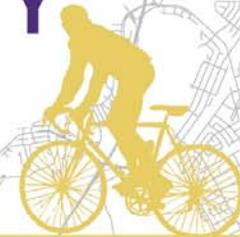


Honolulu / PEARL CITY

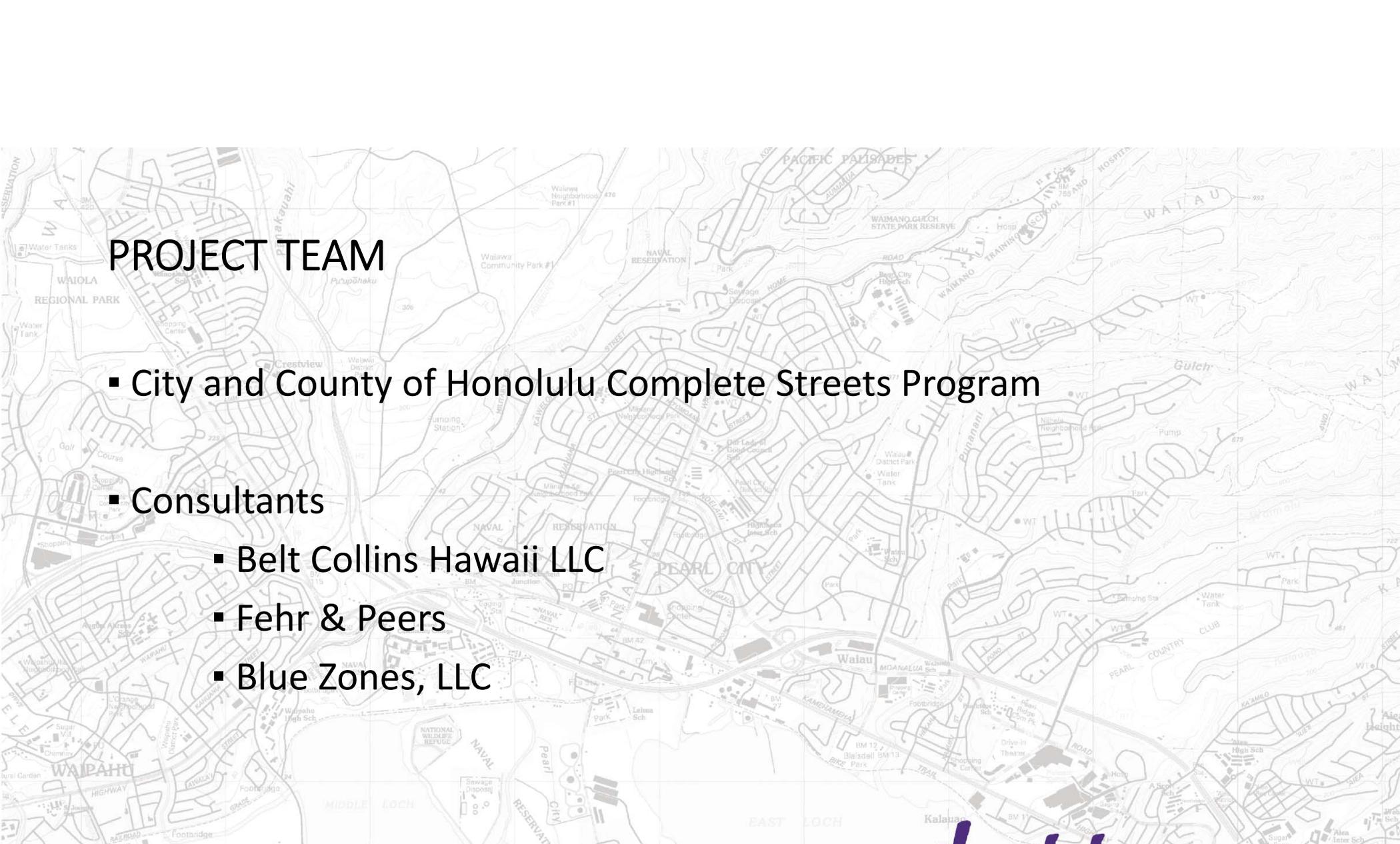
COMPLETE STREETS



Community Workshop



April 12, 2018 | 6pm | Momilani Community Center

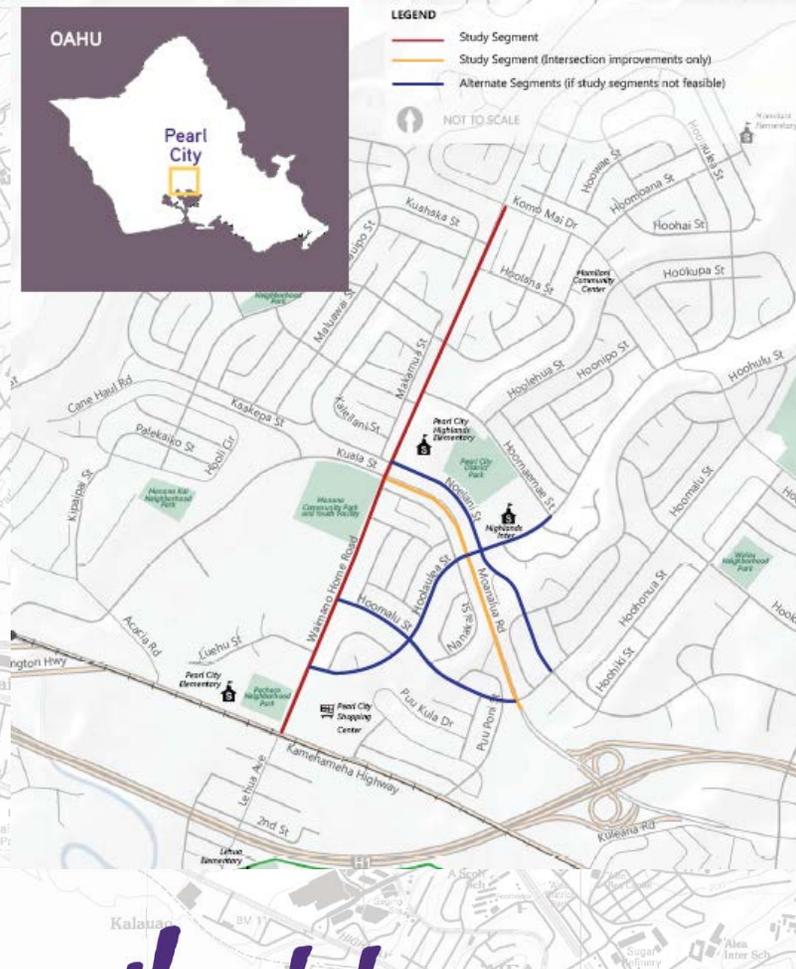


PROJECT TEAM

- City and County of Honolulu Complete Streets Program
- Consultants
 - Belt Collins Hawaii LLC
 - Fehr & Peers
 - Blue Zones, LLC

TODAY'S AGENDA

- Welcome and Introductions
- Presentation
 - Understanding the Problem
 - Honolulu Complete Streets Program Overview
 - Pearl City Complete Streets Project Overview
 - Complete Streets Toolbox
 - Street Concepts
- Questions and Answers
- Group Exercises and Report Out
- Closing Remarks





01

Understanding the Problem

Honolulu / PEARL CITY
COMPLETE STREETS



City and County of

HONOLULU

Complete Streets Design Manual



WHAT ARE COMPLETE STREETS?

Complete Streets are...

- Safe mobility for people of all ages and abilities
- Accommodating to all modes, including foot, bicycle, transit, and automobile
- Integrated with the community's vision and sense of place
- Supportive of community health and transportation equity



Honolulu / PEARL CITY
COMPLETE STREETS

THE NEED

Who Benefits?

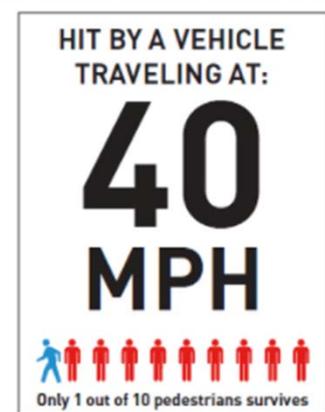
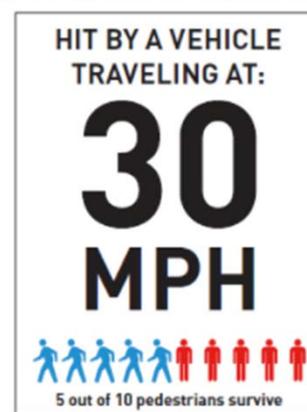
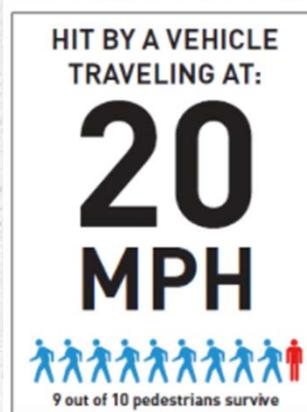


Complete Streets support:

- Safety
- Public Health
- Transportation Equity
- Smart Growth/Livability
- Economic Development
- Accessibility

SAFETY

Reduce Speeds in School Zones to 20mph



Higher speeds increase the likelihood and severity of crashes while lower speeds improve safety for everyone, especially people walking and cycling. Survival for a pedestrian is directly tied to vehicular speed.



So many parents now drive their children to school that they now make up up to 30% of rush hour traffic. Some parents arrive an hour early in order to be at the head of the pick up queue.

THERE IS TOO MUCH TRAFFIC
FOR BILLY TO WALK TO SCHOOL;
SO WE DRIVE HIM.



What Determines Our Health?



Building complete streets in Honolulu is the first and most significant step we can take together to improve our personal and community health. Our quest should be to make walking, bicycling and use of transit natural, easy and desirable choices.



