



King Street Cycle Track Project Update

Department of Transportation Services
City & County of Honolulu

What is a Cycle Track ?

- Cycle tracks (also known as protected bike lanes) are physically separated bike lanes
- Located between curb and on-street parking
- Provides greater safety for bicyclists of all types
- Only bicycles are allowed in cycle track

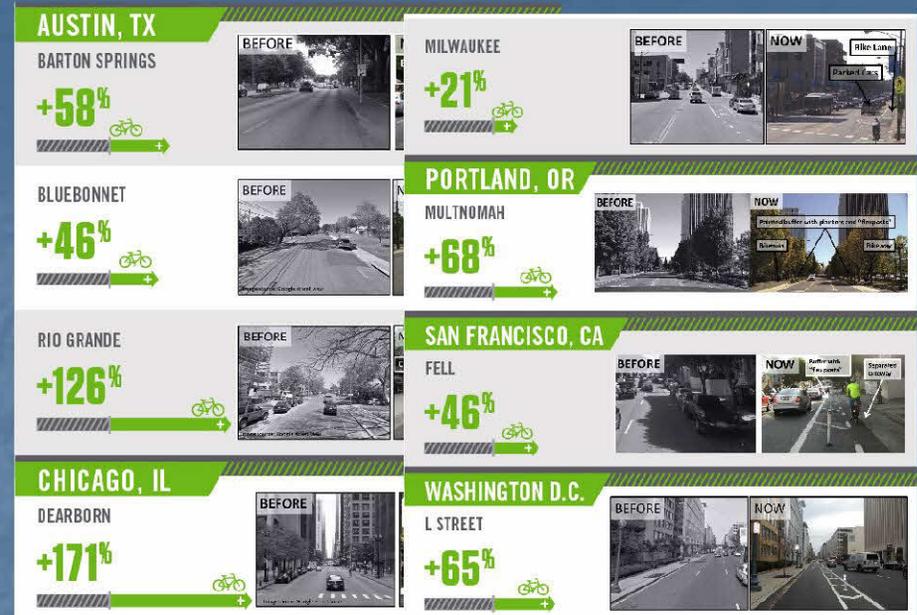


Long Beach, CA



Experience Elsewhere

- Currently, 53 cities in 24 states have installed cycle tracks
- All found that bicycle usage increased
- Businesses along cycle tracks have reported an increase in customers and sales



protected lanes open in the heart of the Loop

by JOHN GREENFIELD | DEC. 14, 2012



Design Concepts for King Street



- Left (mauka) lane converted to bikeway
- Parking moved to next travel lane
- Minimal parking removed for this project
- Traffic operations remain the same – PM parking restrictions
- Open as one-way; convert to two-way at a later time

Design and Specifications

- Designed in-house (DTS)
- Use of low-cost materials (installed by DFM)
- Provide separation with curbs and delineators
- Use of green paint in conflict zones
- Cyclist-oriented traffic signals (phase 2)



Studies and Data Gathering

- Gathering data now and throughout pilot period
- Travel Time Study conducted March 2014 (before)
- Bicycle Counts conducted August 2014 (before)

**South King Street
Travel Time Study**
March 2014

EXECUTIVE SUMMARY

The Department of Transportation Services conducted a travel time study on South King Street, from Alapai Street to University Avenue, as shown in Figure 1 below. The purpose of the study was to compare traffic conditions with parking restrictions during the afternoon peak period and without parking restrictions (in effect removing one travel lane).

Travel time data was taken on seven different dates between April 2013 and January 2014, to compare conditions prior to and after the change in parking restrictions. Travel times were taken every 30 minutes from 3:30pm to 6:00pm during the days of observation. Observed travel times from Alapai Street to University Avenue varied mainly between 6 and 11 minutes both before and after the parking restriction was removed.

The conclusion of the study is that removing one travel lane created no significant change in travel times on South King Street and would not have a noticeable impact on traffic operations in the area.

