



# Honolulu Bikeways

## Public Informational Meeting

Department of Transportation Services  
City & County of Honolulu

Neal Blaisdell Center  
January 13, 2016

# Future Vision

- Oahu Bike Plan

- 310 miles on City Streets
- 559 miles on State roadways
- Paths, lanes and routes (sharrows)



- Protected Bike Lanes

- More attractive to potential riders
- Feels safer with buffer
- One-way or two-way access



# Draft Conceptual Network



# Mauka/Makai Routes

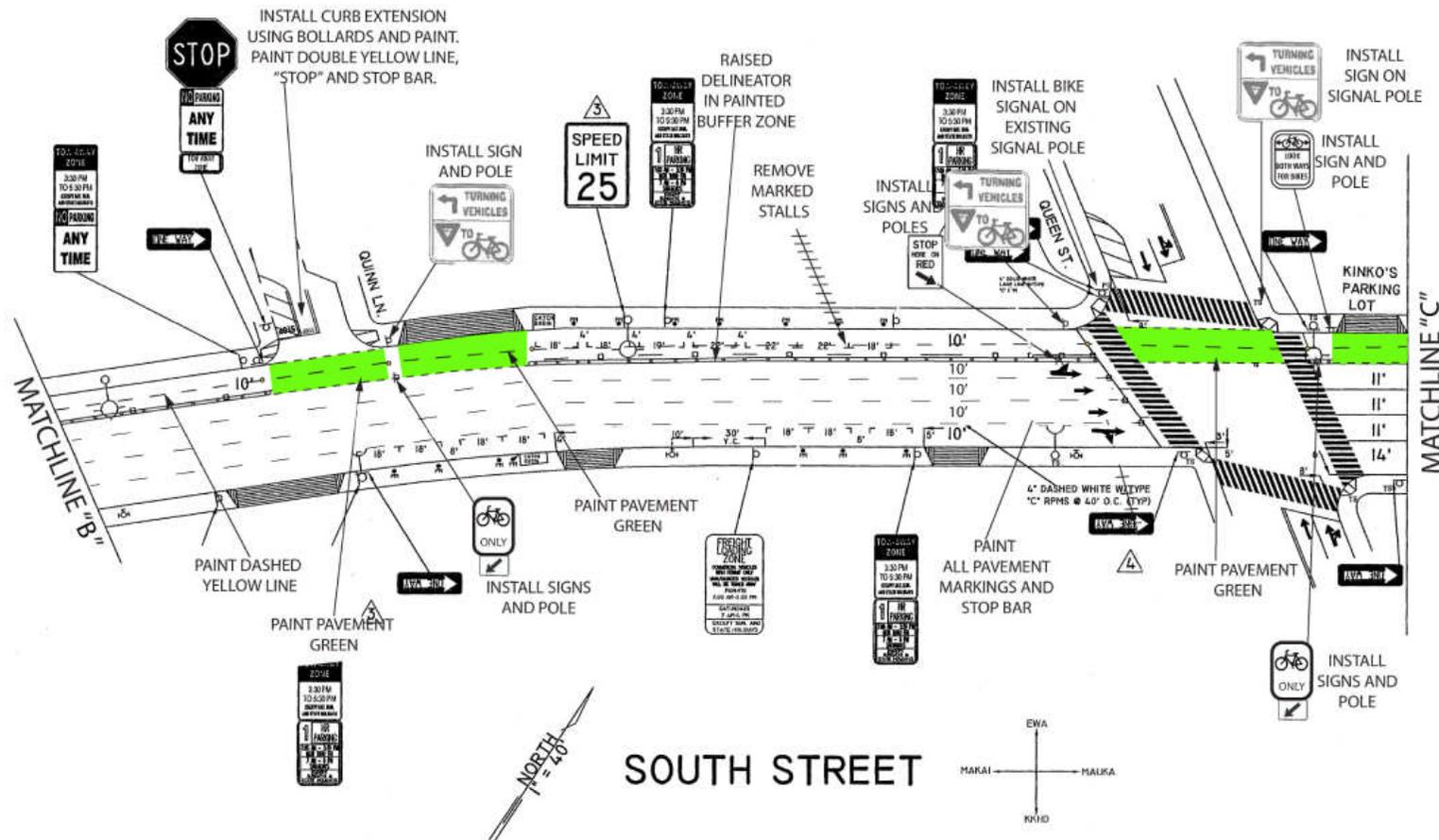
- Focus is to connect to the King Street protected bike lane to create a network
- A network is necessary to fully promote bicycling as a mode of transportation
- Many routes will also connect to future rail stations