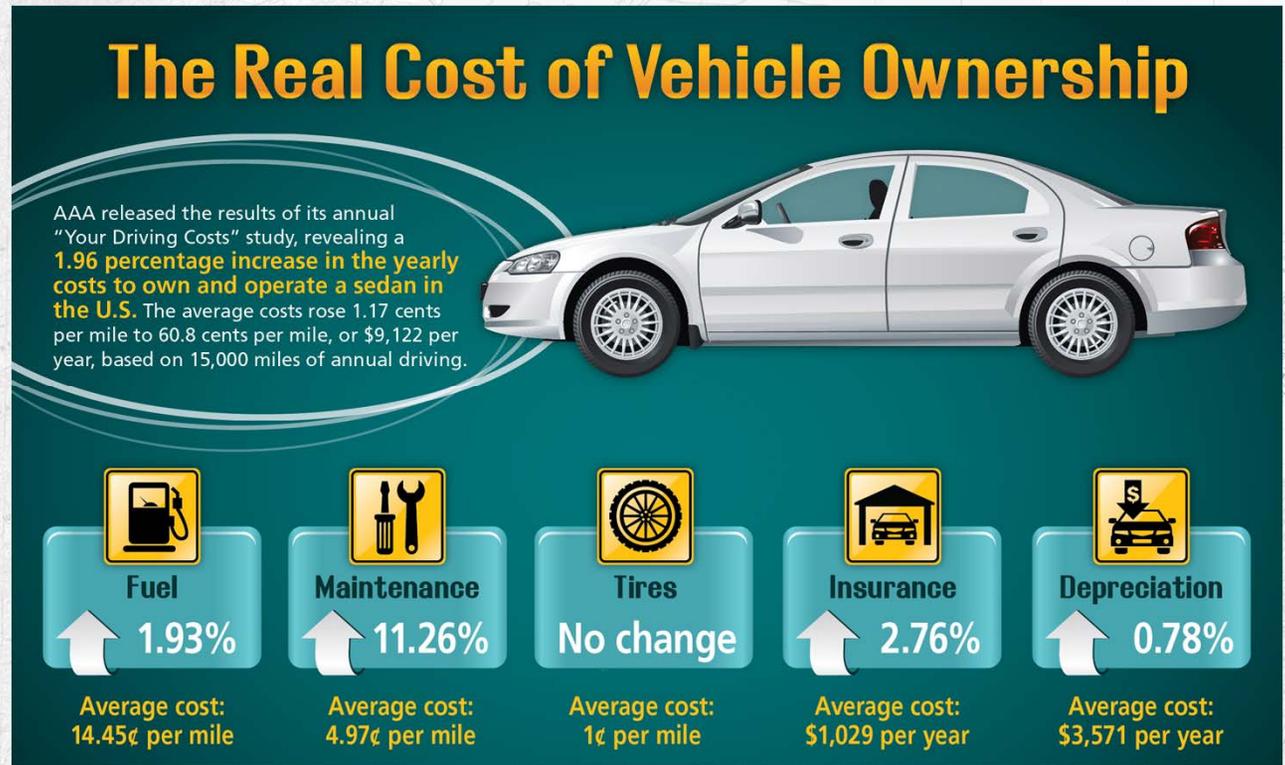
“Obesity is such that this generation of children could be the first in U.S. history to live less healthful and shorter lives than their parents.”

–Dr. David S. Ludwig,
Director, Children’s
Hospital Boston Obesity
Program



Transportation Equity

AAA figures the average annual cost of operating one car per year is **\$9,122** (higher in Hawaii). This takes a big bite out of a family household, especially if it is necessary to operate two cars. Since almost all of this money is sent to the mainland, this hits our limited island economy hard.





Being able to walk, bike or roll gives freedom and equity to all who do not drive.

Denying access to those that do not drive is not only costly and cruel, it is not the Hawaiian Ohana value we hold dear.



ohu
COMPLETESTREETS

Smart Growth / Livability



People seek places of the heart. While for many this is be a beach or other cherished natural or cultural place, all parts of our built environment can be enlivened by design decisions.

Place-based planning assesses all land use and transportation investments to ensure they align with the community's vision.

Streets occupy so much of our shared public space that they must be considered as a community-building opportunity.

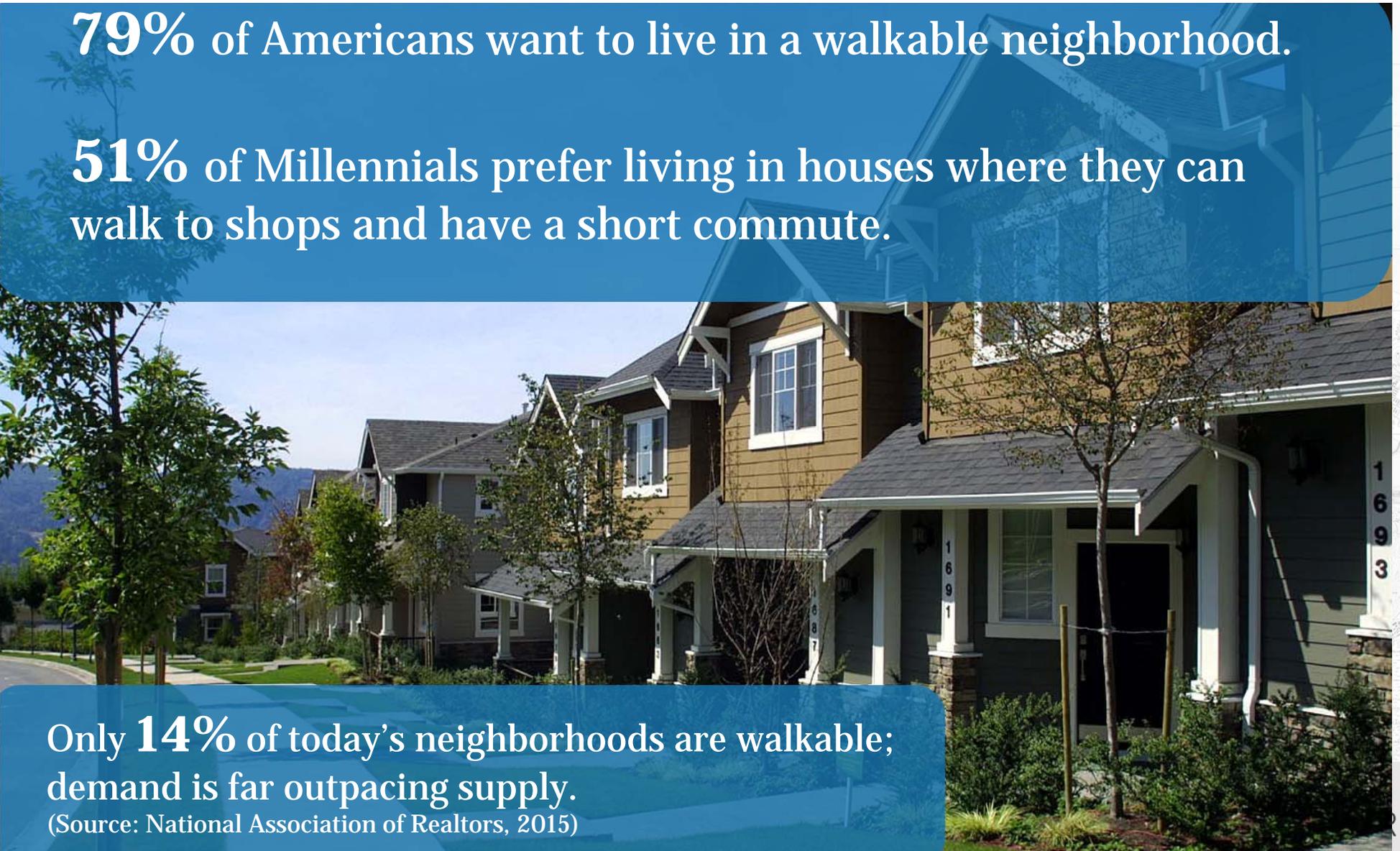
Honolulu
COMPLETESTREETS

79% of Americans want to live in a walkable neighborhood.

51% of Millennials prefer living in houses where they can walk to shops and have a short commute.

Only **14%** of today's neighborhoods are walkable;
demand is far outpacing supply.

(Source: National Association of Realtors, 2015)



1-Point increase in *Walk Score* is associated with a **\$500-\$3,000** increase in home values.

(Source: CEO for Cities, 2009)

Economic Development

Olive Avenue in West Palm Beach, FL is a State road. It was a former 5-lane road tasked to handle 18,000 vehicles per day. Olive Avenue went on a “road diet,” removing three of the travel lanes. Within one year, property values doubled. People now can cross the street with ease and comfort; the neighborhood quality improved.



Honolulu
COMPLETESTREETS

Accessibility



Small features often make the most difference for livability. High curbs, poor drainage, dog fouling and broken sidewalks are cited as physical hazards that keep elders from venturing out.

Images Moiliili Neighborhood



Benefits Include

- Increases physical activity rates
- Encourages social connectedness
- Catalyzes small business development
- Increases property values
- Improves access and safety for all
- Advances social equity
- Reduces pollution and run-off
- Provides safe routes to school
- Makes the healthy choice the easy choice

Source: Victoria Transport Policy Institute
<http://www.vtppi.org>

Honolulu
COMPLETESTREETS

LAND USE CONTEXT

Understanding land use context allows us to provide appropriate street design features based on the character of the community from urban to rural environments based on Context Sensitive Solutions (CSS) Transect.

Transect images produced by Dover, Kohl & Partners:



T1

**Natural
Zone**

T2

Rural Zone

T3

**Sub-Urban
Zone**

T4

**General
Urban Zone**

T5

**Urban
Center Zone**

T6

**Urban Core
Zone**

SD

**Special
District**

STREETS

ROLE OF BUILDINGS



Building placement and street design are inter-dependent.

