must first be presented to the City Council for its review and approval prior to their transmittal; and

WHEREAS, the Federal Highway Administration (FHWA) is an operating administration of the United States Department of Transportation and administers the Federal-Aid Highway Program; and

WHEREAS, under the Federal-Aid Highway Program, the State Department of Transportation (SDOT), is the grantee of FHWA funds for the State of Hawaii, and Hawaii's counties are sub-grantees, receiving the funds via the SDOT; and

WHEREAS, a portion of the FHWA funds is awarded through the Transportation Alternatives Program (TAP); and

WHEREAS, when the SDOT passes FHWA funds through to a sub-grantee county to carry out a federal-aid project, it is the responsibility of the SDOT to ensure that the sub-grantee complies with all federal and state laws and regulations that apply to the funding; and

WHEREAS, the SDOT and the City have entered into a Memorandum of Agreement dated June 25, 2015 ("2015 MOA"), which sets forth the City's obligations as sub-grantee of the FHWA funds, a copy of which was transmitted by the Director of the Department of Transportation Services (DTS) to the Council by Departmental Communication No. 781, dated November 17, 2015; and

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## RESOLUTION

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WHEREAS, the acceptance of FHWA funds by the City as sub-grantee will impose certain obligations upon the City, including but not limited to those set forth in the 2015 MOA, and may require the City to provide the local share of project costs; and

WHEREAS, the City's requests for FHWA TAP funding ("Requests for Funding") for Bikeshare Hawaii Stations and Bicycle Purchases, Date Street Bikeway Bridge, Haleiwa Road Multi-Use Path, and Photovoltaic Lighting and Real-Time Signage at Various Bus Stops ("Projects") are attached hereto as Exhibit A and by reference made a part hereof; and

WHEREAS, the Director of the DTS desires to submit the Requests for Funding to the SDOT on behalf of the City; and

WHEREAS, if the SDOT approves any of the City's Requests for Funding for a Project, it will sign and submit a Form 1240.2 Request for Project Authorization, Agreement, and/or Modification ("Form 1240") for the approved Project to the FHWA. If the FHWA approves a request, it will sign the Form 1240 for that request. An executed Form 1240.2 constitutes the project agreement between the SDOT and FHWA; and

WHEREAS, Requests for Funding for Projects that are approved by the SDOT and the FHWA will be included in the FFYs 2015-2018 Transportation Improvement Program; and

WHEREAS, the executed Form 1240 will then be transmitted to the City and will constitute notice of approval of the grant; and

WHEREAS, the obligations of the City with respect to the grant are set forth in:

- (1) The 2015 MOA with the SDOT;
- (2) The City's Requests for Funding; and
- (3) Additional conditions that may be imposed by the SDOT or the FHWA in the "State Comments" or "FHWA Comments" boxes on the Form 1240; and



## RESOLUTION

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WHEREAS, a standard SDOT condition in the "State Comments" box on the Form 1240.2 is the incorporation of award terms set forth in the documents at the following links: <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf> and <http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf>, said documents being rules of the U.S. Office of Management and Budget published in the Federal Register and relating to Reporting Subaward and Executive Compensation Information (2 CFR Part 170) and Universal Identifier and Central Contractor Registration (2 CFR Part 25) (Standard State 1240 Condition); now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the Requests for Funding for the Projects, attached hereto as Exhibit A are hereby approved; and

BE IT FURTHER RESOLVED that the Director of the DTS is authorized to submit the Requests for Funding to the SDOT on behalf of the City and County of Honolulu in substantially the forms attached hereto as Exhibit A; and

BE IT FURTHER RESOLVED that if the SDOT and the FHWA approve any of the Requests for Funding, and executed Forms 1240 are transmitted to the City, the Director of the DTS or the Director's designee is authorized to accept and expend the funds if the only obligations of the City are those set forth in the above-described 2015 MOA, the City's Request for Funding, and the Standard State 1240 Condition; and

BE IT FURTHER RESOLVED that if executed Forms 1240 are made subject to any conditions, requirements, or obligations other than the 2015 MOA, Requests for Funding, or Standard State 1240 Condition, the Director of the DTS shall not accept or expend the funds for the Projects unless the additional conditions, requirements, or obligations have received the prior consent and approval of the Council; and



**RESOLUTION**

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BE IT FINALLY RESOLVED that a copy of this Resolution be transmitted to the Director of the DTS at the Frank F. Fasi Municipal Building, 650 South King Street, 3rd Floor, Honolulu, Hawaii 96813.

INTRODUCED BY:

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DATE OF INTRODUCTION:

\_\_\_\_\_  
Honolulu, Hawaii

\_\_\_\_\_  
Councilmembers

Hawaii Department of Transportation Highways Division (HDOT)  
**Transportation Alternatives Program (TAP)**  
**Application - Federal Fiscal Year 2016**

**Instructions:**

For questions regarding the TAP, please contact the HDOT TAP Coordinator at (808) 587-1830. Read HDOT TAP Program Overview and Application. Fill out application below.

Submit one electronic copy and mail three hard copies of completed applications and attachments to:

Email: [blayne.h.nikaido@hawaii.gov](mailto:blayne.h.nikaido@hawaii.gov)  
Mail: Hawaii Department of Transportation  
Attention: TAP Coordinator  
869 Punchbowl Street, #301  
Honolulu, HI 96813

**Project Sponsor:**

Agency: City and County of Honolulu Department of Transportation Services

Project Manager: Erron Redoble, P.E.

Address: 650 S. King Street, Honolulu, Hawaii 96813

Email Address: [eredoble@honolulu.gov](mailto:eredoble@honolulu.gov)

Telephone Number: (808)768-8328

Partner Agencies: Bikeshare Hawaii

**Project Information:**

The scope of the proposed project is limited to the purchase of 21 bikeshare stations and 236 bikes. Once purchased they will be on the island of Oahu in Honolulu.

Project Name: Purchase of Bikeshare Stations and Bikes

Project Location (Island/Region): Oahu/Honolulu

Project Location (Roadway/Limits): N/A

Project Length: Procurement and Purchase 4-6 weeks

In according to 2 CFR200.77 the period of performance will include not only project length, but will be from award date all the way to closeout (which happens after final bill is paid).

**Project Budget:**

**Provide the budget for all phases of the project and indicate where TAP funds are requested.**

Project Phase	Total	Federal Funds		Match
		TAP	Other	
Planning				
Design				
Right of Way (ROW)				
Construction	\$1,249,200	\$999,360		\$249,840
<b>TOTAL</b>	<b>\$1,249,200</b>	<b>\$999,360</b>		<b>\$249,840</b>

Sufficient funding is not available through other eligible means to purchase the minimum number of bikeshare stations and bikes required to launch a sustainable network in Honolulu. See Attachment 3: Bikeshare Hawaii Fact Sheet for current funding status. This is why the City and County of Honolulu and Bikeshare Hawaii are seeking TAP funding.

Eligible TAP Activity (check all that apply):

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory control; or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to
  - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23;

-and reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**Project Description and Scope (All Criteria):**

**Describe the project scope and how it relates to the surface transportation system. Identify components that are TAP activities and any components that are not a TAP activity. Describe the impact on operations and maintenance efforts and costs.**

The scope of the proposed project includes \$1,249,200 for the purchase and shipping of 21 bikeshare stations and 236 bikeshare bikes by the Department of Transportation Services (DTS). (See Attachment 1: Bikeshare Equipment Design and Dimensions). This project is a partnership with Bikeshare Hawaii, a 501(c)3 non-profit organization currently contracted with DTS to administer a bikeshare system in Honolulu. DTS is experienced with using federal funding and has an extensive knowledge of federal regulations and federal processes. The scope of the proposed project for TAP funding is limited to the purchase and shipping of 21 bikeshare stations and 239 bikeshare bikes, and does not include the cost of installation or operations. The proposed project qualifies as a TAP activity as specified in Q6. of the *HDOT Call for Projects - Transportation Alternatives Program RFI#1* emailed on Friday March 4<sup>th</sup>, 2015. (See Attachment 2: HDOT Call for Projects - Transportation Alternatives Program RFI#1).

This proposal is for the purchase of the fundamental pieces of a bikeshare equipment. The overall bikeshare equipment installation, operation and maintenance is a separate project that will be supported by separate funding via the City and County of Honolulu and Bikeshare Hawaii, and not included in this grant. Once implemented, bikeshare will be a unique transportation option that will enhance and expand the surface transportation system in Honolulu. It will enable a new, low-cost transportation option relating to bicycles. If awarded, the purchasing process could begin immediately with project completion and Final Close Out documentation completed by September 30<sup>th</sup>, 2016. Rapid implementation is feasible as a result of the on-going work and collaboration between community, private, and public stakeholders that began in 2012. (See Attachment 3: Bikeshare Hawaii Fact Sheet).

This project is regionally significant because funding awarded through this proposal will enable the purchase of bikeshare stations and bikes for Hawaii's first full-scale bikeshare system. The budget proposed is capable of funding the complete first phase of the bikeshare launch proposed by Bikeshare Hawaii. See Attachment 2: Bikeshare Hawaii Fact Sheet for the detailed timeline and phased-launch of the complete bikeshare network. Bikeshare stations and bikes are the key component to launching the bikeshare system deemed desirable, valuable, and feasible by the *Honolulu Bikeshare Organizational Study* released by the Department of Permitting and Planning in 2014<sup>1</sup>.

Over the course of this study, over 200 stakeholders talked about their vision of how bikeshare can enhance Honolulu. Key themes that emerged relating to the surface transportation system include:

- Bikeshare helps reduce traffic congestion and improve automobile and transit times.
- Bikeshare expands transportation options, increasing walking, bicycling, and enabling more people to use transit.
- Bikeshare aligns with state energy goals and reduces oil consumed for transportation.
- Bikeshare fills gaps in the transit system and reduces crowding on TheBus.

<sup>1</sup>

<http://static1.squarespace.com/static/546e852de4b065a4ff814411/t/55df5b66e4b076ce2ff89c8f/1440701286056/HonoluluBikeshareOrgStudyJune2014.pdf>

- Bikeshare can seamlessly integrate with TheBus and the future HART rail system—aiding the City’s goals for transit-oriented community development.
- Bikeshare creates an intergenerational bicycling culture in Honolulu that normalizes the bicycle for transportation and recreation, stimulates public support for expanding bicycle infrastructure.

Bikeshare is a low-cost, flexible public transportation service that has been identified as one tool in the urban transportation toolbox to meet resident, employee, and visitor mobility needs in Honolulu. If awarded, the purchase of bikeshare stations and bikes as proposed in this project will make a meaningful contribution to enhancing the surface transportation system, while also making a positive impact on the social, economic, environmental, and health systems within Honolulu. The positive impacts that a bikeshare system brings into a community go beyond just expanding mobility options and making roads safer for all users. Bikeshare has demonstrated in cities across the U.S. the ability to improve local environmental health, energy sustainability, quality of life, public health, and economic activity, among other key urban livability indicators. No other form of public transportation is able to unlock such wide ranging benefits for the same modest level of capital funds. Bikeshare enables communities to replace car trips with bikes and thus:

- Reduces vehicle miles traveled and subsequent emissions, reducing household’s transportation costs and contributing to protecting environmental quality.
- Helps reduce traffic congestion and improve automobile and transit times.
- Reduces reliance on imported oil for transportation.
- Increases opportunity for physical activity, improving public health.
- Creates a new industry in Honolulu, and a range of new jobs.
- Increases foot traffic to local businesses where bikeshare stations are located.

The unit costs and anticipated shipping are based on estimates provided in the Honolulu Bikeshare Organizational Study referenced above. Actual purchase numbers may vary as unit costs and shipping costs may vary by vendor.

Item	Cost per Unit	# to be Purchased for Proposed Project	Total Cost
19 dock station	\$36,800	21 stations	\$ 772,800
1 bikeshare bike	\$960	236 bikeshare bikes	\$ 226,560
Shipping @ 25% of Cost			\$ 249,840
Total Project Cost			\$1,249,200

As the scope of the proposed project is limited to the purchase of the bikeshare stations and bikes, no ROW is required. The bikeshare stations and bikes purchased through this project have an expected lifespan of approximately 10 years. Capital Bikeshare and Denver B-cycle, two bikeshare systems launched in 2010 and 2011, continue to operate with the vast majority of their original fleet of bikeshare stations and bicycles. Today after 6-7 years, industry operators

anticipate at least another 4-8 years of useful life on those respective stations and bikes. As bikeshare stations depreciate, they are built in such a way that pieces and components are replaced incrementally, meaning the large capital investment of a full unit replacement is even farther off than that of the bicycles. After purchase, the bikes and stations will be maintained on a routine basis by professional mechanics and technicians managed under Bikeshare Hawaii as the administrator of the bikeshare system.

Once the full bikeshare network is implemented, the network will include 187 stations and 1,676 bikes across 5.14 sq miles. After the first year of a completed network, Bikeshare Hawaii anticipates 1.5 million rides or 2.5 rides per bike per day and anticipates 3,350-5,030 residential members and 351,750-402,000 visitor members utilizing the system per year.

It is anticipated that bikeshare users will include cyclists that already bike habitually, but additionally, DTS and Bikeshare Hawaii anticipate bikeshare will introduce or re-introduce Honolulu residents and visitors to biking. Thus, the purchase proposed in this TAP request will contribute to increasing the number of people biking in Honolulu and will make biking a more viable, safe, and convenient form of transportation. This is consistent with HDOT's mission, plans, and policies, including the Statewide Federal-Aid Highways 2035 *Transportation Plan*, OMPO's *Oahu Regional Transportation Plan 2040*, the State of Hawaii's Complete Streets policy and principles, and City and State Bike plans (2012 *Oahu Bike Plan* and 2002 *Bike Plan Hawaii*). The City and County of Honolulu is dedicated to making O'ahu a bicycle-friendly place. In 2012, DTS published the O'ahu Bike Plan, an update to the 1999 Honolulu Bicycle Master Plan. The new plan guides planning to better integrate bicycling into the island's transportation system, and includes bikeshare. The above plans discuss the significant need and desire for a flexible, multi-modal transportation system that encourages biking as a viable transportation option.

**Existing Conditions:**

**Describe the existing conditions. This could include the current roadway configuration (number of lanes and their width), traffic counts, speed limits, and surrounding land use.**

Honolulu is a highly urbanized collection of neighborhoods and districts exhibiting unique urban transportation issues. Honolulu's mobility challenges are different from those found on the mainland. These challenges stem from geographic constraints (the core travel corridors are wedged between the ocean and the mountains, makai and mauka of the H1 freeway), high levels of transit use that create capacity issues on the urban bus system, cultural reliance on the automobile, limited bike parking and bikeway infrastructure, and rapid urbanization. Coupling these issues with some of the nation's worst traffic congestion and the need to develop a more sustainable island transportation system, Honolulu understands that it cannot expand the capacity of the roadway system to meet its mobility needs, without providing transportation choices such as bikeshare. The City is currently constructing a 20-mile, 21-station elevated rail system that will extend from Ala Moana to Kapolei – once complete, 43% of Oahu's residents and 64% of employee's workplaces will be within a bikeable 2-mile distance of a rail station. The City has made significant investments in bicycling infrastructure in the urban Honolulu in recent years, including the King Street protected bike lane, Kalakaua Avenue bike lanes, Waiialae Avenue bike lanes, and Diamond Head area bike lanes and routes. DTS is currently planning and designing for bikeways on three more key corridors – South Street, McCully Street, and Halekauwila Street.

**Purpose and Benefits (Criteria 1, 2, 3, 5):**

**Describe the project's purpose, benefits and contribution to the surrounding area. Identify the anticipated user groups and number of people it will serve or directly benefit:**

The scope of the proposed project includes \$1,249,200 for the purchase and shipping of 21 bikeshare stations and 236 bikeshare bikes by DTS. (See Attachment 1: Bikeshare Equipment Design and Dimensions). This proposal presents a unique project that will enhance and expand the surface transportation system in Honolulu by enabling a new, low-cost transportation option relating to bicycles to be implemented. If awarded, the purchasing process could begin immediately with project completion and Final Close Out documentation completed by September 30<sup>th</sup>, 2016. Rapid implementation is feasible as a result of the on-going work and collaboration between community, private, and public stakeholders that began in 2012. (See Attachment 3: Bikeshare Hawaii Fact Sheet).

The purchase project proposed in this TAP request is a unique project that will enable the implementation of a new transportation choice for a wide variety of users. The target user group for bikeshare includes adults on Oahu, 18-65, that are physically able to ride a bike. A recent report issued by the U.S. Census Bureau and the League of American Bicyclists<sup>2</sup> indicates Honolulu ranks 14th among the largest 70 cities for percentage of bike commuters – with three times the national average (1.63% versus 0.53%). US Census data indicates that the number of people cycling across O'ahu, Hawai'i is rising.

Once the full bikeshare network is implemented, the network will include 187 stations and 1,676 bikes across 5.14 sq miles. After the first year of a completed network, Bikeshare Hawaii anticipates 1.5 million rides or 2.5 rides per bike per day and anticipates 3,350-5,030 residential members and 351,750-402,000 visitor members utilizing the system each year.

Thus, the purchase project proposed in this TAP request will contribute to increasing the number of bikers and make biking a more viable, safe, and convenient form of transportation. This is consistent with HDOT's mission, plans, and policies, including the Statewide Federal-Aid Highways 2035 *Transportation Plan*, OMPO's *Oahu Regional Transportation Plan 2040*, the State of Hawaii's Complete Streets policy and principles, and City and State Bike plans (2012 *Oahu Bike Plan* and 2002 *Bike Plan Hawaii*).

Bikeshare is a low-cost, flexible public transportation service that has been identified as one tool in the urban transportation toolbox to meet resident, employee, and visitor mobility needs in Honolulu. If awarded, the purchase of bikeshare stations and bikes as proposed in this project will make a meaningful contribution to enhancing the surface transportation system, while also making a positive impact on the social, economic, environmental, and health systems within Honolulu, which qualifies the proposed project as an extremely effective and efficient use of funds. Bikeshare has demonstrated in cities across the U.S. the ability to improve local environmental health, energy sustainability, quality of life, public health, and economic activity, among other key urban livability indicators. No other form of public transportation is able to

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<sup>2</sup> <http://www.bikewalkalliance.org/download-the-2016-benchmarking-report>

unlock such wide ranging benefits for the same modest level of capital funds. Bikeshare enables communities to replace car trips with bikes and thus:

- Reduces vehicle miles traveled and subsequent emissions, reducing household’s transportation costs and contributing to protecting environmental quality.
- Helps reduce traffic congestion and improve automobile and transit times.
- Reduces reliance on imported oil for transportation.
- Increases opportunity for physical activity, improving public health.
- Creates a new industry in Honolulu, and a range of new jobs.
- Increases foot traffic to local businesses where bikeshare stations are located.

Bikeshare is a system of publicly accessible bikes that customers can use for short trips between a network of unattended bike docking stations sited at destination points within a service area. Bikes are available for a low cost and eliminate the hassle and expense of owning and maintaining a personal bike. Bikes are there when you need them and once docked at your destination point station, the bike is available for public use again. Bikeshare is growing rapidly around the world and is in place or expected to launch in most major US and international cities in the next few years.