# South Street Bikeway

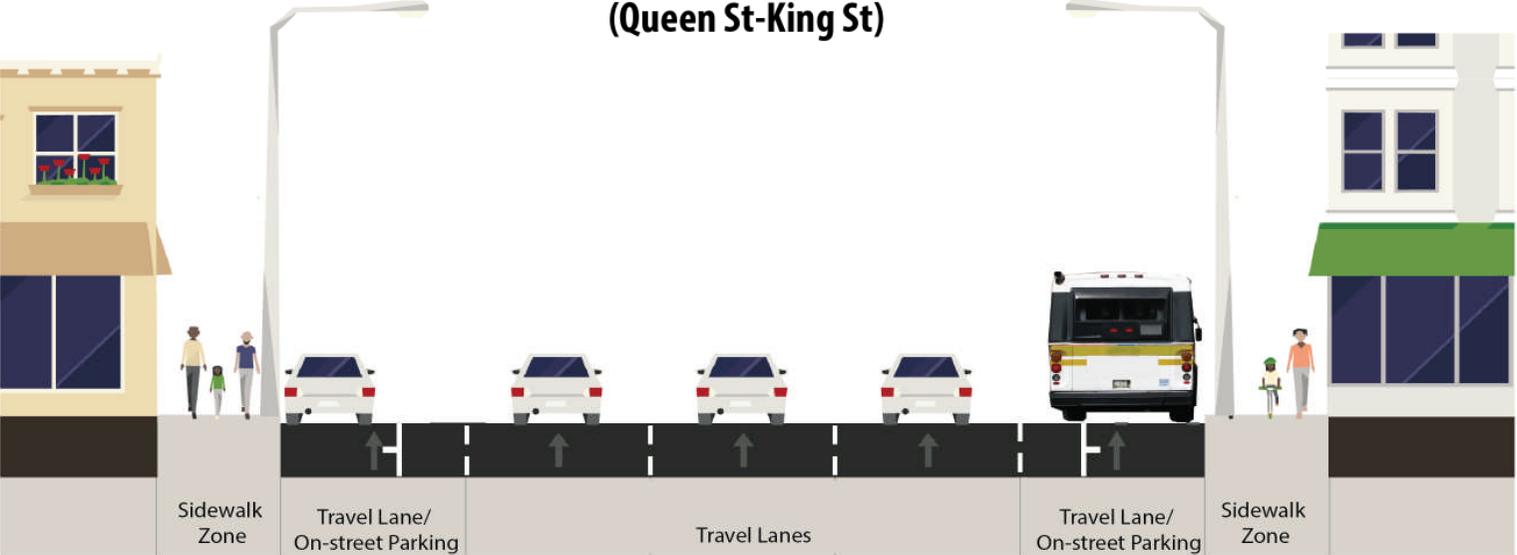
- Combination of two-way protected bike lane and conventional bike lanes (change since last public meeting)
- Connects Ala Moana Boulevard to the King Street protected bike lane
- Will serve the Civic Center Rail Station