Open automobile-oriented streetscapes do not invite activity

Addressing transportation and land use together can transform environments and add value to our community

02

Honolulu Complete Streets Program Overview

Honolulu / PEARL CITY
COMPLETE STREETS



City and County of

HONOLULU

Complete Streets Design Manual



Honolulu

COMPLETESTREETS

City and County of Honolulu
Complete Streets Policies and Principles
(ROH 14-33)

DFM

DPP

DTS

DDC

First Aid
Road Repairs

Oahu
Bike Plan

ROW
Setback

TOD

Policies +
Procedures

Survey, maintenance, +
pavement preservation

Oahu
Ped Plan

Construction
Projects

Bus Rail
Integration

TIVL

Design and construct Complete Streets
Improvements

Transit-Oriented Development, community-building
and catalytic projects

Rail Access

Traffic Improvements at
Various Locations (TIVL)

TOD + Special District Zoning, Subdivision
Rules, Transportation Impact Assessment

Multimodal access and circulation around rail stations

HONOLULU'S COMPLETE STREETS COMMITMENT

Policy, Planning, and Initiatives: 2009-2016

2009

- State Legislation requires Counties to set Complete Streets policy

2012

- Complete Streets Ordinance 12-15 adopted by City Council



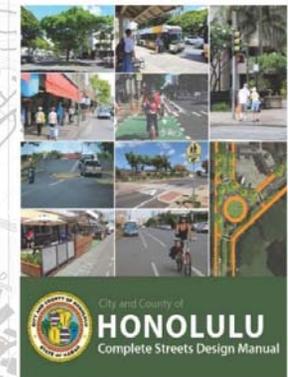
2013

- Complete Streets Implementation Study
- Age Friendly City Initiative
- State Pedestrian Master Plan



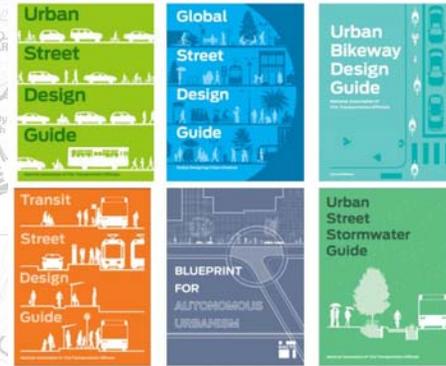
2016

- City and County Complete Streets Design Manual Finalized



Complete Streets Commitments

Projects, Progress and Goals



Projects Completed

- Lehua Avenue Road Diet
- Ulune Street

Projects Underway

- Pearl Highlands TOD
- Pearlridge Transit Center
- Pearl Harbor Historic Trail Extension to Valor Memorial
- Oahu Pedestrian Plan
- Oahu Bike Plan Update

2019+ Upcoming Goals

- Long-range Complete Streets Planning
- Construction of Complete Streets projects
- Identify new Complete Streets projects
- NACTO Membership

THE OPPORTUNITY

- Transit Oriented Development
- Increased Density
- Resurfacing
- Redevelopment
- Infrastructure Improvements
- Car Share



Complete Streets Partners

Non-profit



State



City



Regional





Current Projects

HOME POLICY PLANNING PROJECTS PARTNERS



STAY IN THE LOOP

Subscribe to our mailing list

* indicates required

Email Address *

Name

Affiliation

Which Complete Streets Projects

- Are You Interested in:
- Governor's Christman
 - Honolulu Urban Core
 - Liliha/Noiua
 - Kailua
 - Waikiki
 - Kalihi
 - University Avenue
 - Kaneohe
 - Pearl City

Subscribe

Complete Streets in Pearl City

Next Steps

Complete streets are part of a transportation and design approach that aims to create a comprehensive, integrated network of streets for all

Study Area

The study focuses on Waimano Home Road. Area network roadways including Noelani Street, Hoomalu Street and Hoopulu Street will also be studied.

03

Pearl City Complete Streets Project Overview



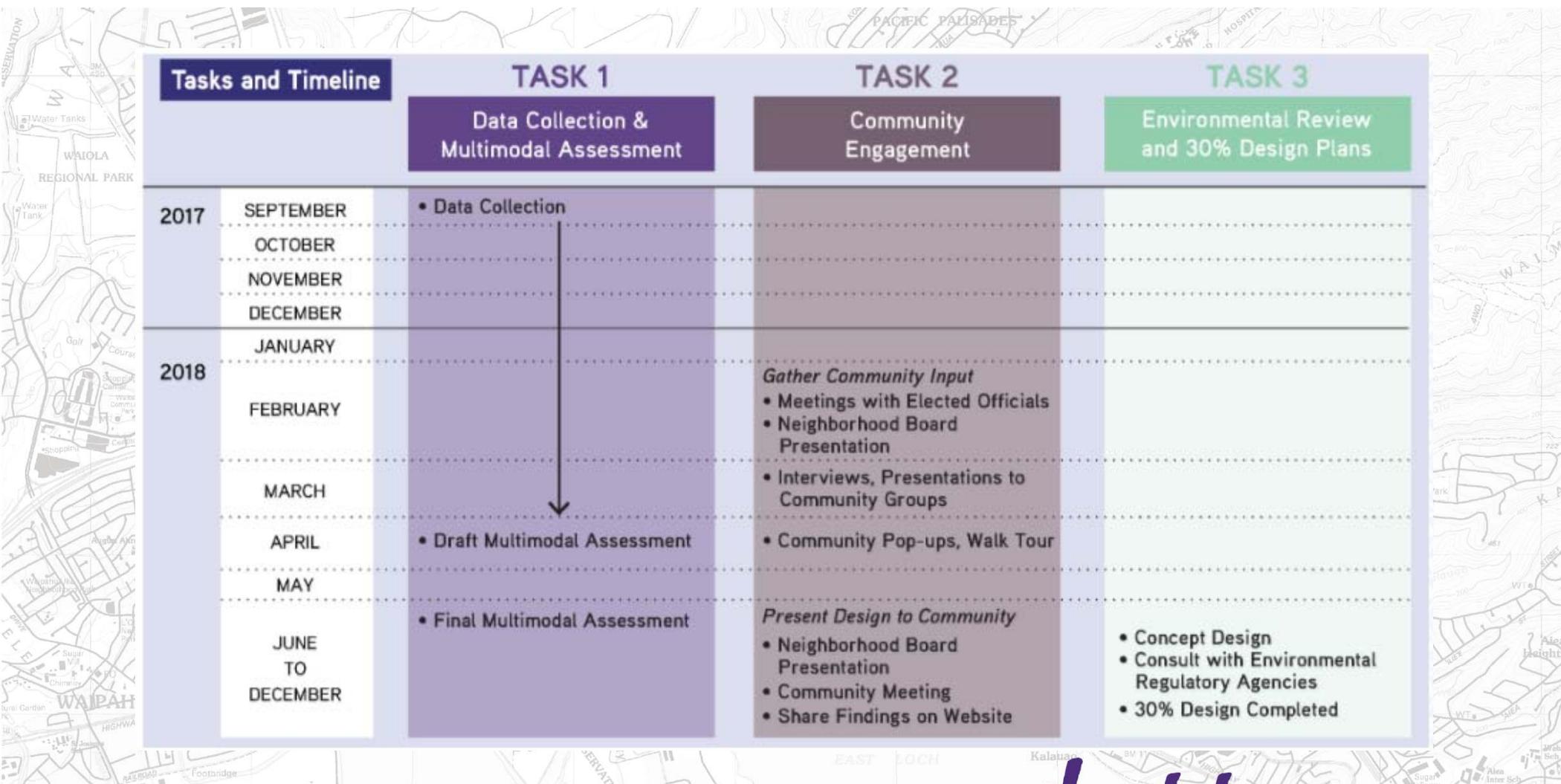
City and County of

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Complete Streets Design Manual

Honolulu / PEARL CITY
COMPLETE STREETS





DATA COLLECTED

- Multimodal Counts
 - Cars, Trucks, Pedestrians, Bicycles
- Pedestrian Collisions
- Bicycle Collisions
- Vehicle Collisions
- Bus Ridership and Facilities





04

Complete Streets Toolbox

Honolulu / PEARL CITY
COMPLETE STREETS



City and County of

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Complete Streets Design Manual



THE SOLUTIONS

The Three E's of Safety

ENGINEERING

EDUCATION

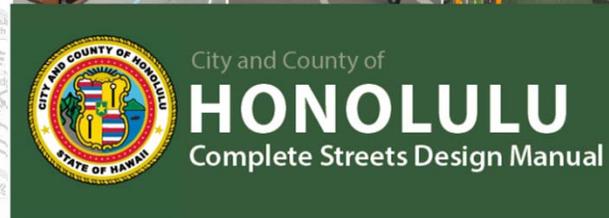
ENFORCEMENT



HONOLULU COMPLETE STREETS GUIDE

Chapter Overview

1. Background
2. Street classification
3. Ideal street cross sections
4. Intersections
5. Pedestrian crossings
6. Bicycle facilities
7. Pedestrian environments
8. Accommodating transit
9. Streetscape design



UNDERSTANDING TRAVEL WAY USERS

Motorists

Pedestrians

Bicyclists

Transit users



TRAFFIC CALMING

Traffic calming is the combination of mainly physical measures that:

- Reduce negative affects of motor vehicle use
- Alter driver behavior
- Improve conditions for non-motorized street users

Chicanes and Curb Extensions



Speed Humps



Intersection realignment



Access control



Gateways and Medians



Median Crosswalks



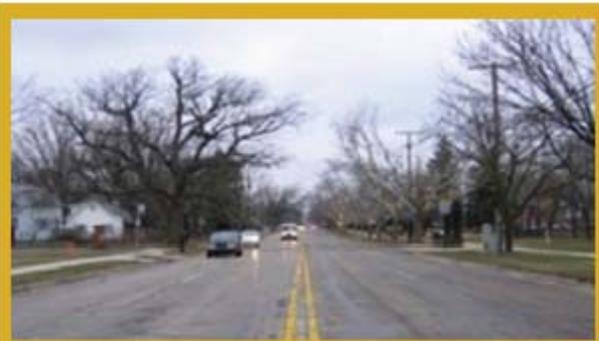
ROAD DIETS

FHWA Proven Crash Countermeasure:

- Overall crash reduction 19 to 47%
- Reduction of rear-end and left-turn crashes
- Shorter crossings (fewer lanes to cross)
- Added space can allow for bike lanes and/or added parking

