



IMPLEMENTING POLICIES & PROGRAMS

Policy and program recommendations to promote the institutionalization of bicycling in Honolulu are presented below. The recommendations are based on lessons learned from other jurisdictions, and input received from public workshops and the November 1997 charrette. The policy and program recommendations are the principal means of institutionalizing the commitment for Honolulu to become a truly bicycle-friendly city.

5.1 Policies

1. Adopt major bicycle policy statements in the City's *General Plan* and *Primary Urban Center Development Plan* so that "every street and highway on which bi-

cycles are permitted to operate is a "bicycle street" and should be designed and maintained to accommodate shared use by bicycles and motor vehicles."

2. Create a roadway classification system in the *Primary Urban Center Development Plan* which designates bicycle priority streets separately from other modes.
3. Incorporate appropriate bicycle and pedestrian facilities into all new roads and roadway improvements including traffic control during construction.
4. City agencies involved in roadway design, should review and consider adopting the forthcoming revised State DOT *Uniform Design Manual* recommendations for bicycle facilities and the forthcoming 1999 AASHTO *Guide for the Development of Bicycle Facilities*.
5. Update City design manuals to be consistent with proposed State *Uniform Design Manual* and AASHTO changes.
6. Incorporate project recommendations from the *Honolulu Bicycle Master Plan* into the *O'ahu Regional Transportation Plan* and subsequent updates of the State's *Bike Plan Hawai'i*.
7. Incorporate recommendations of the *Honolulu Bicycle Master Plan* into other City plans as they are updated. These include the *General Plan*, *Development Plans*, and *Special Area Plans*.
8. Require bicycle facilities in the City's street setback improvement program.

9. Establish a bicycle parking requirement in the City's *Land Use Ordinance* to identify minimum short- and long-term bicycle parking requirements by land use type. Provide incentives for developers to provide secure short- and long-term bicycle storage facilities and showers.
10. Continue to work closely with the Neighborhood Boards, community associations, school organizations, and other community-based groups to establish and maintain bicycle and pedestrian-friendly neighborhoods.
11. Identify opportunities for bicycle projects to be incorporated into capital improvement and maintenance projects.
12. Use the benchmarks identified in Chapter 5 of the *Honolulu Bicycle Master Plan* to monitor progress toward project and program implementation.
13. DTS should prepare an annual progress report to be submitted to the Mayor, the Transportation Commission, the City Council, O'ahu Metropolitan Planning Organization (OMPO), and the Mayor's Advisory Committee on Bicycling.

5.2 Programs

1. Develop bikeway maintenance programs to:
 - Repair potholes;
 - Maintain shared-use-paths; and
 - Replace non-bicycle-friendly storm grates in conjunction with routine maintenance.



Police on bicycles are excellent role models.

2. Improve the cleaning and sweeping of bikeways throughout the City.
3. Encourage volunteer groups to establish a program to monitor bicycle use patterns:
 - Conduct baseline counts on key recreation and commuter routes and update counts to track changes in use; and
 - Conduct counts before and after new projects to monitor use and effectiveness.
4. Continue and expand the bike parking facilities program through:
 - Bike rental lockers for long-term parking at major destinations including the Airport, Downtown, Park & Ride transit facilities, regional malls, universities and colleges;

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Continue funding the BikeEd education program for all fourth graders on O'ahu.

- Bicycle rack installation program; and
 - Designate bicycle parking areas with bicycle parking signs and pavement markings at parks, businesses, shopping, and commercial centers.
5. Establish a Downtown network of facilities to provide bike commuters with clothes storage, showers, and secure bike parking:
 - Encourage building owners and facility managers to provide covered, secure bicycle parking by offering tax incentives;
 - Encourage health centers and fitness clubs to offer membership packages for bicycle commuters; and
 - Encourage “Employer Promotion” programs.
 6. Develop a bike point-of-sale and rental information package whereby an owner / renter of a bicycle receives an information package that includes the rules of the road, guidelines on how to share the road or path with other users, frequently asked questions, and an O'ahu bike map.
 7. Motorist / Bicyclist / Child Education Programs:
 - Include questions regarding bicycles on driver's license tests;
 - Continue to fund the *BikeEd* education program for all fourth graders;
 - Promote adult bicycle education classes like “Effective Cycling;”
 - Promote sharing of roadway space between motorists and bicyclists through signing roadways with “Share the Road” signs;
 - Promote sharing of shared-use-path space; and
 - Create and air public service announcements.
 8. Implement encouragement programs:
 - Continue the Mayor's “Sunday on Wheels” program;
 - Establish a “Bike to Work Week” with program incentives that support bicycling and alternative transportation modes; and
 - Include bicycles in the City motor pool.
 9. Establish a neighborhood traffic calming program to make neighborhoods more pedestrian / bike-friendly:
 - Educate Neighborhood Board members, developers, and public and private sector designers and engineers of traffic calming initiatives;

- Add “Share-the-Road” signs to neighborhood streets;
 - Slow traffic on neighborhood streets thereby improving pedestrian and bicycle safety and access; and
 - Create bicycle-safe zones around elementary, middle, and high schools through physical improvements and coordination with school, community-based groups, and the Honolulu Police Department.
10. Improve bike accessibility to, and integration with, transit facilities:
- Provide long term, secure, covered parking at park & ride facilities, airports, universities and community colleges, and other destinations;
 - Add signage and publicize the fact that bicycles are allowed on “public transit vehicles only” lanes; and
 - Identify points where bikeways and key bus routes intersect. Add bike routes to bus maps and create bike maps that include bus routes.
11. Promote Hawai'i as a bicycle-friendly place for tourists:
- Create and provide information for tourists including maps, guides, and rules of the road. Distribute this information to bike shops, hotels, youth hostels, and bed and breakfast accommodations;
 - Encourage hotels and other visitor accommodations to provide and / or expand bike parking and storage for visitors; and
 - Promote Honolulu as a bicycle-friendly city by the Hawai'i Visitors and Convention Bureau.

12. Implement enforcement programs to enforce the laws of the road as they apply to motorists and bicyclists:
- Implement an enforcement program for dangerous behavior on the road by all road users; and
 - Create a positive reinforcement program for good behavior.

John Forester, noted bicycle expert, writes, “Cyclists fare best when they act and are treated as drivers of vehicles.” Soon to be adopted by the MUTCD, the “Share the Road” signage shown here reinforces this message.