# South Street - Plan View Typical Section

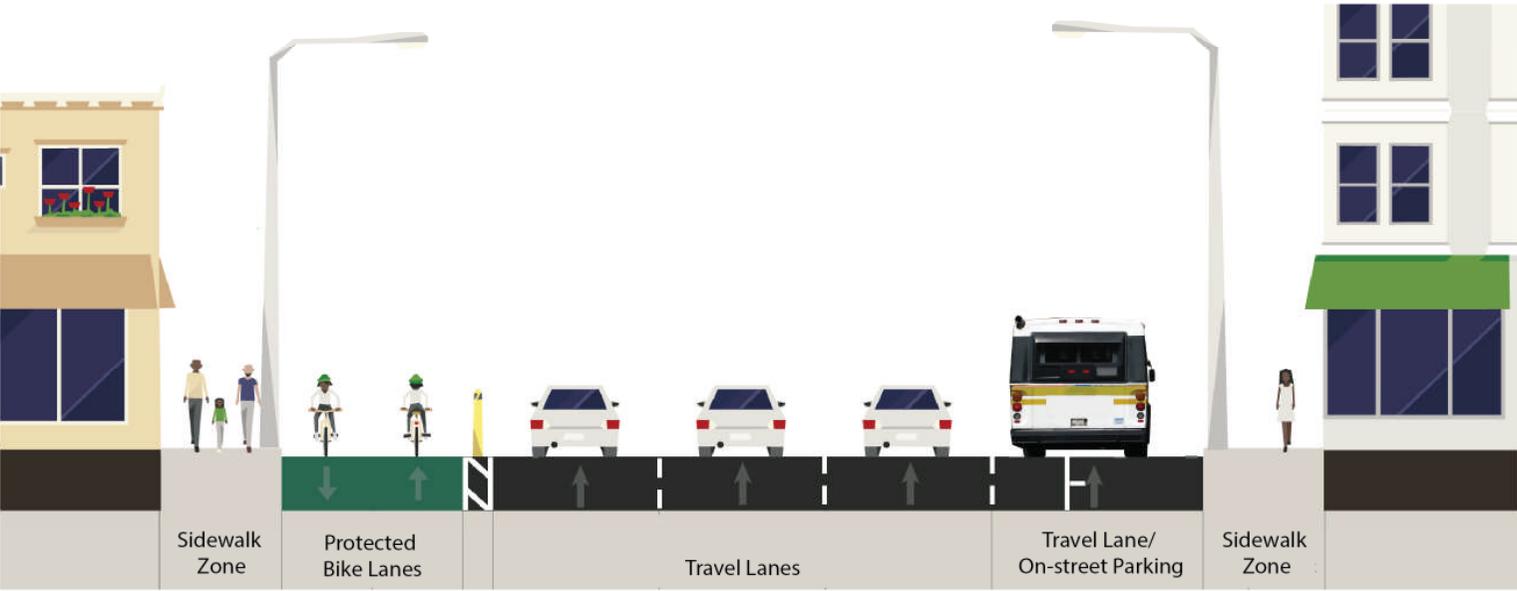
## SOUTH STREET TWO-WAY PROTECTED BIKE LANES PILOT PROJECT (3 OF 5)



