



PROGRESS REPORT

Fiscal Year 2019

Prepared for:
City Council
City and County of Honolulu

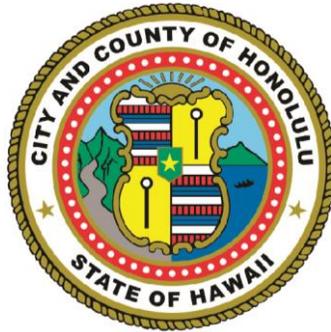
Prepared by:
Department of Transportation Services
Department of Design and Construction
Department of Facility Maintenance
Department of Planning and Permitting



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Honolulu COMPLETE STREETS

Annual Progress Report for Fiscal Year 2019



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Background and Purpose

This progress report provides information on the City and County of Honolulu's (City) Complete Streets activities during Fiscal Year 2019 (July 1, 2018 through June 30, 2019), including pedestrian safety improvements, traffic calming projects, and bike facility installation. The last section in this report highlights educational efforts led by the City and County of Honolulu to advance the safety of all roadway users. The implementation of Complete Streets is a combined effort of the Departments of Design and Construction, Facility Maintenance, Planning and Permitting, and Transportation Services.



The Honolulu Complete Streets program requires close collaboration between a number of City departments on a wide range of projects and programs.

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What are “Complete Streets”?



Complete Streets is a transportation and design approach that aims to create streets that are safe and convenient for all people. In 2009, the State of Hawaii passed a law requiring all counties and Hawaii Department of Transportation to adopt Complete Streets policies. The City and County of Honolulu passed its Complete Streets Ordinance (Ordinance 12-15) in 2012. In 2016, the City published its the Honolulu Complete Streets Design Manual to provide a toolbox for helping Honolulu’s streets meet the transportation needs of everyone, whether traveling by car, bike, bus, rail, or foot.

Complete Streets support healthy and sustainable communities by increasing pedestrian and bicycle safety, promoting physical activity, reducing vehicle emissions, and beautifying neighborhoods.

The City is implementing Complete Streets by updating policies, adopting guidelines, and applying these principles when improving infrastructure. City staff evaluate and incorporate Complete Streets features in repaving and other roadway projects.

This document is an annual report to the City Council of progress towards achieving the goals of the Complete Streets law and making Oahu a safer place for people walking, biking, and accessing transit.

Guiding Policies

The concept of Complete Streets is not new to Honolulu. In the 1920s, streets in the Downtown core of Honolulu were frequently shared by people walking, driving, and riding streetcars, with buildings serving a mix of users at a comfortable scale for people walking. For many decades since, however, development has occurred in a more vehicle-centric orientation. This design approach was officially called into question in 2012 with the City's Complete Streets ordinance.

Complete Streets Ordinance

The Honolulu Complete Streets Ordinance the following objectives as Complete Streets principles:

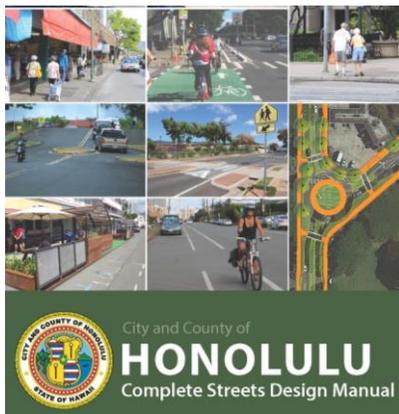
1. Improve safety;
2. Apply a context sensitive solutions;
3. Protect and promote accessibility and mobility for all;
4. Balance the needs and comfort of all modes and users;
5. Encourage consistent use of national industry best practice guidelines to select complete streets design elements;
6. Improve energy efficiency in travel and mitigate vehicle emissions by providing non-motorized transportation options;
7. Encourage opportunities for physical activity and recognize the health benefits of an active lifestyle;
8. Recognize complete streets as a long-term investment that can save money over time;
9. Build partnerships with stakeholders and organizations statewide;
10. Incorporate trees and landscaping as integral components of complete streets.

Complete Streets Checklist

The Complete Streets Checklist is a tool to collect data on roadway projects with the goal of identifying elements that can be incorporated to support the transportation needs of all roadway users. Checklists were submitted for thirteen different projects in FY19, and these checklists can be found on the Department of Planning and Permitting website.

The Complete Streets Core Team is evaluating restructuring the checklist to make it more useful in project development.

Complete Streets Design Manual



In 2016, the Honolulu Complete Streets Design Manual was published, setting forth modern roadway guidelines specific to Honolulu. This manual guides transportation planners, designers, and developers through providing multimodal solutions designed to accommodate all users of the City's transportation infrastructure - pedestrians, bicyclists, transit riders, and drivers. With specific guidelines on street types, travel ways, intersections, pedestrian crossings, bicycle facilities, and pedestrian zones, the Manual advanced Complete Streets implementation within the City and County of Honolulu.

Related Planning Efforts

Oahu Pedestrian Plan



With planning efforts beginning in 2018, the first ever Oahu Pedestrian Plan has the objective of defining the priority steps needed to make Honolulu a more walkable, livable, and healthy place to live. Walking is the oldest and most efficient, affordable, and environmentally-friendly form of transportation. Walking and rolling helps to build strong communities, is the primary way that neighbors get to know one another, and is an easy way to improve mental and physical health.

The process began with an existing conditions inventory and is prioritizing pedestrian improvements through technical analysis and community engagement.

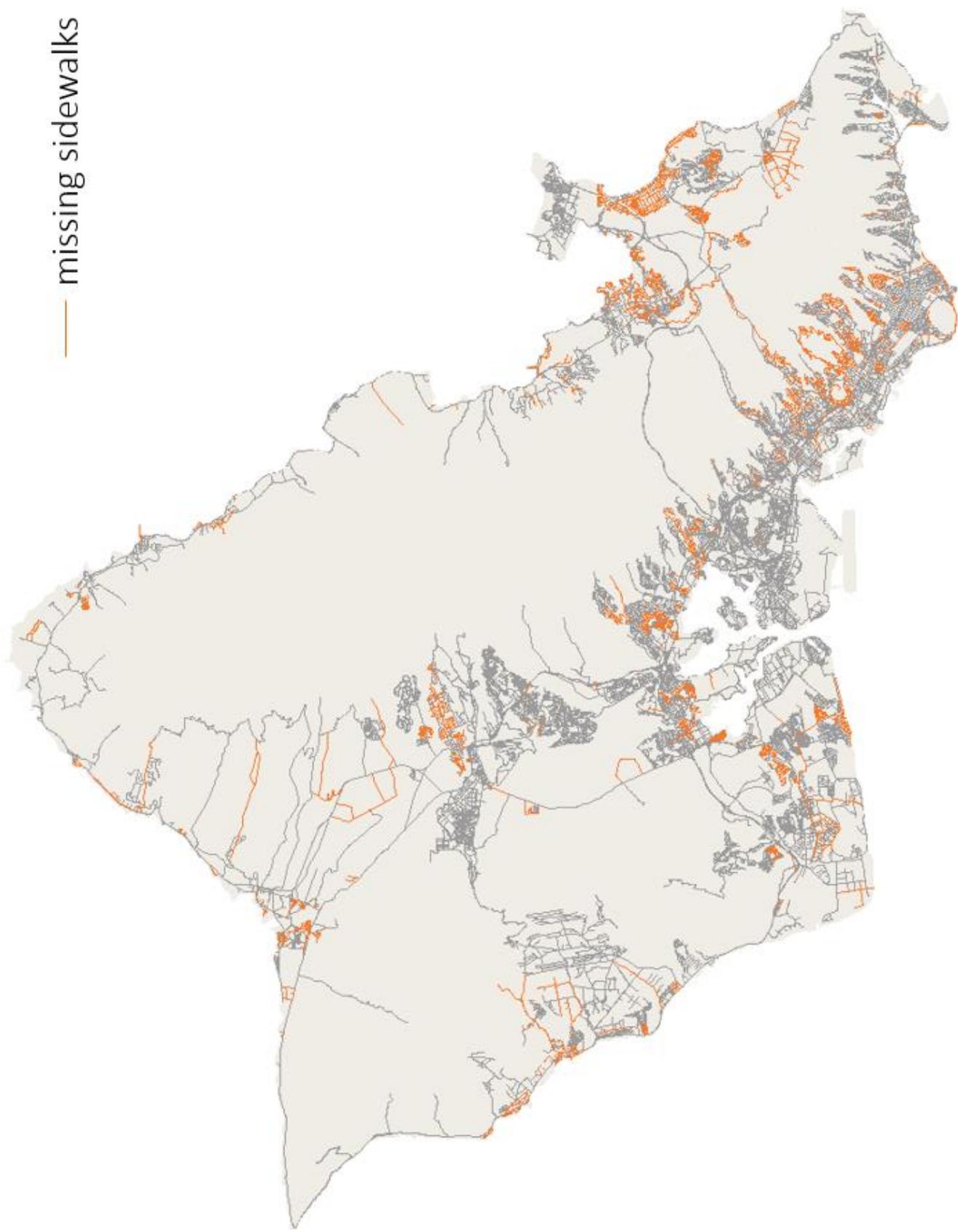
Preliminary inventories identified a deficiency of nearly 800 miles of missing sidewalks. At an estimated cost of over \$1.15 billion, the need for resources and prioritization is clear.

