



ALA PONO

an Ala Wai crossing

Improving access for people traveling by foot or bicycle across the Ala Wai Canal, between Ala Moana Boulevard and the Manoa/Palolo Stream.

The purpose of this study is to provide additional access, benefit communities with less auto trips, shorten travel distances, and reduce car-bike collisions. We evaluated alternatives with the following steps:



PROJECT ALTERNATIVES



ALTERNATIVES ANALYSIS
COMMUNITY INPUT



HIGHEST SCORING ALTERNATIVE



BRIDGE TYPE EVALUATION



NEXT STEPS & FURTHER STUDY
COMMUNITY INPUT



PROJECT ALTERNATIVES

We're considering a few alternatives: **a new bridge** for people on foot and bicycling that also improves non-motorized emergency evacuation; modifications or **enhancements to existing bridges**; or other alternatives (**aerial tram, aquabus, tunnel, no build**).

COMMUNITY INPUT

46% OF RESPONDENTS
**PREFER A PEDESTRIAN AND BICYCLE
BRIDGE AT UNIVERSITY AVENUE**
OVER THE OTHER ALTERNATIVES

Source: Intercept Survey and Online Survey (1,016 responses)

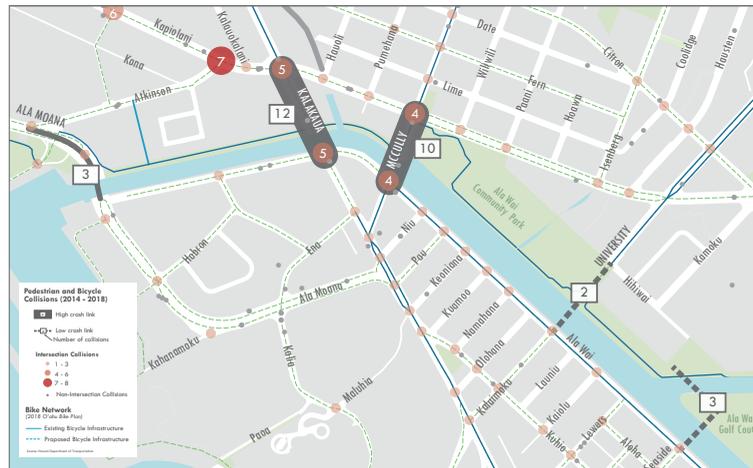
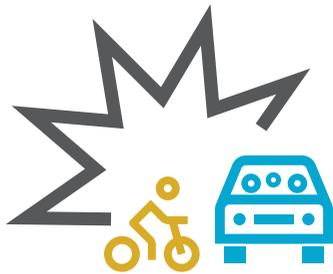


ALTERNATIVES EVALUATION

Data-driven analysis informed the evaluation of all crossing alternatives. Alternatives were ranked according to their potential to meet project goals including public input, complete streets connectivity, potential environmental impact, implementation, safety from traffic, travel time, sustainability and health, affordable access, and improved non-motorized emergency evacuation. New bridge alternatives ranked most highly.

SAFETY FROM TRAFFIC

A new crossing at University Avenue provides a connection for people walking and biking through areas with fewer collisions.



IMPROVED NON-MOTORIZED EMERGENCY EVACUATION

New canal crossings create new, faster, direct routes to the Tsunami Evacuation Safe Zone and increase public safety by activating places that are often hidden from view now.

A crossing at University Ave will decrease evacuation times from Wakiki by...

NEW BRIDGE USE ESTIMATES =
1,300 - 4,300
DAILY TRIPS & EYES ON THE STREET

15 MINUTES
FOR 20,000 PEOPLE



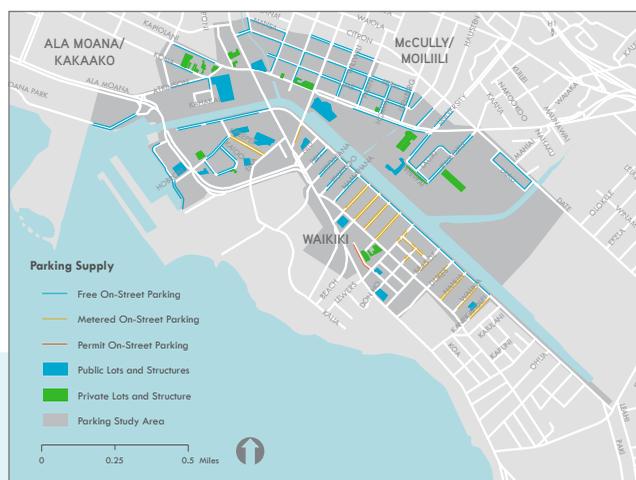
PARKING SUPPLY

Parking supply is constrained in the area around new bridge alternatives. A project at this location would require innovative parking management strategies.

What ideas do you have for managing parking demand to ensure access for all??

Example Strategies

- Resident Permit Parking Program
- Wayfinding Signage, and Information
- Parking Pricing
- Transportation Demand Management
- Shared Parking





BRIDGE TYPE EVALUATION

Three different bridge types were analyzed based on community feedback on preferred bridge experience, operations and maintenance, cost, potential environmental impacts, structural and geotechnical requirements, constructability, and user delineation and access.

CONCRETE ARCH (BIFURCATED)

A bifurcated arch bridge balances a sense of openness and connection to the surrounding environment, while maintaining a clear span across the canal with reduced impact to view corridors.

PROS

- Maintains sense of openness
- Structural delineation separates people bicycling and walking
- Least amount of impact to view corridors while maintaining a clear span across canal (no piers in the water)
- Concrete is easy to maintain

CONS

- Potential impact on view corridors
- Potential temporary trestle needed across canal during construction



CONCRETE CABLE-STAYED

A concrete cable-stayed bridge maintains a sense of openness while creating a visible landmark.

PROS

- Creates a sense of place and destination-quality landmark
- Structural delineation separates people bicycling and walking
- Sense of openness
- Maintains a clear span over canal (no piers in the water)

CONS

- Impacts views toward Diamond Head
- Geotechnical and structural considerations with cantilevered tower



STEEL LENTICULAR

A steel lenticular truss bridge is visually interesting and implementable, although it has a greater sense of enclosure.

PROS

- Visually interesting overhead bridge structure
- Modern character
- Traditional bridge implementation
- Maintains a clear span over canal (no piers in the water)

CONS

- Impact on view corridors
- Sense of enclosure; disconnection from surrounding setting
- No structural separation for people
- Steel is difficult to maintain in the Hawaiian marine environment





NEXT STEPS & FURTHER STUDY

Our next project phase is preliminary engineering and environmental assessment. We are interested in what you want us to study in future project phases, which could include:

POTENTIAL AREAS OF FUTURE STUDY



Parking Study and Effective Demand Management Plan



Urban Design and Landscape Maintenance Plan



Environmental Assessment, Technical Studies and Permitting



Cultural and Historical Heritage Assessment

PROJECT TIMELINE

SUMMER 2019

Draft Environmental Assessment

SUMMER 2020

Finding of No Significant Impact

SPRING 2021

Begin Final Design

SUMMER 2023

Begin Construction Authorization

What other *categories of analysis are important to you?*

HOW WOULD YOU LIKE TO BE INVOLVED?



For More Information:

WWW.HONOLULU.GOV/COMPLETESTREETS/ALAPONO



Text 'alapono' to

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and send your email address when prompted



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