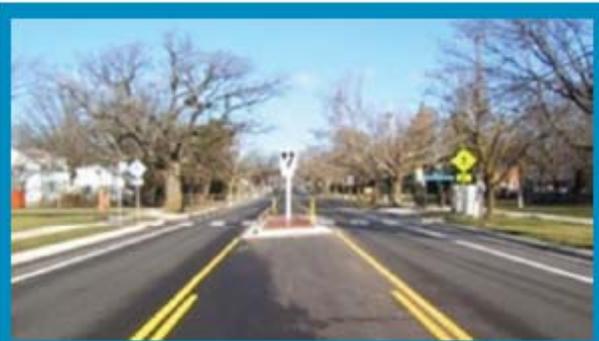


ROAD DIETS



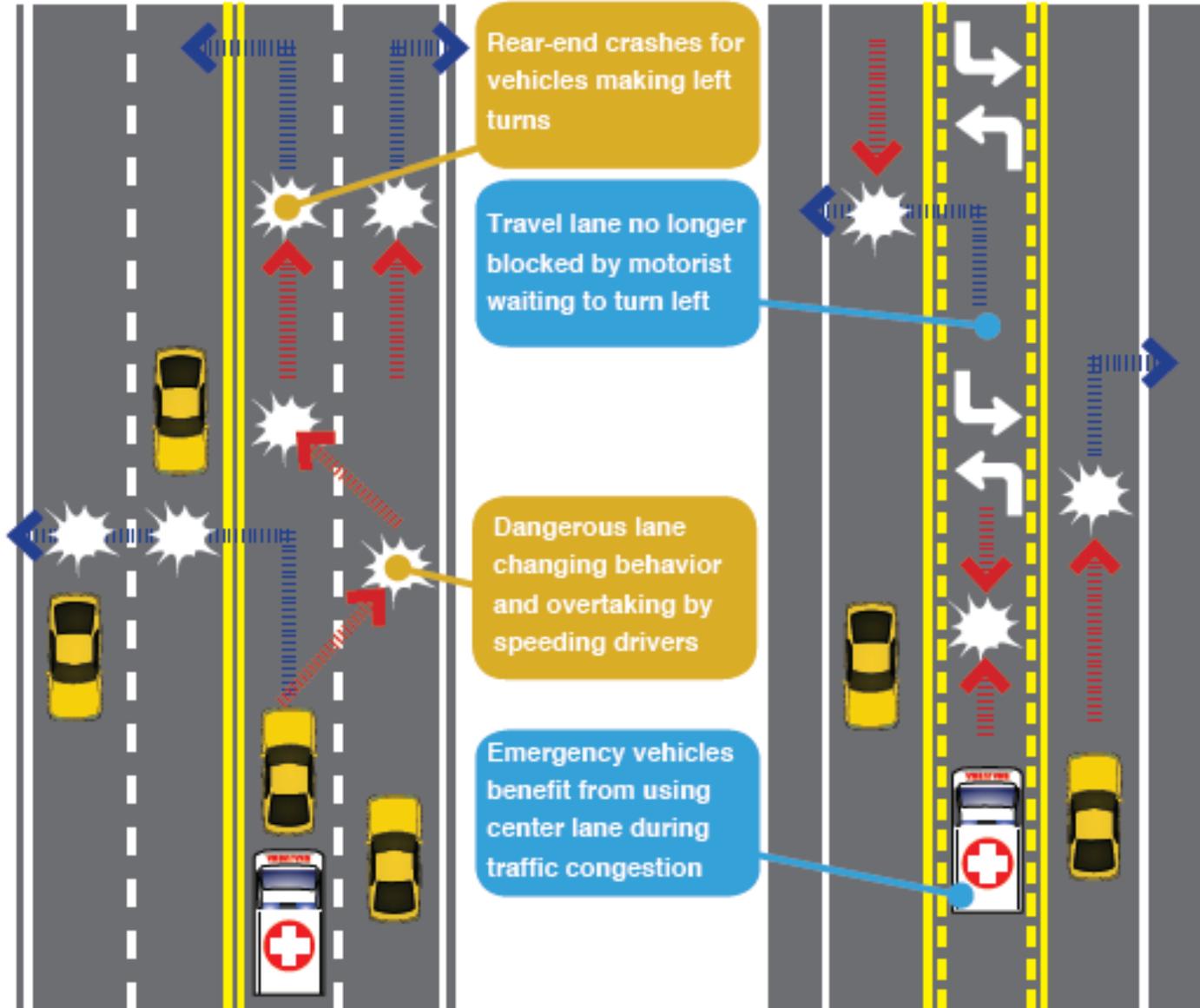
Before

6 types of collisions



After

3 types of collisions



MINI CIRCLES AND CHICANES

Mini circles and chicanes can be implemented to manage traffic in low-volume locations, lower speed and improve safety



PARKING

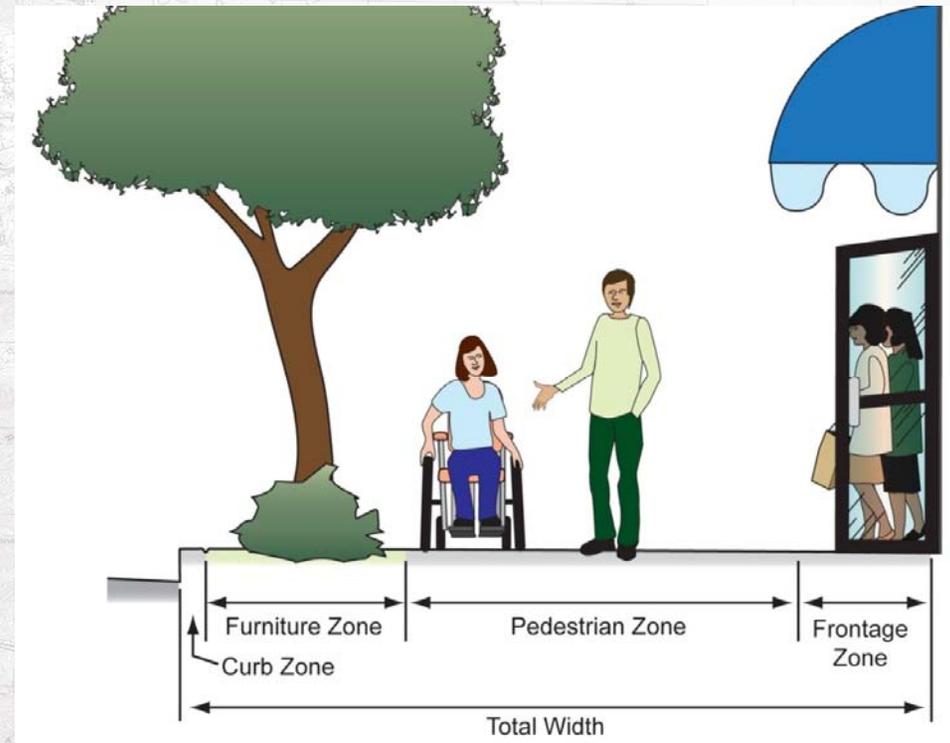
On-street parking is important in urban and suburban environments for the success of retail businesses that line the street, to provide a buffer for people on foot and to calm traffic speeds.



SIDEWALK ZONES

The sidewalk corridor extends from the edge of roadway to the right-of-way and is divided into 4 zones:

- Curb zone
- Furniture zone
- Pedestrian zone
- Frontage zone



CROSSWALKS MARKED/UNMARKED

Crosswalks are present by law at all intersections, whether marked or unmarked, unless pedestrian crossing is specifically prohibited.



Marked crosswalk at uncontrolled intersection



Marked crosswalk at mid-block median



Marked crosswalk at stop controlled intersection



Marked crosswalk at signalized intersection

PEDESTRIAN CROSSING TOOLBOX: RAISED CROSSINGS

Raised crosswalks slow traffic and put people on foot in a more visible position. They are especially effective near schools where they improve the ability to see children.



PEDESTRIAN CROSSING TOOLBOX: MEDIANS & ANGLED CROSSINGS

Raised islands and medians are the most important, safest, and adaptable engineering tool for improving street crossings.

Angled crossings help orient people on foot to better identify conflict with approaching traffic.



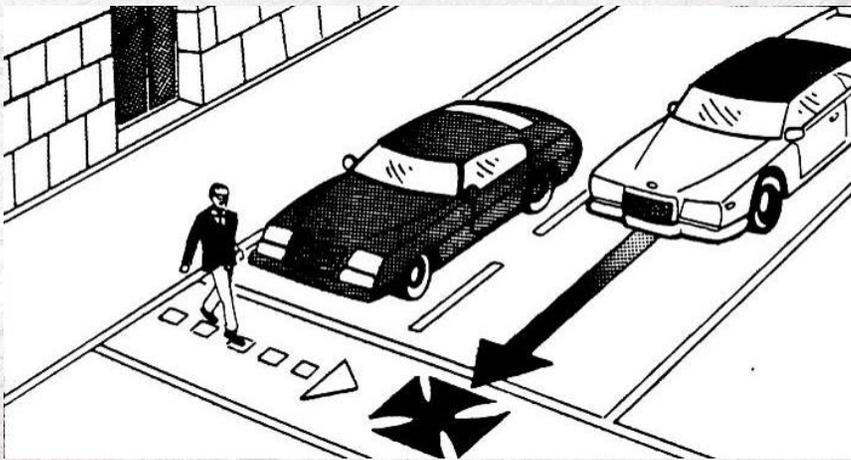
PEDESTRIAN CROSSING TOOLBOX: RECTANGULAR RAPID FLASH BEACON (RRFB)

- Interim FHWA approval (NEW)
- Studies find motorist yield rates 20% to 80%
- Pedestrian activated
- Strobe flashing beacon



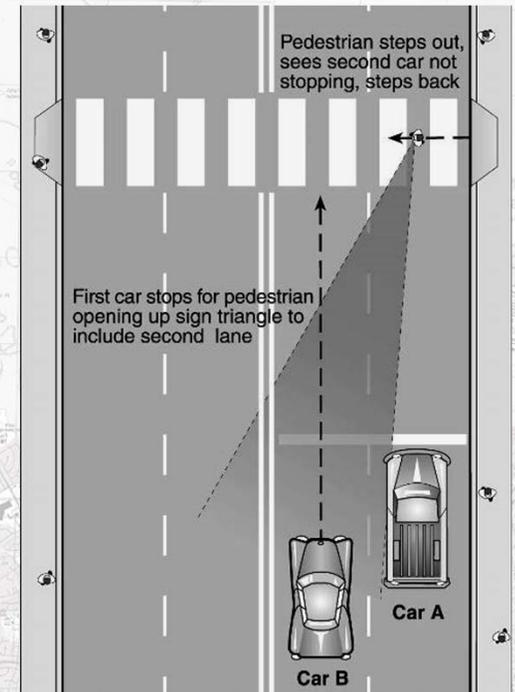
PEDESTRIAN CROSSING TOOLBOX: ADVANCE STOP LINE

ISSUE: Multiple threat hazard
1st car stops too close, masks visibility for driver in 2nd lane