# South Street Cross-Section (Queen St-King St)

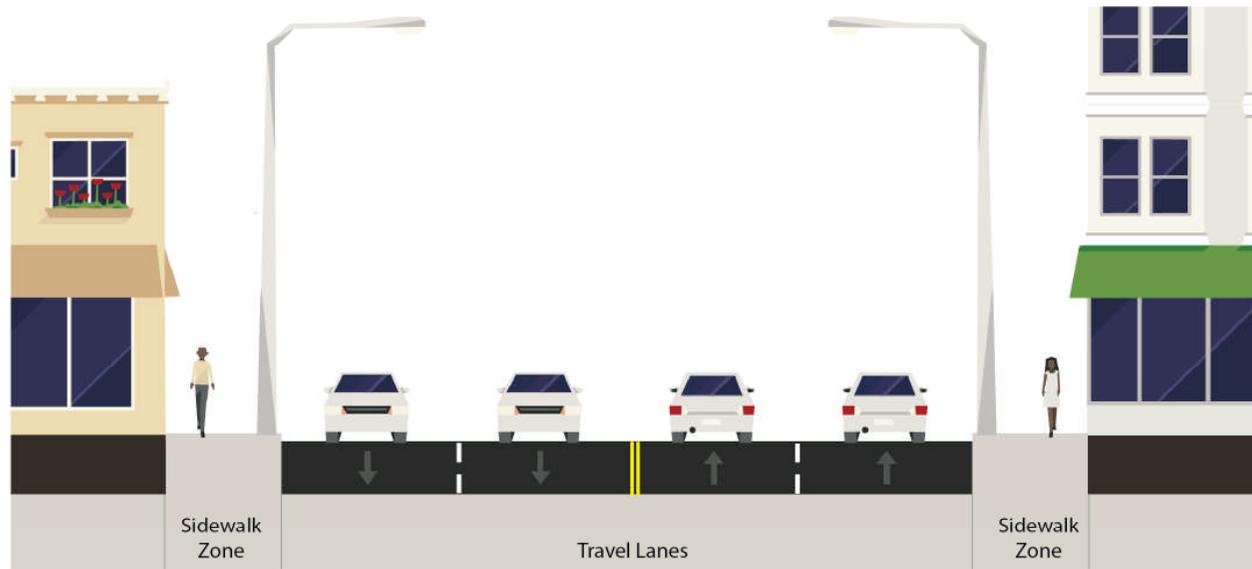


Existing: 5 travel lanes with on-street parking on both sides

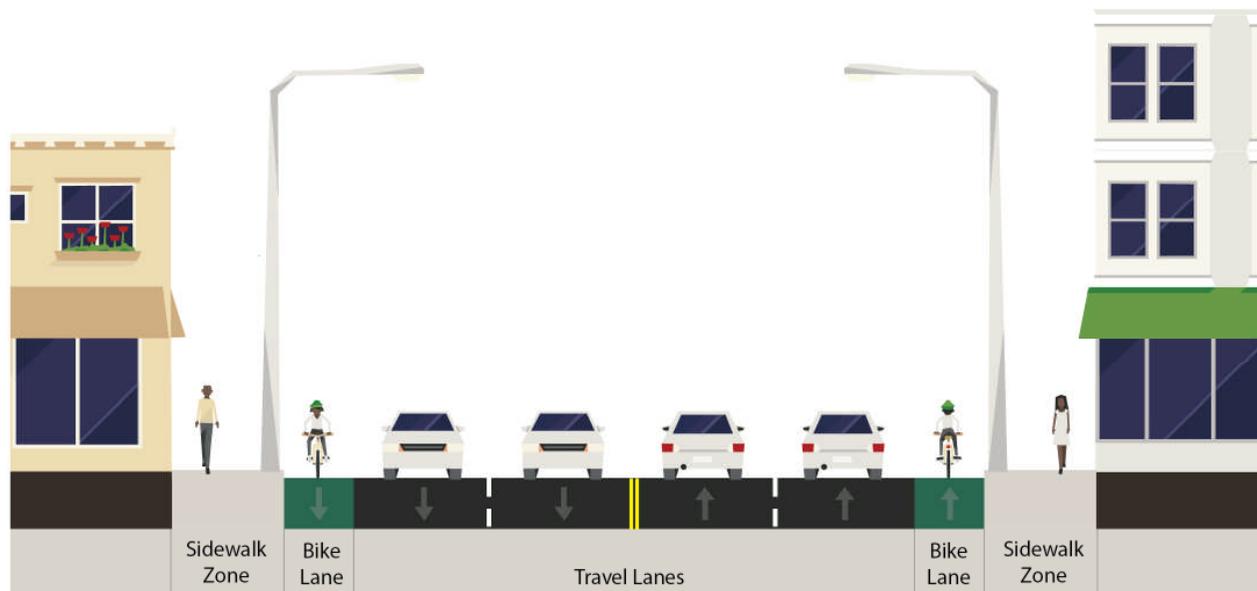


Proposed: 4 travel lanes with two-way protected bike lanes and on-street parking