Bikeshare is a low-cost, flexible public transportation service that has been identified as one tool in the urban transportation toolbox to meet resident, employee, and visitor mobility needs in Honolulu. Once the full bikeshare network is implemented, the network will include 187 stations and 1,676 bikes across 5.14 sq miles. The resident population of Urban Honolulu is 340,639 people with daytime population reaching 452,331 when in bound and out bound commuters are accounted for. After year 1 of the completed network, Bikeshare Hawaii anticipates 1.5 million rides or 2.5 rides per bike per day and anticipates 3,350-5,030 residential members and 351,750-402,000 visitor members. At this level of penetration, Urban Honolulu will see the following community benefits:

- 141-173 million calories and 45,000 pounds of fat burned each year.
- 4.3 million in potential annual VMT savings.
- 3.9-4.3 million estimated pounds of carbon saved annually.
- 33-36 new jobs created directly by bike share operations.
- \$195,000-\$255,000 net increase in retail spending near stations (conservative estimate).
- \$2.5 million in potential annual savings from reduced driving.

**Project Schedule (Criteria 4):**

Project Phase	Not required (only applies to ROW)	Completed	Underway or Upcoming	
			Estimated Start	Estimated End
Planning/Environmental		<input type="checkbox"/>	N/A	N/A
Design		<input type="checkbox"/>	N/A	N/A
ROW	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Construction		<input type="checkbox"/>	5/2016	9/2016

**Project Status and Readiness (Criteria 3, 4):**

**Provide project status and describe the work completed and remaining. Include anticipated clearances, permits, impacts, and environmental document; utilities (impact on existing or new); outstanding issues and how they will be resolved; role of partner agencies; and coordination with stakeholders. Provide completed documents, such as PS&E or construction plans.**

The scope of the proposed project includes \$1,249,200 for the purchase and shipping of 21 bikeshare stations and 236 bikeshare bikes, to be purchased by DTS. (See Attachment 1: Bikeshare Equipment Design and Dimensions). This project is a partnership with Bikeshare Hawaii, a 501(c)3 non-profit organization currently contracted with DTS to administer a bikeshare system in Honolulu. DTS is experienced with using federal funding and has an extensive knowledge of federal regulations and federal processes. DTS understands that this is a reimbursement program and in which the applicant is applying for 80% of the project costs in TAP funding assistance with the remaining 20% match provided by the project sponsor. The match is cash not in-kind contributions. No in-direct costs are included in the proposed project.

If TAP funding is awarded, purchase of the bikeshare stations and bikes can begin immediately. Purchase will be completed and the TAP project will be closed before September 30<sup>th</sup>, 2016. This purchase of bikeshare stations and bicycles will be in accordance with all applicable federal, state, and local regulations. All requests for reimbursement will be accompanied by a progress report and invoices or other documentation that show cost incurred. The invoicing and reporting will be straightforward and timely. DTS has assigned a licensed engineer as the project manager and will be working directly with the City's purchase office. DTS will follow all applicable reporting procedures. The City will follow its own purchase procedure. No environmental clearances are required as the scope of the project is limited to the purchase of bikeshare stations and bikes and does not involve assembly or installation. This proposed project is a MAP-21 eligible activity that relates to bicycling and does not require any right of way (ROW). The bikeshare stations and bicycles purchased will meet all federal and state standards and specifications and safety requirements. The bikeshare stations and bicycles purchased will comply with Buy America.

Partnering with their local bikeshare administrators, the cities of Cincinnati and Salt Lake City have both used TAP funding for similar bikeshare equipment purchase projects and found that the process was very straightforward and simple, and that they were able to draw down their TAP funding and close out their grants quickly.

Erron Redoble, P.E., is the project manager and a licensed civil engineer in the State of Hawaii. He is capable and experienced with the Federal-Aid Highway Process. He worked in private design consulting firms for eight years prior to joining the City and County of Honolulu. He has been with the City and County of Honolulu Department of Transportation Services for three years. As an integral member of the Traffic Safety and Alternative Modes Branch, he has worked on numerous FHWA projects such as Queen Kaahumanu Highway Widening Project, Harding Avenue at 5<sup>th</sup> and 11<sup>th</sup> Avenues Intersection Improvements Project, and Hamakua Drive Bikeway Improvement Project.

**Title VI and Environmental Justice (Criteria 2):**

**Describe how the project will improve mobility for disadvantage populations, including the elderly, disabled, minority, and low income populations.**

The scope of the proposed project is limited to the purchase and shipping of bikeshare stations and bikes to be owned by DTS. When fully implemented, bikeshare in Honolulu has a significant potential to benefit elderly, disabled, minority, and low income populations. Bikeshare offers these populations increased accessibility to bikes that make transit trips more efficient or can replace the need for a personal vehicle, saving them time and money. Also, bikeshare has a better safety track record than private biking. As of August 2014 after seven years and some 23 million rides, not a single death in the US has been tied to a bikeshare program, making bikeshare an important transportation option for vulnerable populations.

Seniors and retirees can benefit from bikeshare as an active recreation option and/or alternative to driving. Between 1995 and 2009, the most recent year for which National Household Travel Survey data is available, the rise in biking among people ages 60-79 accounted for 37 percent of the total nationwide increase in bike trips. Bikeshare memberships can contribute to lowering the transportation costs of households and make transit trips more efficient by proving a first-mile/last-mile connection.

Although it is not included in this project scope, when bikeshare is ultimately implemented, the City and County and Bikeshare Hawaii are working with the Hawaii Bicycling League to create and host guided rides tailored to seniors with a goal of introducing retirees and seniors to safe, enjoyable biking routes in their neighborhood and within the bikeshare network. Additional programs targeting low-income neighborhoods for bikeshare tutorials and rides that demonstrate the ease and convenience of bikeshare in connection with transit and safe routes can contribute to the use and relevancy of bikeshare stations in these areas typically underserved by transit.

Additionally, if awarded, the purchase of bikeshare stations and bikes as proposed in this project will make a meaningful contribution to enhancing the surface transportation system, and will also contribute to positive social, economic, environmental, and health benefits for the entire community, including disadvantages populations such as the elderly, disabled, minority, and low income populations. Bikeshare is a unique and special transportation project/resource as it has demonstrated in cities across the U.S. the ability to improve local environmental health, energy sustainability, quality of life, public health, and economic activity, among other key urban livability indicators. No other form of public transportation is able to unlock such wide ranging benefits for the same modest level of capital funds. Bikeshare enables communities to replace car trips with bikes and thus:

- Reduces vehicle miles traveled and subsequent emissions, reducing household's transportation costs and contributing to protecting environmental quality.
- Helps reduce traffic congestion and improve automobile and transit times.
- Reduces reliance on imported oil for transportation.
- Increases opportunity for physical activity, improving public health.
- Creates a new industry in Honolulu, and a range of new jobs.
- Increases foot traffic to local businesses where bikeshare stations are located.

**Additional Information:**

Attachment 1: Bikeshare Equipment Design and Dimensions

Attachment 2: HDOT Call for Projects - Transportation Alternatives Program RFI#1

Attachment 3: Bikeshare Hawaii Factsheet  
Attachment 4: Letters of Support

**Project Oversight Assurance:**

**As explained in the TAP Overview and Application, the proposed TAP project must receive project oversight by an eligible project sponsor. Project sponsors are responsible for all aspects of project implementation. By signing this Project Oversight Assurance, the project sponsor is certifying to the HDOT that the TAP project will be developed, implemented and maintained in accordance to applicable FHWA and State requirements.**

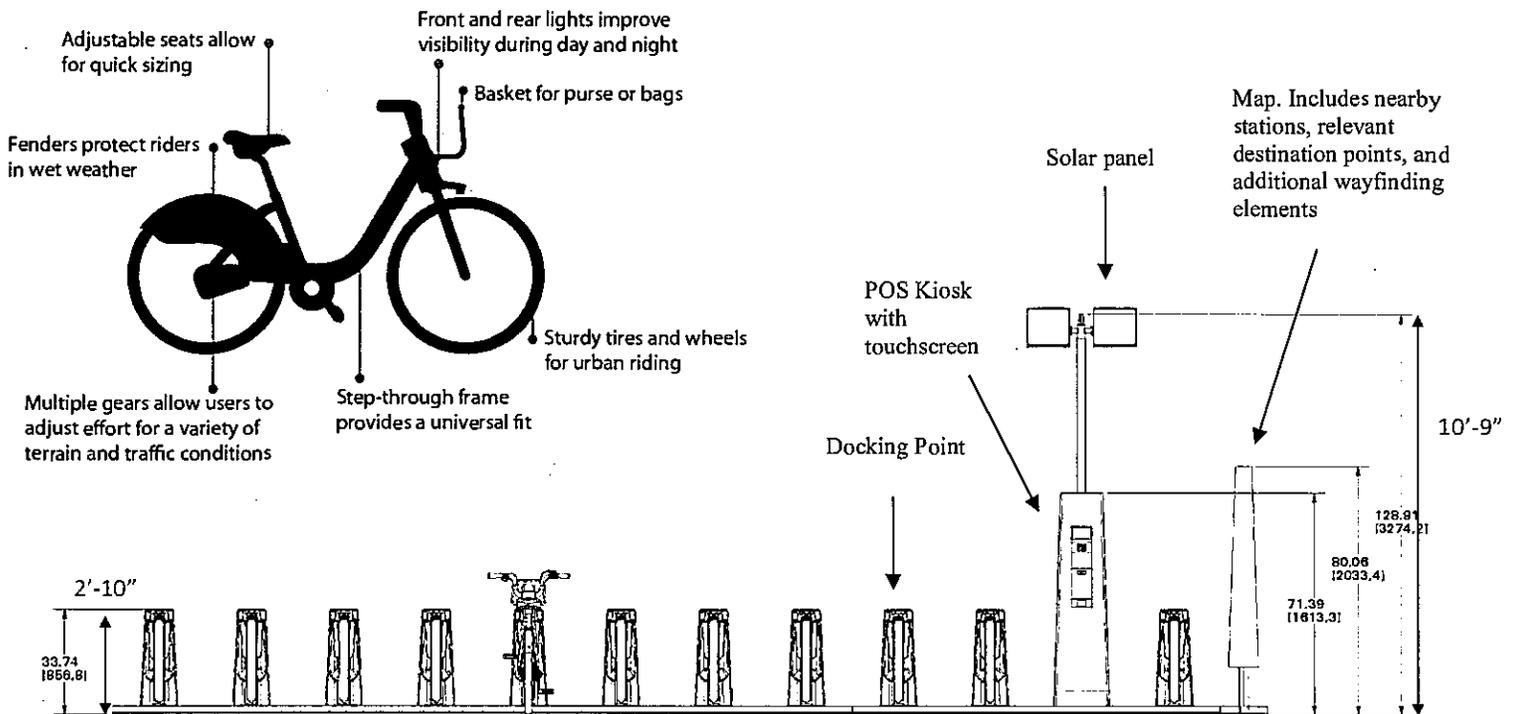
Project Name: Purchase of Bikeshare Stations and Bikes

Agency: City and County of Honolulu Department of Transportation Services

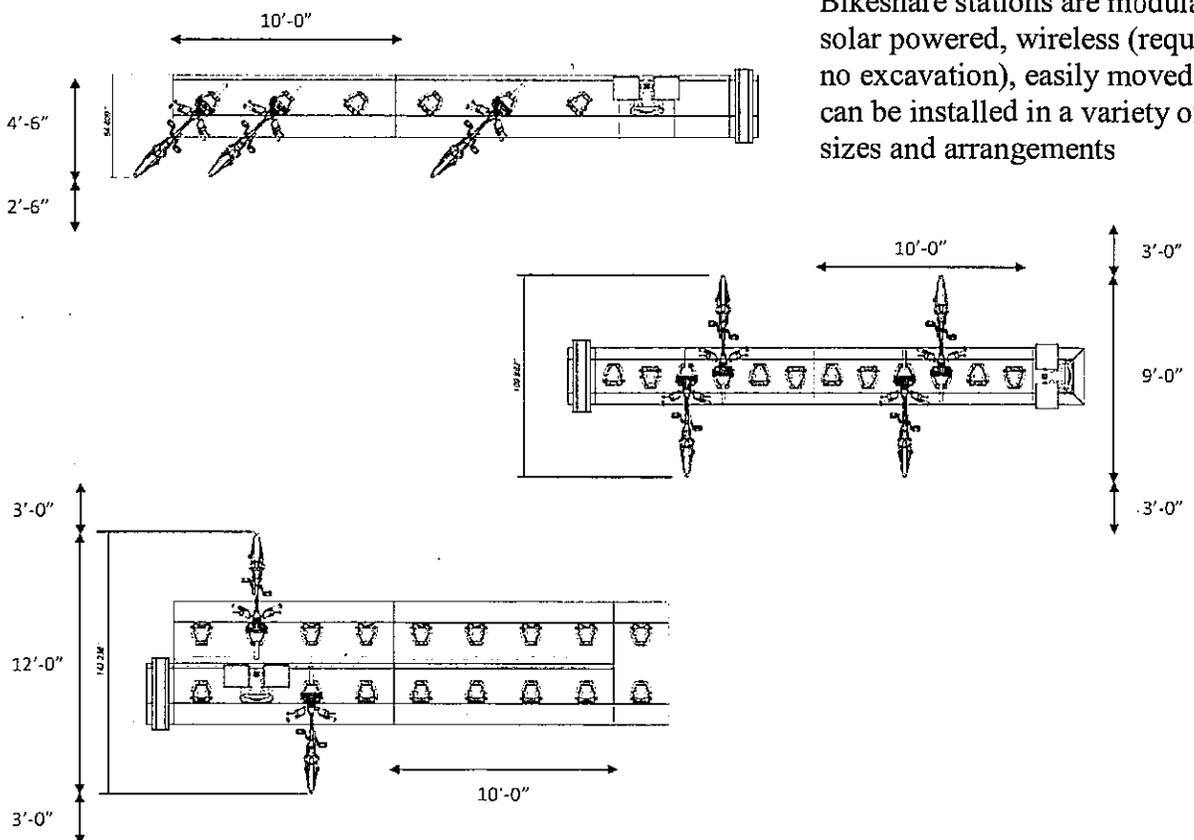
Name and Title: Erron Redoble, P.E., Civil Engineer V

Signature and Date:

# Attachment 1: Bikeshare Equipment Design and Dimensions



Bikeshare stations are modular, solar powered, wireless (requiring no excavation), easily moved, and can be installed in a variety of sizes and arrangements



## Attachment 2: HDOT Call for Projects – Transportation Alternatives Program RFI#1

HDDT Call for Projects - Transportation Alternatives Program RFI#1 Funding Opportunities/DOT TAP x

Blayne.H.Nikaido@hawaii.gov  
to

Mar 4

Responses will be sent to the primary contact person only. Distribution to other individual's will be the responsibility of the primary contact.

**Q1. Is any county roadway eligible for TAP funds or do they need to be on functionally classified roads only?**

R1. TAP funding does not require projects to be on a Federal-aid Highway. Therefore, projects that are not on a Federal-aid Highway may be eligible.

**Q2. For projects seeking construction funds, are only projects that have already completed their environmental clearances (Section 106, Section 7, etc...) eligible?**

R2. Construction funds require that the environmental clearances be completed prior to obligation of federal funds. For this Call for Projects, due to the potential lapsing of funds at the end of this federal fiscal year, priority will go to eligible projects that are seeking construction funds that have completed their environmental clearances. However, a portion of the funds included in this Call for Projects will not be lapsing this year and therefore have more flexibility with time to obligate the funds. The readiness and viability of the project will still be a priority in determining project eligibility for those funds.

**Q3. For projects seeking planning funds: If we pursue a consultant contract, would that require that a contract be executed by the end of this federal fiscal year?**

R3. If the project seeking planning funds is deemed eligible for TAP funding, the contract would not have to be executed by the end of the federal fiscal year provided that there is a strong scope of work, a clear project map, and have firm estimated costs.

**Q4. Is the application a call for projects that is to be included in future TAP years as well?**

R4. No. For this Call for Projects, the priority is to obligate the funds that will lapse at the end of federal fiscal year 2016. Eligible projects will be ranked based on the Evaluation Criteria, which will be used to formulate a priority list of projects to receive funding. Projects that are not selected to receive funding for this Call for Projects will need to update and resubmit an application in the next years Call for Projects.

**Q5. What is the timeline for notification/award, and when is the earliest reimbursements can be invoiced?**

R5. The current estimated time frame is to have project selection and notification of award be completed by late June/early July, with obligation of funds completed by mid-August. Reimbursements can be made once the funds have been obligated.

**Q6. Does the purchase and shipping of equipment and materials for a project fall under the specification of construction within the eligibility criteria?**

R6. Yes. Capital costs such as equipment for a bike or pedestrian facility is eligible. However, operational costs for any project are not eligible to receive reimbursement with TAP funding.

**Q7. Should Transportation Enhancement projects reapply for TAP funding?**

R7. Depending on the situation, projects under the former Transportation Enhancement program could reapply for TAP funding provided that the project remains eligible under TAP guidelines and would have to be selected through the TAP competitive process to receive funds.

**Q8. Do we have a fillable application form?**

R8. Not at this time. A fillable form will be considered for future call for projects.

**Q9. Is a project done in-house by a government agency eligible?**

R9. Yes. An in-house government project may be eligible as long as all federal requirements are met. See Section 2.4 Funding and Federal-Aid Highway Process Compliance in the TAP Program Overview and Application document for a listing of some of the requirements.

**Q11. Can work be done prior to project selection?**

R11. Yes, however any costs incurred for any work that is done prior to the project selection and obligation of funds will not be eligible for reimbursement.

## Attachment 3: Bikeshare Hawaii Factsheet

bikeshare hawaii is a local 501(c)(3) nonprofit that will launch and manage a large-scale bikeshare system in hawaii. *let's move hawaii forward. try bike.*



999 Bishop Street, Suite 1202  
Honolulu, HI 96813

BikeshareHawaii.org  
@bikesharehawaii

Lori McCarnicy, CEO  
Benjamin Trevino, President & COO

Board of Directors  
Greg Gaug, Chair  
Dr. Geoffrey Bannister  
Bruce Coppa  
Mike Formby, Board Observer



## BIKESHARE HAWAII PATH TO LAUNCH

**Bikeshare** is a system of publicly accessible bikes that customers can use for short trips between a network of unattended bike docking stations sited at destination points within a service area. Bikes are available for a low cost and eliminate the hassle and expense of owning and maintaining a personal bike. Bikes are there when you need them and once docked at your destination point station, the bike is available for public use again. Bikeshare is growing rapidly around the world and is in place or expected to launch in most major US and international cities in the next few years.

**Bikeshare Hawaii (BSH)** is a non-profit 501(c)3 organization that was created out of the joint efforts of the City and County of Honolulu, the State of Hawaii, the EPA, Ulupono Initiative and Hawaii Pacific University. Its mission is to provide bikesharing services and make bikesharing successful in the state of Hawaii.

### PRE-ORGANIZATION HISTORY

**May 2012** – The Hawaii Clean Energy Initiative (HCEI) Transportation Vehicle Miles Traveled (VMT) reduction working group and the State Department of Health identified bikeshare as a key strategy

**July 2012** – The Bikeshare Working Group (BWG) – includes representation from the C&C, the State of Hawaii, the U.S. Environmental Protection Agency (EPA), private foundations, non-profits, and educational institutions -- was formed with the goal of bringing a public bikeshare program to Honolulu.

