Complete Streets and other City Initiatives

Health and the Built Environment
Hawaii Public Health Conference

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Department of Transportation Services
City & County of Honolulu
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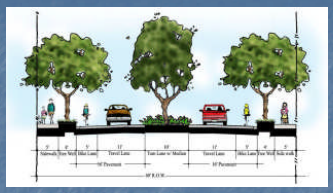
City & County Initiatives

- Complete Streets
- Rail Station Access Program
- Protected Bike Lane Network
- Bike Share
- Secure Bike Storage

Complete Streets

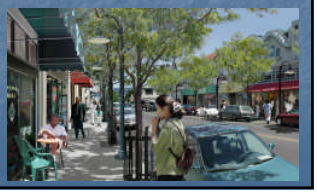
Honolulu Complete Streets Program



- ROH 12-15 Requires the City to: "Employ a multi-modal approach and incorporate complete streets features in the planning, design, construction, maintenance and operation of transportation facilities and projects…"

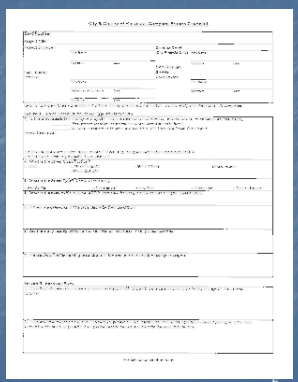
Goals of Complete Streets Program

- Improve Safety
- Context sensitive solutions
- Accessibility and mobility for all
- Balance the needs and comfort of all modes and users
- Use national best practices
- Provide non-motorized options
- Encourage physical activity
- Think: "long-term investment"
- Build partnerships statewide
- Incorporate trees and landscaping



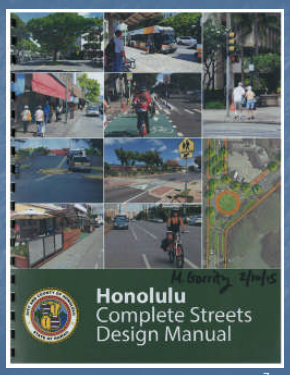
Complete Streets Checklist

- Consistent with requirements of Ordinance 12-15
- Based on national best practices
- Being used now by DPP, DTS, DFM and DDC
- Completed checklists being filed with DPP



Complete Streets Design Manual

- Updates designs for many standard details
- Consistent with national best practices
- Based on input from many stakeholders
- Will replace outdated, auto-centric standards



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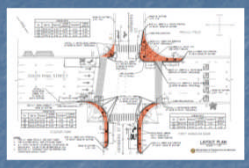
Demonstration Projects

- Low-cost, simple materials
- Improve safety and provide opportunities for walking, bicycling
- Work with private partners where possible



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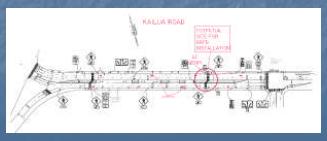

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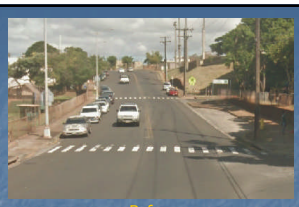
Ulune Street Demonstration Project

- Installed in 2014
- Striping used to "narrow" street
- "Stop for Pedestrians" signage
- First new use of back-in angle parking on Oahu
- Site visits show the project performing as planned (traffic calming)



Before

After

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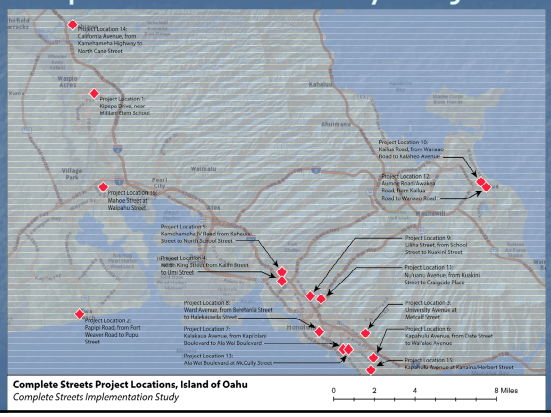
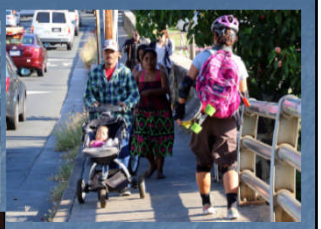
Implementation Study Projects