## South Street Cross-Section (Ala Moana Blvd-Pohukaina St)



Existing: 4 travel lanes



Proposed: 4 travel lanes with bike lanes on both sides

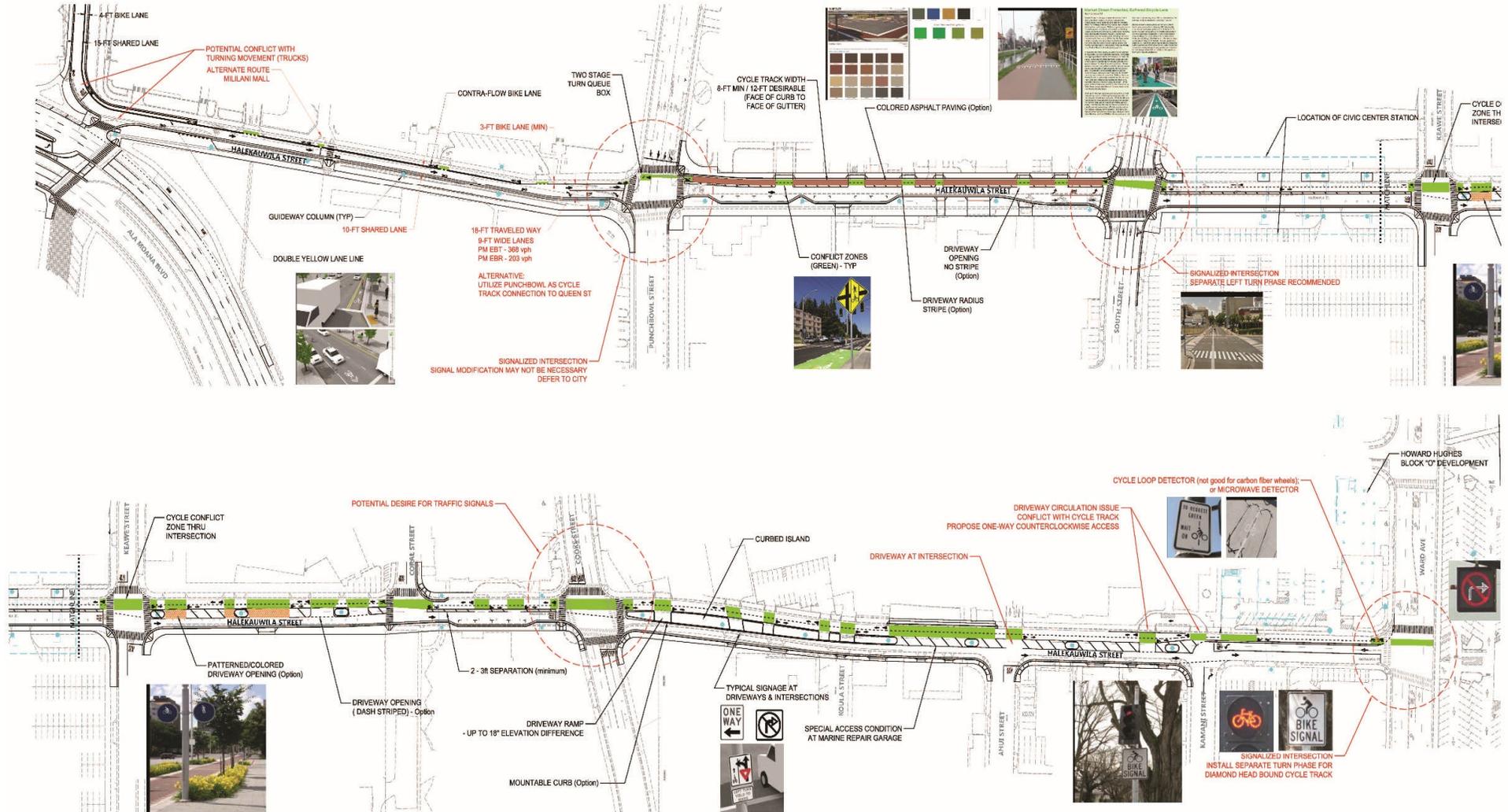
# South Street changing to two-way at Pohukaina Street

