

PROJECT TIMELINE



WHAT WE'VE HEARD SO FAR

At the kickoff meeting in April 2018, we presented preliminary cross-sections showing potential walking, biking, and transit improvements on University, McCully, and Metcalf. Around 35 people placed 164 stickers on the street designs they preferred.



Of the 164 stickers:

96% were in favor of making Complete Streets improvements

83% chose options that included bikeways

51% chose multimodal options, such as bikeway plus transit or walkway enhancements

Community Feedback from Meeting #1

KAPIOLANI BLVD TO KING ST

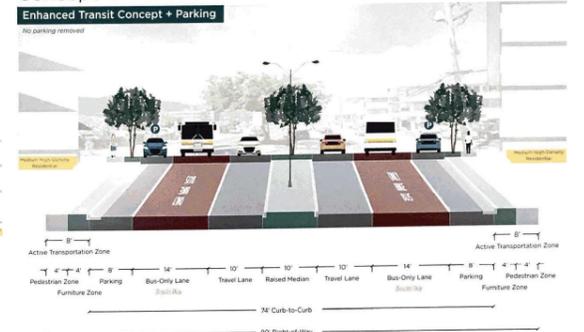
Instructions

Please review these concept cross sections and place one (1) green dot **below** your preferred cross section. You may also create your own concept on the adjacent table.

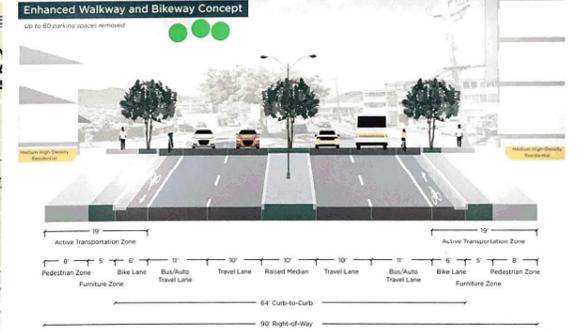
Existing/No Build



Concept 1



Concept 2



Concept 3



Create your own concept at the nearby table.

HOW DID WE GET HERE?

Existing Conditions Analysis



McCully at Kapiolani, Off-Peak



McCully at King St, Peak Hour



University Ave at Metcalf, Off-Peak

Determine Street Type

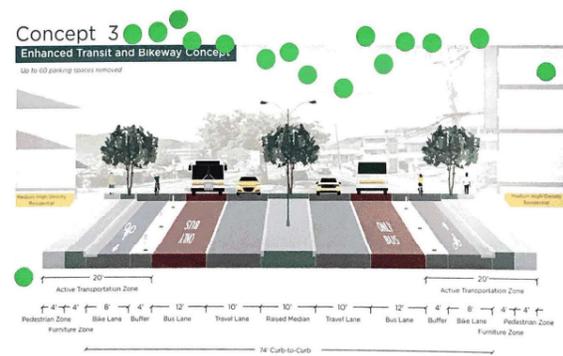


Boulevard & Parkway
Moderate speed, high motor vehicular capacity, primary transit route, dedicated bike facility. Urban with 4+ travel lanes.

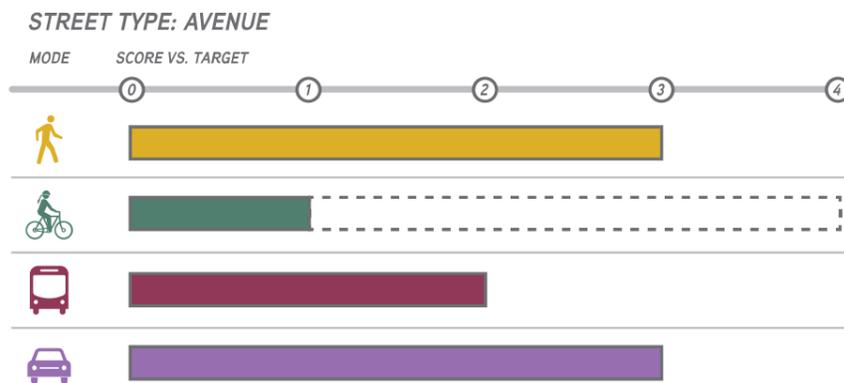
Avenue
Low to moderate speed, moderate to high motor vehicular capacity, dedicated bike facility. Short distance connector between urban centers and boulevards, 2 to 4 travel lanes.

