SUPPLEMENT

EXISTING TRANSPORTATION CONDITIONS

OCTOBER 2012

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TRANSPORTATION SYNTHESIS

This memorandum summarizes our findings of the existing circulation and mobility facilities and services within the Ala Moana Transit-Oriented Development study area. The study area focuses on the area within a ½-mile radius of the site of the future HART rail transit station (Ala Moana Station) planned near the Kona Street and Keeaumoku Street intersection adjacent to Ala Moana Center. The study area is generally bounded by Kamakee Street in the Ewa direction, King Street in the mauka direction, the Ala Wai canal and Kalakaua Avenue in the Diamond head direction, and Ala Moana Beach Park in the makai direction (see Figure 1).

EXISTING CONDITIONS

1) TRANSPORTATION CONTEXT

Approximately 2.8 million daily person trips are made by Honolulu residents. Of those trips, 6% are made by transit, and 12% are by biking and walking. Visitors making approximately 364,000 trips, of which 5% are by transit, and 45% are by biking and walking. (**HONOLULU RAIL EIS** (2010))

When asked to identify the key transportation challenges on Oahu, focus groups have identified the following issues:

1. Traffic Congestion
2. Unsafe behavior
3. Unsafe Roadways
4. Lack of Alternate Routes
5. High Cost of Parking
6. Limited Bus Service

2) BUS TRANSIT

Honolulu's municipal bus system, TheBus, serves approximately 180,000 transit trips per day, of which 90% of the trips are made by residents. Half of those trips either begin or end at work. On weekdays, 13% of all transit trips terminate in the Mo'ili'ili-Ala Moana area.

Ala Moana Center is a major transfer point for bus transit. In 2007, transit vehicles that traveled to Ala Moana Center operated an average speed of 13 mph (HONOLULU RAIL EIS (2010). Although transit plays a major role in the area's transportation system, it still faces a number of challenges. Primarily, buses must share space with other private cars and vehicles on Oahu's streets.

The following 38 bus lines stop in and around the Ala Moana shopping center with those lines stopping at the Center marked by an asterisk:

TheBus Routes

1	19*	57*	88 A*
1 L	20*	57 A*	90
2	23*	62*	98 A*
3	24*	65*	201
5	40 A*	83	202
6*	42*	84	203
8*	52*	84 A	C*
13	53*	85	E*
17*	55*	85 A	
18*	56*	88*	

3) VEHICLES

Traffic – Automobiles are the primary form of transportation within the Primary Urban Center (PUC) of Honolulu. Because of the employment and commercial land use densities, the PUC attracts a large number of vehicle trips. When island residents were surveyed for outreach for the Oahu Regional Transportation Plan 2035, they were asked to list the top primary challenges for Oahu: 55 percent of respondents identified traffic congestion as the top concern (**Oahu Regional Transportation Plan 2035**, 2011).
The study area is bounded and bisected by seven major arterial roadways carrying substantial traffic volumes, especially during the morning and afternoon peak commute periods. These facilities include:

- Kapiolani Boulevard
- Keeaumoku Street
- Kalakaua Avenue
- King Street
- Pensacola Street
- Piikoi Street
- Ala Moana Boulevard

All of these facilities are operated and maintained by the City and County of Honolulu, except for Ala Moana Boulevard, which is under State of Hawaii Department of Transportation control. In the case of Kapiolani Boulevard, the City and County implements a contra-flow lane with the manual installation of cones to maximize vehicle capacity during the peak direction of travel (Ewa-bound in the morning and Diamond Head-bound in the afternoon). While signals are coordinated on all of these corridors, the high vehicle demand results in regular congestion and queuing at signals, and is sometimes exacerbated by the high pedestrian volumes at selected locations, as well as by less efficient signal phasing (e.g., split phasing where each approach gets its own phase versus overlapping phases).

Lastly, the lack of local street connectivity in selected areas contributes to higher turning movement volumes on some of the arterial facilities. For example, the grid of streets and higher intersection density including Rycroft, Elm, Alder, Birch and Cedar Streets better distributes traffic compared to other parts of the study area such as the portion bounded by King Keeaumoku, Kaheka and Kapiolani Streets. In this latter area, there is no continuous mauka-makai street to enhance access.

Parking – With the exception of Kapiolani Boulevard, Ala Moana Boulevard and Kalakaua Avenue, the majority of the streets in the vicinity of the Ala Moana Station include some on-street parking. Some of the parking is metered, including portions of Kona, Mahukona, Kanunu, Kaheka, Amana, and Poni Streets.

In addition to the higher density residential uses in the Diamond Head portion of the study area, major retail and commercial parking generators include Ala Moana Center, Walmart/Sam's Club, Don Quixote and several office buildings along Kapiolani Boulevard. Parking within major retail sites is generally free except for a small number of metered spaces located near the intersection of Kona and Mahukona Streets. A parking surplus at Ala Moana Center is generally available except during peak shopping times during later November and through December.