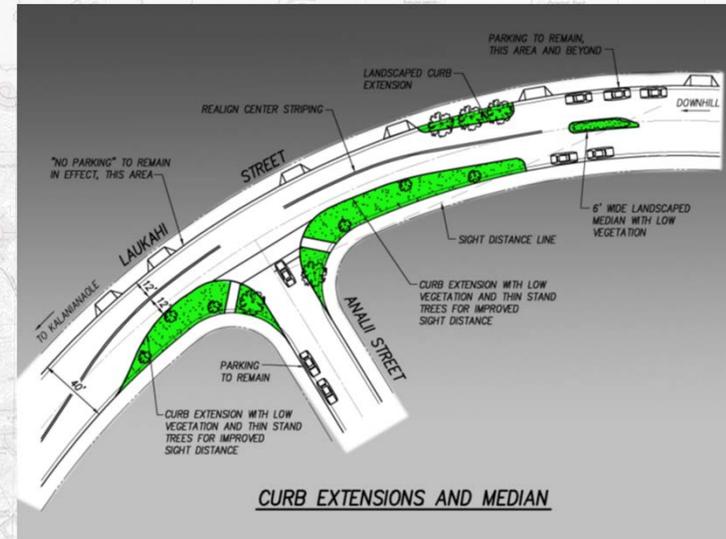
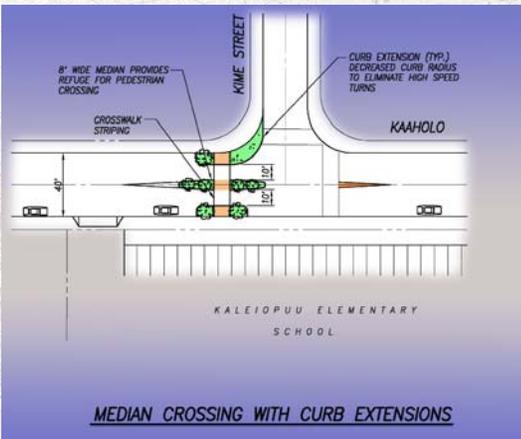


SOLUTION: Advance Stop Line

The advance stop line allows first car to stop further back making it easier for second car and pedestrian to see each other

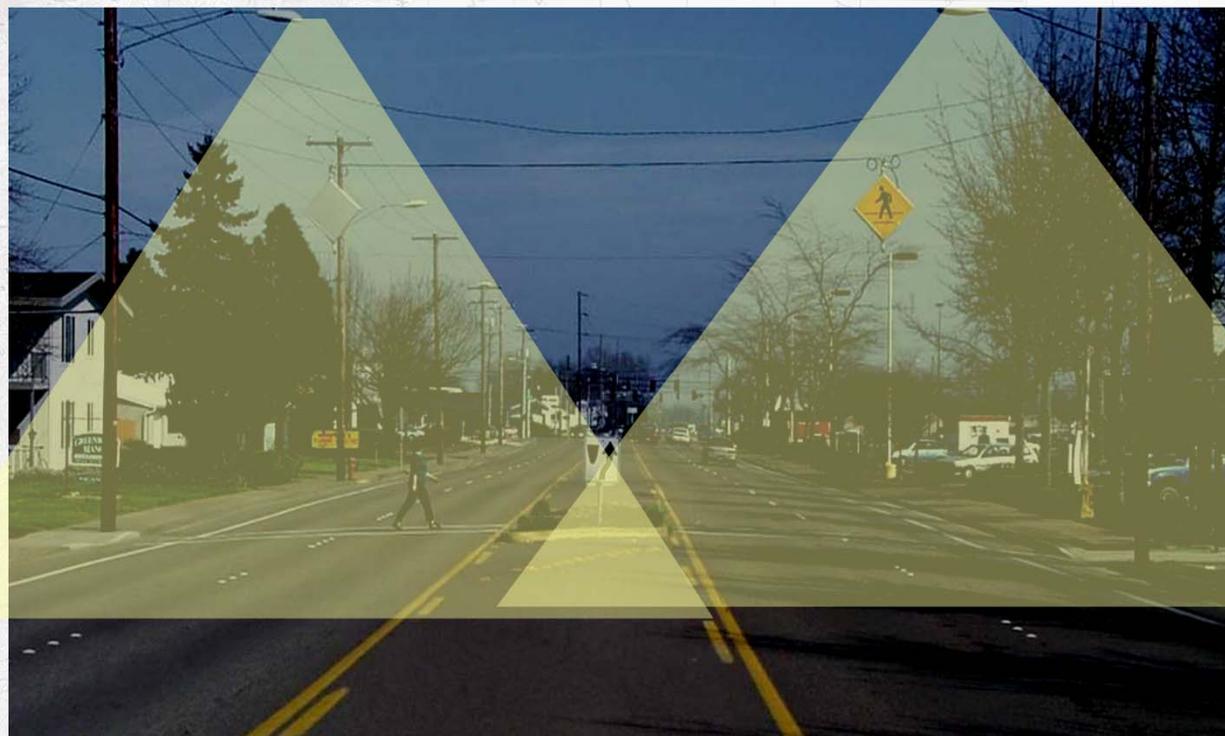


PEDESTRIAN CROSSING TOOLBOX: CURB EXTENSIONS



PEDESTRIAN CROSSING TOOLBOX: LIGHTING

Lighting provides essential nighttime illumination to support pedestrian activity and safety for all travel way users.



BICYCLE USER TYPES

Understanding Attitudes about Bicycling

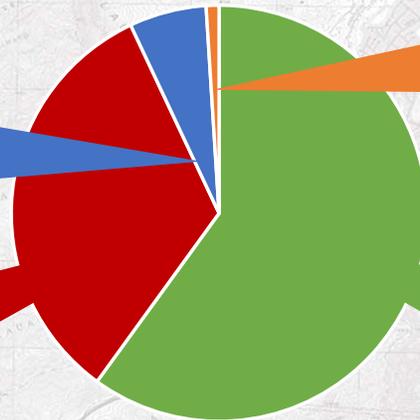
Not all bicyclists are the same. A classification system developed by the city of Portland, Oregon, identifies four user typologies and characteristics.



Enthusiastic & Confident [6%]
People who feel safe and comfortable bicycling on most streets but prefer dedicated bicycle facilities



No Way No How [33%]
People with no desire to use a bicycle regardless of facilities provided



Strong & Fearless [1%]
People who will bicycle regardless of roadway conditions



Interested but Concerned [60%]
The majority of the population with an interest in bicycling, but concerns about comfort and safety



BICYCLE FACILITIES

The O'ahu Bike Plan provides recommendations for a regional network of bikeways. The network is comprised of:

- Bike Routes
- Bike Lanes
- Shared Use Paths (separated from traffic)

Bicycle Facility Types

Separated Bicycle Facilities
Shared Use Path



Curb Side Bike Path



Protected Bike Lanes (Cycle Track)



Bike Lanes
Buffered Bike Lane



Bike Lane



Contra-Flow Bike Lane (One-Way Street)



Bike Routes
Shared Roadway



Wide Outside Lane



Shoulder



BIKE ROUTES

- Shared roadways
- Shared Lane Markings (Sharrows)
- Wide curb lanes
- Shoulders
- Bicycle Boulevards



Shared Lane Marking (Sharrows)



Shared roadway (bike route)



Wide curb lane



Shoulder

BIKE LANES

- Standard bike lanes
- Buffered bike lanes
- Protected bike lanes
- Raised bike lanes
- Contra-flow bike lane (one-way street)



Standard bike Lane



Buffered Bike Lane



*Raised Protected
Bike Lanes*



*Contra Flow Bike
Lane*



*Protected Bike
Lane (Cycle Track)*

SHARED USE PATHS



Shared Use Path

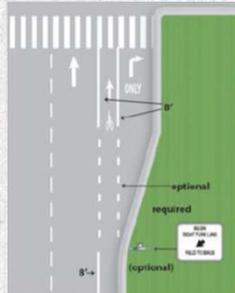


Curb-Side Shared Use Path

BICYCLE INTERSECTIONS



Example of intersection with bike lane and right turn lane



Two Stage Left Turn Box positions the bicyclist outside of traffic to await the following signal cycle to proceed



Examples of intersections with bike box, which allow cyclists to advance to the front of traffic



Example of mixing zone for protected bikeway and right turning motorists



Bicycle signals provide independent phasing for bicycles

BICYCLE PARKING

Short-term bike parking



Long-term bike parking



Bike Corrals



Lack of dedicated bicycle parking results in obstructions to walkways.

Enclosed covered parking provides greater protection from theft and weather for longer parking needs, such as at a transit station.

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BICYCLE CONNECTIONS TO TRANSIT

Connecting bicycle facilities to transit stations helps extend the trip length for people on bicycles and reduce reliance on automobile travel.

- Racks on buses
- Bike racks or lockers for storage
- Bike sharing stations
- Design to avoid conflict between buses and bicyclists



TRANSIT CONSIDERATIONS

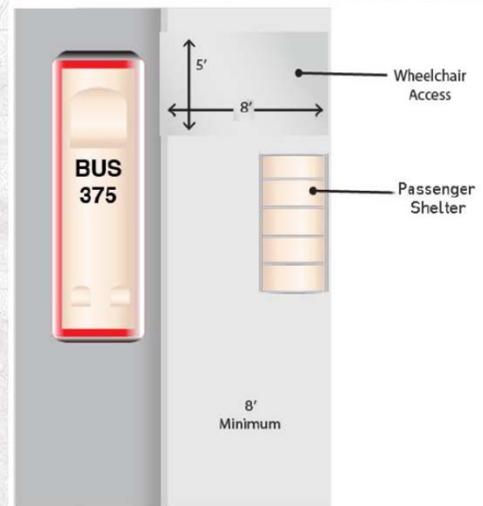
Public transit should be planned and designed as part of the street system. It should interface seamlessly with other modes.