Main Street
Low speed, high pedestrian and bicycle volumes. Similar to an Avenue but within the commercial section of town center.

Public Feedback on Early Concepts



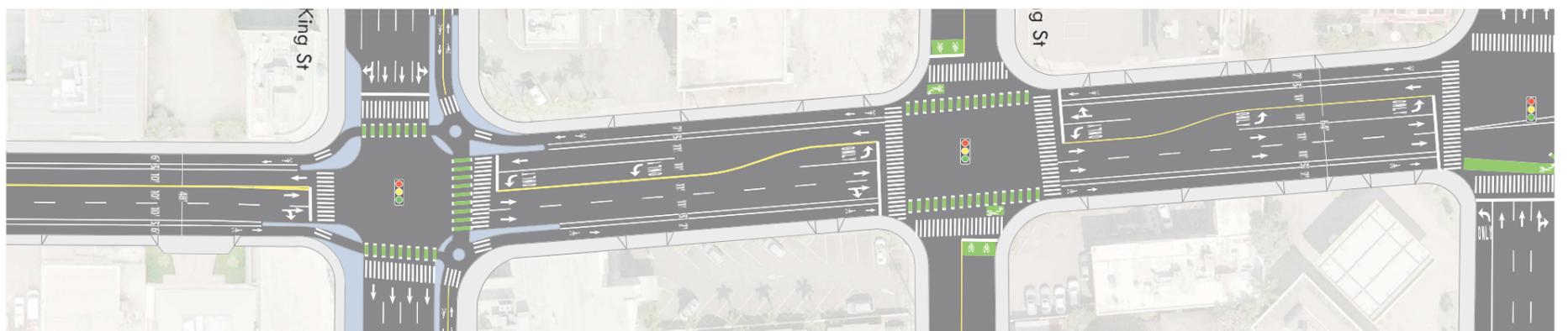
Multimodal Transportation Assessment



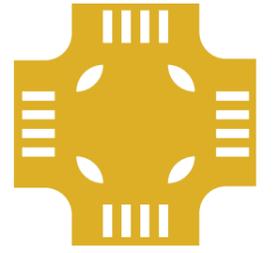
SCORE = Performance ratings for the corridor in the existing conditions

TARGET = Desired performance rating based on a variety of safety, comfort, and accessibility factors

