



# WELCOME

## Schedule

**6:00 p.m. View Displays and Talk with Staff**

**6:30 p.m. Public Meeting**

- Presentation
- Q & A's



## Background

- 2013
  - Mayor's Vision
  - Chicago
  - End of 2013 – Commitment to Protected Bike Lanes
- These are not just bike projects . . . they are policy statements reflecting the City's commitment to Complete Streets and Multimodalism.
- It's about giving people a choice on how to commute – safely.



# Protected Bike Lanes in Honolulu

Department of Transportation Services  
City & County of Honolulu

Public Meeting – Neal Blaisdell Center  
September 1, 2015

## King Street Protected Bike Lane



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



# Goals of the Pilot Project

- Add multi-modal options to King Street
- Provide bicyclists with protection from traffic
- Encourage bicycling by all types of riders
- Move bicyclists off sidewalk
- Collect data



## Changes Since Opening

- Installed bike signals for Ewa-bound bicyclists
- Installed "Look Both Ways For Bikes" signs at driveways
- Removed 11 parking stalls near driveways to increase visibility for motorists and bicyclists
- Restricted AM peak parking between Kealamakai St and Ward Ave to ease morning congestion



## Changes Since Opening

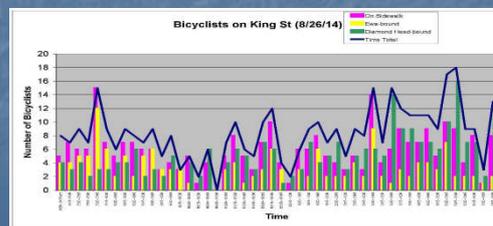
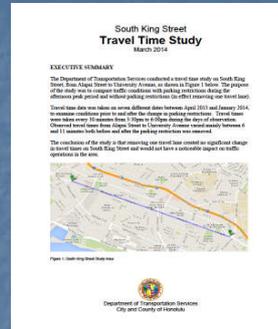
- Installed dedicated ADA parking space near Thomas Square



- 10 more planned ADA parking spaces on or near South King Street

# 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
- Business Feedback



# Ongoing Manual Bicycle Counts

- Count bicyclists in the right-of-way (including sidewalks)
- Both directions: Ewa and Diamond Head
- Are they on the Sidewalk, Travel Lane or Bike Lane?
- 12 hours (6:30 a.m. to 6:30 p.m.) in 15 minute increments
- Other users of the bike lane
- Counts also completed by Professor Prevedouros' students



Traffic Camera



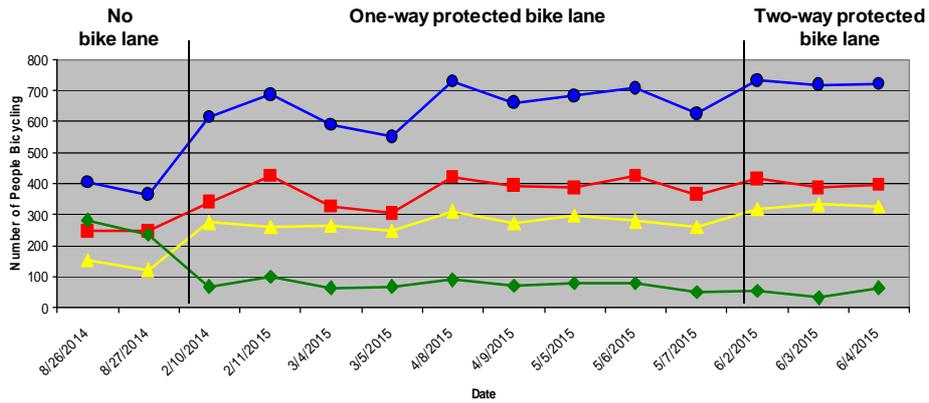
On-site

# Early Results for South King Street

(Counts taken at Kalākau Avenue)