**July 2013** – Supported by the BWG, the C&C funded the Bikeshare Organizational Study. This study identified the vision, goals, and objectives for bikeshare, engaged key stakeholders, proposed an organizational and governance strategy for Honolulu, and created a high-level business plan.

### ORGANIZATION AND FUNDRAISING

**January 2014** – Bikeshare Hawaii 501(c)3 was formed

**February 2015** – EPA issues \$137,000 contract with Toole Design Group to implement a site selection and outreach plan. These sites have been shared with C&C, neighborhood boards and state legislators.

**May 2015** – State Legislature awards \$100K Grant-in-Aid, matched by \$100K from Ulupono Initiative

**August 2015** – The C&C and Hawaii Department of Health award BSH a \$2,000,000 grant for costs associated with launch of a bikesharing system for Honolulu, including installation and ongoing operations and maintenance. Atherton Foundation awards BSH \$10,000 for outreach programs.

**March 2016** – Hawaiian Electric Industries Foundation and Ward Villages Foundation each award BSH \$50,000 in grants for equipment and operations matched by \$50,000 from Ulupono Initiative. Hawaii Tourism Authority and C&C Office of Economic Development award BSH grants for programs.

### SYSTEM LAUNCH

**Phase 1: 2016 (Anticipated)** – BSH deploys ~20 stations and 200 bikes

**Phase 2: 2017 (Anticipated)** – BSH deploys ~50 stations and 500 bikes

**Phase 3: 2018 (Anticipated)** – BSH deploys ~70 stations and 700 bikes

**Phase 4: 2019 (Anticipated)** – BSH deploys ~47 stations and 276 bikes to complete network

After an initial deployment of 20 stations, BSH will use the system's farebox revenue as well as continuing fundraising efforts to purchase and deploy more stations and bikes each year. Once the complete first phase of the bikeshare network is implemented, the system will have **187 stations and 1,676 bikes** across 5.2 sq. miles spanning from Honolulu's Chinatown district to Manoa and Waikiki.

## Attachment 4: Letters of Support



## TRANSPORTATION AND COMMUNITY IMPACT

**Bikeshare** improves the local surface transportation system, local environmental health, energy sustainability, quality of life, public health, and economic activity, among other key urban livability indicators. No other form of public transportation is able to unlock such wide ranging benefits for the same modest level of capital funds

### **Bikeshare Contributes to the Surface Transportation System**

- Bikeshare *enhances the surface transportation system* because it is a new, low-cost, flexible transportation option that encourages biking and enhances use of existing public transit systems
- Bikeshare is *significant to the Honolulu region* as it is seeking to contribute to increasing the number of bikers and make biking a more viable, safe, efficient, and convenient form of transportation. This is consistent with HDOT's mission, plans, and policies, including the Statewide Federal-Aid Highways 2035 Transportation Plan, Oahu Regional Draft Transportation Plan 2040, Complete Streets policy and principles, and City and State Bike plans (2012 Oahu Bike Plan and 2002 Bike Plan Hawaii).

### **Bikeshare Contributes to Honolulu and the Entire Community**

- Bikeshare brings *social, economic, environmental, and health benefits to a community*. After 1 year of operations at full system implementation (**187 stations and 1,676 bikes**), Honolulu can expect to see the following benefits
  - 141-173 million calories and 45,000 pounds of fat burned each year
  - 4.3 million in potential annual VMT savings
  - 3.9-4.3 million estimated pounds of carbon saved annually
  - 33-36 new jobs created directly by bike share operations
  - \$195,000-\$255,000 net increase in retail spending near stations (conservative estimate)
  - \$2.5 million in potential annual savings from reduced driving
- Bikeshare Hawaii is proposing a *unique transportation resource that will benefit everyone in the community including pedestrians, motorists, other bikers, and those typically underserved by transit (seniors and low-income populations)*. This will be the first full-scale bikeshare system in Hawaii; and the goal is to expand statewide
- *Over 200 Stakeholders including community organizations and private and public agencies* participated in the Bikeshare Organizational Study. 2016 site plans have been shared with C&C, neighborhood boards, and state legislators.

### **Bikeshare is an Effective and Efficient Use of Funds**

- The first deployment phase has an initial capital cost of *under \$1.25M and is expected to generate excess revenue over operations that can fund future phases*
- Once implemented, *bikeshare is anticipated to remain in Oahu's transportation system indefinitely*

### **Bikeshare is Viable for Near-Term Implementation**

- Once capital funding for the first deployment phase is secured, *bikeshare will be ready for implementation and launch immediately*. Bikeshare planning and design began in 2012.
- As demonstrated in the Honolulu Bikeshare Organizational Study, bikeshare has a *high probability of successful implementation in Honolulu*. Bikeshare Hawaii leadership is overseen by a Board of Directors and Advisory Team that include transportation and business specialists with representation from the private, public, University, and non-profit sectors.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



David Y. Ige  
Governor

John Whalen  
Chairperson

Aedward Los Banos  
Interim Executive Director

Ref. No.: PL TRANS 7.21

March 31, 2016

Mr. Ford Fuchigami  
Director  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street, 5th Floor  
Honolulu, Hawaii 96813

Dear Mr. Fuchigami:

Re: City and County of Honolulu Department of Transportation  
Services' Application for the 2016 Hawaii Department of  
Transportation's Transportation Alternative Program

Bikeshare Hawaii is a nonprofit organization that was established in 2014 through joint efforts of the City and County of Honolulu, the Environmental Protection Agency, Ulupono Initiative, and Hawaii Pacific University. The initial effort was championed by the Hawaii Clean Energy Initiative and the State Department of Health as a key strategy for reducing vehicle miles traveled and achieving healthy outcomes.

An extensive community outreach process began in summer 2013 engaging over 200 stakeholders from the public, private businesses, advocacy groups, public safety and health care institutions, and governing agencies – including the Hawaii Community Development Authority (HCDA).

With the growing support of a variety of stakeholders, Bikeshare Hawaii is poised to launch the first phase of their service a bikesharing program in urban Honolulu.

Bikeshare Hawaii has worked closely with HCDA staff about their plans, and was well-received with strong interest by the HCDA board at a presentation made on March 3, 2016.

A bikeshare expands transportation options, increasing walking, bicycling, and enabling more people to use transit as well as filling gaps in the transit system and reduces crowding on transit services such as TheBus.

547 Queen Street  
Honolulu, Hawaii  
96813

Telephone  
(808) 594-0300

Facsimile  
(808) 587-0299

E-Mail  
contact@hcdaweb.org

Website  
www.hcdaweb.org

Mr. Ford Fuchigami  
Page Two  
March 31, 2016

Bikeshare will seamlessly integrate the future Honolulu Authority for Rapid Transportation rail system— aiding HCDA's goals for transit-oriented community development. It is a critical first/last mile transportation option that will enable substantially more people to access the rail.

Furthermore, bikeshare stations become one element – that can be combined with other elements like wayfinding, street furniture, bus shelters, greenways, rain gardens, public art, etc. – that create a sense of place and offer myriad of public benefits including physical health, social cohesion, crime prevention, traffic safety, and economic development.

Bikeshare Hawaii is proposing to launch a service area that will include the Kakaako Community Development District (KCDD). The proposed bikeshare system has strong consistency with current plans and presentations made by the HCDA. The Draft Transit-Oriented Development Overlay for the KCDD specifically identifies a bikeshare system as an integral component in a multi-modal transportation network, and an opportunity to leverage station siting with placemaking strategies on sidewalks, parks and public spaces.

The purchase of bikeshare stations by the city that Bikeshare Hawaii can operate will enable the bikeshare network to connect to both current and future transit options. For these reasons, I offer my strong support in favor of this Project.

Should you have any questions or concerns regarding this Project, please contact Mr. Daniel Simonich at 594-0300.

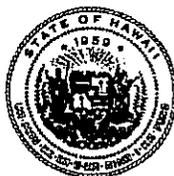
Sincerely,



Aedward Los Banos  
Interim Executive Director

ALB/DN/DS:ak

DAVID Y. IGE  
GOVERNOR OF HAWAII



VIRGINIA PRESSLER, M.D.  
DIRECTOR OF HEALTH

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P. O. BOX 3378  
HONOLULU, HI 96801-3378

In reply, please refer to  
File

March 31, 2016

Hawai'i Department of Transportation  
Transportation Alternative Program  
Application Federal Fiscal Year 2016

Subject: City and County of Honolulu Department of Transportation Services and Bikeshare  
Hawaii Transportation Alternative Program Application

Dear Transportation Alternative Program Manager:

The Hawaii Department of Health, Chronic Disease Prevention and Health Promotion Division (CDPHPD) is pleased to provide this letter of support for the Department of Transportation Services and Bikeshare Hawaii's Transportation Alternative Program (TAP) application. The application proposes to purchase bikeshare equipment, including stations and bikes, to expedite implementation, and increase the full network, of a bikeshare system in Honolulu.

The CDPHPD has worked in close partnership with the City, Bikeshare Hawaii, and other public and private sector organizations, to endorse and support the creation of bikeshare in Hawaii. Bikeshare promotes healthy, active lifestyles, and the use of alternative means of transportation. CDPHPD supports the implementation of the bikeshare program to give residents more options to integrate physical activity into their daily routines. Bikeshare will also allow those who by choice or are unable afford a car the flexibility of using a shared bike for trips to locations that are not easily accessible by walking or public transportation. This initiative aligns with the State Physical Activity and Nutrition (PAN) Plan to increase by 10% the percentage of people who use active transportation to commute to work or school by expanding opportunities for active transportation.

The purchase of bikeshare equipment, including bikes and stations will contribute to a multi-modal transportation system by enhancing the launch of a planned Honolulu Bikeshare program.

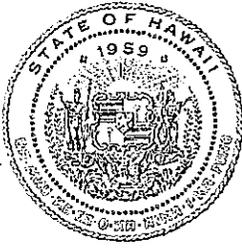
The CDPHPD extends their support for this TAP program application and looks forward to the continued partnership with the City and County of Department of Transportation Services, Bikeshare Hawaii, and the Hawaii Department of Transportation.

Sincerely,

A handwritten signature in cursive script that reads "Lola H. Irvin".

Lola H. Irvin, M.Ed.

Administrator, Chronic Disease Prevention and Health Promotion Division



**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**

DAVID Y. IGE  
GOVERNOR

LUIS P. SALAVERIA  
DIRECTOR

MARY ALICE EVANS  
DEPUTY DIRECTOR

STRATEGIC INDUSTRIES DIVISION  
235 South Beretania Street, Leicopapa A Kamehameha Bldg., 5<sup>th</sup> Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804  
Web site: <http://energy.hawaii.gov/programs>

Telephone: (808) 587-3807  
Fax: (808) 586-2536

March 30, 2016

Hawaii Department of Transportation  
Attention: TAP Coordinator  
869 Punchbowl Street, #301  
Honolulu, Hawaii 96813

Re: Letter of Support

The Department of Business, Economic Development, and Tourism (DBEDT) supports the City and County of Honolulu's Department of Transportation Services application to the Hawaii Department of Transportation's Alternative Program (TAP) that would allow the City & County of Honolulu to purchase bikeshare stations and help move bikeshare forward in the State.

Last year, DBEDT convened transportation stakeholders in a series of meetings culminating in the Hawaii Clean Energy Initiative Transportation Energy Analysis (HTEA) report. Implementing a bikeshare system is a recommended strategy identified in the HTEA report to reduce the use of petroleum in Hawaii's ground transportation sector by an estimated 0.14 million gallons a year by 2030. DBEDT supports incorporating bicycle facilities, specifically bikeshare programs as part of a holistic approach to clean transportation planning.

The purchase of bikeshare stations by the City and County of Honolulu to be operated by Bikeshare Hawaii will contribute to a multi-modal transportation system in Hawaii that helps reduce our dependence on oil and increases our energy security. With the support of stakeholders including the City and County of Honolulu, the Hawaii Department of Health, the Ulupono Initiative, the U.S. Environmental Protection Agency, and the 2015 Hawaii State Legislature, Bikeshare Hawaii is poised to launch the first phase of bikeshare program in urban Honolulu.

DBEDT offers our support in favor of this project.

Sincerely,

Mark B. Glick  
Energy Program Administrator



March 31, 2016

Hawaii Department of Transportation  
Attn: TAP Coordinator  
869 Punchbowl Street, Room 301  
Honolulu, Hawaii 96813

Dear TAP Coordinator:

**OahuMPO Letter of Support  
State Transportation Alternatives Program (TAP) Application for Bikeshare**

The purpose of this letter is to convey our support for the City and County of Honolulu's State TAP application for the purchase of bikeshare stations to support the efforts of Bikeshare Hawaii to implement the first phase of the bikesharing program in Honolulu.

The bikeshare program is consistent with the goals and objectives of the Oahu Regional Transportation Plan (ORTP) to provide a multimodal transportation network, to reduce greenhouse gas emissions, and to promote public health. Bikesharing is identified as a Congestion Mitigation and Alternative Project in the proposed ORTP 2040 document and is specifically listed as a Transportation Demand Management (TDM) strategy in the proposed ORTP 2040 Projects List.

If you have any questions regarding this letter, please contact Mike Galizio, Transportation Planner, at (808) 587-2015 or at: [Mike.Galizio@oahumpo.org](mailto:Mike.Galizio@oahumpo.org)

Sincerely,

Brian Gibson  
Executive Director

cc: Mark Garrity, City and County of Honolulu  
Ben Trevino, Bikeshare Hawaii

**Oahu Metropolitan Planning Organization**

Ocean View Center / 707 Richards Street, Suite 200 / Honolulu, Hawaii 96813-4623  
Telephone (808) 587-2015 • (808) 768-4178 / Fax (808) 587-2018 / email: [OahuMPO@OahuMPO.org](mailto:OahuMPO@OahuMPO.org)



March 30, 2016

Hawai'i Department of Transportation  
869 Punchbowl Street, #301  
Honolulu, HI 96813

Dear Transportation Alternatives Program Coordinator:

My name is Murray Clay and I am Managing Partner of the Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and reduce waste. We believe that self-sufficiency is essential to our future prosperity and will help shape a future where economic progress and mission-focused impact can work hand in hand.

**Ulupono strongly supports Bikeshare Hawai'i** for its Transportation Alternatives Program (TAP) funding request to develop its bikeshare system.

In Hawai'i, the transportation sector requires more energy than the electricity sector. Furthermore, ground transportation, such as cars and trucks, relies almost exclusively on imported fossil fuels for its energy. Yet, bicycle transportation uses no fossil fuels to operate. Therefore, the state will be more economically and environmentally secure if Hawai'i is able to develop alternative transportation programs such as Bikeshare Hawai'i.

To support these efforts, Ulupono has dedicated \$300,000 to support Bikeshare Hawai'i in its efforts to develop a bicycle network. Through its fundraising and outreach, Bikeshare Hawai'i has received financial support from Federal, State, and County officials. Once the full network is built, Bikeshare Hawai'i is projected to be financially self-sufficient.

Bikeshare programs are more commonplace worldwide. Of the top ten visitor destinations in the United States, Hawai'i is the only one without a bikeshare program. Yet, Hawai'i has the ideal conditions for a bikeshare program including daily bikeable weather, flat topography within the urban core, high vehicular traffic, a compact mix of residential, commercial, and recreational activities, an active population, and a large tourism market.

According to AAA in 2013, the cost of owning and operating a car is \$9,122 per year nationwide. A bikeshare program can reduce the cost of transportation for residents, especially in urban areas. The program is also expected to reduce vehicle miles traveled,

*Investing in a Sustainable Hawai'i*

999 Bishop Street, Suite 1202 | Honolulu, Hawai'i 96813 ☎ 808.544.8960 📠 808.432.9695 | [www.ulupono.com](http://www.ulupono.com)



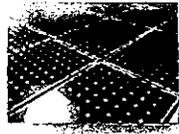
lower roadway maintenance costs, promote a healthier lifestyle, create jobs, and reduce carbon emissions. In doing so, the system will extend connectivity of the current and future public transit, including the upcoming HART project, by better enabling the first-mile and last-mile connections for all users.

As Hawai'i's energy issues become more complex and challenging, we appreciate the Department's efforts to look at policies that reduce imported fossil fuel. Thank you.

Respectfully,

A handwritten signature in black ink, appearing to read "Murray Clay".

Murray Clay  
Managing Partner



March 30, 2016

Hawaii Department of Transportation  
Attention: TAP Coordinator  
869 Punchbowl Street #301  
Honolulu, HI 96813

Re: Letter of Support

Blue Planet Foundation is pleased to offer support for the City and County of Honolulu Department of Transportation Services' application to the Hawaii Department of Transportation's Transportation Alternative Program (TAP), which proposes to utilize TAP funding to help establish a public bikeshare system in urban Honolulu.

Bikeshare is a relatively new transportation innovation that has been deployed in dozens of cities across the country. Bikeshare is a flexible, inexpensive transportation option that has been shown to increase mobility, improve connectivity to transit, decrease transportation energy use and improve public health through increased active transportation.

The bikeshare equipment proposed to be purchased by the City and County of Honolulu using TAP funding will be operated by Bikeshare Hawaii and will improve multi-modal transportation in Hawaii.

Bikeshare Hawaii is poised to launch the first phase of bikeshare program in urban Honolulu and has the support of a vast array of stakeholders in Hawaii including the City and County of Honolulu, Ulupono Initiative, the Hawaii Department of Health and the US Environmental Protection Agency.

Blue Planet Foundation enthusiastically offers its support for Bikeshare Hawaii and the City and County of Honolulu's TAP proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Shem Lawlor".

Shem Lawlor  
Clean Transportation Director



## HOUSE OF REPRESENTATIVES

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

March 30, 2016

### Letter of Support

Hawaii Department of Transportation  
Attention: TAP Coordinator  
869 Punchbowl Street, #301  
Honolulu, HI 96813

As the Chair of the Committee on Energy and Environmental Protection (EEP) I want to express my strong support for the Department of Transportation Services TAP application that would allow the City to purchase Bikeshare stations and help move bikeshare forward in the State.

Hawaii suffers from over-reliance on imported fuel for transportation, and needs a more dynamic multi-modal system that offers clean transportation options. Thus, the development of a bikeshare system in the State is in the public interest.

I have worked closely with the Hawaii Department of Transportation on its Sustainable Transportation Forums and those forums have reinforced my belief that bikeshare is a critical piece of the State's clean transportation puzzle. Bikeshare makes bicycling, a zero-emissions transportation mode, an accessible and convenient transportation option for residents and visitors. It's a simple idea with a huge impact. Bikeshare in other cities have spurred an increase of cyclist, and creates more advocates for adding and improving biking infrastructure, which in turn encourages others to see biking as a viable transportation option.

Bikeshare also supports various concurrent and interconnected initiatives, including the implementation of the Honolulu Authority for Rapid Transportation rail system, transit-oriented community development, and various energy, livability, and health initiatives of the State.

When the state offer transportation amenities that facilitate replacing car trips with bicycles for commuting, recreation, and daily mobility, the subsequent emissions avoided are a benefit to the environment and the public health of the community.