Missing Sidewalks: Grand Total for Oahu = \$1 billion+



Development Zone	In Focus Area		Not In Focus Areas		Grand Total	
	Missing Sidewalks Miles	Total Cost	Missing Sidewalks Miles	Total Cost	Missing Sidewalks Miles	Total Cost
Central Oahu	33.53	\$49,300,065	48.62	\$74,172,141	82.14	\$123,472,206
East Honolulu	1.24	\$1,321,424	9.37	\$11,882,955	10.61	\$13,204,379
Ewa	28.83	\$33,434,048	53.10	\$79,099,366	81.93	\$112,533,414
Koolauloa	9.07	\$14,839,466	12.58	\$20,445,881	21.65	\$35,285,346
Koolaupoko	24.95	\$39,264,152	188.93	\$279,896,736	213.88	\$319,160,888
North Shore	2.35	\$3,963,366	74.31	\$120,570,448	76.66	\$124,533,814
Puc - Pearl City	20.79	\$31,872,863	49.10	\$67,189,663	69.89	\$99,062,526
Puc-Honolulu	33.00	\$43,151,232	150.94	\$198,550,906	183.94	\$241,702,138
Waianae	8.26	\$12,894,060	44.28	\$70,006,526	52.53	\$82,900,586
GRAND TOTAL	162.03	\$230,040,677	631.21	\$921,814,621	793.24	\$1,151,855,298

— missing sidewalks



Oahu Bike Plan

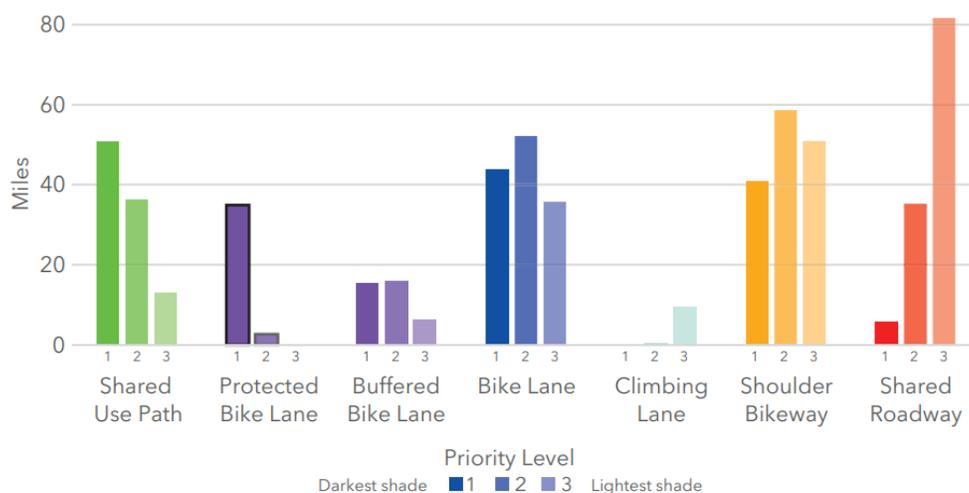


DRAFT
May 2019

The draft update of the Oahu Bike Plan Update was published in May after multiple rounds of public engagement, including community workshops, stakeholder meetings, crowdsourcing web maps, and web surveys. In late 2018, DTS sought public input on the proposed bikeway network and key recommendations and incorporated feedback into the public review and draft report.

Since the completion of the 2012 Oahu Bike Plan, low-stress bicycle facilities have become increasingly common in cities across the United States, including Honolulu. Oahu currently has 205 miles of on- and off-road bikeway facilities, and this update calls for an additional 577 miles of bicycle facilities (including 327 miles of City facilities budgeted at about \$152 million). These proposed bikeways have been prioritized to ensure that those with the greatest potential to increase bicyclist safety and ridership are implemented the soonest. As shown in the below figure, the Priority 1 bikeways are primarily separated from vehicular traffic (shared-use path, protected, or buffered bike lane).

Proposed Bikeway Network
Mileage by Facility Type and Priority Level



Transportation Impact Assessment Process Improvement

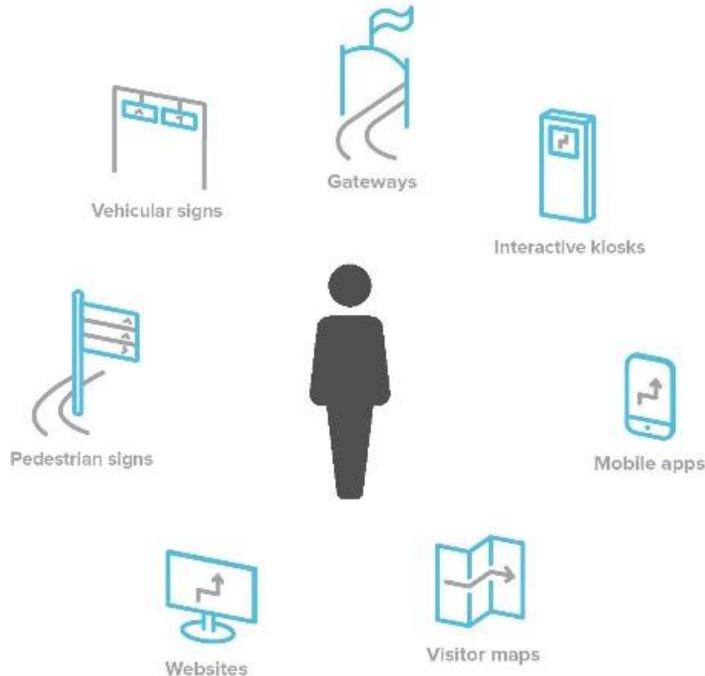
In order to make transportation assessments for development projects and roadway projects more holistic and multimodal, the City drafted Transportation Impact Assessment Guidelines in October 2018. Traffic impact analysis has traditionally focused on vehicular operations and the ability of a road network to accommodate the potential increase in vehicle traffic associated with a development proposal. These guidelines were drafted to reflect best practices in evaluating all modes of transportation, including vehicles, pedestrians, bicyclists, and transit users when assessing the impacts or tradeoffs of projects.