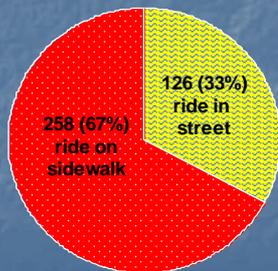
**88%**  
Increase in  
bicycle ridership

● 12 Hour Total Ridership  
■ DH Bound  
▲ Ewa Bound  
◆ Sidewalk Ridership

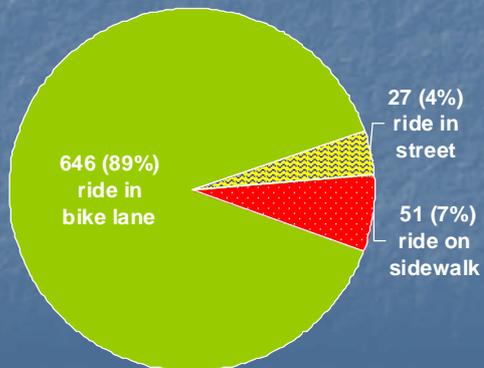


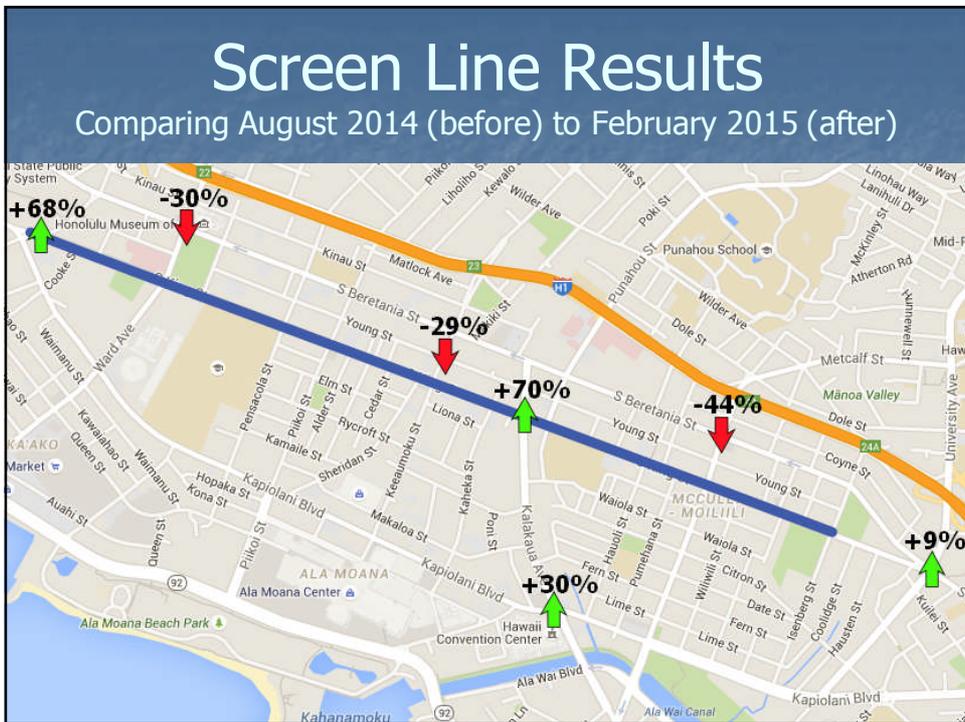
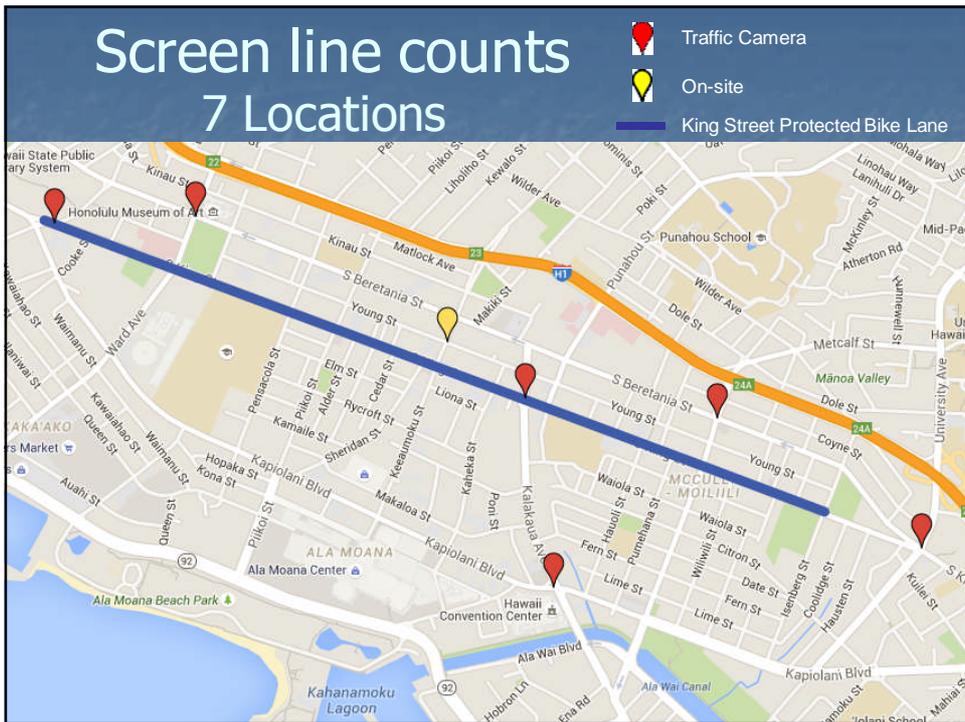
## Where are people riding?