Respectfully,

Chris Lee  
State Representative, District 51

Representative Chris Lee  
51st House District  
Hawaii State Capitol, Room 436 / Honolulu, Hawaii 96813  
Phone: (808) 586-9450 / Fax: (808) 586-9456 / E-mail: replee@capitol.hawaii.gov



UNIVERSITY  
of HAWAII  
MĀNOA

Office of Planning & Facilities  
Planning Office

30 March 2016

Hawaii Department of Transportation  
Attention: TAP Coordinator  
869 Punchbowl Street #301  
Honolulu, HI 96813

RE: Letter of support for the purchase & shipping of 34 bikeshare stations

Dear TAP Coordinator,

In 2012, the University of Hawaii at Manoa contracted for a *Transportation Demand Management Plan*, which identified support for alternative modes of transportation to, from, and throughout campus. This year, UHM is working with consultants to implement many of the strategies identified to reduce traffic congestion and our carbon footprint while increasing safety and facilitating accessibility to all points of campus in a *UHM Circulation and Universal Accessibility Master Plan*. This plan integrates multiple modes of transportation, separates points of conflicts, prioritizes pedestrian and bicycle modes throughout campus, and removes all vehicles from landscaped civic spaces along Campus Road, Varney Circle, Legacy Pathway, and McCarthy Mall. In fact, only pedestrian and bicycle paths will be allowed within these civic spaces barring emergencies, which indicates just how important we think these modes are to the safety and well being of our community.

Bike share is one of the very best programs available to help make our Honolulu a more livable, accessible, and healthier community, and this purchase would help to make the expansion of accessible and convenient bicycle transportation a reality!

Would you please support the Transportation Alternatives Program (TAP) application to purchase 34 bikeshare stations by Bikeshare Hawaii in coordination with the Department of Transportation?

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon Ching Williams".

Sharon Ching Williams, ArchD., AIA, LEED AP BD + C  
Campus Planning Architect  
University of Hawaii at Manoa  
Office of Planning & Facilities – Planning Office

2002 East-West Road, PPB Rm A5  
Honolulu, Hawaii 96822  
Telephone: (808) 956-4712



UNIVERSITY  
of HAWAII°  
MĀNOA

Office of the Vice Chancellor  
for Administration, Finance and Operations

March 30, 2016

**LETTER OF SUPPORT**

Hawai'i Department of Transportation  
Transportation Alternative Program  
Application Federal Fiscal Year 2016

Project: Purchase of Bikeshare Stations  
By: City and County of Honolulu Department of Transportation Services and  
Bikeshare Hawai'i

The University of Hawai'i at Mānoa (UHM) supports this application to fund the purchase of bikeshare stations to enable the launch of the first phase of the bikesharing program in urban Honolulu.

The university has worked in partnership with various groups over the years to reduce traffic congestion by lowering single occupant vehicle (SOV) travel, increasing public transportation use, and optimizing opportunities for alternative, mixed-modes of transportation. The launch and success of the Bikeshare Program complements UHM's efforts to encourage these healthy alternative forms of travel as reflected in our Campus Transportation Demand Management Plan. Furthermore, a major benefit of this program is providing our community with a sustainable transportation alternative that is accessible for all age groups and income levels.

The university endorses this application and encourages the State Department of Transportation to consider the positive gains that would be realized for Hawai'i through the funding of the bikeshare stations. Please feel free to contact me should there be any questions.

With warm aloha,

A handwritten signature in cursive script that reads "Kathy Cutshaw".

Kathy Cutshaw  
Vice Chancellor for Administration, Finance and Operations

2500 Campus Road, Hawai'i Hall 307  
Honolulu, Hawai'i 96822  
Telephone: (808) 956-9190  
Fax: (808) 956-5136

An Equal Opportunity / Affirmative Action Institution

ADDRESS  
3442 Waiialae Ave., Suite 1  
Honolulu, HI 96816

PHONE  
808-735-5756



FAX  
808-735-7989

EMAIL  
bicycle@hbl.org

March 31, 2016

**Hawaii Department of Transportation  
Transportation Alternative Program  
Application Federal Fiscal Year 2016**

**Purchase of Bikeshare Stations and Bikes  
City and County of Honolulu Department of Transportation Services**

Aloha,

Hawaii Bicycling League **strongly supports this application** to fund purchase of bikeshare stations and bikes by the City and County of Honolulu and enable the City in partnership with Bikeshare Hawaii to launch the initial phase of a bikeshare system to serve urban Honolulu.

Bike share systems operate by providing a network of stations where bicycles can be rented for short periods of time and returned to any other station. Bike share works in way that conventional bike rentals do not, by focusing on short trips and limiting the time necessary to get on and return a bike (a new user can normally get set-up and on a bike in a 2-3 minutes). Bikeshare Hawaii plans to establish a system servicing Honolulu with over 1500 bikes and 150 stations, this application will fund the initial phase of this system and give the residents and visitors the opportunity to experience the value and benefits of bikeshare as it grows.

There are many compelling reasons to support bike share in Honolulu, including:

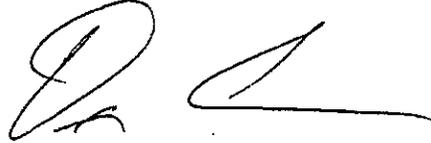
- **It provides a healthy, inexpensive, and environmentally friendly transportation option** – Bike share systems have been proven to get more people bicycling. Bike share gets new people bicycling, first and foremost, by making bicycles available. This means that a person that doesn't own a bike can use a bicycle without the investment of purchasing one. This also means that a person that drives or buses to work can use a bicycle for a lunchtime errand or midday meeting.
- **It strengthens our multimodal transportation system** – Our transportation system is increasingly multimodal – this reduces travel times and cost by allowing people to choose the best mode for a given trip. Adding bike share to the mix provides one more option to choose from and improves the overall transportation system.
- **It's an invaluable partner to transit** – Oahu is served by a great bus system and will soon be served by a rail system. One of the biggest challenges with transit is getting from rail station or bus stop to the final destination. A bicycle solves "the last mile" problem by providing a convenient way to get someone that last 1 to 3 miles.
- **Tourists love it** – Honolulu is the only major tourist destination city in the US that doesn't have a bike share system. Not only do tourists come to expect bike share, but getting them on bikes offers a lot of benefits including reduced traffic and pollution.
- **It's safe** – The slow and heavy bike share bikes have proven extremely safe; with 36 programs in the US having logged more than 23 million rides there hasn't been a single fatality.
- **It's cost efficient** – Analysis conducted estimates that once the full 150-station system is operation that the bike share program will operate in the black. This will mean a public transportation option provided with no operational cost subsidy.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, [chad@hbl.org](mailto:chad@hbl.org)) or Daniel Alexander (808-275-6717, [daniel@hbl.org](mailto:daniel@hbl.org)).

Ride and Drive Aloha,



Chad Taniguchi, Executive Director  
Director



Daniel Alexander, Advocacy & Planning  
Director



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

OFFICE OF THE  
REGIONAL ADMINISTRATOR

APR 22 2014

Mayor Kirk Caldwell  
City and County of Honolulu  
650 South King Street, 8<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Mayor Caldwell:

The goals of the HUD-DOT-EPA Partnership for Sustainable Communities are to achieve better results for communities by using federal funds more efficiently by aligning investments and policies to support communities, give more housing choices, make transportation systems more efficient and reliable, and support vibrant neighborhoods that attract businesses.

Providing more transportation choices is the first Livability Principle that guides the Partnership for Sustainable Communities. Multi-modal transportation systems save households time and money; protect the environment; and promote public health. In-line with this principle, you have identified the following transportation priorities: making rail better, The Bus, bike ways and bike share, and transit oriented development. Additionally, the City Council of Honolulu unanimously passed a resolution supporting bike share. We applaud the City and County of Honolulu for their efforts to create a more sustainable, multi-modal city by including protected bike ways and bike share as a strategy - to provide affordable, accessible and healthy transportation for everyone.

Improved bike ways and bike sharing in Honolulu will be a catalyst to achieve Hawaii's Clean Energy Initiative goal of 70% clean energy by 2030 and Hawaii's climate change goal of 1990 greenhouse gas levels by 2020. Bike ways and bike share in Honolulu will not only support state and local goals, they will also enhance infrastructure investments, such as the Honolulu Area Rapid Transit (HART). Since HART stations do not extend toward the mountains and the most eastern station is at the Ala Moana Shopping Center in Honolulu, bike ways and bike sharing could help resolve the "last-mile" situation and improve overall cost-effectiveness of the multi-modal transportation system in Honolulu.

Hawaii residents need to be able to get safely to where they need to go when they take public transportation into urban Honolulu. Bike share is an inexpensive alternative way for people to get to their destinations and improved bike ways will provide more safety. Bike ways and bike share will help revitalize neighborhoods and serve everyone in and around urban Honolulu, including underserved communities.

U.S. EPA and U.S. HUD support bike ways and bike share in Honolulu because they will integrate into resilience efforts; help make neighborhoods more prosperous; allow people to easily get to jobs in areas where parking is limited and expensive; improve air quality; reduce dependence on imported petroleum; and reduce greenhouse gas emissions.

In summary, bike ways and bike share are a win-win-win for everyone. Bike infrastructure is a cost effective approach to build a sustainable community, complete a multi-modal system and address global climate change.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jared Blumenfeld', with a stylized flourish at the end.

Jared Blumenfeld

cc: Ophelia Basgal, HUD Regional Administrator  
Region IX

Harrison Rue, Community Building and TOD Administrator  
City and County of Honolulu



## WAIKIKI IMPROVEMENT ASSOCIATION

March 30, 2016

Hawaii Department of Transportation  
Attention: TAP Coordinator  
869 Punchbowl Street, #301  
Honolulu, HI 96813

Aloha,

The Waikiki Improvement Association is a private, nonprofit organization that works to enhance Waikiki's physical, economic and cultural environment. The association strongly supports the Department of Transportation Services TAP application that would allow the City to purchase bikeshare stations and help move bikeshare forward in the State.

Once launched, bikeshare will change the way residents and visitors experience Waikiki. Biking is already arguably the best way to experience Waikiki. The ideal weather and flat terrain of the area make biking pleasurable for all levels. Waikiki has supportive bike infrastructure and we believe an increase of bikers utilizing these facilities will make Waikiki roads and sidewalks safer for all motorists, cyclists, and pedestrians.

Bikeshare provides a tourist amenity that many visitors have come to expect in destination cities. Bikeshare will expand visitor access to nearby districts that were previously inaccessible by foot. Stations placed adjacent to transit stops increases visitor's span of access even greater, without ever needing a car. Bikeshare users will be able to move around quicker, but still experience Waikiki in a fun and unique way that capitalizes on Hawaii's great biking weather. Using bikes to get between restaurants, stores, and attractions without the concern for security and maintenance makes biking even more convenient and efficient.

Bikeshare **stimulates** retail sales. Stations placed nearby stores and shops will bring bikeshare users directly to the doors of Waikiki businesses. We believe this will include residents that do not regularly spend time in Waikiki.

Bikeshare stations with equipped with maps provide a unique wayfinding amenity that Waikiki currently lacks. Maps highlighting destination points and cultural history will enhance the visitor experience and allows for additional exposure to the historical and cultural significance of the district.

The association believes bikeshare will make a meaningful contribution to the physical, economic, and cultural landscape of Waikiki. We look forward to opportunities of collaboration between Waikiki and bikeshare that contribute to greater integration between visitors and the community, increase economic potential for our local businesses, highlight the unique culture and history of Waikiki, and create a more enhanced and authentic experience of Hawaii for our domestic and international visitors.

*Mahalo,*

A handwritten signature in black ink, appearing to read "Rick Egged".

Rick Egged, President

Hawaii Department of Transportation Highways Division (HDOT)  
**Transportation Alternatives Program (TAP)**  
 Application - Federal Fiscal Year 2016

**Project Sponsor (Criteria 4):**

Agency: City and County of Honolulu Department of Transportation Services

Project Manager: Erron Redoble, P.E.

Address: 650 South King Street, Honolulu, Hawaii 96813

Email Address: eredoble@honolulu.gov

Telephone Number: (808) 768-8328

Partner Agencies:

**Project Information:**

Attach a map that shows the location, surrounding transportation system, and limits of the project.

Project Name: Date Street Bikeway Bridge

Project Location (Island/Region): Oahu/Honolulu

Project Location (Roadway/Limits): Date Street, near Laau Street

Project Length: 107 feet

**Project Budget (Criteria 3, 4):**

Provide the budget for all phases of the project and indicate where TAP funds are requested.

Project Phase	Total	Federal Funds		Match
		TAP	Other	
Planning	\$200,000	\$160,000		\$40,000
Design	\$300,000	\$240,000		\$60,000
Right of Way (ROW)	Not required			
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$400,000</b>		<b>\$100,000</b>

**Eligible TAP Activity (check all that apply):**

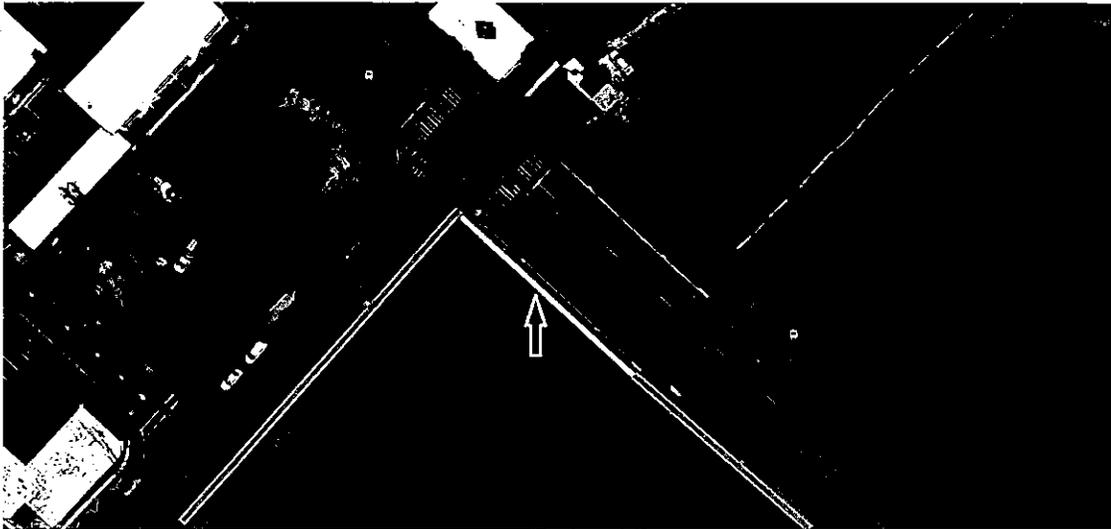
- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23 U.S.C.;
  - and reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**Project Description and Scope (All criteria):**

Describe the project scope and how it relates to the surface transportation system. Identify components that are TAP activities and any components that are not a TAP activity. Describe the impact on operations and maintenance efforts and costs.

This project is for Planning and Design of a 170 foot long dedicated bicycle/pedestrian bridge across the Manoa/Palolo Stream. The location is near the Date Street/Laa Street intersection in the Kapahulu-McCully area (see Map 1: Project Scope). The bridge is proposed to run parallel to and on the makai side of the existing Date Street Roadway Bridge. The entire project will promote TAP activities as the purpose of the bridge is to increase safety for pedestrians and bicyclists who cross the Manoa/Palolo Stream. The project will contribute long term benefits to the surface transportation system by enhancing the existing bike path network that provides regional significance to the area. The property along Date Street and Laau Street where the bridge is proposed is within City and County of Honolulu jurisdiction.

Map 1: Project Scope



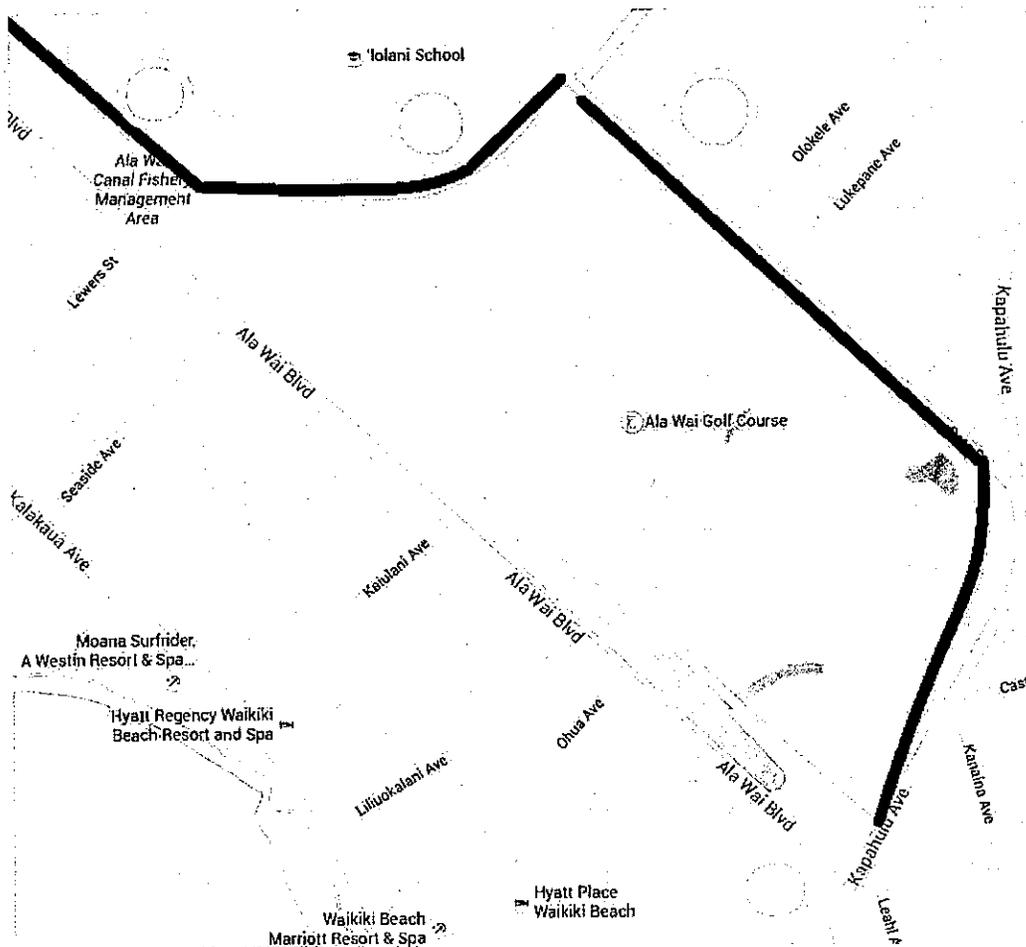
The white line and arrow indicate the proposed area for the bicycle/pedestrian bridge. It would be along the makai side of the existing Date Street Roadway Bridge and would connect the existing Date Street Bike Path and the McCully Bikeway Promenade (shown in green).

**Existing Conditions:**

Describe the existing conditions. This could include the current roadway configuration (number of lanes and their width), traffic counts, speed limits, and surrounding land use.

The Kapahulu-McCully area has a 10 foot wide Date Street Bike Path that runs along Date Street and a 10 foot wide McCully Bikeway Promenade that runs along Laau Street. These bike paths are excellent facilities to encourage active transportation. There are many popular destinations along these paths including parks, a library, four schools, and many businesses in the vicinity of the paths (see Map 2: Nearby Bike Paths and Schools). The paths also connect McCully and Kapahulu, two prominent neighborhoods within Honolulu. The bike paths are heavily used by pedestrians and bicyclists throughout the day for both recreation and transportation purposes. The elderly, children, and people with disabilities are able to comfortably use the 10 foot wide facilities. The schools nearby include, Kaimuki High School, Ala Wai Elementary School, Jefferson Elementary School, and Iolani School. Students are often seen using the path getting to and from school.