- Conversion into two-way street between Pohukaina Street and Halekauwila Street
- DPP-led project, paid for by private developer
- Improves access and traffic movements

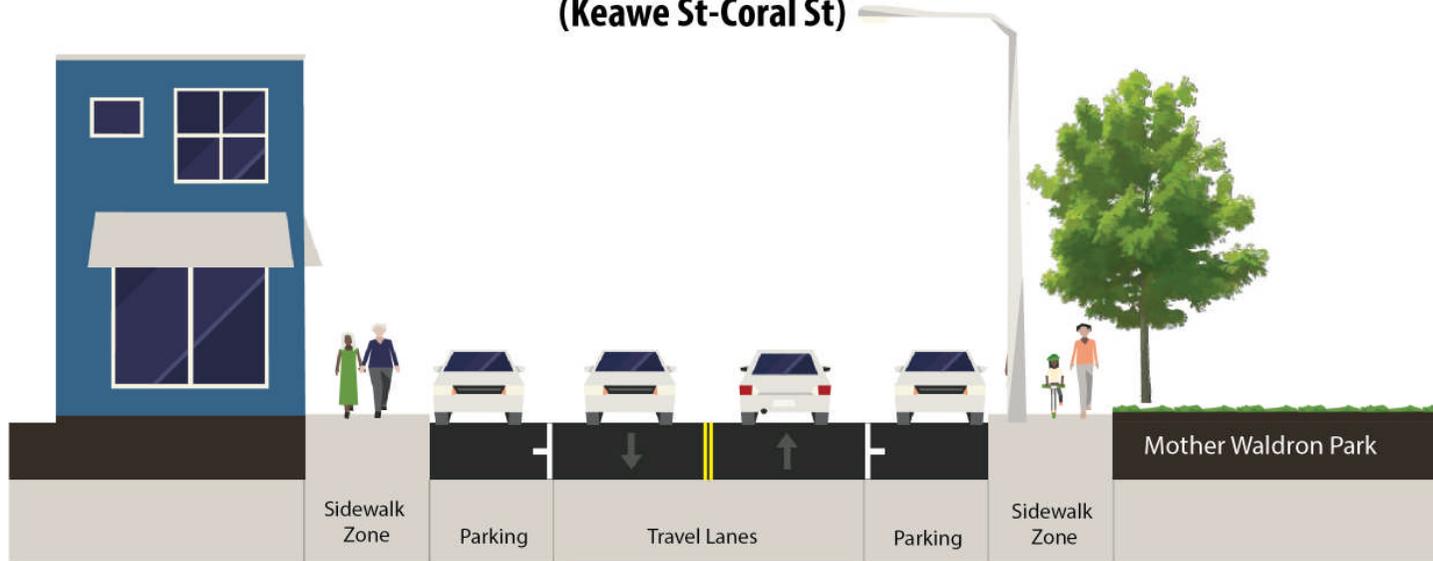
# Halekauwila Street

- Opportunity to coordinate with rail project
- Halekauwila Street will need to be repaved anyway, with rail columns in middle
- Idea #1: convert to a one-way from Punchbowl Street to Ward Avenue and provide protected two-way bike lane
- Idea #2: keep two-way, but apply traffic calming to slow speeds
- Will discuss options with landowners and businesses