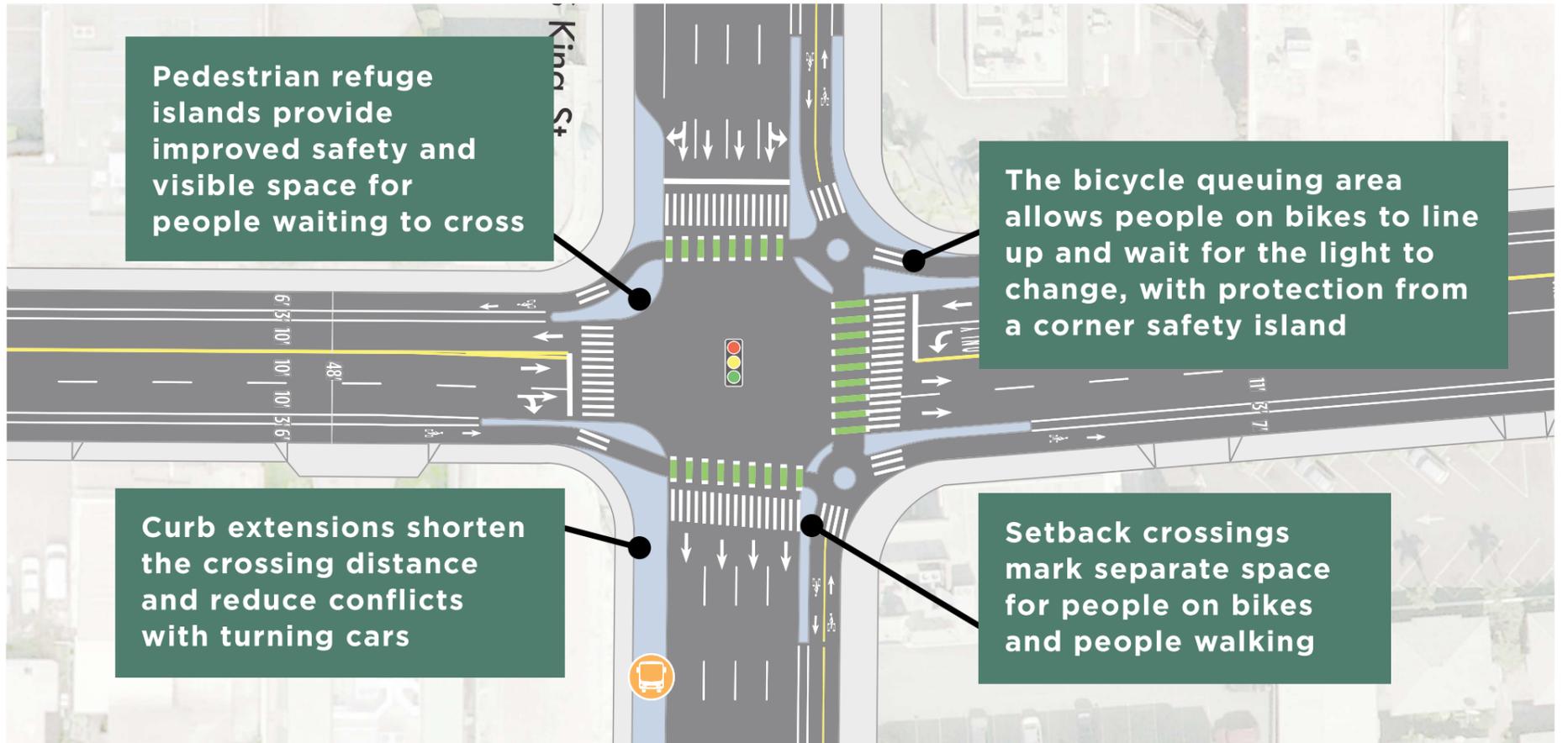
Refine Proposed Concept for Public Feedback



KEY FEATURE: PROTECTED INTERSECTION



How it Works



Examples



San Francisco, California



Vancouver, British Columbia

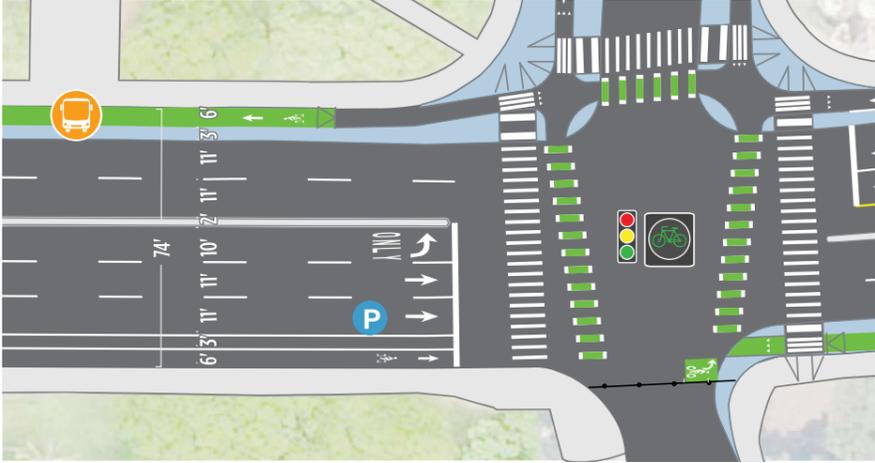
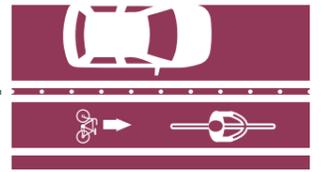