Map 2: Nearby Bike Paths and Schools



The Date Street Bike Path is indicated in blue. The McCully Bikeway Promenade is indicated in red. Nearby schools are indicated with a pink and white circle.

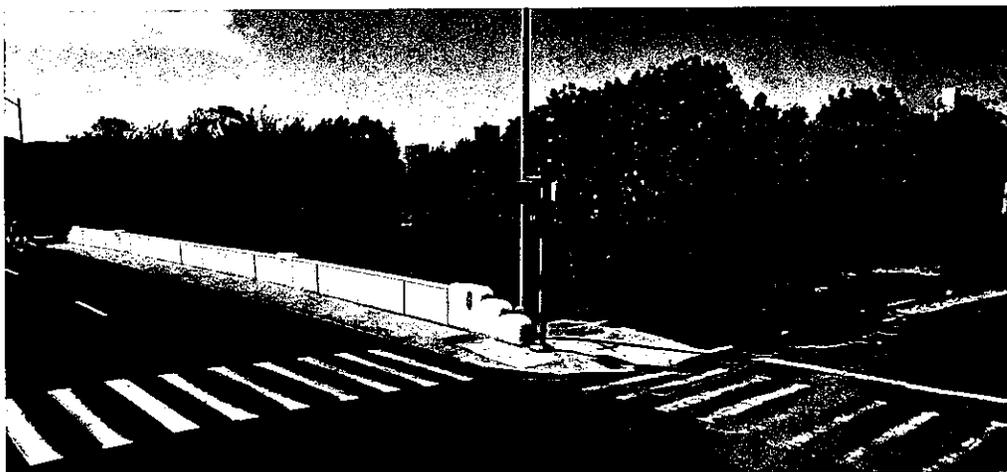
The two bike paths currently terminate at the Manoa/Palolo stream due to a missing link. The Date Street Roadway Bridge crosses the Manoa/Palolo Stream and has four lanes of traffic with sidewalks on both sides (see Picture 1 and 2: Date Street Roadway Bridge). The existing bike paths lead users to the sidewalk on the makai side of this bridge. The narrowness of the sidewalk has been a long-standing issue due to safety concerns and has detracted from the existing bike path network.

Picture 1: Date Street Roadway Bridge



View of Oate Street Roadway Bridge looking Ewa on Oate Street. The Date Street Bike Path terminates at the bridge as shown on the left.

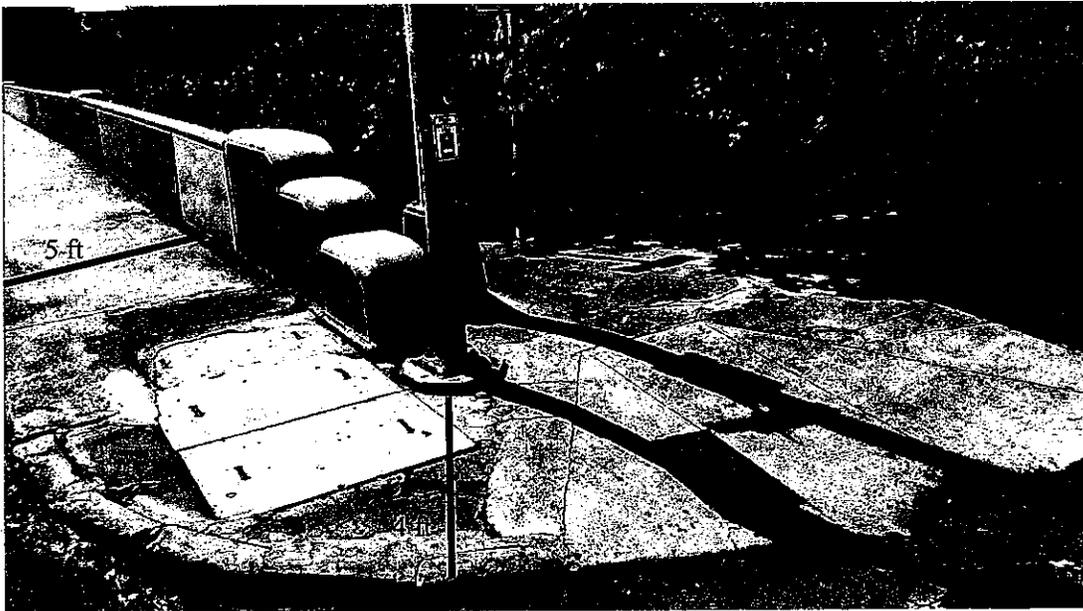
Picture 2: Date Street Roadway Bridge



View of Date Street Roadway Bridge looking Diamond Head on Oate Street. The McCully Bikeway Promenade terminates at the bridge as shown on the right.

The sidewalk on the makai side of the bridge is five feet and narrows to four feet at the corner of Date Street and Laau Street due to an existing traffic signal (see Picture 4: Narrow Corner). The narrowness of the sidewalk and choke point causes safety concerns, especially for children, the elderly, people with disabilities, and others who feel uncomfortable near the roadway. Since the bike paths are heavily used, conflicts occur between users as they cross paths on the bridge or when turning the corner. Conflicts are especially high when people are waiting at the signal to cross. People using accessibility devices, larger bicycles such as tandem bikes, or bikes with trailers carrying young children cannot easily make the turn. The existing utility covers and curb cut create uneven terrain that can be a tripping hazard for active transit users. The existing bridge is also used by fisherman who fish off of the bridge which adds to the congestion on the bridge. Bike path use is especially high during morning and evening periods which coincides with the high automobile traffic along the bridge and creates an unwelcoming environment for active users.

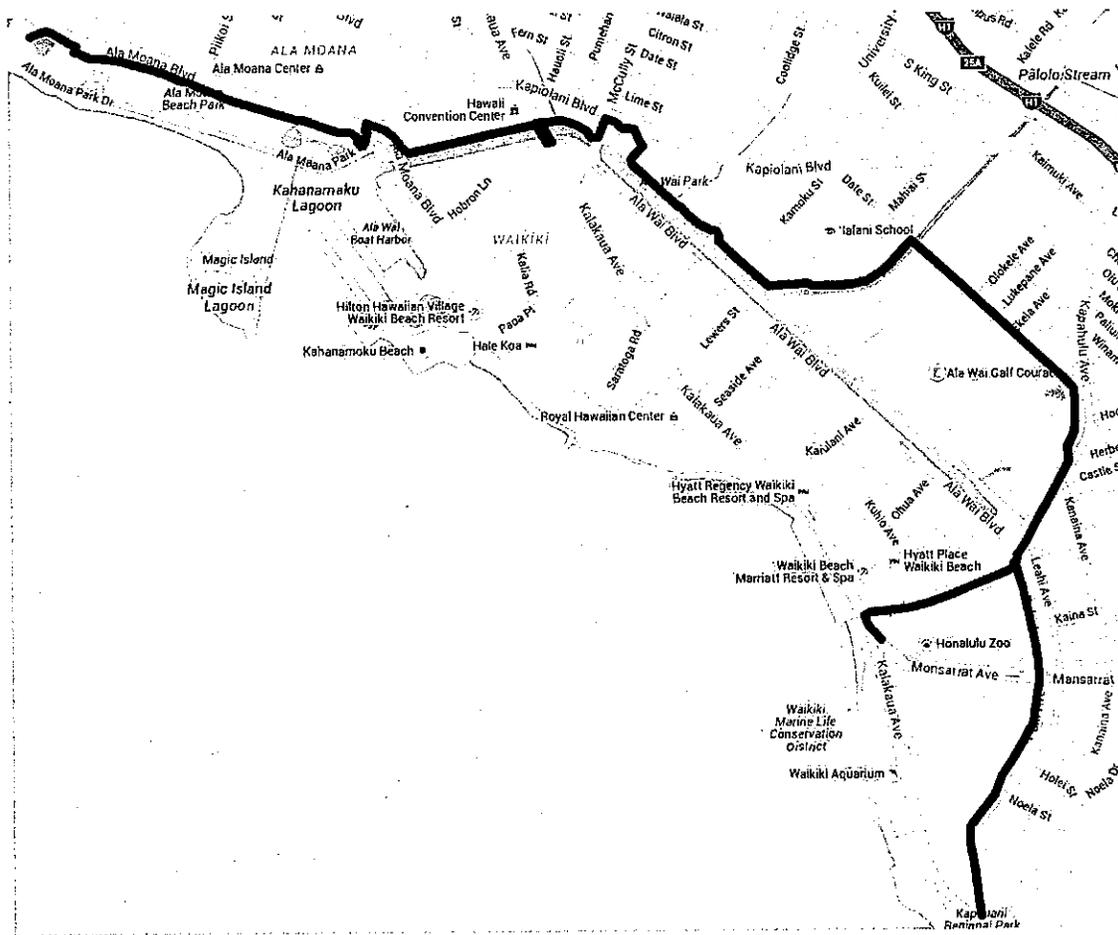
Picture 4: Narrow Corner



The existing sidewalk narrows to four feet at the corner of Date Street and Laau Street. Utility covers and curb cut create uneven terrain that can be a tripping hazard.

The existing Date Street Bike Path and the McCully Bikeway Promenade are part of the Lei of Parks, a network of off-street multi-use paths connecting Kapiolani Park and Ala Moana Park (see Map 3: Lei of Parks). The Lei of Parks is regionally significant and plays an important role in the surface transportation system as it provides a place for people to safely and comfortably enjoy participating in active transit away from automobile traffic. This is especially important for children, elderly, and people with disabilities who may feel vulnerable on or near the roadway. The narrowness of the sidewalks along the Date Street Roadway Bridge is a long standing missing link in the Lei of Parks.

Map 3: Lei of Parks



The Lei of Parks is highlighted in blue. There are a number of missing links along the network, one of which is crossing over the Manoia/Pāloa Stream.

**Purpose and Benefits (Criteria 1, 2, 3, 5):**

Describe the project's purpose, benefits and contribution to the surrounding area. Identify the anticipated user groups and number of people it will serve or directly benefit:

The purpose of the project is to increase long term safety for bicyclists and pedestrians crossing the Manoa/Palolo Stream. The dedicated bicycle/pedestrian bridge would enhance the surface transportation system and increase the regional significance of the existing bike path network by improving the connection between the Date Street Bike Path and the McCully Bikeway Promenade.

By creating a safe and convenient facility for bicyclists and pedestrians and accommodating a broad mix of bicycle riders including children and the elderly, the project is consistent with HDOT's mission, plans, and policies, including the Statewide Federal-Aid Highways 2035 Transportation Plan, Bike Plan Hawaii, and Complete Streets Policy. This project was also specifically identified by stakeholders during the creation of the 2012 Oahu Bike Plan and is listed in the plan as a necessary connection.

With a wide bicycle/pedestrian bridge, children, elderly, and people with disabilities will be able to cross the stream safer and more comfortably. The project would separate bicyclists and pedestrians further away from traffic, decrease the congestion that currently occurs on the sidewalk, provide more space for people with disabilities to maneuver wheelchairs, and increase accessibility by allowing more people with different types of bicycles to cross. The bicycle/pedestrian bridge would also have long term effects by creating a more welcoming environment, encouraging more people to use the adjacent bike paths and foster a healthy lifestyle that incorporates active transportation which benefits the environment. See Appendix 1 for a letter from the Hawaii Bicycling League in strong support of this project.

**Project Schedule (Criteria4):**

Project Phase	Not required (only applies to ROW)	Completed	Underway or Upcoming	
			Estimated Start	Estimated End
Planning/Environmental			Oct. 2016	Oct. 2017
Design			Apr. 2017	Apr. 2018
ROW	Not required			
Construction (Not part of this application)			Sep. 2018	Sep. 2019

**Project Status and Readiness (Criteria3, 4):**

Provide project status and describe the work completed and remaining. Include anticipated clearances, permits, impacts, and environmental document; utilities (impact on existing or new); outstanding issues and how they will be resolved; role of partner agencies; and coordination with stakeholders. Provide completed documents, such as PS&E or construction plans.

Preliminary planning of the pedestrian/bicycle bridge has been completed by a consultant in 2005. At that time, the study was initiated to determine the best type of bridge for the location. The consultant completed the study and made recommendations for the type of bridge that would be most appropriate

and complimentary to the Date Street Roadway Bridge. See Appendix 1 and 2 for the elevation view of the consultant's recommendation.

The City and County has jurisdiction over Date Street and Laau Street where the bridge would be located.

Environmental documents, permits, and construction drawings will need to be completed as part of the Planning and Design.

Erron Redoble, P.E., is the project manager and a licensed civil engineer in the State of Hawaii. He is capable and experienced with the Federal-Aid Highway Process. He worked in private design consulting firms for eight years prior to joining the City and County of Honolulu. He has been with the City and County of Honolulu Department of Transportation Services for three years. As an integral member of the Traffic Safety and Alternative Modes Branch, he has worked on numerous FHWA projects such as Queen Kaahumanu Highway Widening Project, Harding Avenue at 5<sup>th</sup> and 11<sup>th</sup> Avenues Intersection Improvements Project, and Hamakua Drive Bikeway Improvement Project.

**Title VI and Environmental Justice (Criteria 2):**

Describe how the project will improve mobility for disadvantage populations, including the elderly, disabled, minority, and low income populations.

The bike paths serve disadvantage populations in the area that may not be able to afford motorized transportation and must ride a bicycle or walk. The wide bike paths also allow for disabled people to enjoy the outdoors and reach destinations. This project will make it safer for these individuals to travel by creating an easy to use and welcoming connection to existing bike paths.

**Project Oversight Assurance (Criteria 4):**

As explained in the TAP Overview and Application, the proposed TAP project must receive project oversight by an eligible project sponsor. Project sponsors are responsible for all aspects of project implementation. By signing this Project Oversight Assurance, the project sponsor is certifying to the HDOT that the TAP project will be developed, implemented and maintained in accordance to applicable FHWA and State requirements.

Project Name: Date Street Bikeway Bridge

Agency: City and County of Honolulu Department of Transportation Services

Name and Title: Erron Redoble, P.E., Civil Engineer V

Signature and Date: *Erron Redoble* 3/31/16

**Appendix 1: Support Letter**

ADDRESS  
3442 Waiālae Ave., Suite 1  
Honolulu, HI 96816

PHONE  
808-735-5756



FAX  
808 735 2989

EMAIL  
bicycle@hbl.org

March 30, 2016

**Hawaii Department of Transportation  
Transportation Alternative Program  
Application Federal Fiscal Year 2016**

**Date Street Bicycle and Pedestrian Bridge  
City and County of Honolulu Department of Transportation Services**

Aloha,  
Hawaii Bicycling League **strongly supports this application** to fund planning and design of a bicycle and pedestrian bridge in the vicinity of the Date Street bridge.

The Date Street bridge as it currently stands is a short, but crucial missing link in Honolulu's bikeway network. The Lei of Parks, as included in Honolulu's 1999 Bicycle Master Plan, is a multi-use path network totaling 6.7 miles and traversing from Kewala Basin to Kapiolani Park. The Lei of Park ties together many important destinations - Ala Moana Beach Park, Kapiolani Park, Ala Wai Park, Ala Wai Elementary, Jefferson Elementary, Waikiki Elementary, Kaimuki High School, and many business and high-density residential areas. The importance of the Lei of Parks network can be seen in HBL's annual bike count, where the Kapahulu Avenue and Paki Avenue on the Lei of Parks saw the highest counts out of 10 count locations, seeing 274 people bicycling in just one two-hour morning count. The Date Street bridge is near the middle of the Lei of Parks network. The bridge has narrow sidewalks and no physical buffer between the sidewalk and fast-moving travel lanes. The existing conditions are dangerous to the thousands of people that walk and bike that traverse it and likely serves as deterrent to great walking and bicycling. Albeit short, the bridge creates a big gap in our Lei of Parks bicycle and pedestrian network.

The proposed project would build a bicycle and pedestrian bridge in the vicinity of the existing bridge; the result would be a major safety improvement for bicyclists and pedestrians. By filling a crucial missing gap, this project would have an outsized impact in enhancing Honolulu's bikeway network and result in making cycling safer and more accessible. The project would also provide a major benefit to those walking. While the project would have many positive regional impacts, it would have just as many benefits to the immediate areas including making walking and biking a safer option for students traveling to Ala Wai Elementary.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, [chad@hbl.org](mailto:chad@hbl.org)) or Daniel Alexander (808-275-6717, [daniel@hbl.org](mailto:daniel@hbl.org)).