BUS STOP PLACEMENT AND FACILITIES

Factors considered:

- Distance between stops
- Location of expected passenger generators
- Pedestrian safety and access
- Operational needs (near side vs far side of intersection, mid-block locations discouraged)
- Traffic safety
- Accessibility



Credit: Michele Weisbart (Michele Designs)





05

Street Concepts

Honolulu / PEARL CITY
COMPLETE STREETS



City and County of

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Complete Streets Design Manual



STREET TYPOLOGY



Boulevard & Parkway

Moderate speed, high motor vehicular capacity, primary transit route, dedicated bike facility. Urban with 4+ travel lanes.



Avenue

Low to moderate speed, moderate to high motor vehicular capacity, dedicated bike facility. Short distance connector between urban centers and boulevards, 2 to 4 travel lanes.



Main Street

Low speed, high pedestrian and bicycle volumes. Similar to an Avenue but within the commercial section of town center.



Street

Low speed, dedicated pedestrian facility. May be designated as Bicycle Boulevard or Shared Street. Urban or suburban, 1 to 2 travel lanes.



Rural Road

Low volume, low speeds. Vehicles, pedestrians, and bicycles share the road. Sparse development, 1 to 2 travel lanes.



Mall

High pedestrian volumes. Transit Malls and Pedestrian Malls are similar to a Street but private motor vehicles are prohibited or heavily restricted. Commercial area.



Lane/Alley

Narrow, increases pedestrian and bicycle connectivity. Allows deliveries and refuse collection to the rear of buildings and garages.

*Honolulu's use of the term "avenue" or "street" in the street name does not necessarily reflect the street typology

Person Capacity

Street with People in Cars



One Bus



People without the Cars



Walking and Biking



Reference:
Honolulu Visualizations
by Harrison Rue – Citizen Planner Institute,
Steve Price – Urban Advantage

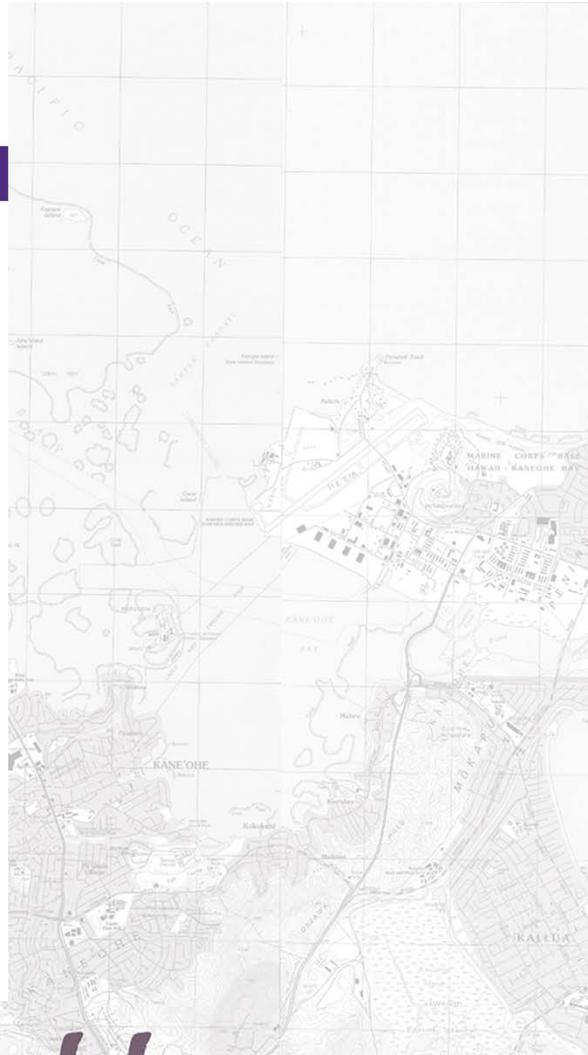
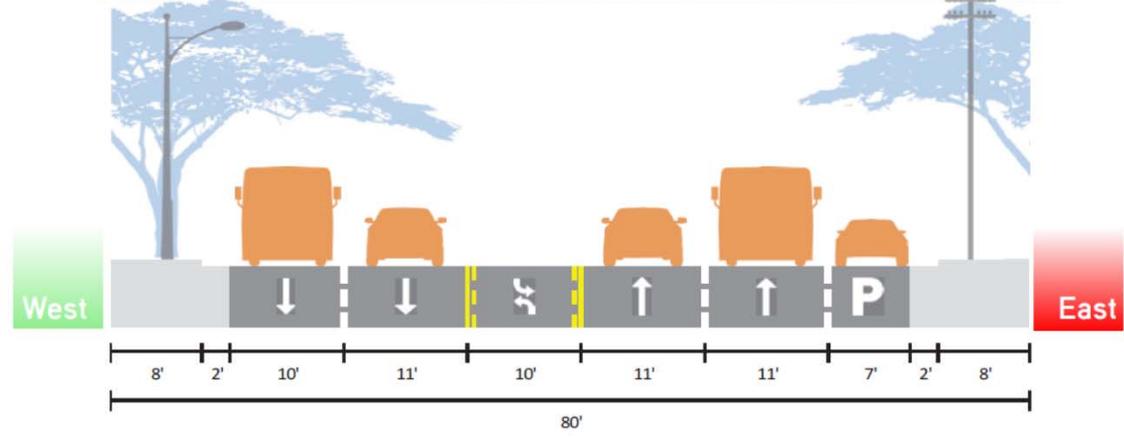
2 Waimano Home Rd. between Luehu St. and Noelani St.

EXISTING / NO BUILD ALTERNATIVE

Typology
Avenue

Modal Priority

-
-
-
-

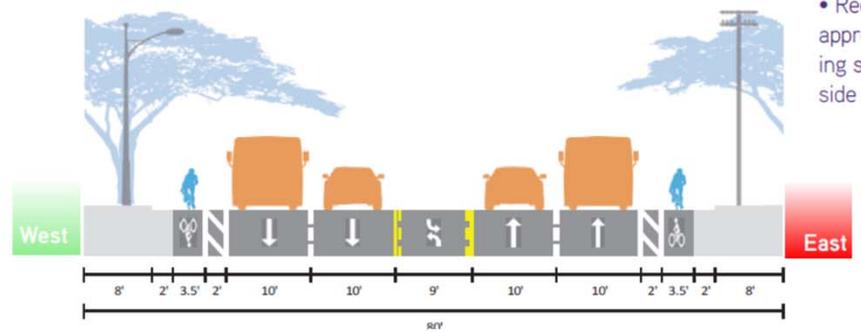


Recreational / Public Land Use
 Commercial / Retail
 High
 Medium
 Low
 Limited
 Modal Priority

2 Waimano Home Rd. between Luehu St. and Noelani St.

PROPOSED ALTERNATIVE 1

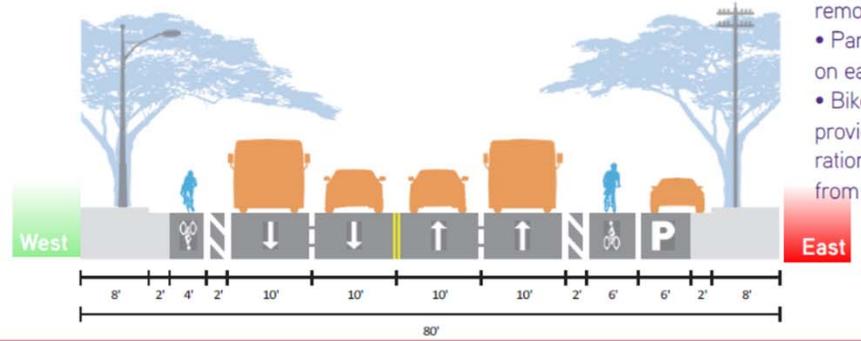
- Typology
Avenue
- Modal Priority
- -
 -
 -



- Buffered bike lanes
- Reduction of vehicle travel lane widths
- Requires removal of approximately 35 parking spaces from east side of roadway

PROPOSED ALTERNATIVE 2

- Typology
Avenue
- Modal Priority
- -
 -
 -



- Buffered bike lanes
- Center turn lane removed
- Parking is maintained on east side
- Bike lanes and parking provide additional separation for pedestrians from vehicle travel lanes.



Recreational / Public Land Use
Commercial / Retail
High
Medium
Low
Limited
Modal Priority