Pleasanton, California

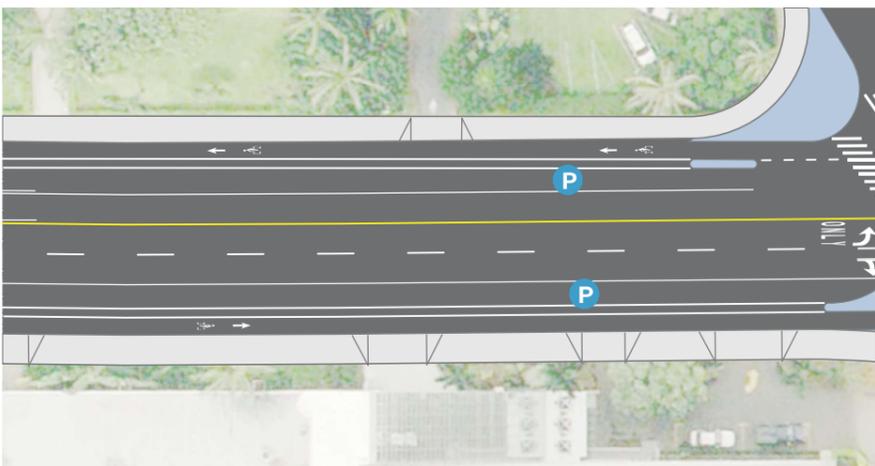


Salt Lake City, Utah

KEY FEATURE: PROTECTED BIKE LANE



Protected bike lane with raised median



Parking protected bike lane

How it Works

- Provides a level of comfort similar to that of an off-street path
- Separates people bicycling from moving traffic using a raised median, bollards, on-street parking, or another barrier
- Can be at street level or raised
- Parking protected bike lanes can reduce conflicts between vehicles, buses, transit users and people biking

Examples

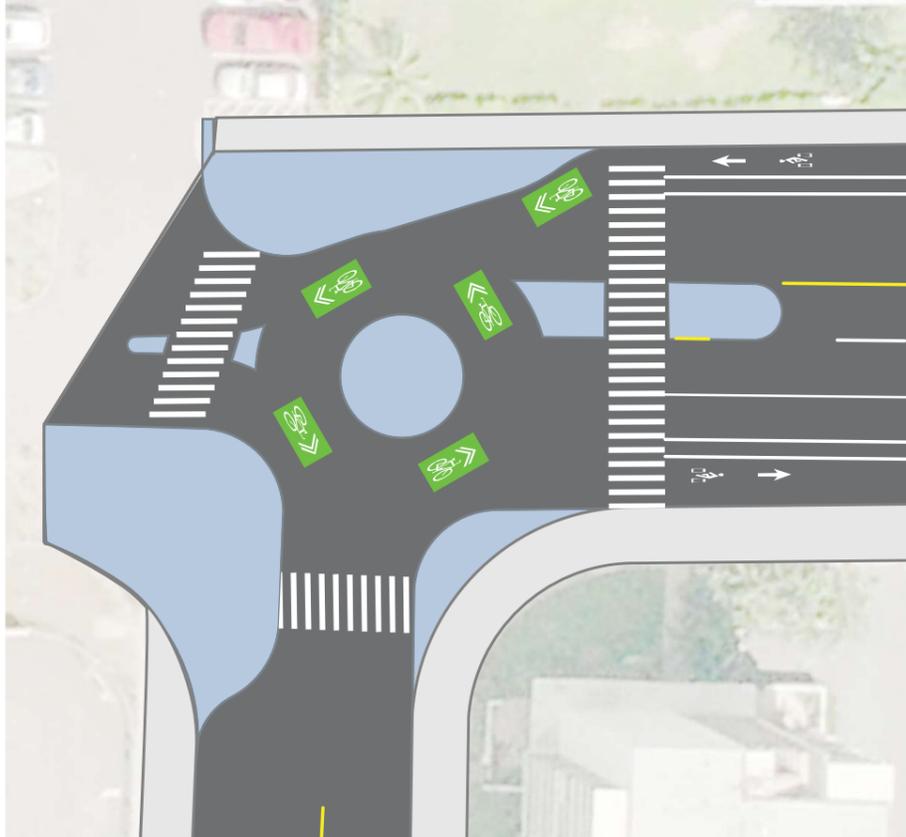
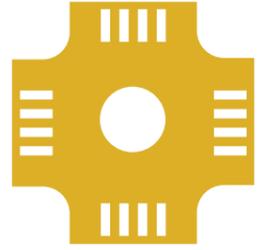