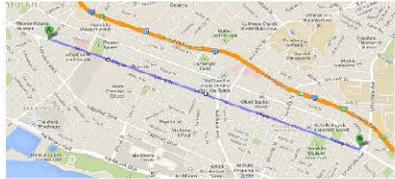


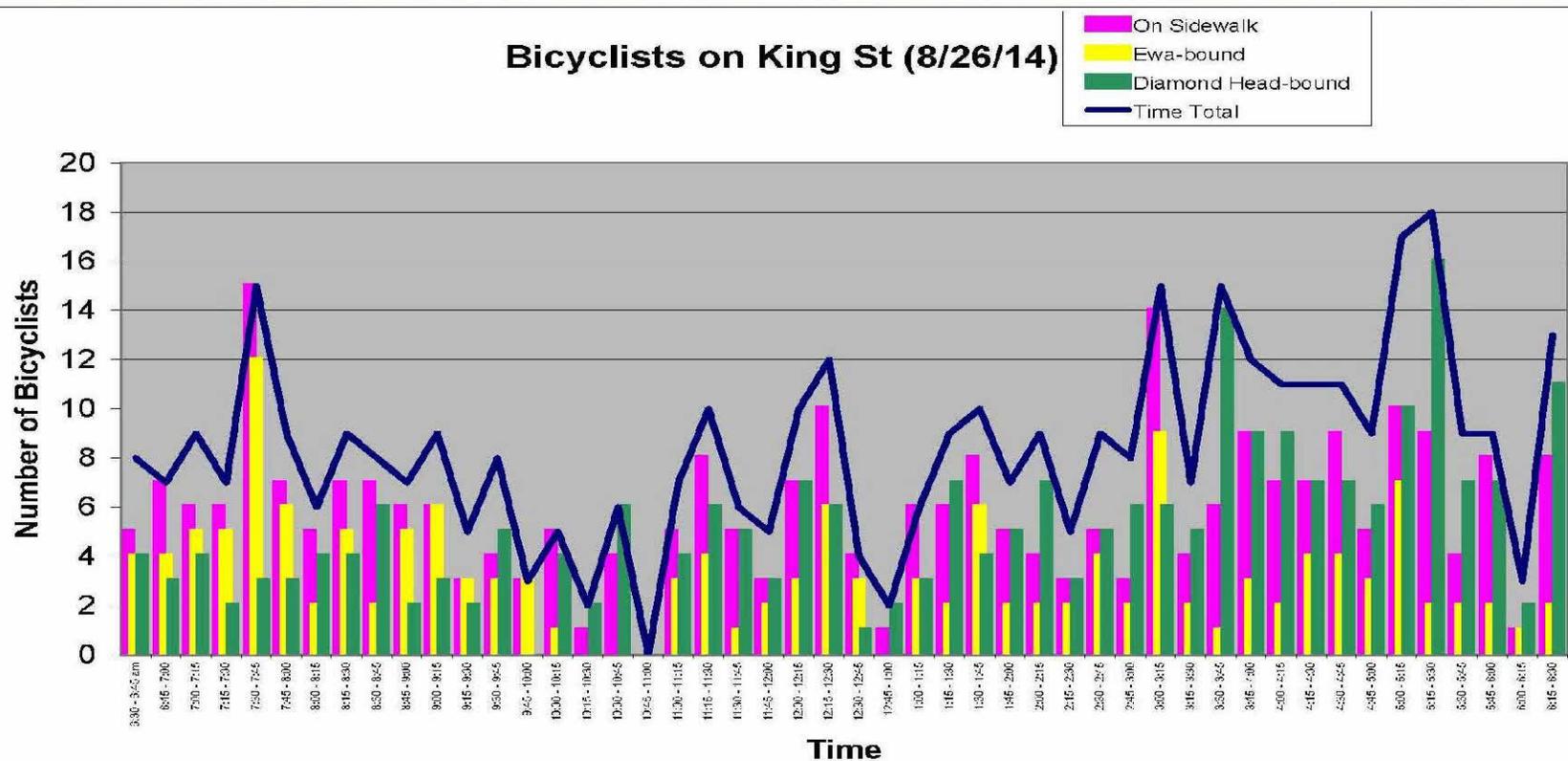
Figure 1: South King Street study area


Department of Transportation Services
City and County of Honolulu



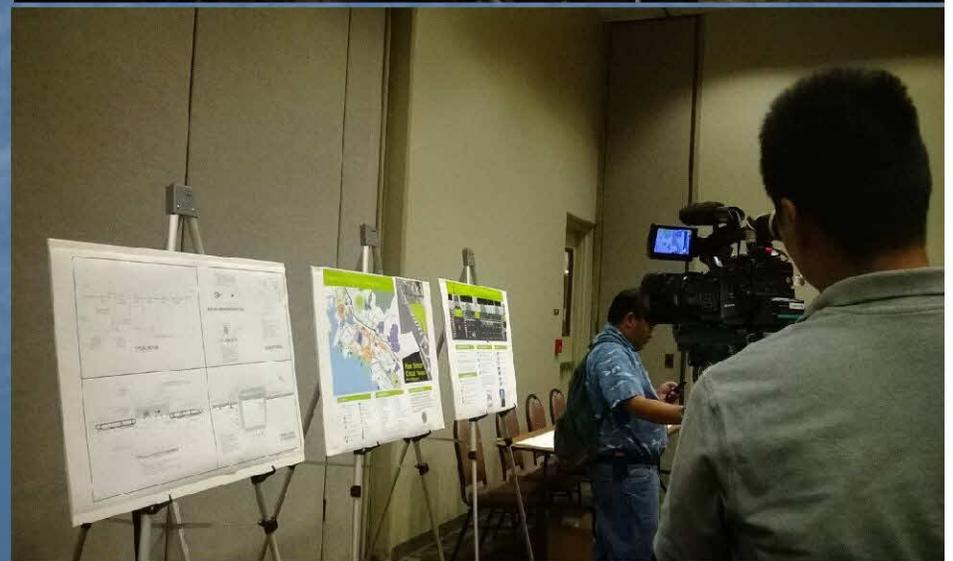
Bicycle Counts

- Before and after bicycle counts will be conducted on the east-west corridor – King Street, Kapiolani Boulevard, Young Street, and Beretania Street.