**Before**  
No bike lane  
384 bicyclists / 12 hours



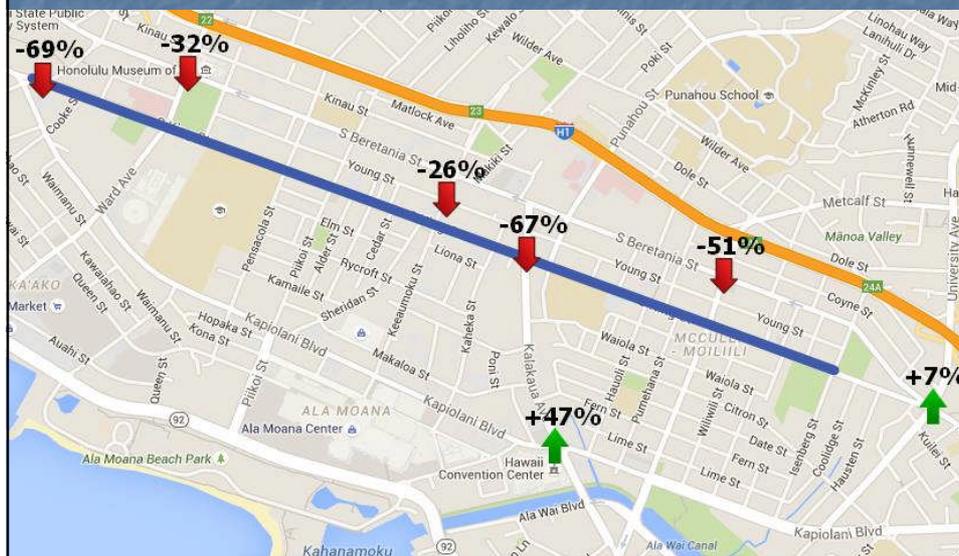
**After**  
Two-way protected bike lane  
724 bicyclists / 12 hours





# Screen Line Sidewalk Ridership

Comparing August 2014 (before) to February 2015 (after)