Protected bike lane with raised median
Austin, Texas



Two-way parking protected bike lane on South St
Honolulu, Hawaii

KEY FEATURE: NEIGHBORHOOD CIRCLE



How it Works

- Reduces speeding
- Eliminates left turn conflicts
- Helps manage space in large intersections
- Can be low-cost (painted), temporary, or provide space for landscaping
- Temporary interventions can be a form of tactical urbanism, low-cost changes to the built environment intended to improve local neighborhoods

Examples



Portland, Oregon



San Francisco, California

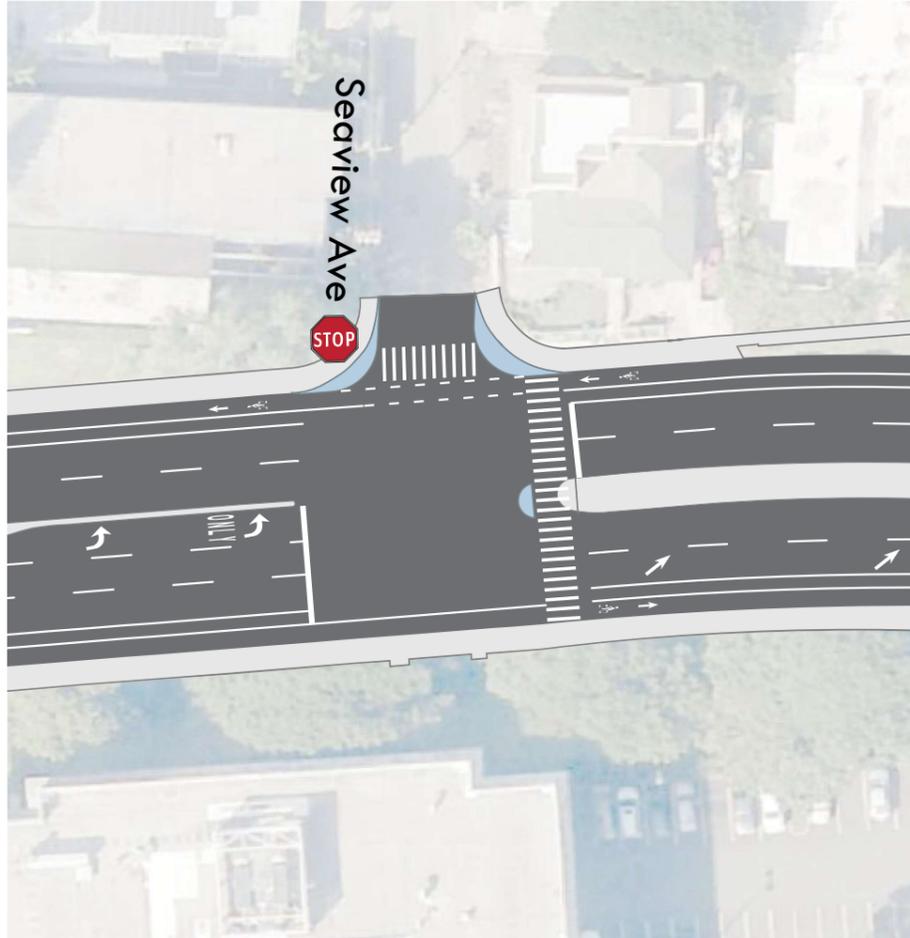


Kailua, Hawaii



Livingston, California (temporary treatment)