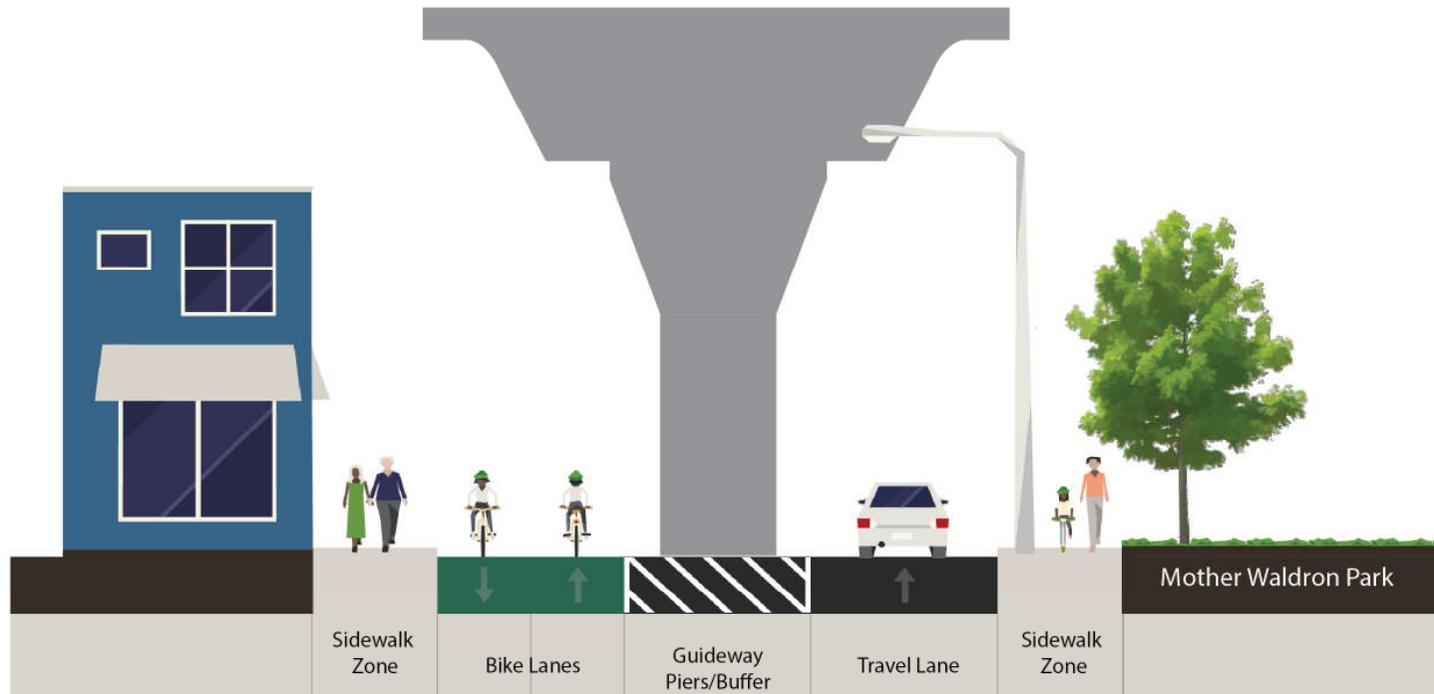
# HALEKAUWILA STREET PROTECTED BIKE LANES CONCEPTUAL DESIGN



# Halekauwila Street Cross-Section (Keawe St-Coral St)

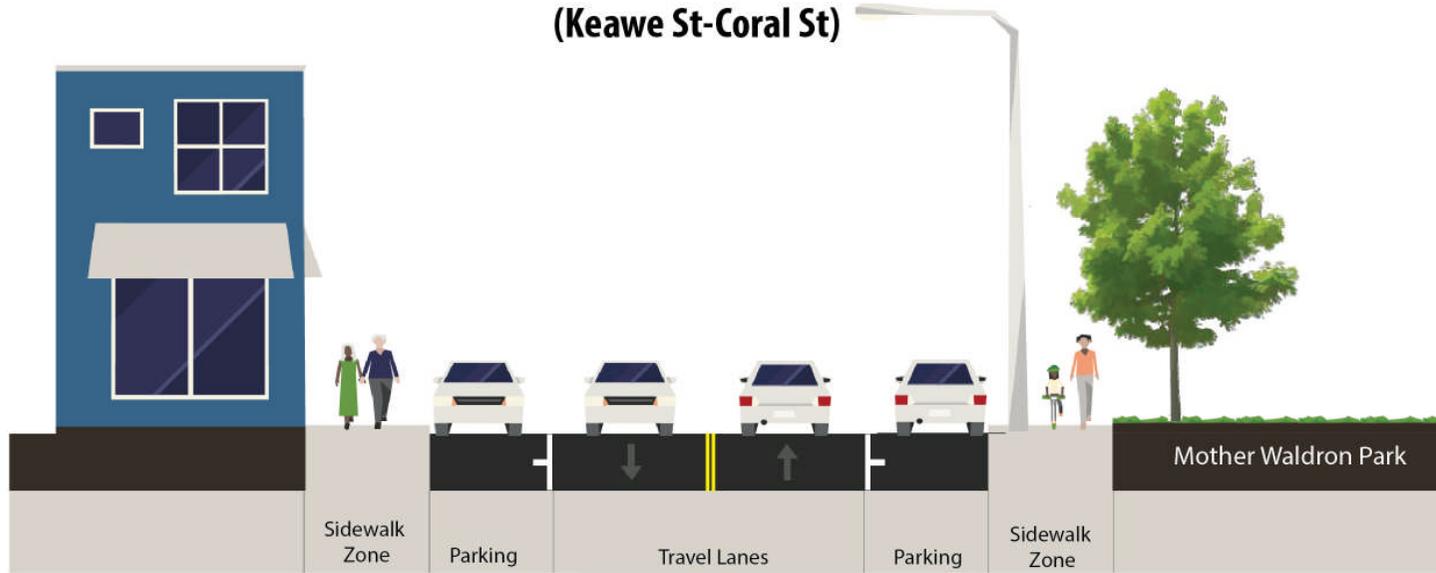


Existing: 2-way, 2-lane road with parking on both sides

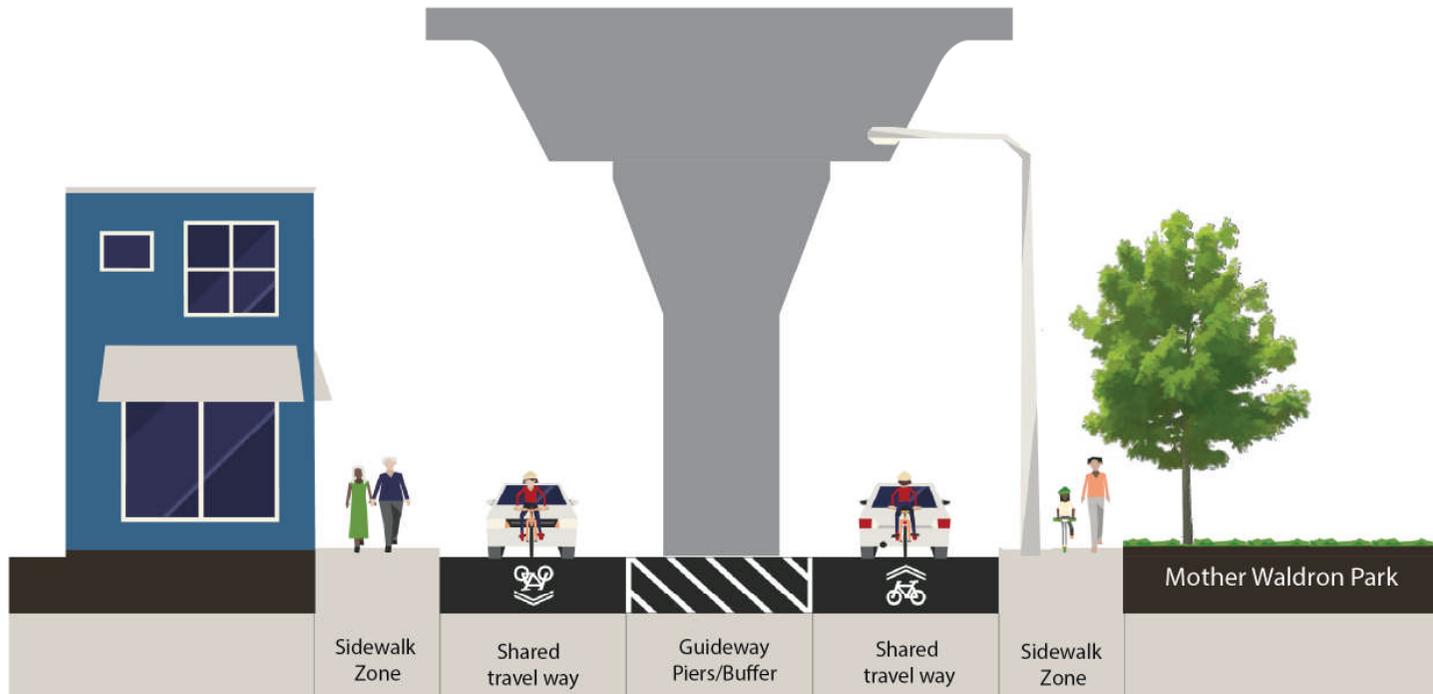


Future Alternative 1: 2-way bikeway, 1-way traffic

# Halekauwila Street Cross-Section (Keawe St-Coral St)



Existing: 2-way, 2-lane road with parking on both sides

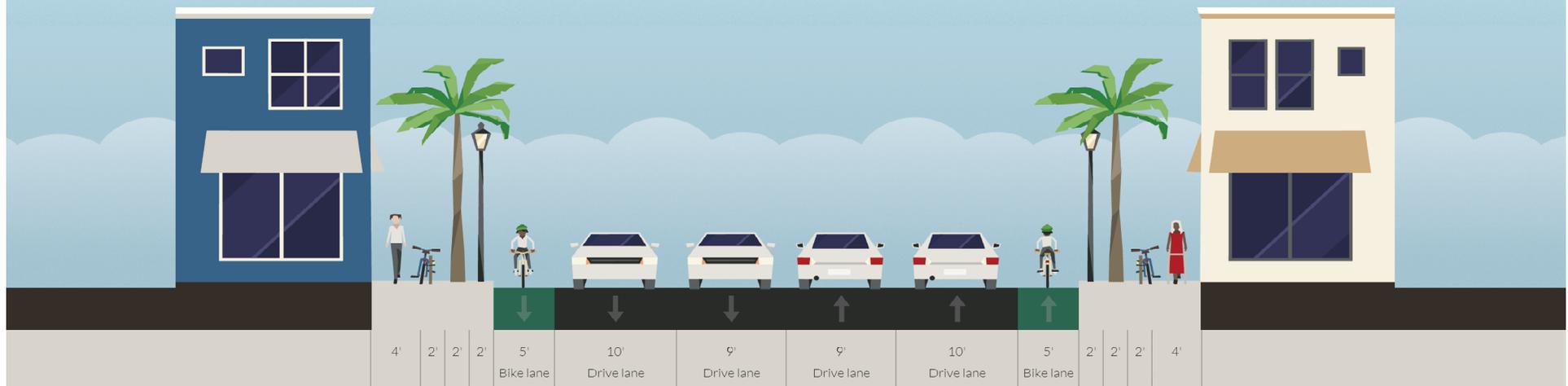