3 Waimano Home Rd. between Noelani St. and Komo Mai Dr.

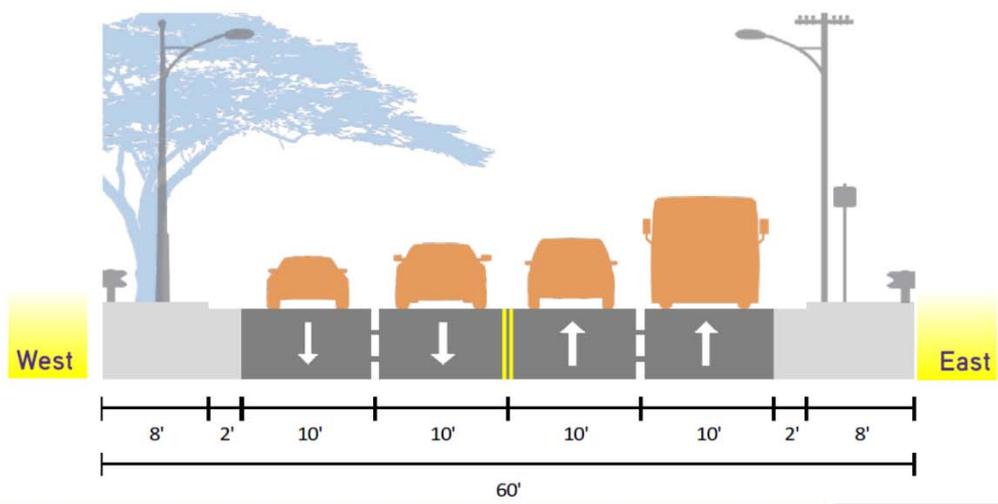
EXISTING / No BUILD ALTERNATIVE



Typology
Avenue

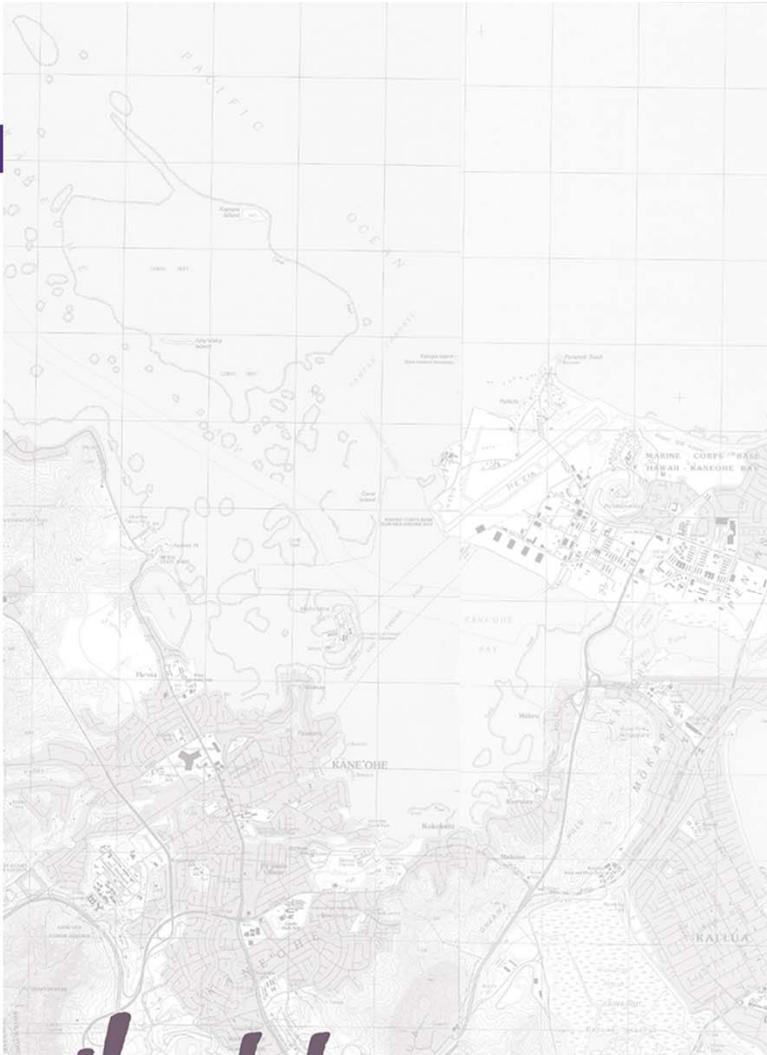
Modal Priority

-
-
-
-



Residential Land Use

High Medium Low Limited Modal Priority



Honolulu
COMPLETESTREETS

3 Waimano Home Rd. between Noelani St. and Komo Mai Dr.

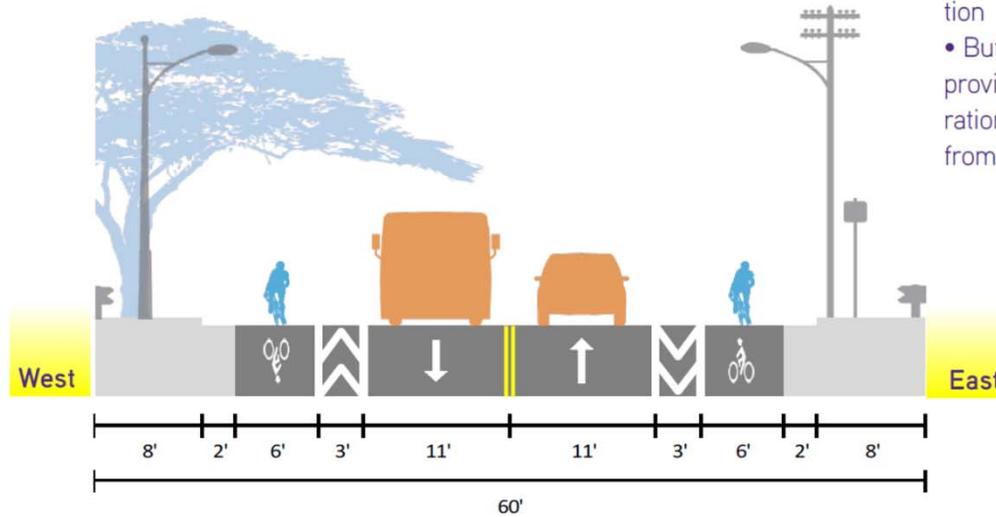
PROPOSED ALTERNATIVE 1

Typology
Avenue

Modal Priority



- Buffered bike lanes
- Road diet requires removal of one vehicle travel lane in each direction
- Buffered bike lanes provide additional separation for pedestrians from vehicle travel lanes



Residential Land Use

 High
 Medium
 Low
 Limited

Modal Priority

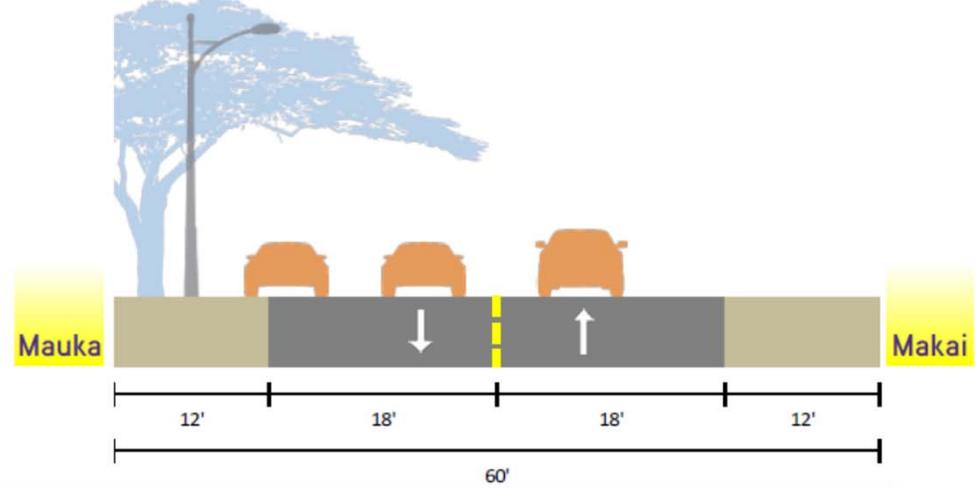
4 Noelani St. between Waimano Home Rd. and Hoomalu St.

EXISTING / NO BUILD ALTERNATIVE

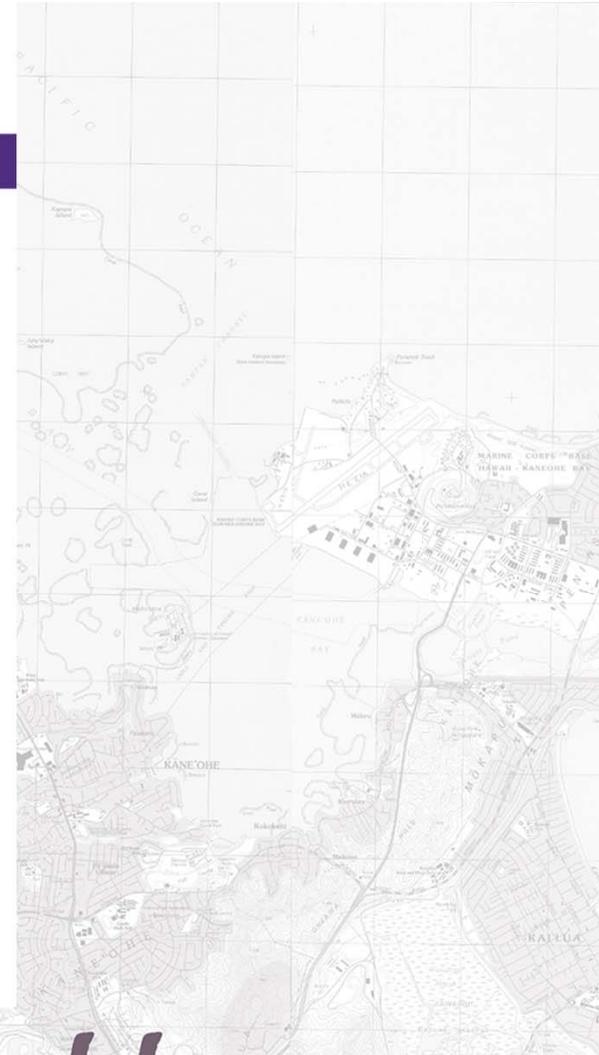
Typology
Street

Modal Priority

-
-
-
-



Residential Land Use High Medium Low Limited Modal Priority

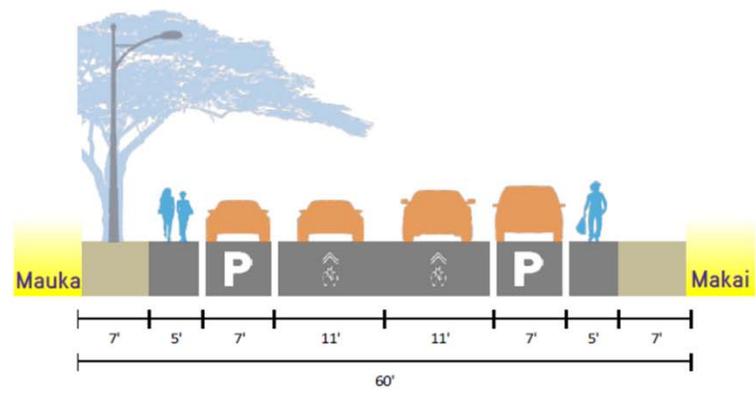


4 Noelani St. between Waimano Home Rd. and Hoomalu St.

PROPOSED ALTERNATIVE 1

Typology
Street

Modal Priority

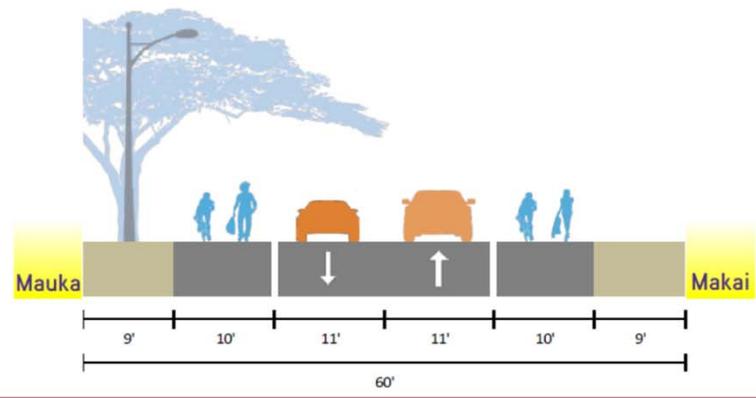


- Bike route with shared lane markings (sharrows)
- Striped pedestrian zone along both sides of the roadway
- Striped parking lanes adjacent to pedestrian zone acts as a buffer between vehicle travel lane
- Reduction of vehicle travel lane widths