Ride and Drive Aloha,

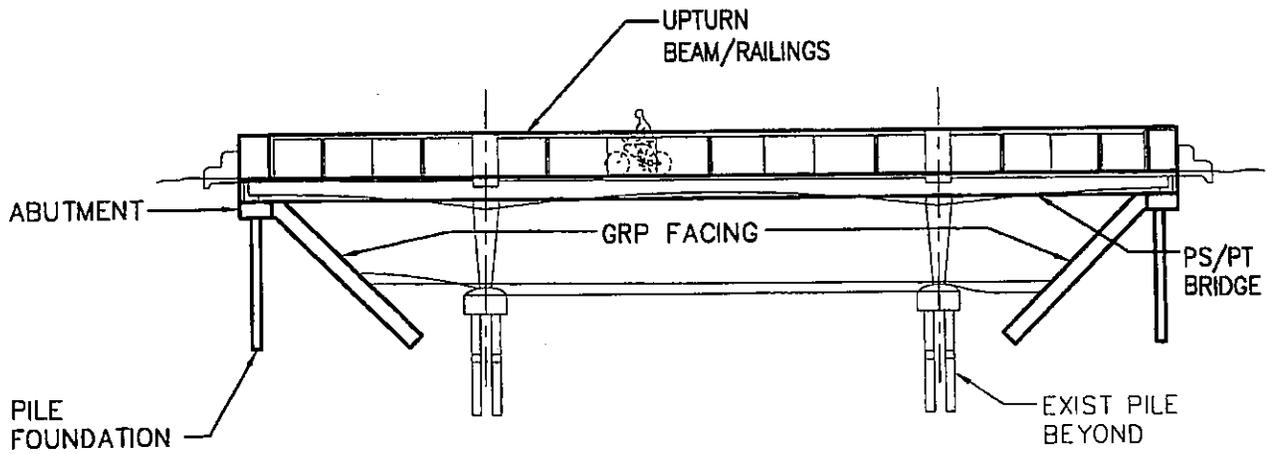
Chad Taniguchi, Executive Director  
Director

Daniel Alexander, Advocacy & Planning

**Appendix 2: Elevation View of Recommended Bridge Type**

TO EWA

TO DIAMOND HD



**ELEVATION OF PS/PT UPTURN BEAM BRIDGE**  
NOT TO SCALE



NAGAMINE OKAWA ENGINEERS INC.  
1001 Bishop Street  
Pouahi Tower, Suite 725  
Honolulu, Hawaii 96813

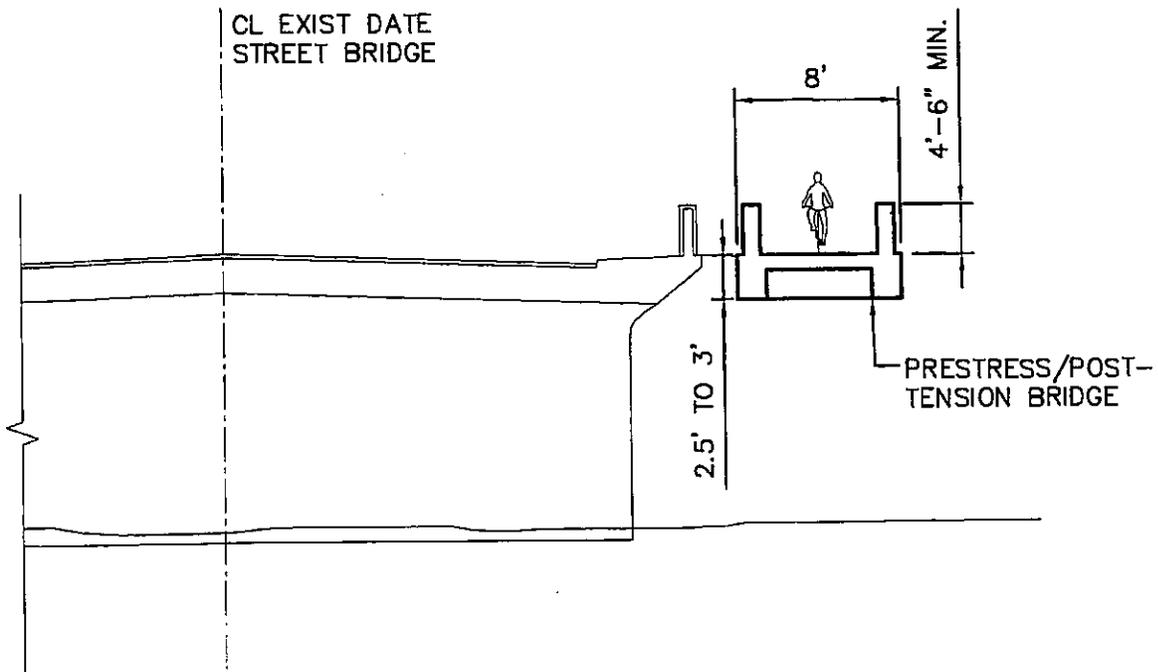
**ELEVATION OF PS/PT BRIDGE**

BICYCLE BRIDGE OVER  
MANOA-PALOLO STREAM

DRAWING S-10

CITY & COUNTY OF HONOLULU  
DEPARTMENT OF TRANSPORTATION  
SERVICES

OCT. 2005



**PRESTRESS/POST-TENSION BRIDGE SECTION**  
NOT TO SCALE



NAGAMINE OKAWA ENGINEERS INC.  
1001 Bishop Street  
Paohi Tower, Suite 725  
Honolulu, Hawaii 96813

**PS/PT BRIDGE SECTION**

BICYCLE BRIDGE OVER  
MANOA-PALOLO STREAM

DRAWING S-11

CITY & COUNTY OF HONOLULU  
DEPARTMENT OF TRANSPORTATION  
SERVICES

OCT. 2005

Hawaii Department of Transportation Highways Division (HDOT)  
**Transportation Alternatives Program (TAP)**  
 Application - Federal Fiscal Year 2016

**Instructions:**

For questions regarding the TAP, please contact the HDDT TAP Coordinator at (808) 587-1830. Read the *HDOT TAP Program Overview and Application*. Fill out the application below.

Submit one electronic copy and mail three hard copies of completed applications and attachments to:

Email: [blayne.h.nikaido@hawaii.gov](mailto:blayne.h.nikaido@hawaii.gov)  
 Mail: Hawaii Department of Transportation  
 Attention: TAP Coordinator  
 869 Punchbowl Street, #301  
 Honolulu, HI 96813

The following information will be used as a basis for project evaluation. The evaluation criteria categories related to each section are referenced in parentheses. The Evaluation Committee will base their review on the content of the entire application and not only the items with related evaluation criteria. Incomplete applications may be deemed ineligible.

**Project Sponsor (Criteria 4):**

Agency: City and County of Honolulu Department of Transportation Services

Project Manager: Erron Redoble, P.E.

Address: 650 South King Street, Honolulu, Hawaii 96813

Email Address: eredoble@honolulu.gov

Telephone Number: (808) 768-8328

Partner Agencies: \_\_\_\_\_

**Project Information:**

Attach a map that shows the location, surrounding transportation system, and limits of the project.

Project Name: Haleiwa Road multi-use path

Project Location (Island/Region): Oahu, North Shore

Project Location (Roadway/Limits): Haleiwa Road, Waialua Beach Road to Kamehameha Highway

Project Length: 1.6 miles

**Project Budget (Criteria 3, 4):**

Provide the budget for all phases of the project and indicate where TAP funds are requested.

Project Phase	Total	Federal Funds		Match
		TAP	Other	
Planning	\$100,000	\$80,000		\$20,000
Design	\$200,000	\$160,000		\$40,000
Right of Way (ROW)				
Construction				
<b>TOTAL</b>	<b>\$300,000</b>	<b>\$240,000</b>		<b>\$60,000</b>

**Eligible TAP Activity (check all that apply):**

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23U.S.C.;
  - and reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**Project Description and Scope (All criteria):**

Describe the project scope and how it relates to the surface transportation system. Identify components that are TAP activities and any components that are not a TAP activity. Describe the impact on operations and maintenance efforts and costs.

See attachment.

**Existing Conditions:**

Describe the existing conditions. This could include the current roadway configuration (number of lanes and their width), traffic counts, speed limits, and surrounding land use.

See attachment.

**Purpose and Benefits (Criteria 1, 2, 3, 5):**

Describe the project's purpose, benefits and contribution to the surrounding area. Identify the anticipated user groups and number of people it will serve or directly benefit:

See attachment.

**Project Schedule (Criteria 4):**

Project Phase	Not required (only applies to ROW)	Completed	Underway or Upcoming	
			Estimated Start	Estimated End
Planning/Environmental		<input type="checkbox"/>	Oct. 2016	Dec. 2017
Design		<input type="checkbox"/>	Oct. 2016	Dec. 2017
ROW	<input type="checkbox"/>	<input type="checkbox"/>		
Construction		<input type="checkbox"/>		

**Project Status and Readiness (Criteria 3, 4):**

Provide project status and describe the work completed and remaining. Include anticipated clearances, permits, impacts, and environmental document; utilities (impact on existing or new); outstanding issues and how they will be resolved; role of partner agencies; and coordination with stakeholders. Provide completed documents, such as PS&E or construction plans.

See attachment.

**Title VI and Environmental Justice (Criteria 2):**

Describe how the project will improve mobility for disadvantage populations, including the elderly, disabled, minority, and low income populations.

See attachment.

**Additional Information:**

See attachment.

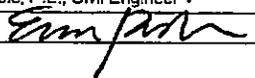
**Project Oversight Assurance (Criteria 4):**

As explained in the TAP Overview and Application, the proposed TAP project must receive project oversight by an eligible project sponsor. Project sponsors are responsible for all aspects of project implementation. By signing this Project Oversight Assurance, the project sponsor is certifying to the HDOT that the TAP project will be developed, implemented and maintained in accordance to applicable FHWA and State requirements.

Project Name: Haleiwa Road multi-use path

Agency: City and County of Honolulu Department of Transportation Services

Name and Title: Erron Redoble, P.E., Civil Engineer V

Signature and Date:  3/31/16

**Hawaii Department of Transportation Highways Division  
Transportation Alternative Program  
Application - Federal Fiscal Year 2016**

**Haleiwa Road Multi-Use Path Project  
Attachment with additional information**

**Project Description and Scope (All criteria):**

*Describe the project scope and how it relates to the surface transportation system. Identify components that are TAP activities and any components that are not a TAP activity. Describe the impact on operations and maintenance efforts and costs.*

The Haleiwa Road Multi-Use Path project (the project) will complete planning and design of a multi-use path adjacent to Haleiwa Road between Waialua Beach Road and Kamehameha Highway. The project is consistent with Hawaii Department of Transportation's Transportation Alternative Program eligibility and stated priority on bicycle and pedestrian related projects, as these groups will be the primary benefactors from the project. The project would connect to the existing 2.6-miles multi-use path on Waialua Beach Road that extends from near Kamehameha Highway to Au Street.

The project will improve surface transportation and safety for non-motorized users on an important route for transportation within the Haleiwa and Waialua communities. The proposed project would consist of the planning and design at the intersection of Haleiwa Road and Waialua Beach Road. The planning and design will not include the existing bridge over Helemano Stream. Concrete sidewalks currently exist over both sides of the bridge. This was also done for the planning, design, and construction of the Waialua Beach Road multi-use path, and thus users will be familiar with options to connect back to the multi-use path once over the bridge. This will reduce costs associated with a path over a bridge. The planning and design will continue from the edge of the bridge until Haleiwa Road intersects with Kamehameha Highway in Haleiwa Town. This will link to the current Haleiwa Walkways Project, which is described below.

At a regional level, the project will provide an improved walking and bicycling route linking Waialua and areas further west (Mokuleia and Ka'ena Point) with Haleiwa and the areas further east and north (Pupukea and beyond). The project would connect to the existing 2.6-miles multi-use path on Waialua Beach Road that extends from near Kamehameha Highway to Au Street. The project would integrate with two projects that are currently underway, as follows:

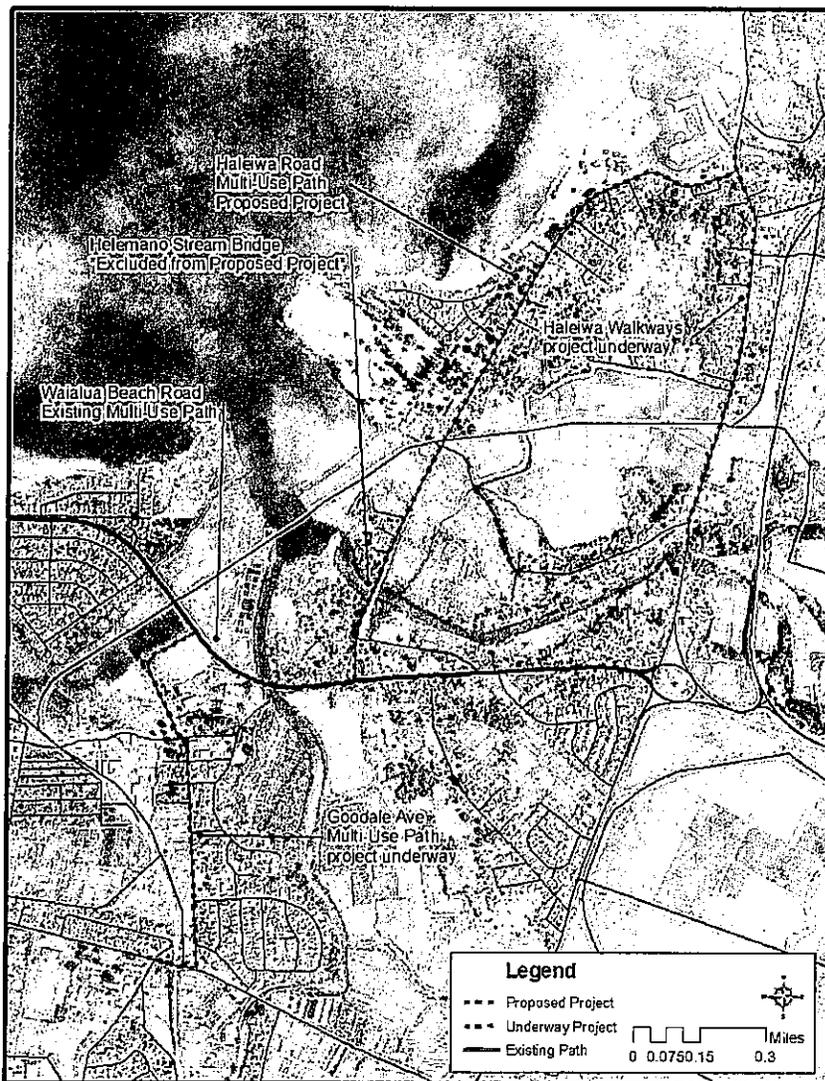
- Goodale Avenue multi-use path project between Waialua Beach Road and Farrington Highway - the City DTS is currently in the procurement process for planning and design and has applied for Safe Routes to School funding to build this project.
- Kamehameha Highway walkway and bike improvements between Anahulu River and Opaepa Stream - the City Department of Design and Construction with the assistance of consultants is completing planning and design for walkway and biking improvements that will be implemented through an Improvement District process.

The proposed project will integrate with the existing Waialua Beach Road multi-use path, and the underway Goodale Avenue and Kamehameha Highway improvements to create an enhanced bicycle

and pedestrian network totaling 6.2 miles and linking most of the important destinations in Waialua and Haleiwa (see Map 1).

The destinations along Haleiwa Road are sites for major sports events such as the Triple Crown of Surfing, other regional and local surf contests, triathlon events, cycling events, and swim meets. Improved public access through a multi-use trail will not only improve the transportation for local residents, it will meet the needs of visitors coming from other areas of Oahu, the state, and national and international visitors. Historic Haleiwa Town is a destination for tourists and residents alike. Safe access to the parks and destinations along Haleiwa Road will benefit everyone. Map 2, demonstrates the connections between Waialua, Haleiwa, and the destinations along Haleiwa Road.

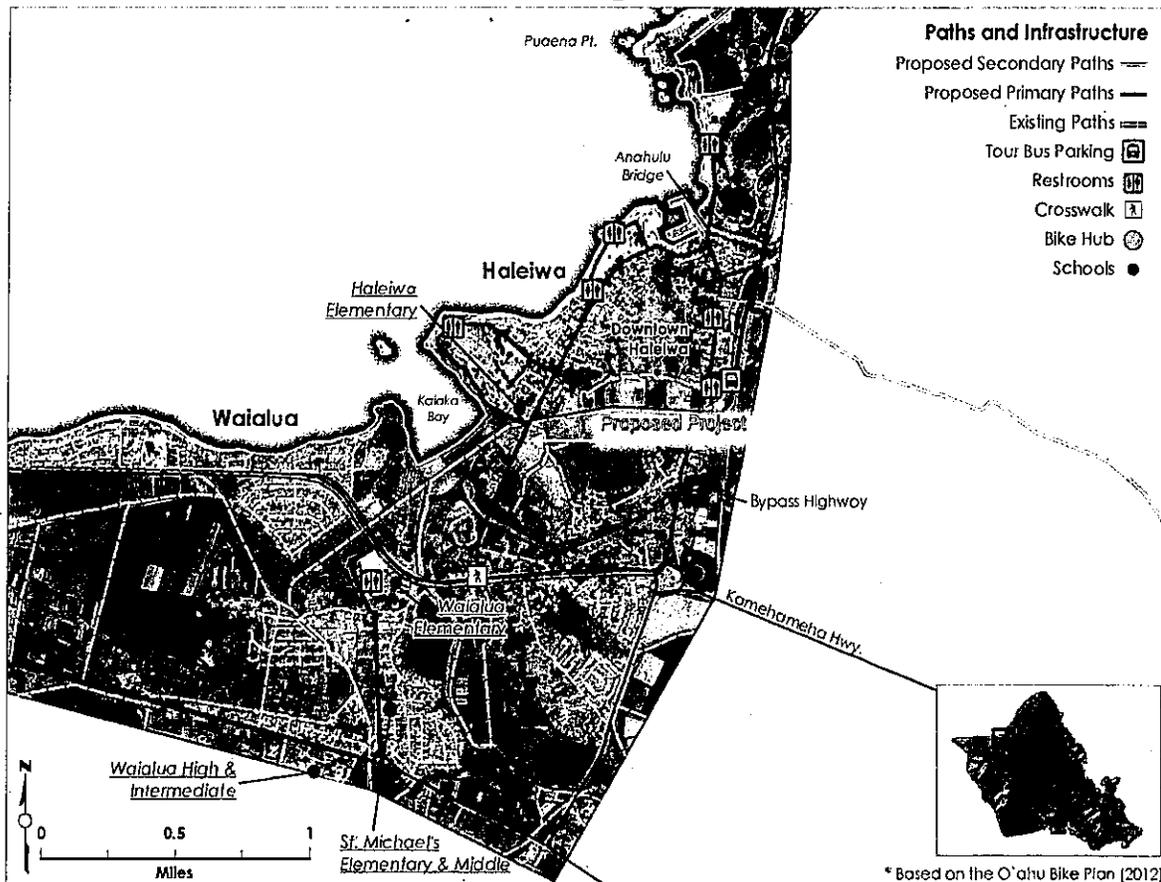
**Map 1 – Haleiwa Road Map View**



Map 1, above, and Map 2, below show safe access for students and adults to walk or bike to Haleiwa Elementary School, Kaiaka Bay Beach Park, Ali'i Beach Park, Haleiwa Boat Harbor, Waialua Elementary School, various surrounding neighborhoods, and downtown Historic Haleiwa town. Building a multi-use trail along Haleiwa Road would allow for the connection to all these destinations. It would improve the health of the community, support the island and off-island visitor transportation needs and alleviate traffic, would provide better flow of traffic for surf contests and events at the adjacent parks, and could greatly benefit the community.

**Map 2 - North Shore Trails Plan – Linking Waialua to Haleiwa.**

**North Shore Bike Path Vision - Connecting Waialua to Haleiwa**



**Existing Conditions:**

*Describe the existing conditions. This could include the current roadway configuration (number of lanes and their width), traffic counts, speed limits, and surrounding land use.*

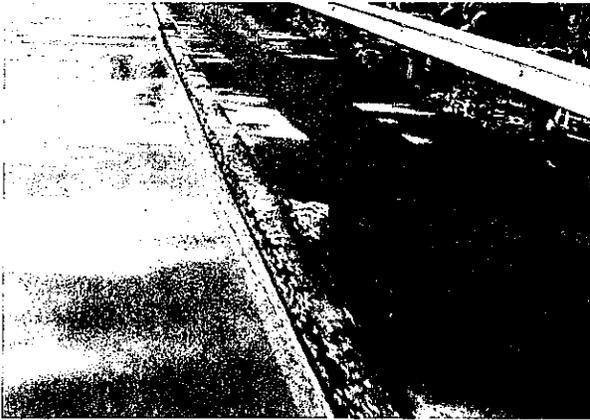
Haleiwa Road is a 2 lane road with a 25mph speed limit. The road provides a regional circulation function in linking Haleiwa and Waialua. The road also provide local access to Haleiwa Elementary, First Baptist of Haleiwa and Preschool, Kaiaka Bay Beach Park, Haleiwa Alii Beach Park, Haleiwa Boat Harbor, Haleiwa Jodo Mission, many residents, and commercial uses at the Kamehameha Highway end.

The pedestrian environment varies throughout the length. Starting at the intersection of Waialua Beach Road, unimproved narrow grass shoulders exist with steel guard rails on both sides of the road until the bridge over Helemano Stream. Just before the bridge, there is an asphalt berm that separates the road from an asphalt at-grade sidewalk, with the steel guardrail adjacent to the paved at grade sidewalk (see Image 1). There are narrow sidewalks across the bridge and planning and design will avoid any improvements or changes to the bridge. After the bridge, a narrow, raised asphalt sidewalk exists on the makai side of the road until Haleiwa Elementary School. There is no shoulder between the sidewalk and road, with the road line painted on top of the sidewalk. This occurs throughout Haleiwa Road where narrow sidewalk exists (see Image 2).