TOD Special District Design Guidelines



Revised in February 2019, the Transit-Oriented Development (TOD) Special District Design Guidelines help land owners and permit applicants better understand the TOD permitting options and design requirements for properties near the rail transit stations. Currently, the guidelines only apply to two adopted TOD Special Districts in Waipahu and through the Interim Planned Development-Transit permit. They will eventually be applicable to all TOD areas.

Wayfinding Plan – Phase 1



In late summer 2018, the Department of Planning and Permitting (DPP) began developing a TOD Wayfinding Master Plan to provide a seamless and consistent navigation system throughout the rail station neighborhoods. Wayfinding will be a critical component of navigating the neighborhoods along the rail corridor. A successful wayfinding program provides clear and consistent information in key locations, helping people understand and navigate their environment. It is comprised of coordinated static and digital tools (i.e. maps and signage) designed to be easily maintained and updated.

TOD Street Tree Plans

A provision in the new TOD Special District requires development projects to plant street trees where they are identified in an existing street tree plan. In late 2018, the TOD team began developing TOD Street Tree Plans for each of the rail station areas. These plans will consider utility conflicts, appropriate species and spacing, and alternative strategies where street trees are not feasible. This effort will help advance Mayor Caldwell's goal of 35% tree canopy cover in urban areas by the year 2035.

Land Use Ordinance Update: Parking

The Department of Planning and Permitting (DPP) is in the process of a Land Use Ordinance update. During Phase I, input from over 100 individuals and professional land use planning organizations was gathered to determine how to proceed with an overall update to the aging document. Many identified off-street parking regulations as a barrier to desirable development.

Near the end of Phase I, the U.S. Environmental Protection Agency approached the DPP with an opportunity to have the City and County's parking regulations reviewed with federally funded technical assistance from the Governors Institute of Community Design and Smart Growth America. Five focus groups and multiple interviews were held with members of the business community, advocacy groups and community organizations, real estate agents and planning consultants, public transportation professionals, and city/state staff. A workshop open to the public was held at the Blaisdell Center in January 2019. This cooperative relationship with the Governors Institute concluded in June 2019. Three technical memos, a draft model ordinance, and a draft staff report were produced to support the City's transition to more modern and strategic parking policies.

Storm Water Management



The Storm Water Quality Branch has recently joined the City's Complete Streets Core Team, allowing for regular collaboration and inclusion of green storm water infrastructure into Complete Streets projects. This interdepartmental team allows for effective collaboration to redesign the streets not just as mobility corridors but also as public spaces. Through incorporation of pervious pavers, bioswales, rain gardens, and other green infrastructure, Complete Streets projects can be designed to reconnect the natural environment with the built environment. Complete Streets projects reimagine how our streets serve the City

and its communities, as well as our relationship with the environment.

Projects that are incorporating green infrastructure elements into the right-of-way include University Avenue and Kamehameha Highway in Haleiwa.

American Cities Climate Challenge



Source: Bloomberg Philanthropies

In late 2018, Bloomberg Philanthropies rewarded Honolulu’s innovative and ambitious climate action plan by providing technical assistance through the American Cities Climate Challenge. This program is designed to reduce carbon emissions specifically from the transportation and buildings sectors – two areas that are on average responsible for 80% of total citywide emissions and over which mayors have significant authority. Bloomberg recognized

Mayor Caldwell for his commitment to an ambitious climate action and his efforts in securing a cleaner, safer, and healthier environment and economy for residents. The Complete Streets Team is working closely with the Office of Climate Change, Sustainability, and Resiliency to build transportation infrastructure that lessens the transportation sector’s greenhouse gas footprint and increases the overall resilience of Oahu.

With funding from Bloomberg Philanthropies, the City and County of Honolulu hired a Climate Advisor in spring 2019 to assist efforts in reducing greenhouse gas emissions. The transportation actions covered by the challenge include transit lanes, staff training on pedestrian safety, parking management, and more.

Advancing the Mayor’s Commitment to Tree Canopy



Source: Trees for Honolulu’s Future

In an effort to mitigate the heat island effect on Oahu, and provide shade for people walking and biking, Complete Streets projects work to integrate street trees into the City right-of-way. Canopy cover, or the amount of leaf surface area, drives the benefit of an urban forest. Honolulu lags behind other cities with a canopy cover of only 25%, and the deficit is growing as our current tree canopy continues to shrink. The City has committed to a goal of increasing the canopy cover in urban areas to 35% by the year 2035, a target difficult to achieve without incorporating street trees. The Kaneohe and Pearl City Complete Streets projects identify opportunities to improve streetscapes through the addition of trees.

The urban tree canopy goal is accelerated by Mayor Caldwell’s commitment as a signatory to the Chicago Climate Charter in December 2017, with the additional specific commitment to plant 100,000 new trees by 2025.

City Projects

The City added 45 accessible curb ramps, 2.3 miles of bikeways, and 6 driver feedback signs in FY19. 8.1 miles of protected or buffered bike lanes and an additional 7.6 miles of bike lanes and routes are in final design or construction. City-led Complete Streets projects are outlined on pages 9 through 19.

Curb Ramp Improvements // completed



In FY19, the City and County installed 45 new accessible curb ramps.

Monsarrat Avenue // completed



Routine resurfacing of Monsarrat Avenue in November 2018 allowed for restriping to include the following bicycle facilities:

From	To	Type	Lane Miles
Kalakaua Ave.	Paki Ave.	Bike Lane	0.8 miles
Kanaina Ave.	Trousseau St.	Climbing Lane	0.4 miles lane 0.4 miles sharrows

Kaneohe Traffic Circles // completed



To reduce cut-through traffic and to decrease vehicular speeds, traffic circles were installed in conjunction with a rehabilitation of streets project at two locations on Luluku Road and Anoi Road.

Driver Feedback Signs // completed



Driver feedback signs were installed near Kaelepulu Elementary, Makaha Elementary, and Lincoln Elementary as Safe Routes to School projects in FY 19.

Kaonohi Street // completed



Kaonohi Street from Moanalua Road to approximately ¼ mile mauka of Puaalii Street was restriped in FY19 to improve safety for all road users. Kaonohi Street was converted from two lanes in each direction to one lane in each direction, with a center turn lane and bike lanes. Road diets like this improve safety for people crossing the street, as pedestrians only have to cross three motor vehicle lanes, compared to four in the former configuration. Safety is also improved for motorists since the new design reduces the number of potential conflicts. Lastly, the addition of dedicated bike lanes increases the comfort and safety for cyclists.

From	To	Type	Lane Miles
Moanalua Rd.	¼ mile mauka of Puaalii St.	Bike Lane	0.7 miles

Waipahu Transit Center // in construction



In April 2019, construction began along Hikimoe Street for the City’s Station Access project to improve pedestrian and bus rider access to the Pouhala rail station in Waipahu. When complete, the project will include wider sidewalks, bus stop upgrades, and new street trees that will benefit from a pilot installation of “Silva Cells” under the sidewalk to provide room and support for happy tree roots.