4) BIKING

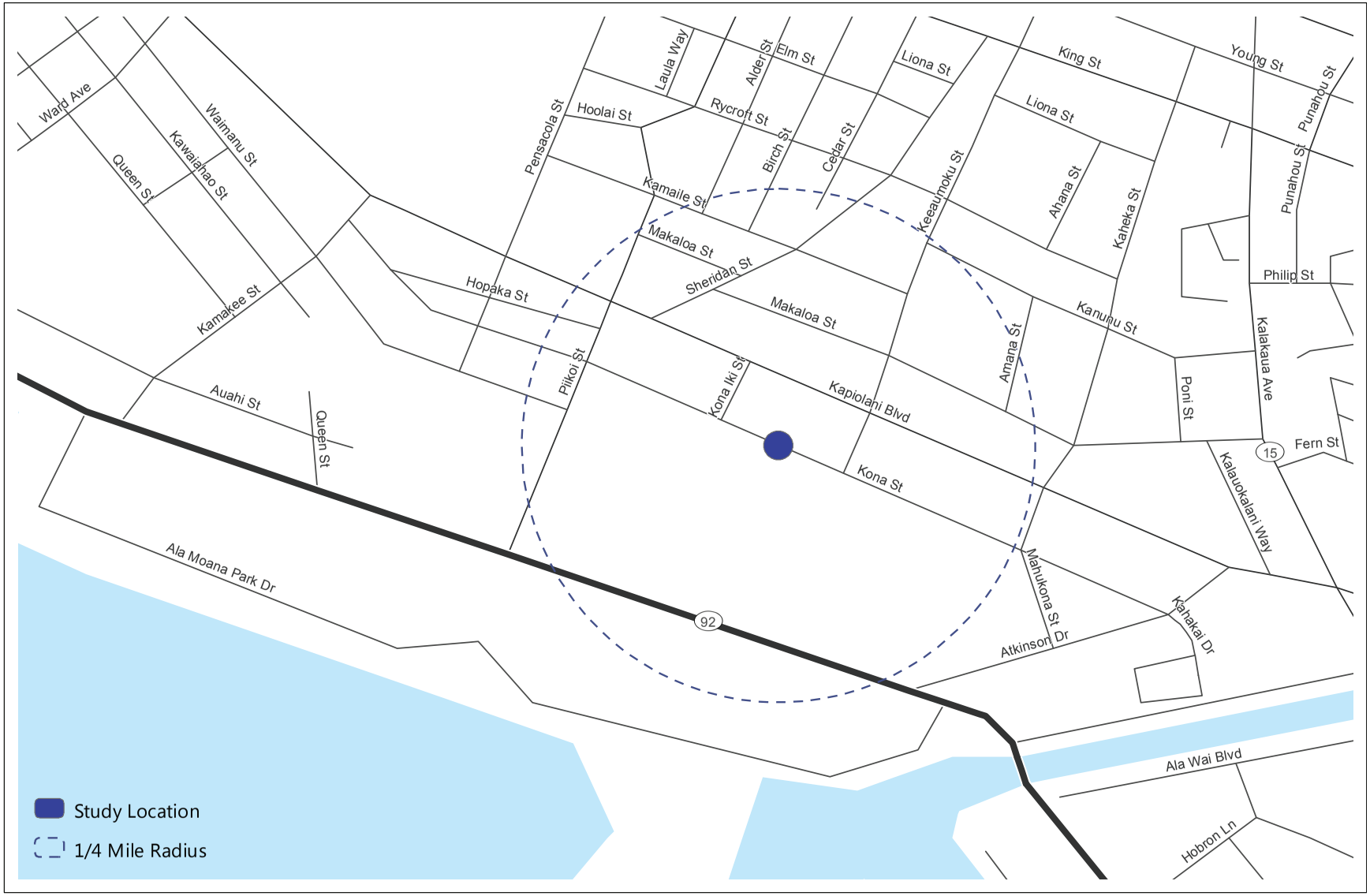
Biking has become more popular over the last decade, with about 1% of Honolulu residents commuting by bicycle to work (**American Community Survey**, 2010 1-Year Estimates). However, even with the rise in bicycling, there has not been a commensurate increase in bicycle infrastructure, particularly within the study area. In fact there are no separate bicycle facility rights-of-way within the study area serving built up land uses. A bicycle trail is provided through Ala Moana Beach Park, and Queen Street/Waimanu Street between Kamakee and Piikoi Streets is a designated bike route (routes guide bicyclists and they share the street with vehicles but no separate right-of-way is provided). In addition, Young Street is a designated bicycle-friendly road, although it is located mauka of King Street and outside the immediate study area. The soon-to-be finalized Draft Oahu Bike Plan (July 1999) identifies future bike lane facilities on Kalakaua Avenue, Ala Moana Boulevard and Kamakee Street, but only routes on several other roadways.