The only concrete sidewalk is along the Haleiwa Elementary School frontage (see Image 3). There is a wide, unimproved shoulder from where the concrete sidewalk ends at Haleiwa Elementary School to the entrance of Kaiaka Bay Beach Park and continues until the end of the Kaiaka Beach Park, where the narrow raised asphalt sidewalk continues until just before the entrance of Ali'i Beach Park (near Walikanahale Road). The sidewalk ends (see Image 4) and starts on the mauka side of the road for most of the way until reaching Kamehameha Highway. Parking is often found adjacent to the sidewalk or shoulder area, making walking or biking difficult (see Image 5 & 6). There appears to be ample room on the makai side of the road to facilitate a multi-use path with allowing for parking. The road has no dedicated and signed bicycle facilities, and does not comply with ADA requirements. The limited and irregular paved shoulders require bicyclists to ride in the road in most places.

The City and County of Honolulu right of way along Haleiwa Road is generally 48-50 feet in width with the exception of few points in the area between Haleiwa Ali'i Beach Park and Kamehameha Highway where the right of way width reduces to as little as 38 feet. The Haleiwa Boat Harbor could serve as an alternative paved route within this narrow stretch, as a road currently exists through the harbor.

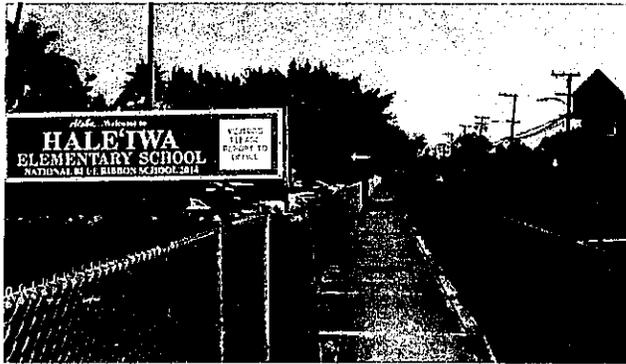
**Image 1 Sidewalk Existing Conditions near Bridge**



**Image 2 Sidewalk near School**



**Image 3 Sidewalk at Haleiwa Elementary School**



**Image 4 Sidewalk to shoulder Transition**



**Image 5 Sidewalk with parked cars**



**Image 6 Shoulder with parked cars**



**Purpose and Benefits (Criteria 1,2,3,5):**

*Describe the project's purpose, benefits and contribution to the surrounding area. Identify the anticipated user groups and number of people it will serve or directly benefit:*

The project will complete planning and design for a multi-use path adjacent to Haleiwa Road between Waialua Beach Road and Kamehameha Highway. The need for bike improvements on Haleiwa Road was identified in Bike Plan Hawaii (2003) and in the Oahu Bike Plan (2012). In addition, the North Shore Trails design workshop identified this route as a key project. This workshop was conducted with key stakeholders including large landowners, community representatives, City and County Department of Transportation Services and Parks and Recreation, and federal and state partners. Map 1 (above) was developed out of that community process. The project would increase access to outdoor recreation and provide a means to walk and bike safely to destinations along Haleiwa Road. This will increase fitness and opportunities for people to be more healthy and active.

The proposed project would provide a multi-use path connecting the communities of Waialua and Haleiwa and providing direct access to an elementary school, a pre-school, two parks, churches, the Haleiwa Boat Harbor, fire station, and historic Haleiwa town. The proposed project would facilitate a connection between the neighborhoods in Haleiwa and Waialua and allow for safe, healthy options for transportation. Outside of the direct connections, the project will create a safer walking and bicycling path for students traveling between Haleiwa and Waialua High and Intermediate School and safer walking and biking for those traveling to the Waialua District Park. The Waialua and Haleiwa Census Designated Places have a combined population of 7,788 (3,925 and 3,883 respectively).

**Project Status and Readiness (Criteria 3,4):**

*Provide project status and describe the work completed and remaining. Include anticipated clearances, permits, impacts, and environmental document; utilities (impact on existing or new); outstanding issues and how they will be resolved; role of partner agencies; and coordination with stakeholders. Provide completed documents, such as PS&E or construction plans.*

The project is limited to planning and design. Previous planning work conducted as part of Bike Plan Hawaii, the Oahu Bike Plan, and the North Trails design identified the need for bicycle and pedestrian improvements on Haleiwa Road and identified the City and County of Honolulu as the primary responsible agency. The project could be located on the Makai side of the road and avoid impacts on existing utilities. The project is supported within the surrounding communities.

Erron Redoble, P.E., is the project manager and a licensed civil engineer in the State of Hawaii. He is capable and experienced with the Federal-Aid Highway Process. He worked in private design consulting firms for eight years prior to joining the City and County of Honolulu. He has been with the City and County of Honolulu Department of Transportation Services for three years. As an integral member of the Traffic Safety and Alternative Modes Branch, he has worked on numerous FHWA projects such as Queen Kaahumanu Highway Widening Project, Harding Avenue at 5<sup>th</sup> and 11<sup>th</sup> Avenues Intersection Improvements Project, and Hamakua Drive Bikeway Improvement Project.

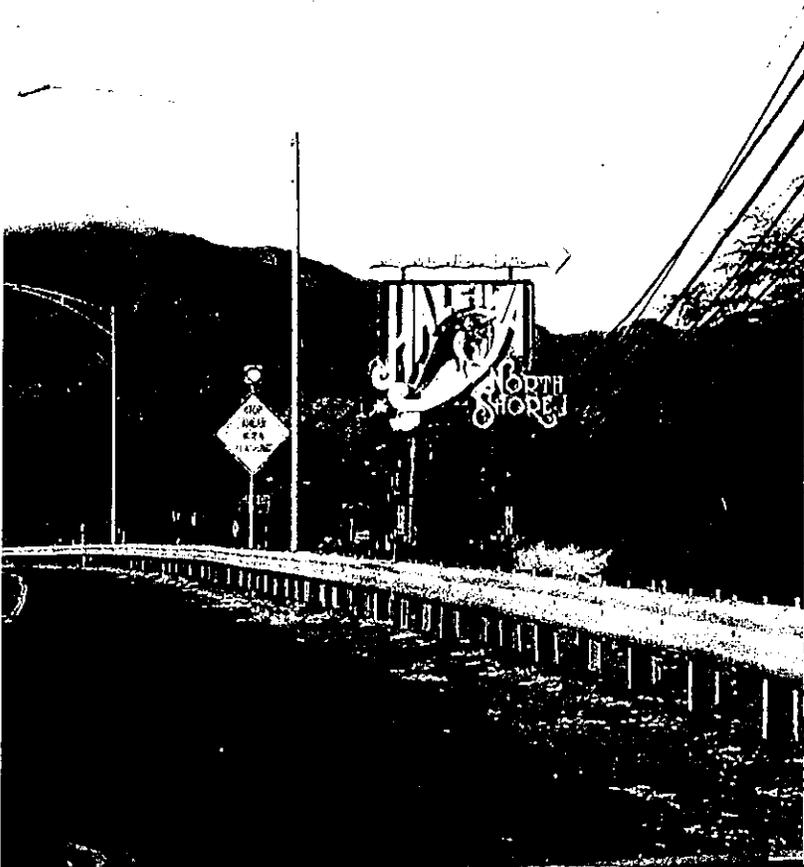
**Title VI and Environmental Justice (Criteria 2):**

*Describe how the project will improve mobility for disadvantaged populations, including the elderly, disabled, minority, and low income populations.*

The project will provide a non-motorized transportation to many people traveling within and between Waialua and Haleiwa. Through providing transportation alternatives the project will provide people the opportunity to reduce their transportation costs via walking or biking for a trip that otherwise must have been taken by private automobile or bus. It would allow for increased accessibility for elderly and disabled populations as the existing sidewalk cannot accommodate such users as it is not wide enough nor at a consistent grade to allow for wheel chairs, walkers, or other means of assistance.

Waialua and Haleiwa's low income and elderly population levels are similar to that of the state average. The impact of the project on these populations would be positive. Both Waialua and Haleiwa Elementary Schools are Title I schools.

<i>* CDP - Census Designated Place</i>	Percentage of population below in poverty	Percentage of population over 65 years of age
Haleiwa CDP	13.3%	11.7%
Waialua CDP	8.4%	17.5%
Haleiwa/Waialua combined	10.8%	14.6%
State average	11.3%	15.2%



Creating a family friendly multi-use trail that safely connects Haleiwa to Waialua

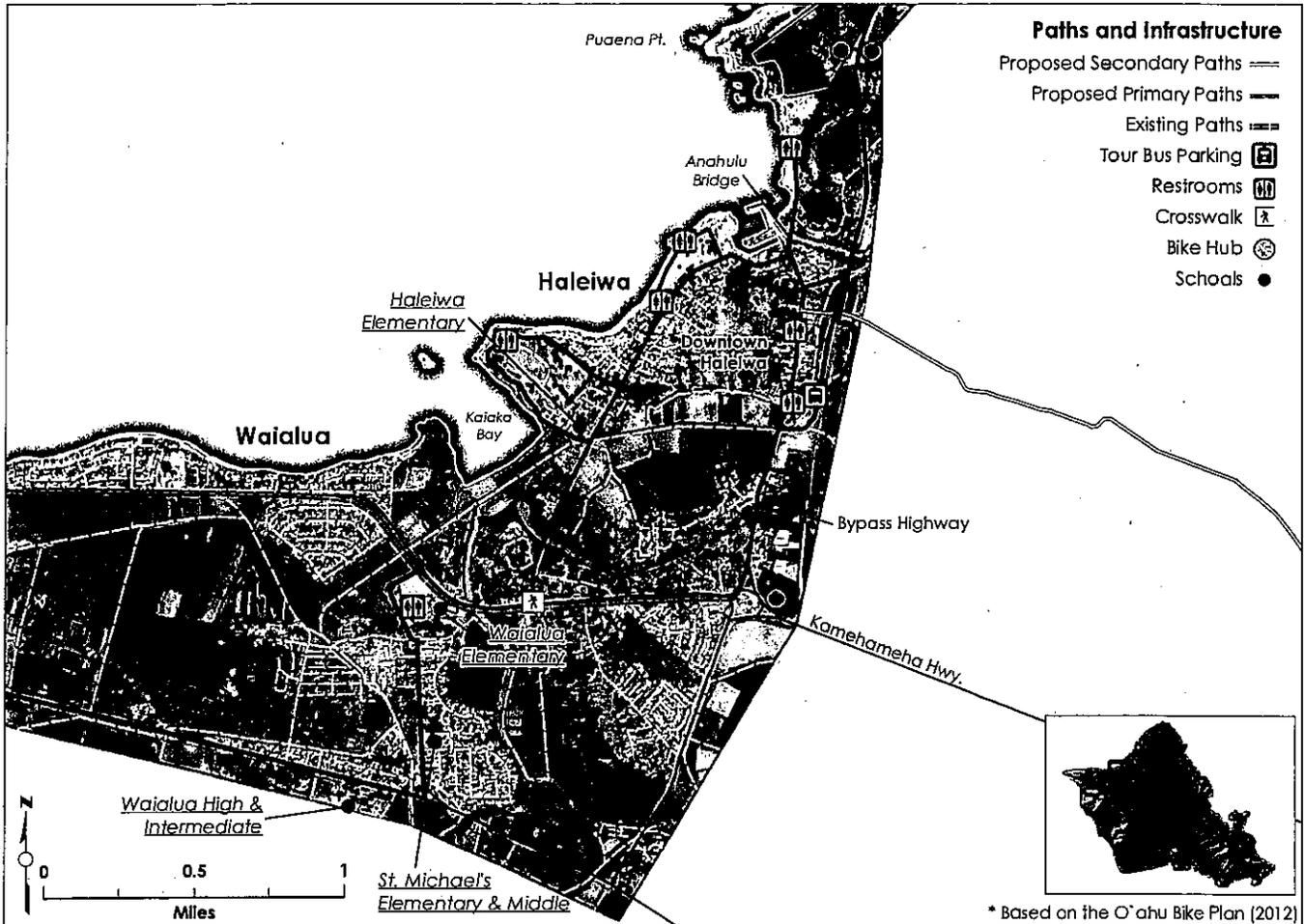


# Connecting Haleiwa and Waialua

## North Shore Trails - Connecting Communities and Places

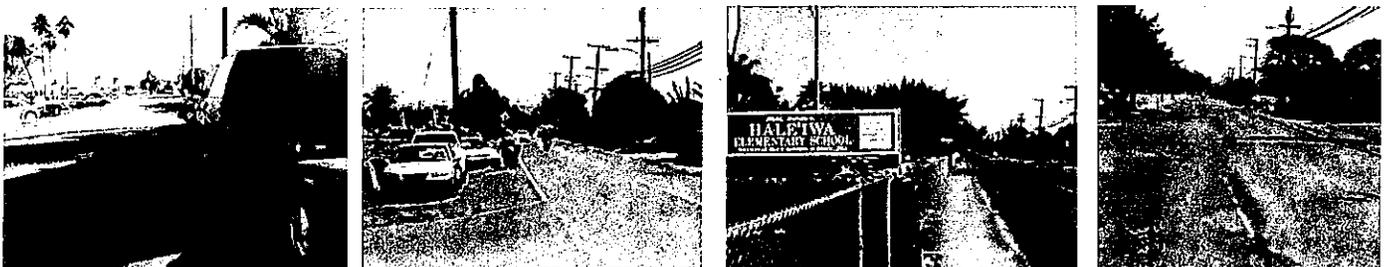
The North Shore Trails Vision is to create a safe, linked multi-use trail that connects Ka'ena to Kahuku, providing residents and visitors access to some of the world's most spectacular natural, cultural and historical areas. One key component of this vision is to connect Haleiwa to Waialua. This connection could be completed on Haleiwa Road, and would allow a multi-use trail connection from Haléiwa Town to the existing Waialua Beach Road Multi-Use Trail.

## North Shore Bike Path Vision - Connecting Waialua to Haleiwa



## Trail Design Opportunities

The proposed multi-use path along Haleiwa Road would replace the existing narrow sidewalks and shoulder and provide safe non-motorized transportation options. Future loop trails could be included at Ali'i Beach Park and Kaiaka Beach Park. The pictures below show existing conditions along the road.

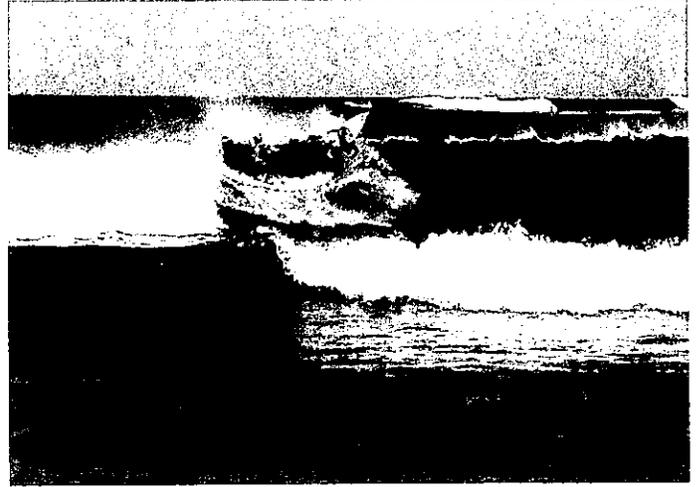


# Key Destinations along Haleiwa Road



## *Ali'i Beach Park*

Pictured above, this well-used, family centered beach park for the North Shore hosts surfing contests such as the Triple Crown of Surfing, summer programs for youth, diving, special events, and family celebrations and gatherings. A multi-use path could traverse the park or follow the road right-of-way.



## *Kaiaka Beach Park*

Kaiaka Beach Park, pictured above is an excellent staging area for sport races and events with ample parking. It is one of the few legal camping locations on the North Shore.



## *Haleiwa Boat Harbor*

Haleiwa Boat Harbor is located on Haleiwa Road in Waialua Bay at the mouth of the Anahulu River and bridge. It offers ocean adventures from sport fishing and whale watching to shark cage encounters.

## *Haleiwa Elementary School*

Adjacent to Kaiaka Beach Park is Haleiwa Elementary School. A safe multi-use path that connects to Waialua Beach Road would allow students from all neighborhoods to safely access the school. The pictures to the right show existing conditions at Haleiwa with a possible future scenario from the existing Waialua Beach Road path.



# Interpretation, art, and education opportunities



*Example of an ahu at Turtle Bay*



*Example of an interpretive sign at sharks Cove*

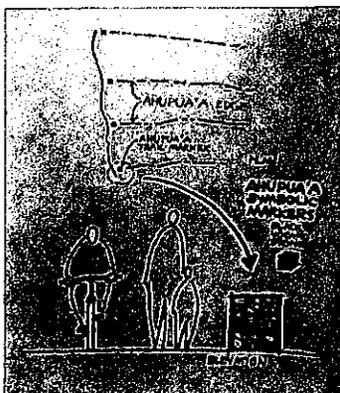
Highlighting the rich culture, history, and resources through art and education

## *Art and Education*

As a destination for Oahu residents, visitors, and the local community, there are opportunities for artistic expression, knowledge sharing, education, and caring for the land. Allowing easy access for people on foot, bike, wheel chair or other means, we allow people the opportunity to engage in the land and appreciate its beauty and resources.



*Ali'i Beach Park*



*Ali'i Beach to Kaiaka Beach*



The Haleiwa Road multi-use path is envisioned to be a part of the City and County of Honolulu for ownership, oversight, legal responsibility and long term maintenance of the greenway. The Department of Transportation Services would support the planning, design and construction, with continued discussion as to the most appropriate division to take on the responsibility in the long term.

A North Shore Trails Alliance could be established as a volunteer friends group to provide maintenance support, raise funds, develop public art, and mālama aina.

All pictures show the existing Haleiwa Road and Ali'i Beach Park.





*An Affiliate of  
The Chamber of Commerce of Hawaii*

66-434 Kamehameha Hwy. Ste B  
Haleiwa, Hawaii 96712

Tel: (808) 637-4558 Fax: (808) 637-4556

E mail: [info@GoNorthShore.org](mailto:info@GoNorthShore.org)

Website: [www.GoNorthShore.org](http://www.GoNorthShore.org)

March 29, 2016

Hawaii Department of Transportation Highways Division  
Transportation Alternative Program  
Application - Federal Fiscal Year 2016

Re: Support for the Haleiwa Road Multi-Use Path Project

To Hawaii Department of Transportation:

The North Shore Chamber of Commerce is pleased to support the Haleiwa Road Multi-Use Path project. Haleiwa, like much of Oahu, faces infrastructure challenges. Far too often our roads are gridlocked and we need to look at alternative methods of transportation. Improved public access through a multi-use trail will not only improve the transportation for local residents, it will meet the needs of visitors coming from other areas of Oahu, the state, and national and international locations. Historic Haleiwa Town is a destination for tourists and residents alike. Safe access to the parks and destinations along Haleiwa Road will benefit everyone.