Waikiki Sidewalk Improvements: Phase 2 // in construction

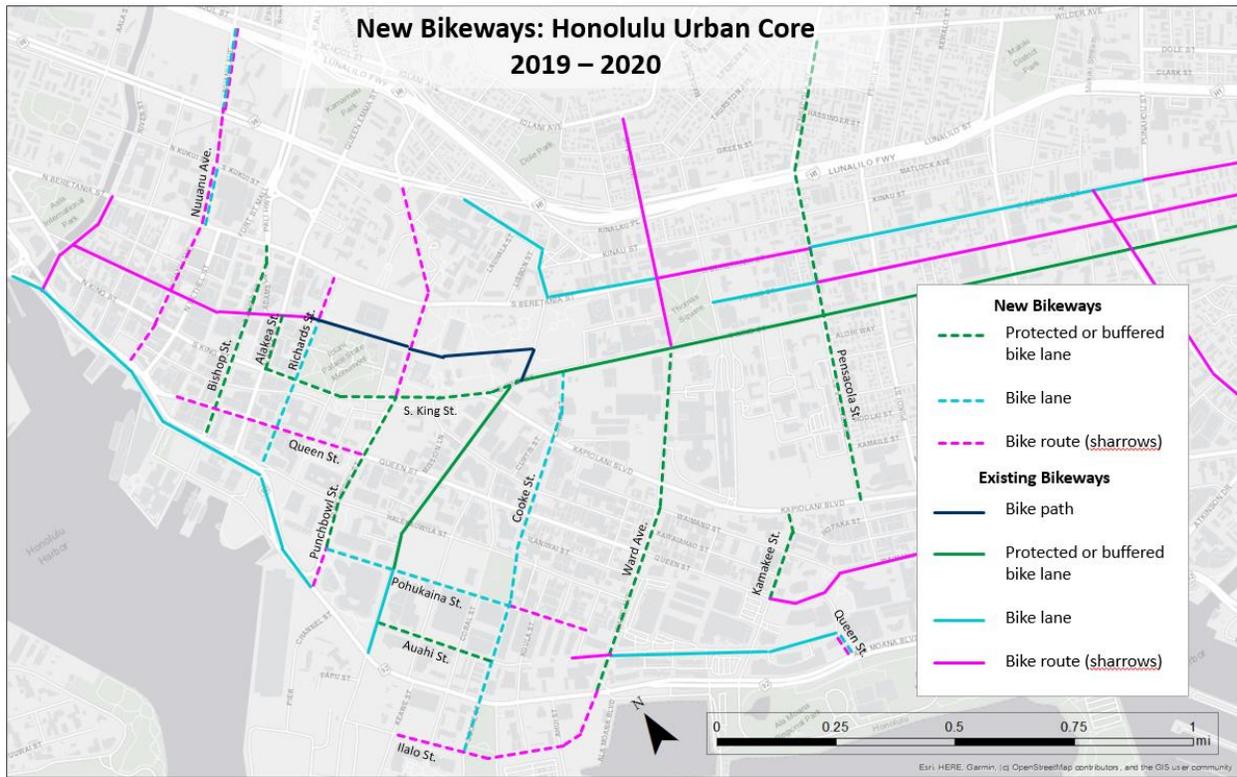


Beginning construction in 2018, and continuing through 2019, the Waikiki Sidewalk Improvements Phase 2 project consists of replacing existing sidewalks with new quartzite pavers, repairing concrete driveways, addressing drainage issues, providing ADA-compliant access, and installing new landscaping with irrigation. The improvements are focused along Kalakaua Avenue (see map above).

Honolulu Urban Core Bikeways // final design

Rehabilitation of streets and capital projects provide an opportunity to rethink our street space. The map below shows new bikeways that are in final design or construction in urban Honolulu.

Projects shown in the map below and described on the following pages will add 7.3 miles of protected and buffered bikeways and an additional 7.4 miles of bike lanes and routes in urban Honolulu.



Pensacola Street // contracted for construction



Coordinating with an upcoming Pensacola Street box culvert project, the City is moving forward with design and construction of protected bike lanes on Pensacola Avenue, adding 1.8 lane miles of protected bike lanes and extending protected bike routes into Makiki. The construction contract was executed in FY19, and construction will begin in FY20.

Project Roadway	From	To	Type	Lane Miles
Pensacola St.	Kapiolani St.	Wilder Ave.	Protected Bike Lane	1.8 miles

Ward Avenue // final design



Providing a much needed link in the bike network, this 0.8 mile protected bikeway on Ward Avenue will connect the King Street protected bike lane to Ala Moana Boulevard. Design was being finalized during FY19, and construction is scheduled for FY20.

Project Roadway	From	To	Type	Lane Miles
Ward Ave.	Ala Moana Blvd.	S. King St.	Protected Bike Lane	1.4 miles

Kakaako Bikeway Improvements // final design

In coordination with a road rehabilitation project, the following bike facilities will be installed in Kakaako. Ninety percent design was completed in FY19, and construction anticipated in FY20.

Project Roadway	From	To	Type	Lane Miles
Pohukaina St.	Punchbowl St.	Cooke St.	Bike Lane	0.8 miles
Pohukaina St.	Cooke St.	Kamani St.	Sharrows	0.4 miles
Auahi St.	South St.	Cooke St.	Buffered Bike Lane	0.4 miles
Queen St. (DH side)	Ala Moana Blvd.	Auahi St.	Bike Lane	0.1 miles
Queen St. (Ewa side)	Ala Moana Blvd.	Auahi St.	Sharrows	0.1 miles
Ilalo St.	Keawe St.	Ala Moana Blvd.	Sharrows	1.0 miles
Cooke St.	S. King St.	Ilalo St.	Bike Lane	1.6 miles
Kamakee St.	Queen St.	Kapiolani Blvd.	Protected Bike Lane	0.4 miles

Chinatown / Downtown // final design



This project will upgrade the existing bulb-outs in Chinatown on Pauahi Street at Maunakea Street, Smith Street, and Nuuanu Avenue. These upgrades include permeable pavers, metal bollards, and tactile warning devices for pedestrians with disabilities.

Protected bike lanes will be added on Bishop Street, Alakea Street, South King Street, and Punchbowl Street. Striped bike lanes will be added on Richards Street, and shared lane markings will be installed on Nuuanu Avenue,

Richards Street, and Punchbowl Street. Ninety percent design was completed in FY19, and construction is scheduled to begin in FY20.

Project Roadway	From	To	Type	Lane Miles
Bishop St.	Halekauwila St.	S. Beretania St.	Protected Bike Lane	0.6 miles
Alakea St.	S. King St.	S. Hotel St.	Protected Bike Lane	0.1 miles
S. King St.	South St.	Alakea St.	Protected Bike Lane	1.0 miles
Nuuanu Ave.	Nimitz Highway	S School St.	Sharrows / bike lane combination	1.4 miles
Richards St.	Halekauwila St.	S. Hotel St.	Bike Lane	0.6 miles
Richards St.	Hotel St.	S. Beretania St.	Sharrows	0.2 miles
Punchbowl St.	Pohukaina St.	S. King St.	Protected Bike Lane	0.6 miles
Punchbowl St.	Nimitz Highway	Pohukaina St.	Sharrows	0.2 miles
Punchbowl St.	S. King St.	S. Vineyard Blvd.	Sharrows	1.0 miles

Salt Lake Boulevard // final design

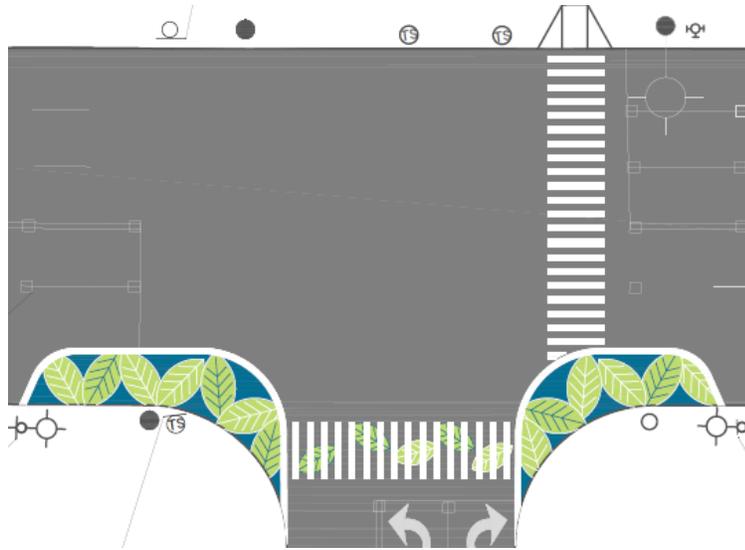
Salt Lake Boulevard will be widened between Maluna Street and Ala Lilikoi Street to include a four-lane cross section, new and improved sidewalks, separated bike lanes, curb ramps, and pedestrian improvements. Bioswales will be incorporated into this project to treat storm water and to physically separate people riding bikes from vehicular traffic. Designs were underway in FY19, and the project is scheduled to bid out in FY20.