Public Outreach

- May-August 2014 and throughout Pilot
- Stakeholders (City Council, Fire, Police, HBL, etc.)
- Neighborhood Board Presentations
- Businesses on King St.
- Public meeting held on August 28, 2014 at NBC



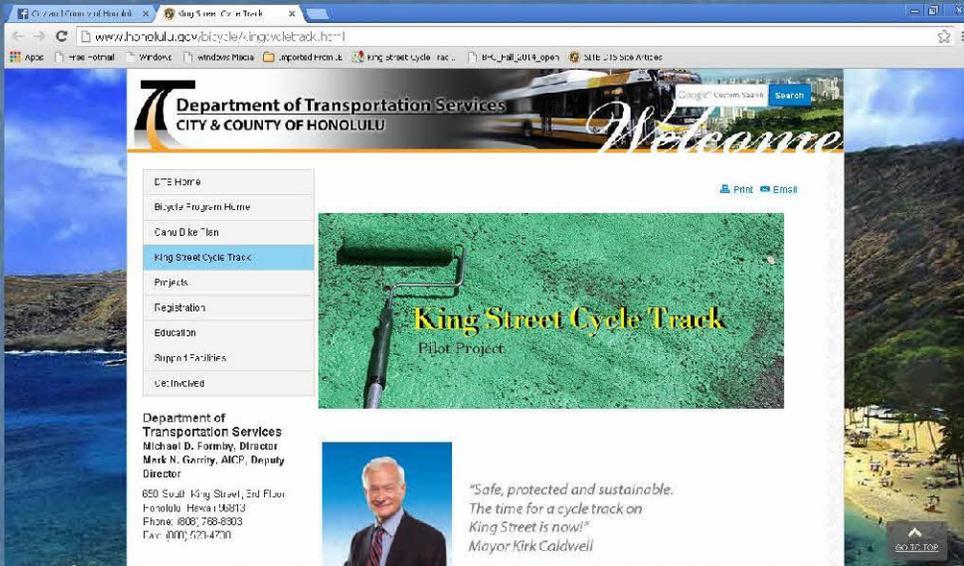
Supportive Businesses on King Street

- Vacuum Cleaner Center
- Best Printing
- Cen Pac Properties
- Kevin Tsuda, OD
- Non-Stop Travel
- Sakura Terrace
- The Bike Shop
- Easy Music Center
- Copy Express
- American Savings Bank
- Glidden Paints
- St. Mary of Moiliili
- McCully Bicycle and Sporting Goods
- Cross Fit HTF
- Mister Scooters
- King Street Pet Hospital
- In4mation
- Mono
- Song's Oriental Medicine
- Waipahu Racket Shop
- Magoo's Pizza

Public Education

- Rules of the road pamphlet
- Articles in newspapers
- Public Service Announcement (Video)
- DTS webpage -
<http://www.honolulu.gov/bicycle/kingcycletrack>
- Facebook – Honolulu Bicycle Program
- Other groups helping to spread the word –
Hawaii Bicycling League, Cycle On Hawaii,
Livable Communities Hawaii

Public Education



Source: NACTO Urban Bikeway Design Guide, 2012

WHAT IS A CYCLE TRACK?

Cycle tracks (also known as protected bike lanes, separated bikeways, and on-street paths) are physically separated bike lanes that allow bicycle movement on one side of the road. Two-way cycle tracks require additional awareness at driveway and side-street crossings as identified on the back side of this brochure.



A pilot project by the City and County of Honolulu
Department of Transportation Services

Rules of the Road

- Only bicycles allowed in cycle track. No mopeds, skateboards, segways, etc.
- Parking will remain the same – just moved one lane makai. Pay at the meter on the sidewalk. Watch for bikes before crossing.
- Green paint is used at driveways and intersections to highlight merge areas. Cars must yield to bikes. Use extra caution.
- Bicyclists should look both ways before entering green zone, even if they have the right of way.
- Bicyclists must have proper equipment, including lights if riding at night.
- DTS working with HPD on enforcement issues related to the cycle track.

Sharrows

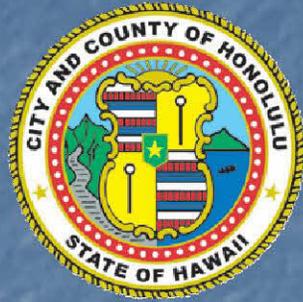


- Shared lane markings, or “sharrows”, can be used when there is insufficient space for bike lanes.
- They encourage safe passing of bicyclists by motorists.
- They assist bicyclists with lateral positioning.
- Sharrows have been installed on Dole Street, McCully Street, Kalakaua Avenue, Young Street, Coyne Street, Varsity Place, and Kapahulu Avenue.
- Sharrows will be installed on Isenberg Street for a connection to Coyne Street/University Ave from the King Street cycle track.

Current Status

- Installation began September 8, 2014
- Started at Alapai Street, working towards Isenberg Street
- To be completed by December 2014





Mahalo!