In fact, this project benefits all of the North Shore. A multi-use path along Haleiwa Road will connect to the existing Waialua Beach Road multi-use path and to the planned Haleiwa Walkways Project. It is our hope that we can extend the trail out to Waimea Valley and connect to the Ke Ala Pupukea Bike Path to Turtle Bay. The destinations along Haleiwa Road are sites for major sports events such as the Triple Crown of Surfing, other regional and local surf contests, triathlon events, cycling events, and swim meets. A comprehensive bike path will allow visitors and locals to get out of their cars and lessen traffic on the roads.

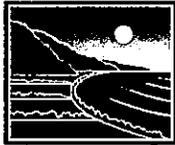
Finally, this multi-use path would provide safe routes for students to Haleiwa Elementary School, and students from Haleiwa would have access to Waialua Intermediate and High School. The safety of our keki is paramount. We see no drawbacks to implementing this plan.

If you have any questions or would like more information, please feel free to contact me at 637.4558.

Mahalo,

Ed Korybski  
Executive Director

*"We exist to promote, maintain and encourage the historic, cultural, civic and economic welfare of the North Shore District through research, education, advocacy and other related activities"*



NORTH SHORE  
COMMUNITY  
LAND TRUST

**Hawaii Department of Transportation Highways Division  
Transportation Alternative Program  
Application - Federal Fiscal Year 2016**

**Haleiwa Road Multi-Use Path Project  
Support Letter**

**March 29, 2016**

**To Hawaii Department of Transportation,**

We are pleased to support the Haleiwa Road Multi-Use Path project. We feel that the project will help to complete a much needed network that will help to connect our neighborhoods, outdoor recreation areas, destinations, and people. A multi-use path along Haleiwa Road will connect to the existing Waialua Beach Road multi-use path and to the planned Haleiwa Walkways Project. It would provide that missing link to connect our towns, neighborhoods, parks, and schools. With the recent community led effort to extend the Waialua Beach Road path along Goodale Avenue, this multi-use path along Haleiwa Road would support multiple users. Safe routes for students to Haleiwa Elementary school could be realized, and students from Haleiwa would have access to Waialua intermediate and high school. The project would also tie into the existing Haleiwa Walkways Plan, allowing safe pedestrian access into Haleiwa Town. Residents and visitors alike would have expanded, safe access to Ali'i Beach Park, Kaiaka Bay Beach Park and Haleiwa Boat Harbor. It would address congestion and improve our ability to walk, bike, skate, and get outdoors to experience our towns.

The destinations along Haleiwa Road are sites for major sports events such as the Triple Crown of Surfing, other regional and local surf contests, triathlon events, cycling events, and swim meets. Improved public access through a multi-use trail will not only improve the transportation for local residents, it will meet the needs of visitors coming from other areas of Oahu, the state, and national and international locations. Historic Haleiwa Town is a destination for tourists and residents alike. Safe access to the parks and destinations along Haleiwa Road will benefit everyone.

Thank you for the opportunity to provide this letter of support.

Sincerely,

Doug Cole  
NSCLT, Executive Director

P.O. Box 1179, Hale'iwa, HI 96712 – [www.northshoreland.org](http://www.northshoreland.org)

**Hawaii Department of Transportation Highways Division  
Transportation Alternative Program  
Application - Federal Fiscal Year 2016**

**Haleiwa Road Multi-Use Path Project  
Support Letter**

**March 29, 2016**

**To Hawaii Department of Transportation,**

We are pleased to support the Haleiwa Road Multi-Use Path project. We feel that the project will help to complete a much needed network that will help to connect our neighborhoods, outdoor recreation areas, destinations, and people. A multi-use path along Haleiwa Road will connect to the existing Waialua Beach Road multi-use path and to the planned Haleiwa Walkways Project. It would provide that missing link to connect our towns, neighborhoods, parks, and schools. With the recent community led effort to extend the Waialua Beach Road path along Goodale Avenue, this multi-use path along Haleiwa Road would support multiple users. Safe routes for students to Haleiwa Elementary school could be realized, and students from Haleiwa would have access to Waialua intermediate and high school. The project would also tie into the existing Haleiwa Walkways Plan, allowing safe pedestrian access into Haleiwa Town. Residents and visitors alike would have expanded, safe access to Ali'i Beach Park, Kaiaka Bay Beach Park and Haleiwa Boat Harbor. It would address congestion and improve our ability to walk, bike, skate, and get outdoors to experience our towns.

The destinations along Haleiwa Road are sites for major sports events such as the Triple Crown of Surfing, other regional and local surf contests, triathlon events, cycling events, and swim meets. Improved public access through a multi-use trail will not only improve the transportation for local residents, it will meet the needs of visitors coming from other areas of Oahu, the state, and national and international locations. Historic Haleiwa Town is a destination for tourists and residents alike. Safe access to the parks and destinations along Haleiwa Road will benefit everyone.

If you have any questions or would like more information, please feel free to contact me at 637-2271.

Sincerely,

*FKimitch*

Frank Kimitch  
Waialua Safe Routes to School

ADDRESS  
447 Waialae Ave., Suite  
Honolulu, HI 96814

PHONE  
808-735-4244



FAX  
808-735-4244

EMAIL  
info@hbl.org

March 30, 2016

**Hawaii Department of Transportation  
Transportation Alternative Program  
Application Federal Fiscal Year 2016**

**Haleiwa Road Multi-Use Path  
City and County of Honolulu Department of Transportation Services**

Aloha,  
Hawaii Bicycling League strongly supports the City and County of Honolulu Department of Transportation Services' application for funding for planning and design of a multi-use path on Haleiwa Road linking Waialua and Haleiwa.

The Waialua Beach Road multi-use path, constructed in the early 2000s, sees many walkers, bikers, runners, and stroller pushers everyday and has made it possible for many students to walk and bicycle to Waialua Elementary School (a school survey found 14% either walk or bike to school most days). The success of the Waialua Beach Road multi-use path has driven an interest in the Waialua and Haleiwa communities in having more safe places to walk and bike and has drawn attention to the dangerous condition on many of the area's roads. Haleiwa Road is chief among the problem roads and one of the biggest priorities for improvements. Haleiwa Road provides direct access to Haleiwa Elementary School, two busy beach parks, and many other destinations. Just as importantly, it is one of only two roads that link Haleiwa and Waialua, two communities that are integrated in terms of commercial, institutional, and community uses with residents routinely traveling between them. Haleiwa Road in its current state is unsafe for people walking and bicycling; the road shoulder is sporadic and sections non-existent, requiring bicyclists and pedestrians to use the travel lanes in places.

To the applause of the community, the City is currently working on bicycle and pedestrian improvements on Kamehameha Highway and Goodale Avenue. Once these projects are complete, there will be one giant missing gap - Haleiwa Road. In this context, this project and application is of great value for building on past and ongoing work to build a network of biking and walking paths, which would be a giant step in making Waialua and Haleiwa bicycle- and pedestrian-friendly.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, [chad@hbl.org](mailto:chad@hbl.org)) or Daniel Alexander (808-275-6717, [daniel@hbl.org](mailto:daniel@hbl.org)).

Ride and Drive Aloha,

Chad Taniguchi, Executive Director  
Director

Daniel Alexander, Advocacy & Planning

3/31/2016

## Project Proposal for the Transportation Alternatives Program (TAP)

**Project Sponsor (Criteria 4)**

Agency: City and County of Honolulu, Department of Transportation Services, Public Transit Division

Project Manager: Wayne Tomita

Address: 650 S. King St., 3<sup>rd</sup> Floor, Honolulu, Hawaii 96813

Email Address: wtomita@honolulu.gov

Telephone Number: (808) 768-8378

Partner Agencies: No partner agencies

**Project Information:**

Attached is a map that shows the location, surrounding transportation system, and limits of the project (see figures 1 -3). Table 1 is a list of possible sites where the lighting and real time signage might be installed. The project includes the installation of 30 lighting systems and 15 real time signs. Some of the bus stops will have lighting systems and real time signs. Criteria used to select sites will include the physical characteristics of each site (i.e. adequate space and available sunlight) and other factors such as the number of people that use the bus stop.

Project Name: Install Photovoltaic Lighting and Real Time Information Signs at Various Bus Stops on Oahu

Project Location (Island/Region): Island of Oahu

Project Location (Roadway/Limits): Bus stops located within City and State right-of-ways

Project Length: Not applicable

**Project Budget (Criteria 3, 4):**

Provide the budget for all phases of the project and indicate where TAP funds are requested.

Project Phase	Total	Federal Funds		Match
		TAP	Other	
Planning				
Design	\$250,000	\$200,000		\$ 50,000
Right of Way (ROW)				
Construction	\$400,000	\$320,000		\$ 80,000
<b>TOTAL</b>	<b>\$650,000</b>	<b>\$520,000</b>		<b>\$130,000</b>

**Project Schedule (Criteria 4):**

Planning/Environmental				
Design			June 2016	June 2017
ROW	X			
Construction			October 2017	October 2018

**Project Status and Readiness (Criteria 3, 4):**

Provide project status and describe the work completed and remaining. Include anticipated clearances, permit, impacts, and environmental document; utilities (impact on existing or new); outstanding issues and how they will be resolved; role of partner agencies, and coordination with stakeholders. Provide complete documents, such as PS&E or construction plans.

The project is currently in the preliminary planning stage. Bus stops will be selected based on ridership loading, exposure to sun light, and other site conditions. The signs and lighting systems will be installed at existing bus stops that are within the City and State right-of-ways. Approval from the State Department of Transportation will be obtained where signs and lighting systems are within the State's right-of-way. The work at each site will have very minimal impact on the surrounding environment. Building permits will be needed. Since most of the work will be within existing sidewalk areas, avoiding utilities will need to be addressed.

**Title VI and Environmental Justice (Criteria 2):**

Describe how the project will improve mobility for disadvantage populations, including the elderly, disabled, minority, and low income populations.

Of the more than 3,800 bus stops on Oahu only a few have any type of lighting system. People are essentially sitting or standing in the dark (See Figure 3). Installing lights will vastly improve the mobility of all riders, making it much safer to move within the immediate vicinity of the bus stop, boarding the buses, and alighting the buses.

Information on bus arrival times are available on smart phones. However, these devices may not be available to disadvantaged populations. The installation of real time bus arrival information signs will provide information and thus reduce wait times at the bus stops.

**Additional Information:**

**Eligible TAP Activity (check all that apply):**

Construction, planning, and design of on-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

**Project Description and Scope (All criteria):**

Describe the project scope and how it relates to the surface transportation system. Identify components that are TAP activities and any components that are not a TAP activity. Describe the impact on operations and maintenance efforts and costs.

The project will provide photovoltaic lighting at bus stops, both sheltered and non-sheltered stops. The photovoltaic panels, battery, and lighting fixtures will be pole mounted to prevent theft and vandalism. Where there's an existing bus shelter, light fixtures will be mounted under the roof of the shelter.

**Estimated life of photo voltaic panels - 30 year life**

Initial Cost (cost will vary depending on location and type of system)	\$10,000
Battery life 5 years Replace \$300/unit (5 replacements over 30 years)	\$ 1,500
System maintenance Annual maintenance \$500/unit for 30 years	\$15,000
Total Capital and Maintenance Cost over life of unit	\$26,500/unit

30 units x \$26,500 = \$795,000 Total capital and maintenance costs for project over 30 years

**Estimated life of Real Time Signs – 10 year life**

Initial Cost - Battery included with lighting system	\$6,500/unit
System maintenance Annual maintenance \$650/unit x 10 years	\$6,500/unit

Install Photovoltaic Lighting and  
Real Time Information Signs at Various  
Bus Stops on Oahu 3

Total Capital and Maintenance Cost over life of unit      \$13,000/unit

15 units x \$13,000 = \$195,000 over the 10 year life

**Existing Conditions:**

Describe the existing conditions. This could include the current roadway configuration (number of lanes and their width), traffic counts, speed limits, and surrounding land use.

The existing conditions vary from crowded urban areas to remote country settings. The installation of the pole mounted PV panels and real time information arrival signs will have a minimal impact on the surrounding areas.

**Purpose and Benefits (Criteria 1, 2, 3, 5):**

Describe the project's purpose, benefits and contribution to the surrounding area. Identify the anticipated user groups and number of people it will serve or directly benefit.

The purpose of this project is to improve safety and security at bus stops. All user groups will benefit directly from this project. A lighted bus stop allows users to see objects on the ground or around the bus stop that may cause a tripping hazard or serious bodily injury. Getting into and out of the bus will be easier and safer. A lighted bus stop provides a sense of security and discourages vandalism and theft.

**Project Oversight Assurance (Criteria 4):**

As explained in the TAP Overview and Application, the proposed TAP project must receive project oversight by an eligible project sponsor. Project sponsors are responsible for all aspects of project implementation. By signing this Project Oversight Assurance, the project sponsor is certifying to the HDOT that the TAP project will be developed, implemented and maintained in accordance to applicable FHWA and State requirements.

Project Name: Install Photovoltaic Lighting and Real Time Information Signs at Various Bus Stops on Oahu

Agency: City and County of Honolulu, Department of Transportation Services, Public Transit Division.

Name and Title: Gerald Hieda, Chief Facilities and Equipment Branch

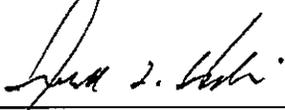
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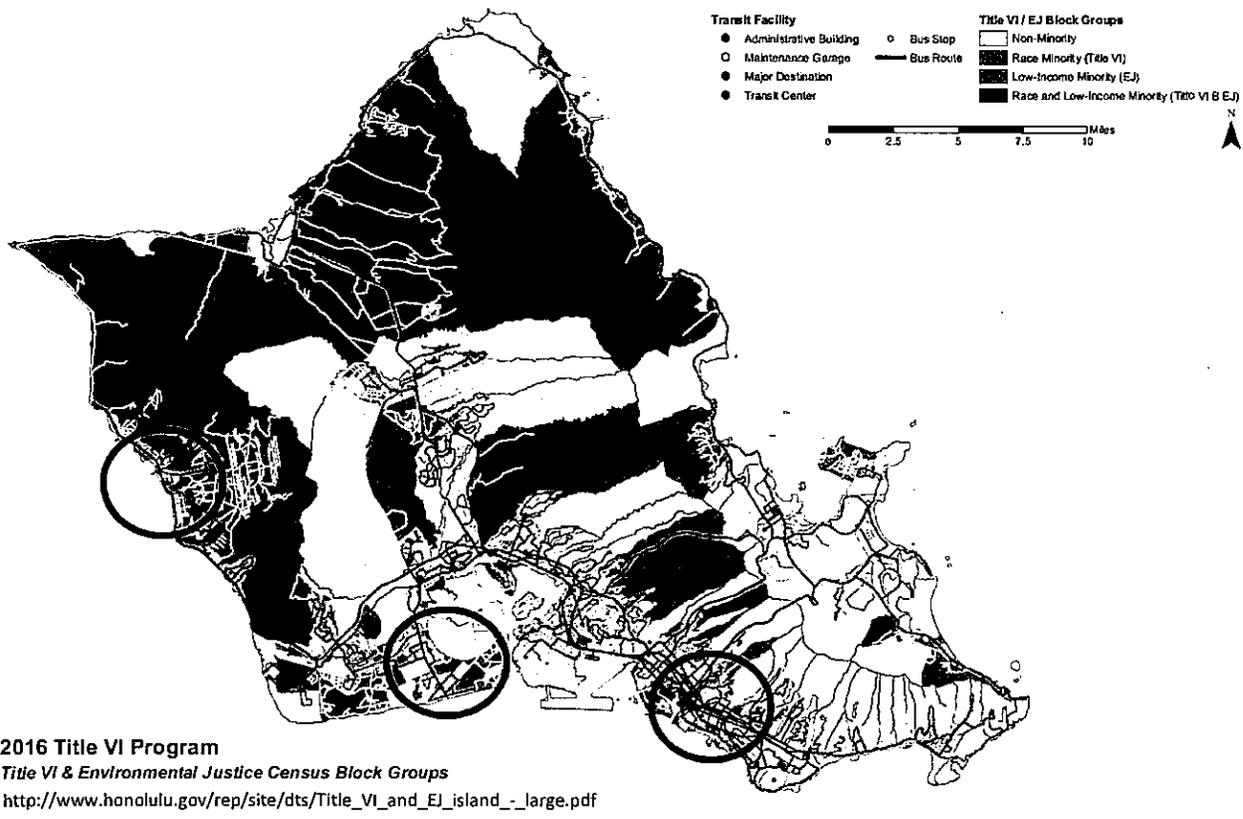
Table 1 – Bus Stops (Potential installation sites)\*

No.	Location	Lighting	Real Time Sign
1	S. King St. + Punchbowl St (131)	X	X
2	S. Beretania St. + Punchbowl St (45)	X	X
3	S. Beretania St. + Pali Hwy + Bishop St (437)	X	X
4	N. Beretania St. + Opp Smith St. (438)	X	X
5	Liliha St. + Namaau Dr. (66)	X	X
6	N. School St. + Lanakila Ave Ave. (Fronting Low Income Senior Apartments) (178)	X	
7	N. School St. + Lanakila Ave. (Across Low Income Senior Apartments) (69)	X	X
8	Waianae Transit Center (4406)	X	X
9	Millilani Park & Ride	X	X
10	Millilani Transit Center		X
11	Wilder Ave + Keeaumoku St (405)	X	
12	Liliha St. + Opp Halapia Pl fronting St. Francis Hospital (113)	X	X
13	Royal Kunia Park & Ride	X	X
14	N. School St. + Linapuni St. (East bound) fronting Kuhio Park Terrace Low Income Apartments (169)	X	X
15	Hawaii Kai Park and Ride	X	X
17	Houghtailing St. (Mauka bound) + School St. (3919)	X	X
18	Punahou St. (Makai Bound) at Dole St. (3242)	X	X

\*Final number of sites will depend on available funds.

No.	Location	Lighting	Real Time Sign
19	S. Beretania St. (West bound) + Kalakaua Ave. (Fronting Foodland) (38)	X	X
20	Liliha St. (Makai bound) + King St. (Fronting Mayor Wright Low Income Housing) – “State Right-of-Way” (53)	X	
21	On Liliha St. ( Mauka bound) just north of King St. (Across of Mayor Wright Low Income Housing) – “State Right-of- Way” (123)	X	
22	Fort Weaver Rd + Aawa Dr (1100)	X	
23	Fort Weaver Rd + Opp Ewa Family (1099)	X	
24	Fort Weaver Rd + Ewa Family (1069)	X	
25	Fort Weaver Rd + Renton Rd (1098)	X	
26	Fort Weaver Rd +Renton Rd (1071)	X	
27	Farrington Hwy + Piliokahi Ave (654)	X	
28	Farrington Hwy + Laumania St (653)	X	
29	Farrington Hwy + Puhano St. (537)	X	
30	Farrington Hwy + Waianae Valley Rd (538)	X	
31	Farrington Hwy + Opp Waianae Intermediate (617)	X	
32	66-437 Kamehameha Hwy (Fronting Haleiwa Post Office)	X	
33	Dillingham Blvd. + Opp Kaaahi St (Near Mayor Wright Low Income Housing)	X	

\*Final number of sites will depend  
on available funds.



## Island of Oahu - Title VI and Environmental Justice Areas

○ General location of bus stops

Figure 1



# Bus Shelter Lighting

Figure 2



## Lighting at Non-Sheltered Stops

Figure 3