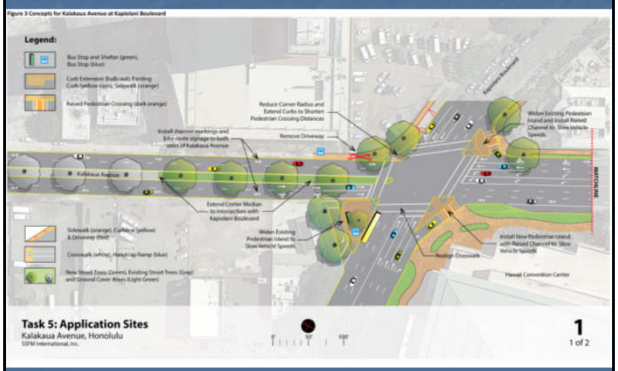
Site Visits/Walk Audits



Analysis

- Existing conditions:
  - Traffic Volumes
  - Land Use
  - Transit Stops
  - Bike lanes
  - Parks, schools, etc
- Need for project
- Research on potential treatments

Conceptual Designs



Kalakaua Avenue 13

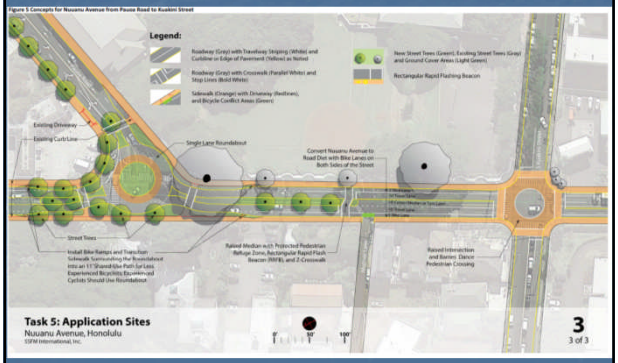
Conceptual Designs

Ward Avenue 14

Conceptual Designs

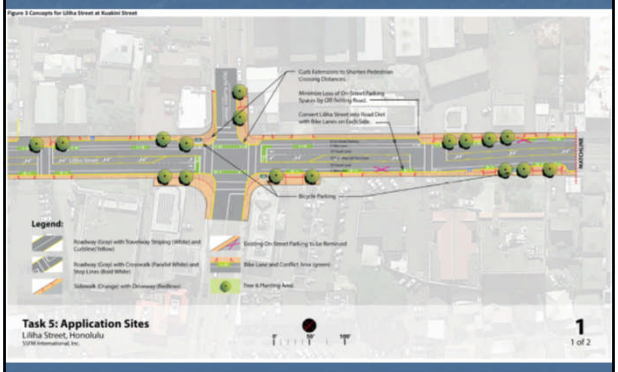
North King Street 15

Conceptual Designs



Nuuanu Avenue 16

Conceptual Designs



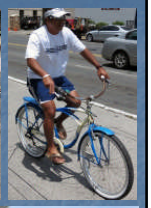
Liliha Street 17

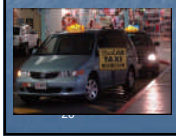
Rail Station Access Program

Rail Project Stations

Rail Station Access Program

- Focus:
  - Station Access
  - TOD opportunities
- Priorities:
  1. Walking
  2. Bicycling
  3. Bus transit / Paratransit
  4. Auto/taxi drop-off/pick-up
  5. Park-and-Ride



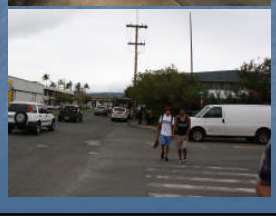

Rail Station Area Walk Audits

- Five walking audits held Nov 2013 to March 2014
- Total of 20 out of 21 station areas examined
- 20-30 participants at each event (5 events total)
- Multiple agencies and stakeholders represented
- Prior to tour: Overview of Station Area with supporting materials and discussion

Rail Station Area Walk Audits

Participants were asked:

- Is the area walkable and bikeable?
- Does walking feel safe, comfortable and is it convenient?
- Does taking transit here seem easy?
- Is the area well-lit and would it feel safe at night?

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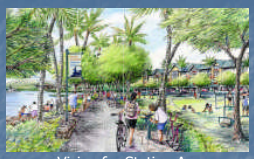
Supporting Materials/Discussion


Existing Conditions


Vision for Station Area


Future Potential TOD


Future Land Use

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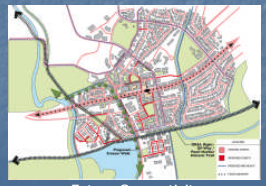
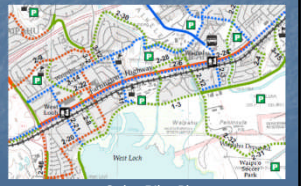
Supporting Materials/Discussion