PROPOSED ALTERNATIVE 2

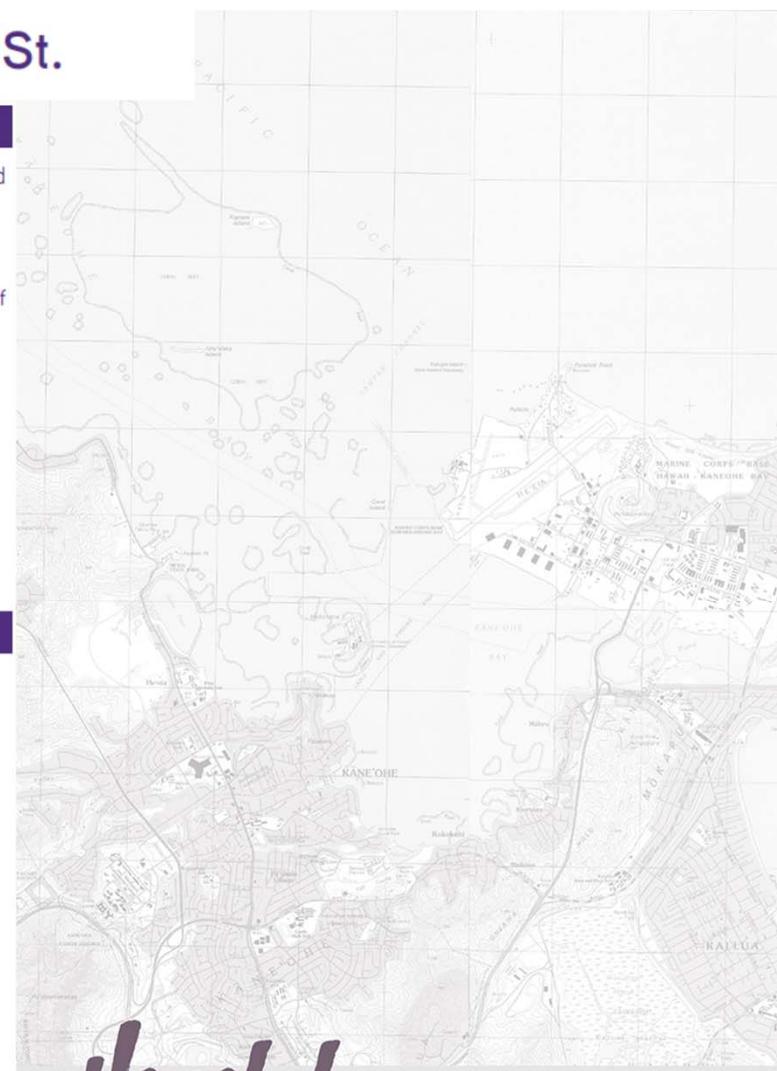
Typology
Street

Modal Priority



- Striped shared use paths along both sides of the roadway
- Reduction of vehicle travel lane widths

Residential Land Use
 High
 Medium
 Low
 Limited
 Modal Priority



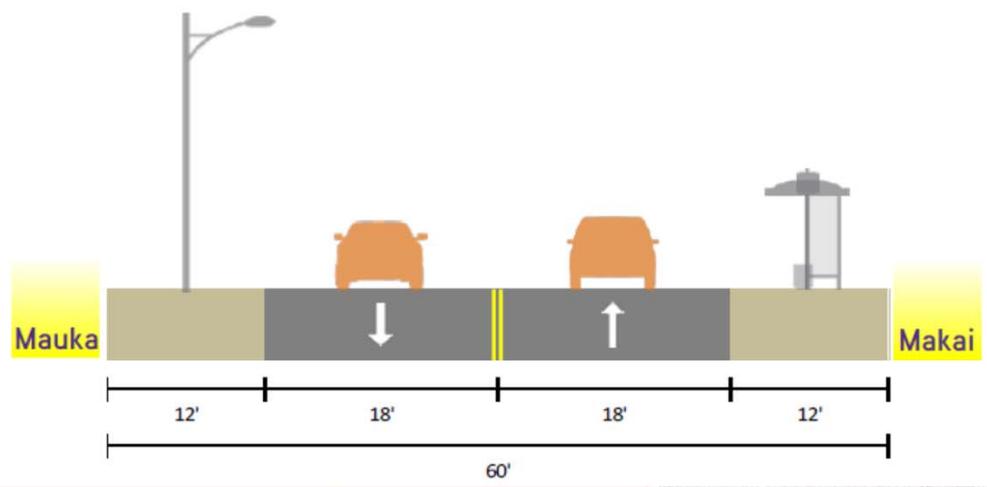
6 Hoomalu St. between Hoolaulea St. and Moanalua Rd.

EXISTING / NO BUILD ALTERNATIVE

Typology
Street

Modal Priority

-
-
-
-

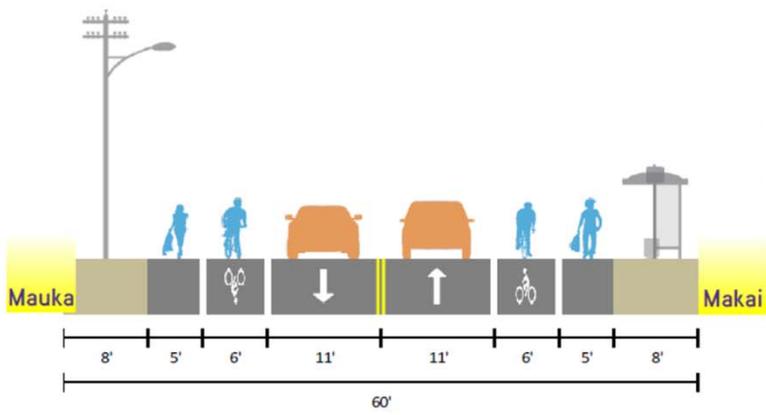


Residential Land Use High Medium Low Limited Modal Priority

6 Hoomalu St. between Hoolaulea St. and Moanalua Rd.

PROPOSED ALTERNATIVE 1

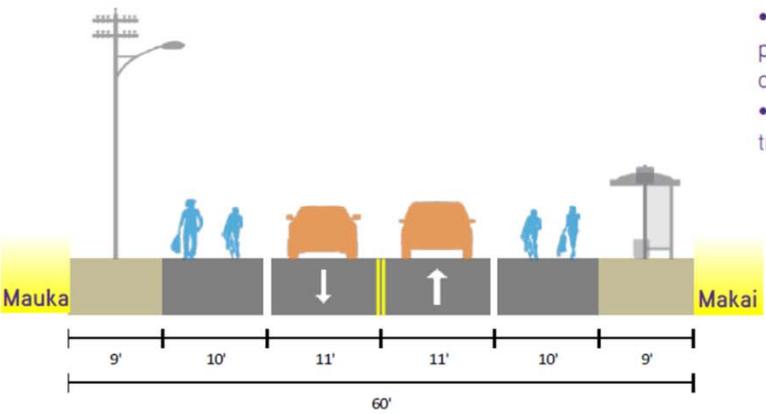
- Typology
Street
- Modal Priority
- -
 -
 -



- Striped pedestrian zone along both sides of the roadway
- Standard bike lanes provide a buffer between vehicle travel lanes and pedestrian path
- Reduction of vehicle travel lane widths

PROPOSED ALTERNATIVE 2

- Typology
Street
- Modal Priority
- -
 -
 -



- Striped shared use paths along both sides of the roadway
- Reduction of vehicle travel lane widths

Residential Land Use
 High
 Medium
 Low
 Limited
 Modal Priority





Questions

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Complete Streets Design Manual





Group Exercises and Report Out

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Complete Streets Design Manual



Public Engagement Approach



Honolulu
COMPLETESTREETS

We Want to Hear from You!



Neighborhood People Solve Problems

Neighbors can best:

- Mobilize residents
- Define the problems
- Develop ownership
- Identify the best tools
- Identify the best locations
- Achieve support
- Monitor level of success





INCREASING LEVEL OF PUBLIC IMPACT

Inform Consult Involve Collaborate Empower



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Pearl City People

Honolulu
COMPLETESTREETS







Group Exercise

Annotate on maps:

- Locations where roads feel safe and not safe
- Roads that need improved bicycle facilities
- Roads that need improved pedestrian facilities, including ADA
- Locations of bus stop improvements
- Locations with traffic congestion
- Parking availability
- Ideas for Improvements
- Solutions
- Wayfinding Signs
- Lighting
- Trees





Closing Remarks

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MAHALO!

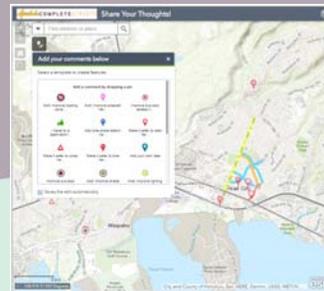
Email us your thoughts at:

completestreets@Honolulu.gov

Visit the website at:

<http://www.Honolulu.gov/completestreets/pearlcity>

Where you can comment on the interactive map



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