Complete Streets and other City Initiatives

Health and the Built Environment
Hawaii Public Health Conference

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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- Will replace outdated, auto-centric standards

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

Ulune Street Demonstration Project
- Installed in 2014
- Stripping 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)

Implementation Study Projects
- Site Visits/Walk Audits
  - Existing conditions:
    - Traffic Volumes
    - Land Use
    - Transit Stops
    - Bike lanes
    - Parks, schools, etc
    - Need for project
    - Research on potential treatments

Analysis
Conceptual Designs

Kalakaua Avenue

Ward Avenue

North King Street

Nuuanu Avenue

Liliha Street

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?

Supporting Materials/Discussion

- Existing Conditions
- Vision for Station Area
- Future Potential TOD
- Future Land Use

Supporting Materials/Discussion

- 2030 Potential Bus Network
- Rail Station Design
- Future Connectivity
- Oahu Bike Plan
Bus Access to Rail Stations

Participant Survey - Access

<table>
<thead>
<tr>
<th>Rail Station Walk Audit</th>
<th>Rail Station name</th>
<th>List of breaks and potential improvements or opportunities that would make the site more accessible and desirable for pedestrian/bike users.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date: __________________</td>
<td>Rail Station name</td>
<td>Listed breaks and potential improvements or opportunities that would make the site more accessible and desirable for pedestrian/bike users.</td>
</tr>
</tbody>
</table>

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 (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 accommodate 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]

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
- Need more space for pedestrians near station entrances
- Need wider sidewalks and crosswalks
- Bicycle infrastructure lacking
- Some station locations are not intuitive; wayfinding will be important for visitors

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)

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
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
- 88% Increase in bicycle ridership
Where are people riding?

Before
No bike lane
384 bicyclists / 12 hours

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

- 646 (89%) ride in bike lane
- 27 (4%) ride in street
- 51 (7%) ride on sidewalk

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

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South Street Two-Way Protected Bike Lanes Pilot Project

Ward Avenue Complete Street Conceptual Design

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

Pensacola Street
Bike Share

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

Secure Bike 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!