KEY FEATURE: ENHANCED CROSSINGS



How it Works

- Wider roads and higher speeds increase risk and exposure for pedestrians
- On higher speed and volume streets, marked crosswalks are best used in combination with lighting, signs, rectangular rapid flash beacons (RRFBs), crossing islands, and/or refuge islands

Examples



Kailua, Hawaii



Portland, Oregon



Denver, Colorado



Brooklyn, New York

KEY FEATURE: IMPROVED BUS EFFICIENCY



IN-LANE BUS STOPS

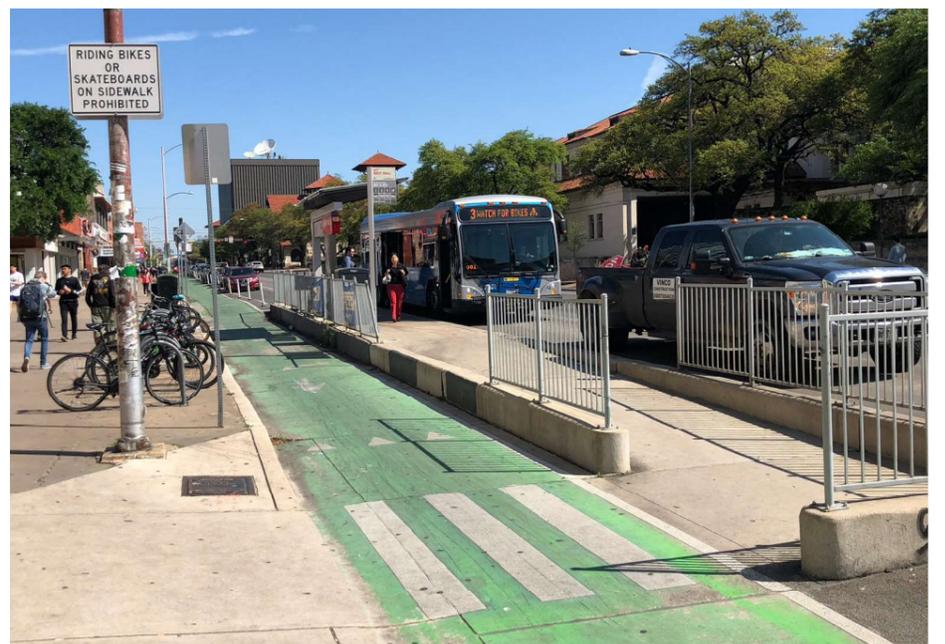
How it Works

- The bus stops in the travel lane, rather than pulling out of traffic
- Makes bus operations safer and more efficient because the bus does not need to merge back into traffic after a stop
- On some streets with both transit service and protected bike lanes, the bike lane runs between the bus stop and the sidewalk, creating a **bus boarding island**

Examples



Bus bulb on Waialae Avenue
Honolulu, Hawaii



Bus boarding island and protected bike lane
Austin, Texas

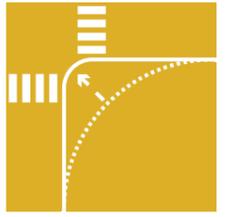


Los Angeles, California (temporary treatment)