Project Roadway	From	To	Type	Lane Miles
Salt Lake Blvd.	Maluna St.	Kahikolu Pl.	Protected Bike Lane	1.8 miles
Salt Lake Blvd.	Kahikolu Pl.	Ala Lilikoi St.	Bike Lane	0.2 miles

Kamehameha Highway (Haleiwa) Improvements // design

The Kamehameha Highway roadway rehabilitation project will incorporate green infrastructure and pedestrian safety improvements. The shoulder will be paved with permeable paving blocks to better manage storm water and provide a place for people to walk and patronize local businesses. The design phase began in FY19 for this one-mile corridor (Anahulu Stream Bridge to Opaeha Stream Bridge).

Kalihi Quick Build // design



The City and various community partners, including Hawaii Department of Health and Blue Zones Hawaii, engaged Farrington High School Engineering Academy students to select and design a Complete Streets Quick Build project in Kalihi. The project will enhance the streetscape with painted curb extensions on North King Street at the corners of Haka Drive, Kaili Street, Mokauea Street, and Puuhale Road. This project is intended to increase pedestrian safety and engage the

community in practical solutions to transportation challenges. Students were instrumental in developing the design. The project is scheduled for installation in November 2019. The pilot project is also being used by the City to inform guidelines for similar community-led improvements in other communities.

Hiapo Street Roundabout // design

Design was finalized for a pilot roundabout at the intersection of Managers Drive and Hiapo Street. Roundabouts like this help curb speeding while improving traffic flow and safety for all roadway users.

Safe Routes to School Projects // design

Upcoming Kamehameha IV road improvements include an asphalt walking path with modular curbs and delineators, curb ramps, and intersection improvements to make walking to and from Fern Elementary School safer for children and their parents. This project was in final design in FY19.

The preliminary design phase for Mahoe Street (Waipahu Street to Halelehua Street) improvements kicked off in FY19. This project will address safety for people traveling to and from August Ahrens Elementary School with improvements like traffic circles, bulb-outs, and raised crosswalks.

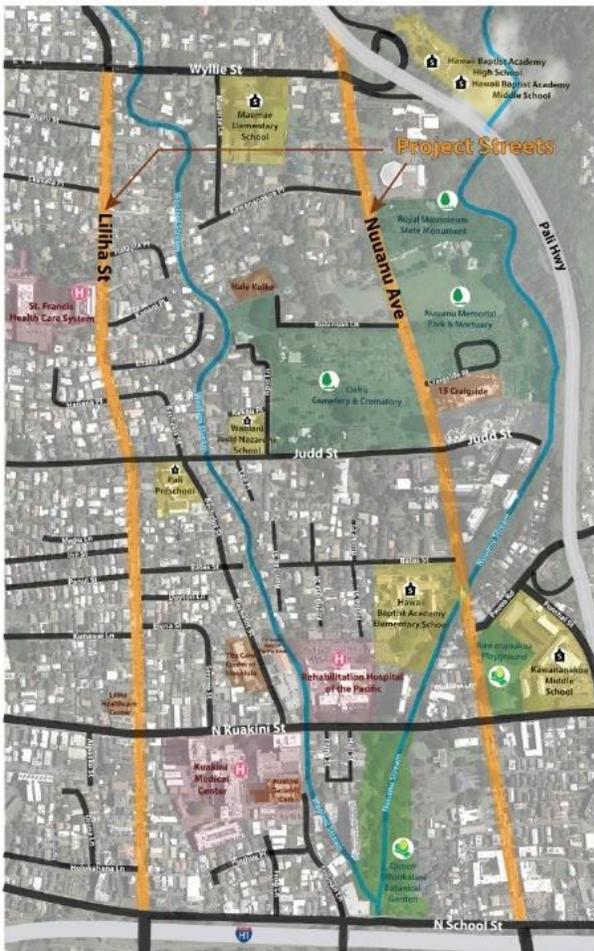
Pearl City // planning



The Pearl City Complete Streets project focuses on three corridors: Hoolaulea Street from Noelani Street to Waimano Home Road, Hoomalu Street from Hoolaulea Street to Waimano Home Road, and Waimano Home Road from Kamehameha Highway to Komo Mai Drive.

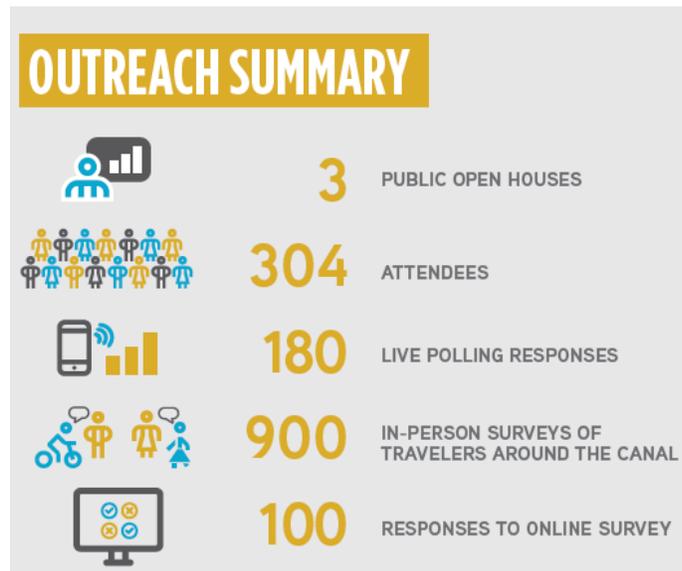
Community engagement and planning were conducted during FY19. The proposed improvements for Hoolaulea Street (left) were well received when presented at a community meeting in October 2018. The road diet proposed for Waimano Home Road received more opposition.

Liliha Street / Nuuanu Avenue // planning



This planning project focused on two parallel mauka-makai corridors: Liliha Avenue from Wyllie Street to North School Street, and Nuuanu Avenue from Pali Highway to North School Street. Plans for these corridors include new street trees, wider sidewalks, raised medians, safer pedestrian crossings, new bike lanes and shared lane markings, and curb extensions. Preliminary design was completed in FY19.

Study Area
Complete Streets Solutions Project: Liliha and Nuuanu
Oahu, Hawaii



The primary purpose of this project is to provide additional pedestrian and bike access across Ala Wai Canal between Ala Moana Boulevard and the Manoa/Palolo Stream. FY19 activities were community engagement (summarized in the infographic below and to the left) and Alternatives Analysis for the Ala Wai Bridge, which identified a preferred alternative for both bridge type and location. This project will be coordinated with the upcoming Complete Streets plan for Ala Wai Boulevard and Canal project.