5) WALKING

Similar to bicycling, the weather conditions in Honolulu and the topography within the study area are ideal for walking. However, the distance between destinations and insufficient pedestrian infrastructure can make walking a less favorable mode of travel. In many places, sidewalks are narrow, include gaps, or are missing entirely. Portions of the following streets and intersections were identified as having insufficient or missing pedestrian sidewalk/path and infrastructure (see Figure 2):

- Kona Street *(Ewa of Piikoi Street)*
- Kalauokaiani Way *(mauka of Kapiolani)*
- Pensacola Street *(makai end)*
- Kona Street and Mahukona Street *(intersection is confusing for both drivers and pedestrians)*

Major arterials and intersections can make crossing the street intimidating or feel unsafe. Further, larger street blocks can make walking routes long, indirect, and less convenient. Although some blocks are quite long and inconvenient for through travel, many of the large-scale retailers have attracted a substantial volume of foot traffic to the area, which helps to liven up the pedestrian environment.



Ala Moana TOD Study

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Study Area and Project Site Location

Figure 1

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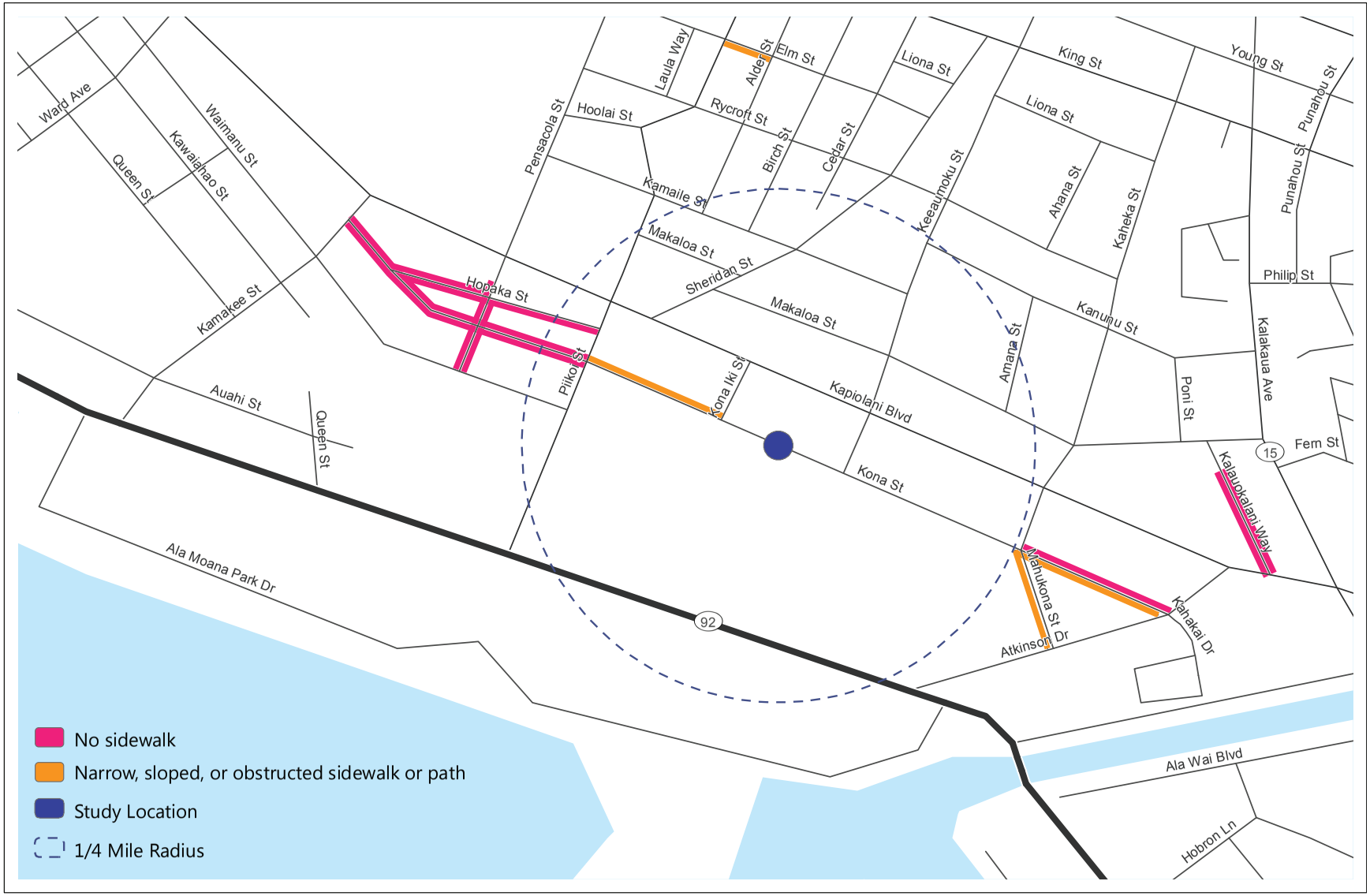

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Sidewalk Conditions Assessment

Figure 2

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