## Automatic Bicycle Counts Tube Counters

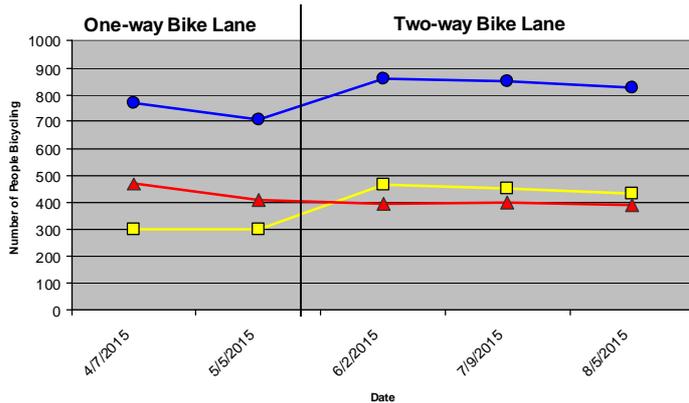
- Count bicyclists riding in the bike lane on King Street
- Direction: 'Ewa bound or Diamond Head bound
- 12 hour (6:30 a.m. to 6:30 p.m.)
- 24 hour (6:30 a.m. to 6:30 a.m.)
- 15 minute increments
- Bicycle speeds



# Automatic Count Results

24 hour counts in the bike lane

Date	Bike Lane	24 Hour Total Ridership	Ewa Bound	DH Bound
4/7/2015	One-way	772	302	470
5/5/2015	One-way	711	300	411
6/2/2015	Two-way	859	465	394
7/9/2015	Two-way	852	454	398
8/5/2015	Two-way	826	435	391



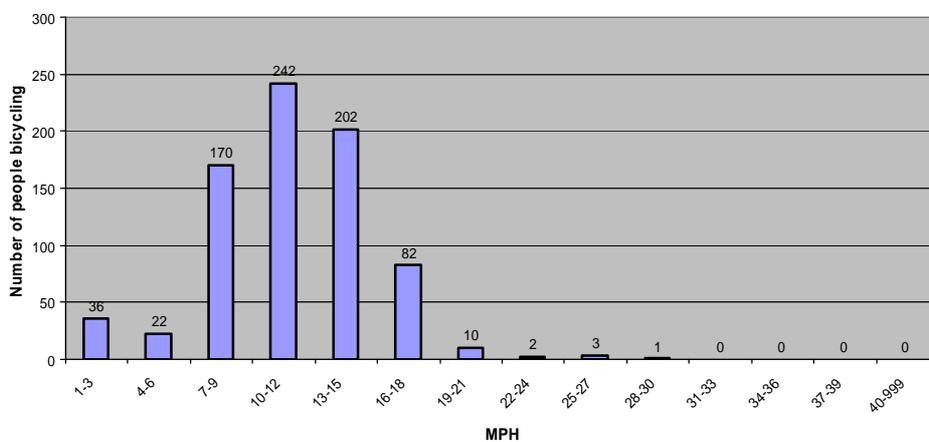
# Bicycle Speed Results

Average Speed: 12 MPH

85<sup>th</sup> Percentile: 15 MPH

Speed Distribution

for April 7, 2015



# Vehicle Travel Time Study

- South King Street from South Street to University Avenue.
- Results are an average of travel time runs done over multiple days.

Time	Before (min:sec) Apr 2013	After (min:sec) Jan/Feb/Apr 2015	Time Difference (min:sec)
3:30 PM	6:16	7:25	+ 1:09
4:00 PM	6:15	6:53	+ 0:38
4:30 PM	7:28	7:56	+ 0:28
5:00 PM	9:41	10:19	+ 0:38
5:30 PM	10:06	9:48	- 0:18
6:00 PM	7:03	7:27	+ 0:24
<b>AVERAGE</b>	7:48	8:18	+ 0:30

## Preliminary Findings

- King Street is a great start
  - Numbers prove bikers want a SAFE place to ride
  - People going out of their way to use it
  - Sidewalks safer for pedestrians
- Mode shift occurs over time
  - Takes a Grid
  - Bike Share
  - Rail Transit
  - Intermodal bus operation