Relative level of community concern



What we heard from the public...

"WIDEN MCCULLY BRIDGE & make access by walking and biking safer."

"Prioritize CONNECTIVITY & ACCESSIBILITY"

"If a pedestrian bridge is constructed on University Avenue it is critically important to MAINTAIN TRAVEL LANES"

"I really wish I could bike to work instead of paying \$3,000 in gas and \$1,200 in parking each year."

"Do not turn our residential area into a noisy and uncomfortable corridor for the rest of time."

"I have lots of concerns re HEALTH & SAFETY ISSUES for the neighboring community and schools."

Respondents want a crossing that...

"...provides safe travels for bicycles and beyond the bridge."

"...allows me to ENJOY THE GREAT SCENERY of the Ala Wai Canal."

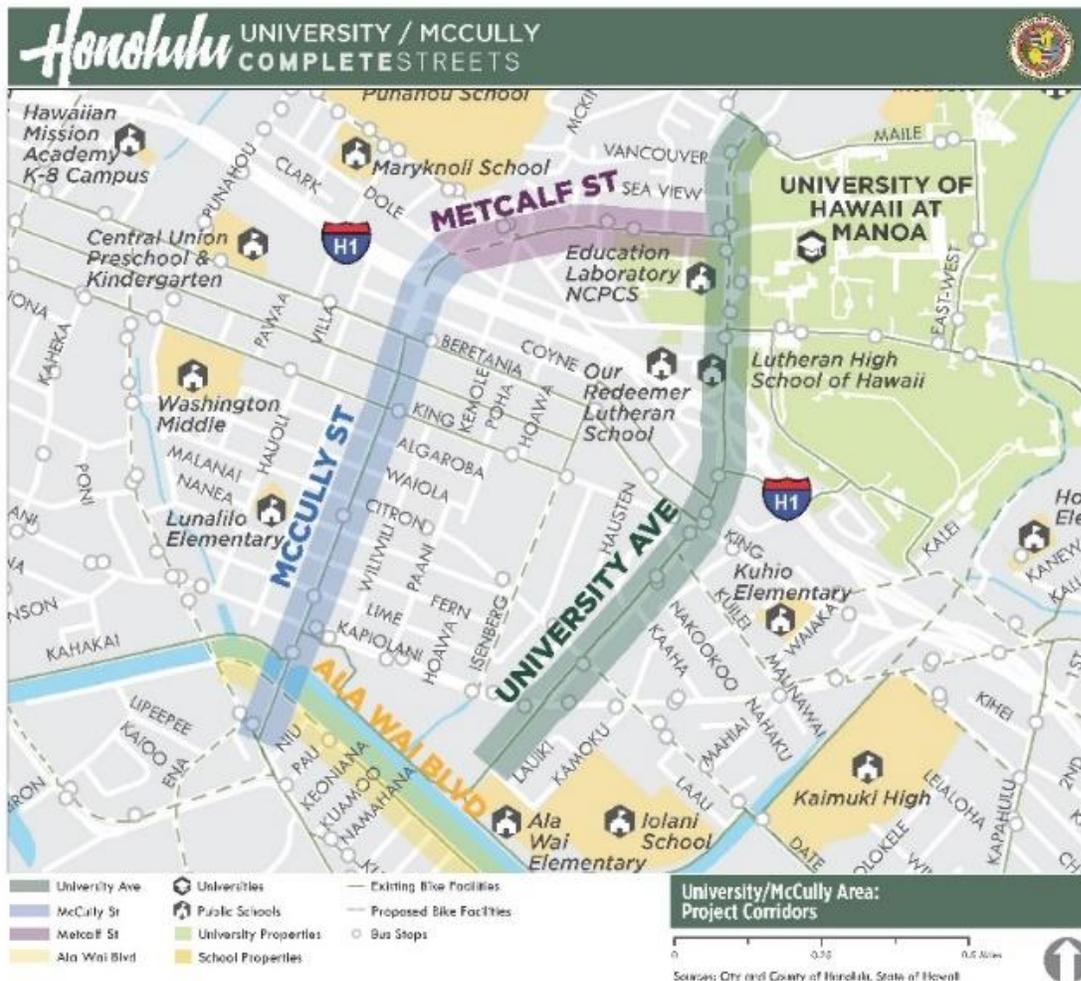
"...is aesthetically pleasing separates bikes and pedestrians, and is creative without being overly expensive."

"...considers the needs of OUR KUPUNA AND DISABLED 'OHANA"

Source: Open Houses and Online Survey



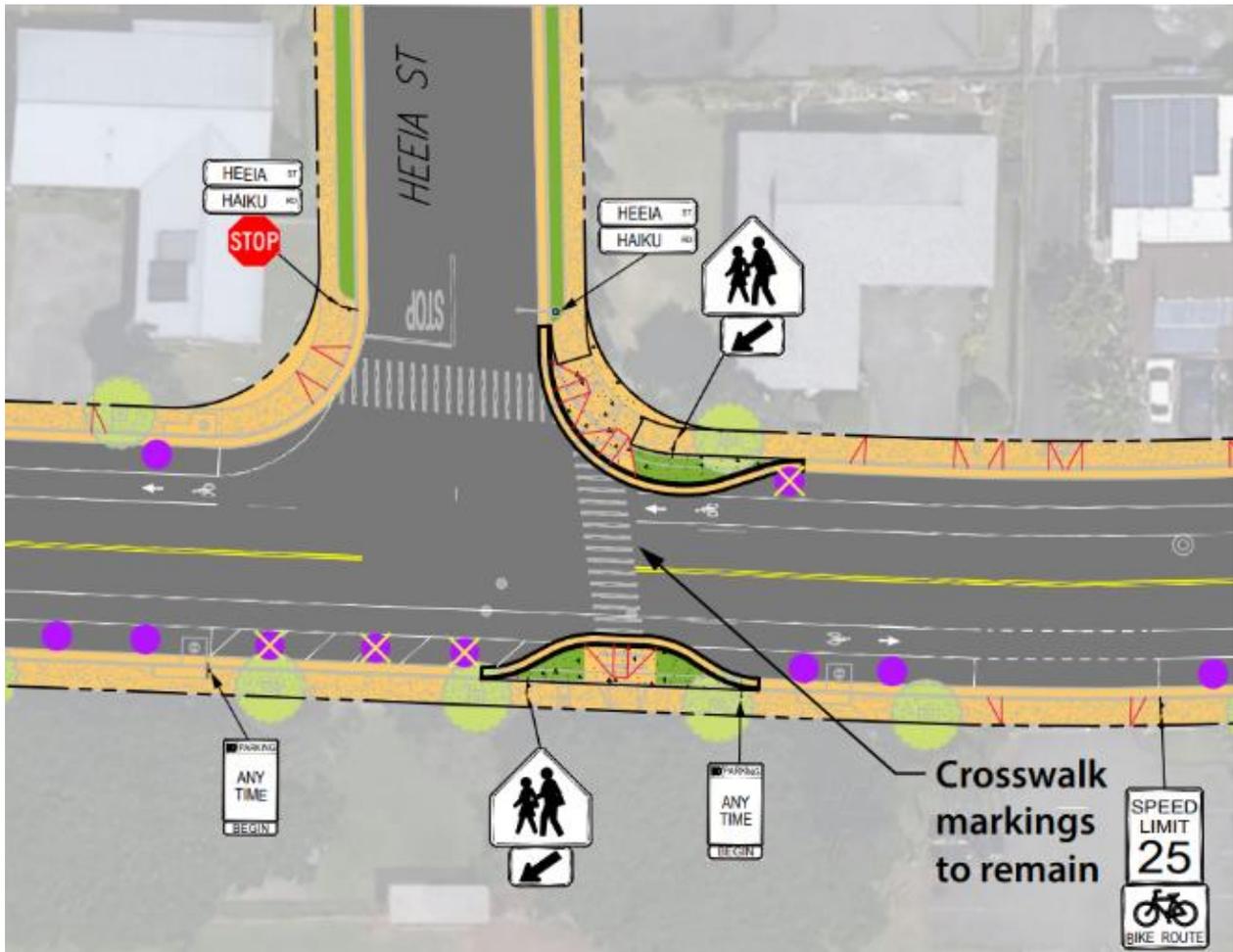
University Avenue / McCully / Metcalf Complete Streets // planning