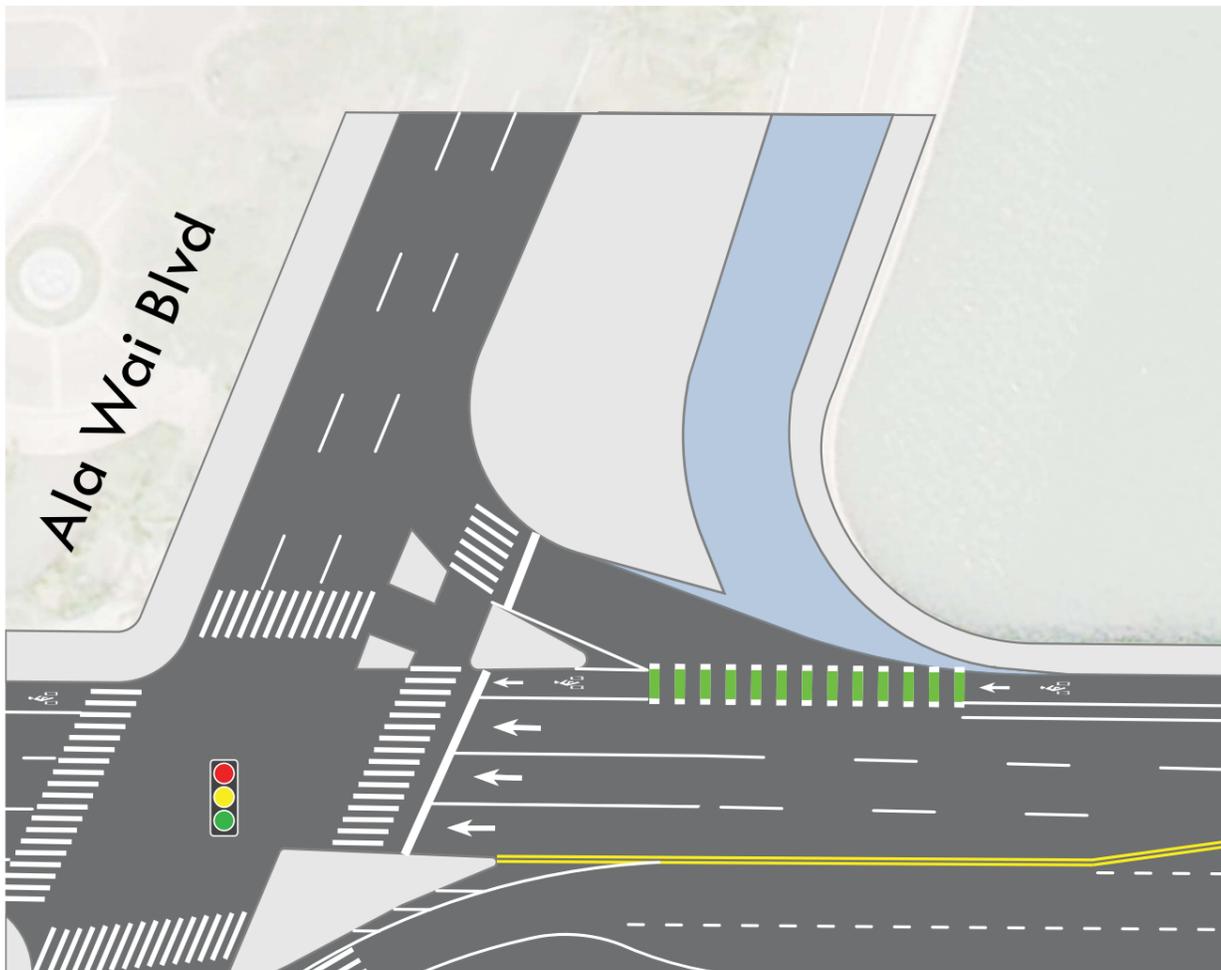
Seattle, Washington

KEY FEATURE: SLIP LANE IMPROVEMENTS



How it Works

- Slows turning vehicles
- Reduces conflict points between pedestrians and motor vehicles
- Reduces pedestrian crossing distances
- Provides waiting space and areas for landscaping



Examples



Seattle, Washington (temporary treatment)



Seattle, Washington



Chicago, Illinois



Alexandria, Virginia