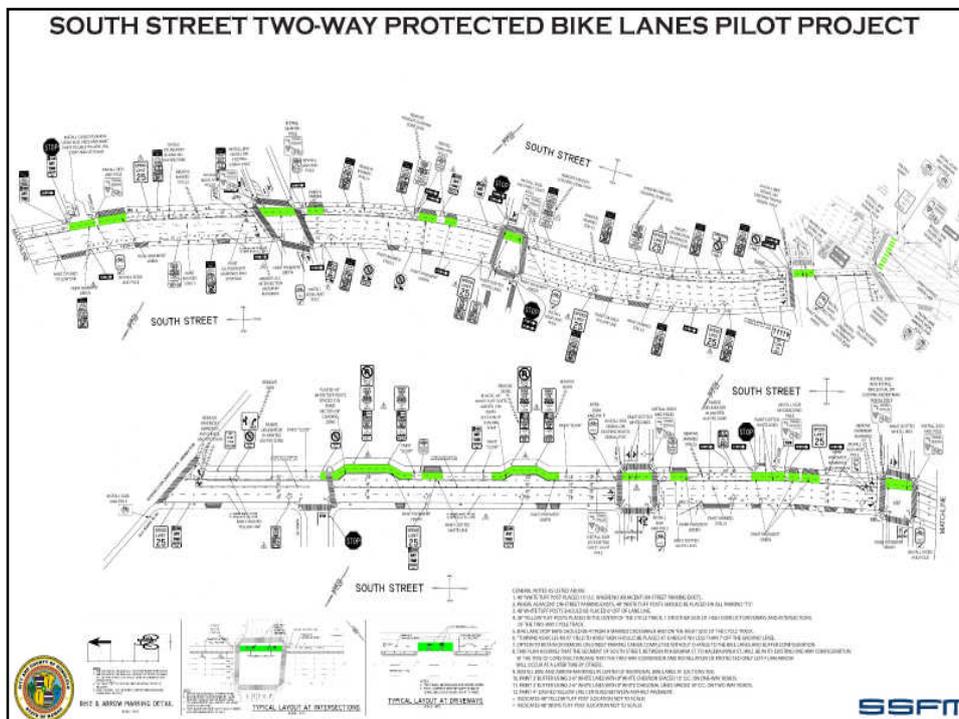
# Next Steps

- Network (Grid) is needed for best results
  - Mauka-Makai connections to King Street
  - Need to connect to destinations (e.g. Waikiki, Ala Moana Park, UH Manoa, Chinatown, etc)
- Possible Future Routes
  - South Street, Piikoi, Ward, Pensacola, McCully, Keeaumoku, Bishop/Alakea, Kapiolani...



# Mauka/Makai Routes

- Connect to the King Street protected bike lane to create a network or grid
- Many routes will connect to future rail stations
- Goal is to construct South Street protected bike lane by the end of 2015 (no berms)
- One new protected bike lane each year



## South Street Issues

- Advantages
  - Wide right-of-way
  - Relatively low traffic volumes
  - Future rail station at Halekauwila Street
- Constraints
  - Loading zones used by Restaurant Row
  - Development may increase future traffic volumes
- Questions:
  - Keep existing on-street parking or remove?
  - Keep four-lane configuration or reduce?
  - Extend lane across Ala Moana Blvd to Kakaako Makai?

## South Street Issues



## South Street Issues



## What about after South Street?

- Mauka-Makai Streets?
  - Ward Avenue
  - Piikoi
  - Pensacola
  - McCully
  - Keeaumoku
- Extend to other neighborhoods?
  - Downtown/Chinatown
  - Kaimuki/University
  - Waikiki



## McCully Street Bike Lanes

- Connection from Waikiki to the King Street protected bike lane and the UH-Manoa Area
- Limited ROW allows for conventional bike lanes

### McCully Street



## Summary

- King Street is a great start – preliminary findings are positive and encouraging
- Need a connected network or grid for best results
- Keep momentum going
- Rail and Bike Share will generate further demand for protected bike lanes
- South Street is the best next step
- One new protected bike lane each year
- HBL: 20 by 20

Mahalo!



 Find us on  
Facebook

Honolulu Bicycle Program