2030 Potential Bus Network


Rail Station Design


Future Connectivity


Oahu Bike Plan

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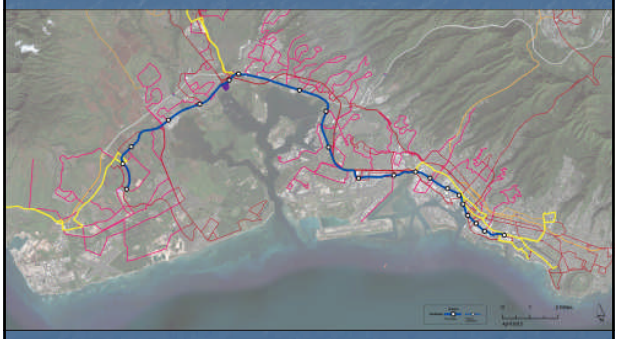
Bus Access to Rail Stations



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Participant Survey - Access

Rail Station Walk Audit

Date:_____ **Rail Station name:** _____

Name/Dept._____

phone#/email_____

(Rank each item below. 1 is poor and 4 is good)

1. Pedestrian access is safe and convenient
   - Sidewalks connect to adjacent areas; 1 2 3 4
   - Crosswalks are well marked; 1 2 3 4
   - Crossing aids for pedestrians and bicyclists to cross the street safely. (e.g., crosswalks, stop light, overpass, traffic island, curb extension)? 1 2 3 4
   - Is area well lighted? 1 2 3 4
2. The street works for all users:
   - Walk signal is long enough for senior citizens; 1 2 3 4
   - Curb cuts and sidewalks accomodate disabled. 1 2 3 4
3. Taking transit is easy:
   - Bus stops and rail transit stations are easy to find; 1 2 3 4
   - Stops and stations are easy to get to on foot or bike; 1 2 3 4
   - Connecting between bus and rail will be easy 1 2 3 4
5. Bicycling is easy:
   - Routes are well marked, safe and convenient; 1 2 3 4
   - Bicycle parking is adequate. 1 2 3 4

List deficiencies and potential improvements or opportunities that would make the site more accessible and desirable for pedestrians/bikes/transit users:

_____

Summary of Comments (500+)

- Rail will present great opportunities for TOD and changing how people travel, but also many challenges
- Level of access to stations varies widely
  - some stations inaccessible without additional infrastructure
- Need more space for pedestrians near station entrances
  - some missing sidewalks and crosswalks
  - where present, need wider sidewalks and crosswalks
- Bicycle infrastructure lacking
  - need bike lanes or paths leading to stations
  - need room near stations for bike share and secure storage
- Some station locations are not intuitive; wayfinding will be important for visitors
- Will require coordination with HDOT at many stations

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Summary of Recommendations

- More than 60 individual recommended improvements
- Primarily to ensure multimodal access to rail stations
- Includes new bus stops, Handi-Van loading zones, passenger loading zones, crosswalks, bike paths/lanes
- Some are focused on enhancing TOD opportunities
- Vary from small (wider crosswalks) to large (promenade along Kapalama Canal)

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Sample Recommended Improvement

- Improve Hikimoe Street to more access for bus-rail connections at Waipahu TC station

Sample Recommended Improvement

- Convert Kekaulike Street into "woonerf", or shared street, from King Street to Chinatown Station entrance

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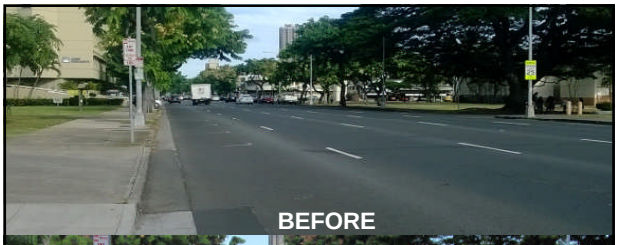
Protected Bike Lanes

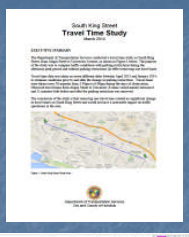
King Street Protected Bike Lane

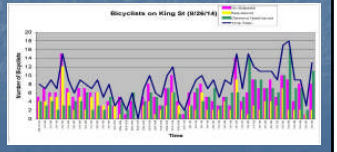
- Opened one-way December 2014
- Converted to two-way in 2015
- 2 year pilot project



Studies and Data Gathering

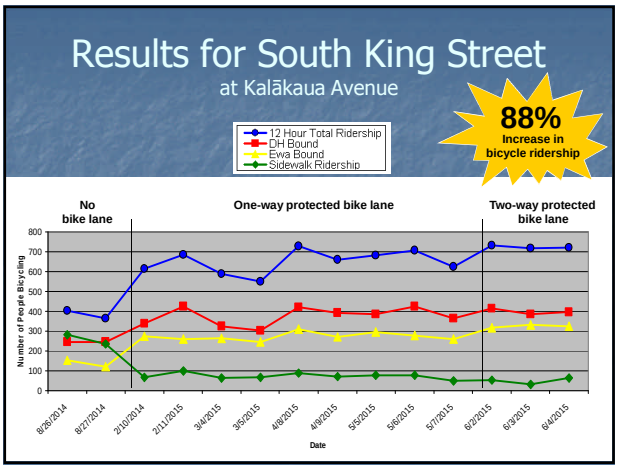
- Gathering data throughout pilot period
- Before and After Bicycle Counts
- Before and After Motor Vehicle Travel Times
- Before and after Traffic Volume Counts