The study area includes:

- University Avenue between Maile Way near University of Hawaii at Manoa and Hiiwai Street just before the Ala Wai Canal
- McCully Street from Beretania Street to Kalakaua Avenue
- Metcalf Street between University Avenue and McCully Street

Concept design and community engagement were the focus of the work in FY19. Green storm water infrastructure, bus islands, bike lanes, and protected intersections are planned as part of the streetscape on University Avenue and Metcalf Street.



The Kaneohe Complete Streets corridors are Kamehameha Highway from Likelike Highway to Kahekili Highway, Haiku Road and Kahuhipa Street between Kahekili Highway and Kamehameha Highway, and Kaneohe Bay Drive between Mokapu Saddle Road and Mokapu Boulevard. Planned improvements include expanded and reconstructed sidewalks, curb extensions to shorten crossings, new street trees, narrowed travel lanes, new bike lanes, speed management strategies, and expanded bus stops. The image to the left is a snapshot of a curb extension proposed at the intersection of Haiku Road and Hee'ia Street.

With the first community meeting held in April 2018, the bulk of FY19 was spent translating community priorities into thirty percent design concepts to present at a community meeting in early FY20 (August 2019).

Kailua // planning



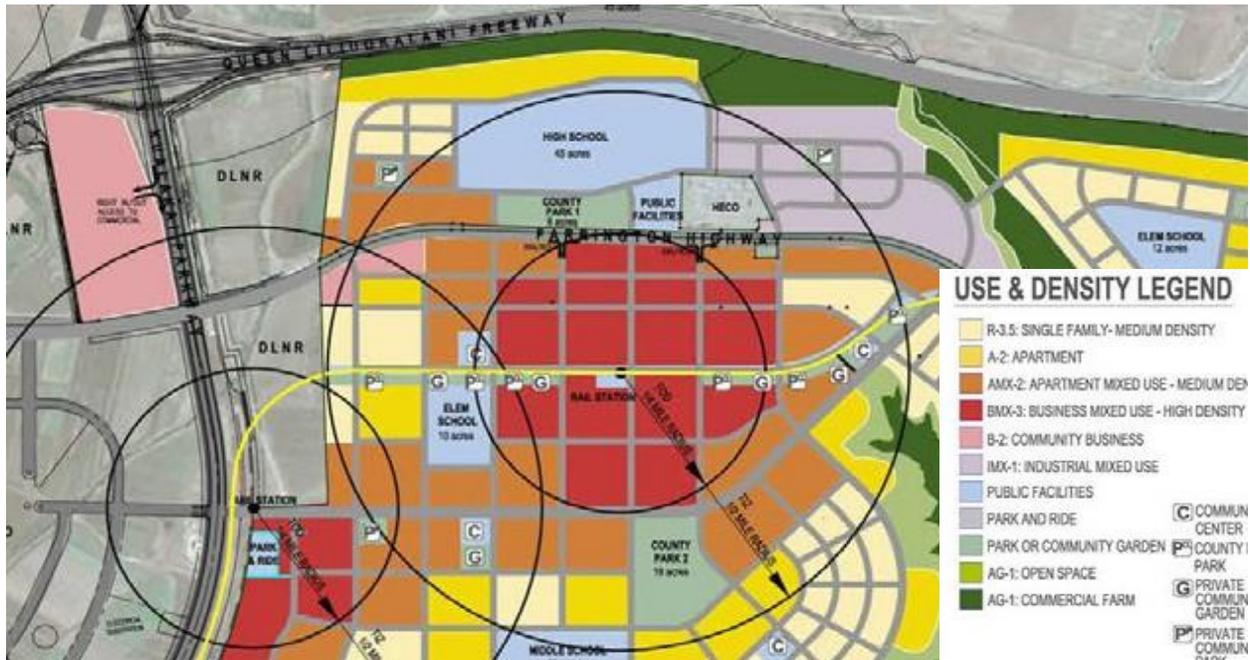
Kailua Complete Streets corridors are Kailua Road, Kalaheo Avenue, Kuulei Road, Mokulua Drive, Oneawa Street, Kihapai Street, and Mokapu Road. With the first community meeting held in April 2018, the bulk of FY19 was spent translating community priorities into thirty percent design concepts to present at a community meeting in FY20. Plans include roundabouts, curb extensions, safer pedestrian crossings, and bike lanes.

Kapalama Canal // planning



Planning is underway to create a linear park along Kapalama Canal near the future Kapalama rail transit station. The project will include waterfront promenades, gathering places, Complete Streets improvements to Kokea and Kohou Streets, green infrastructure and water quality improvements, connections to Honolulu Community College and future developments, and a possible pedestrian bridge over the canal. In FY19, the City amended the planning consultant contract to adjust the design of the project, to reflect current sea level rise projections. This project can improve resilience of both our island and the surrounding community.

Farrington Highway // planning

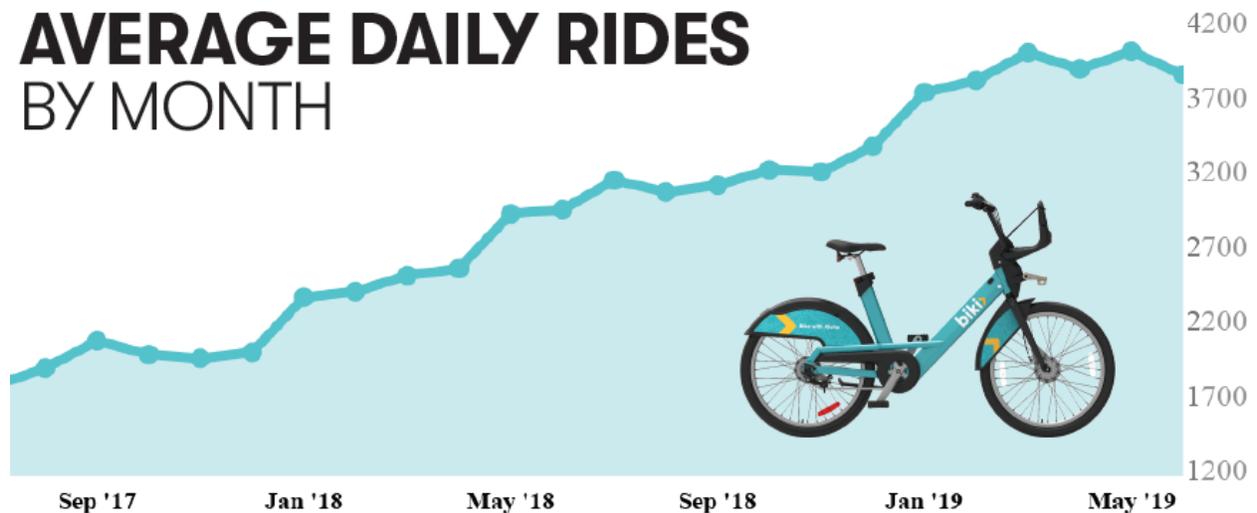


Farrington Highway is being widened from Fort Weaver Road to Kualakai Parkway to accommodate future development and transportation demands. As part of the widening project, 13' shared use paths (one on each side of Farrington Highway) will be incorporated within the right-of-way. The project is planned to be completed in two phases: Phase 1 is from Kapolei Golf Course Road to the new East Kapolei High School access road (east of Kualakai Parkway), and Phase 2 is from the new high school access road to Old Fort Weaver Road. The project environmental impact statement is currently being prepared.

Other Projects

Biki Expansion // completed

AVERAGE DAILY RIDES BY MONTH



In FY19, Biki expanded to 35 new stations, for a total of 135 station locations, expanding the service area to 6.25 square miles (from 5.14 square miles). 735 new docking points were added, along with 288 new bikes. Expansion was made possible through a Transportation Alternatives grant opportunity and matching funds from Bikeshare Hawaii. The City has been a strong partner of Bikeshare Hawaii to ensure that we have transportation choices in Honolulu.

Average daily ridership increased to nearly 4000 rides per day and over 1.2 million rides in FY19.

Hoopili // in construction

Hoopili is a new master-planned community near three future rail stops in East Kapolei. Hoopili will encompass approximately 1500 acres, including 5 schools (3 Elementary, 1 Middle, and 1 High School), and roughly 12,000 new homes. In the first phases of development, Hoopili has already produced 5.7 miles of sidewalks and multi-use paths and 1.8 miles of bike lanes.

Manaolana Place // in construction



Manaolana Place is the first project entitled through the Ala Moana Transit-Oriented Development (TOD) Special District. This project will feature a Mandarin Hotel and Residences across from the Hawaii Convention Center and promises to be a catalyst for development near the Ala Moana Rail station. It will provide multimodal connectivity via inclusion of bike share, car share, and pedestrian improvements as part of the project.

Azure Ala Moana // in construction



Developers broke ground in April 2019 on the Azure Ala Moana mixed-use tower on Keeaumoku Street, with market-rate and affordable housing and ground-floor retail. This project also incorporates a large plaza with plans for programmed events. With close access to rail, bus, and bike share, residents can travel around Honolulu without needing a vehicle. The project is also contributing \$500,000 for Complete Streets in the Ala Moana area.

Hawaii Ocean Plaza // in construction



Hawaii Ocean Plaza, another new development slated for the Ala Moana TOD Special District. This mixed-use development on Kapiolani Boulevard features ground-level retail, restaurants, hotel rooms, office space, and market-rate and affordable housing. Transportation amenities provided as part of the project include a new roadway connection between Makaloa Street and Kapiolani Boulevard, bike facilities, widened sidewalks, a bike share station, and space for outdoor dining.

Hawaii City Plaza // in construction



Hawaii City Plaza incorporates ground-floor retail and parking, affordable housing, and market-rate condominiums. Located in the Ala Moana Transit Oriented Development Special District along Sheridan Street, the project will include Complete Streets improvements in the form of widened sidewalks, a bike share station, and other bike facilities.

Koa Ridge // in construction



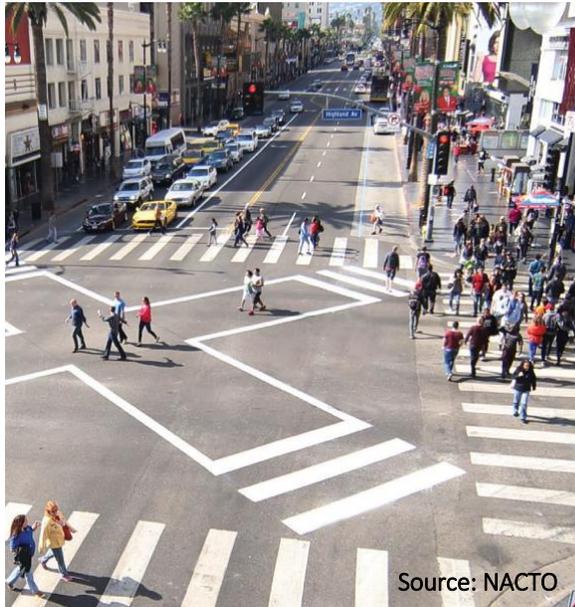
Located in Central Oahu, Koa Ridge is a master-planned community consisting of residential, commercial, medical, light industrial, education, and recreational uses. The Koa Ridge Roadway Master Plan, completed in FY19, includes over 7 miles of pedestrian and bike paths separated from the roadway. The development of more than 3500 homes broke ground in November 2017.

Sky Ala Moana // design



Sky Ala Moana will be a mixed-use tower on Kapiolani Boulevard with ground-floor retail, affordable and market-rate housing, and hotel rooms. Widened sidewalks, bike facilities, bike parking, a bike share station, and car share are all planned as part of this project. The design also incorporates a 4,800 square foot plaza that can be used for programmed events. A monetary contribution to Complete Streets in the area was also a condition of approval.

Education Staff Training



Representatives from all four Complete Streets Departments attended the 2018 National Association of City Transportation Officials (NACTO) Designing Cities Conference in Los Angeles.

The Hawaii Department of Health brought Peter Koonce, P.E., of the Portland Bureau of Transportation to Honolulu to share his expertise related to Vision Zero policies and programs.

Street Plans' Principal Tony Garcia led a Tactical Urbanism workshop for City staff and partners.

Pedestrian Program



The goal of this program is to educate drivers and pedestrians on pedestrian safety and reduce the overall number of crashes involving people walking. Community engagement and education takes place in various venues: schools, senior centers, community meetings, and fairs.

In FY 2019, a number of strategies were employed to educate and engage with communities.

Outreach efforts included participation in fairs, presentations, sign-waving events, campaigns to distribute educational materials, and pedestrian safety pledges. The program hosted a booth at 20 fairs, which reached nearly 6,000 people. Informational materials were translated into Tagalog, Ilocano, and Chinese to broaden the scope of outreach and to educate non-English language speakers.

Outreach efforts also directly focused on engaging with children and seniors. A total of 24 pedestrian safety presentations were given at various schools, summer programs, community centers, and senior centers. The presentations reached more than 3,000 children and seniors. Pedestrian safety activities and games followed the presentations, and attendees received brochures, blinking lights, and reflective bracelets. Children were also able to reinforce their learning and understanding of pedestrian safety by practicing safe walking on walking field trips.

Safe Routes to School (SRTS)

SRTS encourages children in kindergarten through eighth grade to walk and bike to and from school by creating a safer, more convenient, and fun experience. The program takes a holistic approach and encourages school stakeholders such as parents, school staff, DTS staff, police, and community partners to come together and develop an SRTS Plan. FY19 SRTS efforts included pedestrian and bike safety education at Kapolei Elementary School and at Pohakea Elementary School.

Bike Program



BikeEd: BikeEd is a City-funded bike education program administered by the Hawaii Bicycling League (HBL) that teaches fourth graders around Oahu how to ride a bike, basic cycling safety, and laws of the road. The program reached 94 schools and over 8,000 students in 2018.

Adult BikeEd: With support from the City, HBL offers a variety of free adult bike education workshops including bicycling basics, senior cycling, road cycling, and bike maintenance. HBL has even partnered with Biki to offer a course

introducing residents to Honolulu’s bikeshare system. Over 3,000 residents participated in Adult BikeEd in 2018.

Bike Month: In partnership with HBL, Bike Month has been expanded in recent years to include daily energizer stations during Bike to Work Week, and a variety of fun and family-friendly bike events throughout the month of May.