Results for South King Street

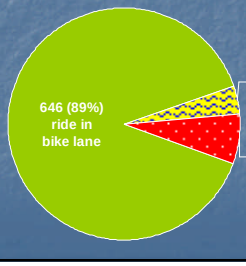
at Kalākaua Avenue



Where are people riding?

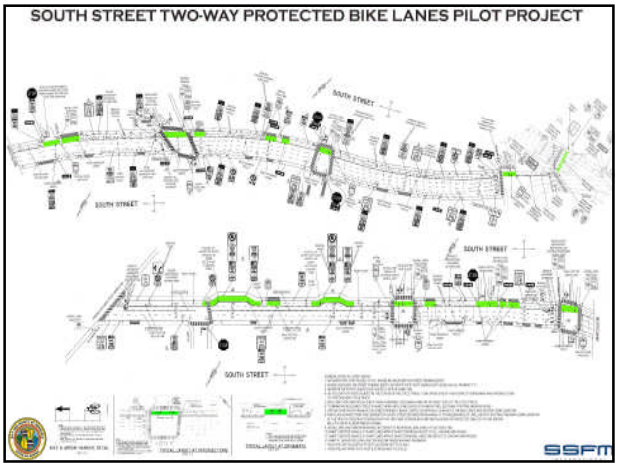
Before
No bike lane
384 bicyclists / 12 hours

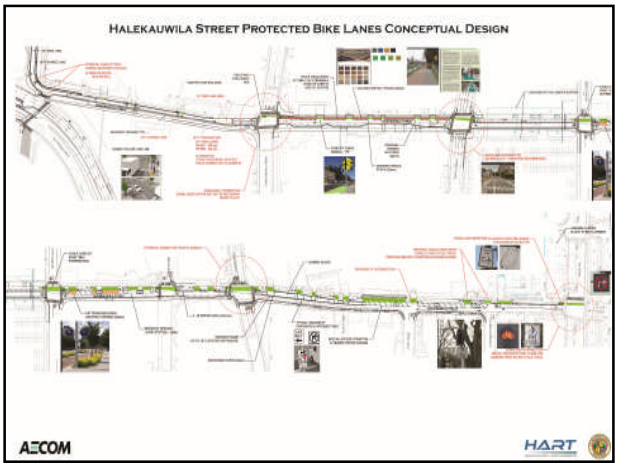
After
Two-way protected bike lane
724 bicyclists / 12 hours



Future Protected Bike Lane Projects

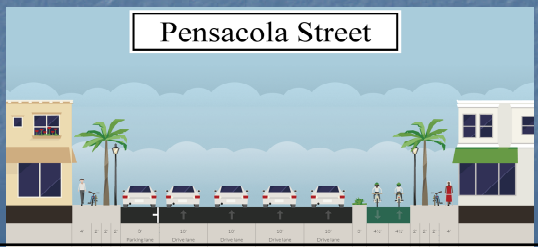
- Connect to the King Street protected bike lane to create a network
- Many routes will also connect to future rail stations
- South Street, Ward Avenue, Piikoi, Pensacola, Halekauwil, McCully…
- Install next protected bike lane by the end of 2015 or early 2016





Pensacola Street Bikeway

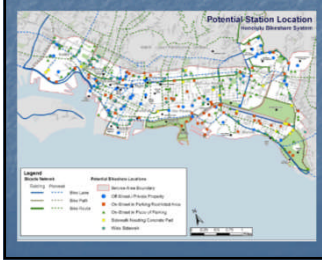
- Connection from the King Street bikeway to Ala Moana Blvd
- To be implemented with the Department of Design and Construction's resurfacing project
- Design treatment is yet to be determined

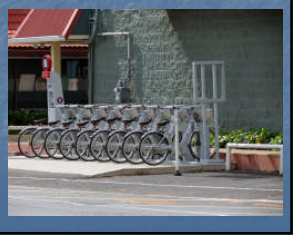


Bike Share

Bikeshare Hawaii

- Selecting Vendor Now
- Set to open in 2016
- Up to 2000 bikes and 200 stations





Secure Bike Storage

Secure Bicycle Storage

- Using FTA funds to install secure bike storage at transit centers and future rail stations
- Incorporating advance security and access features
- Access card to be integrated with new electronic fare collection system

Mahalo!