Future Alternative 2: 2-way shared travel way

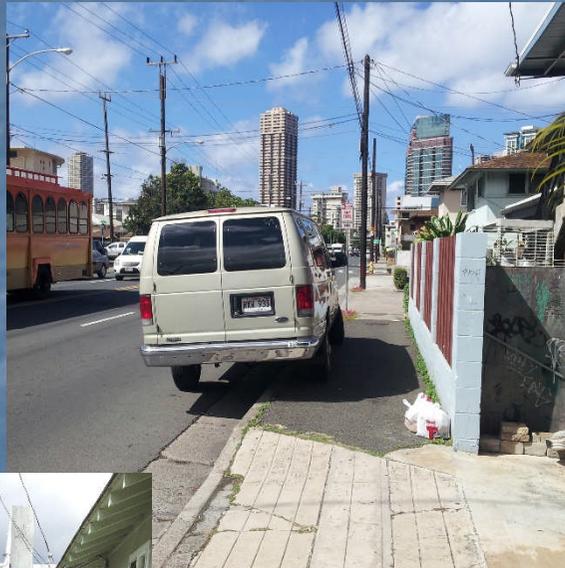
# McCully Street Bike Lanes

- Connection from Waikiki to King Street and the UH-Manoa Area
- Limited ROW allows for conventional bike lanes
- Parking to be removed (approximately 15 spaces)

## McCully Street



# Parking Issues on McCully Street



# King Street Protected Bike Lane

- Opened December 2014
- Opened as one-way in the Diamond Head direction
- 2 year pilot project



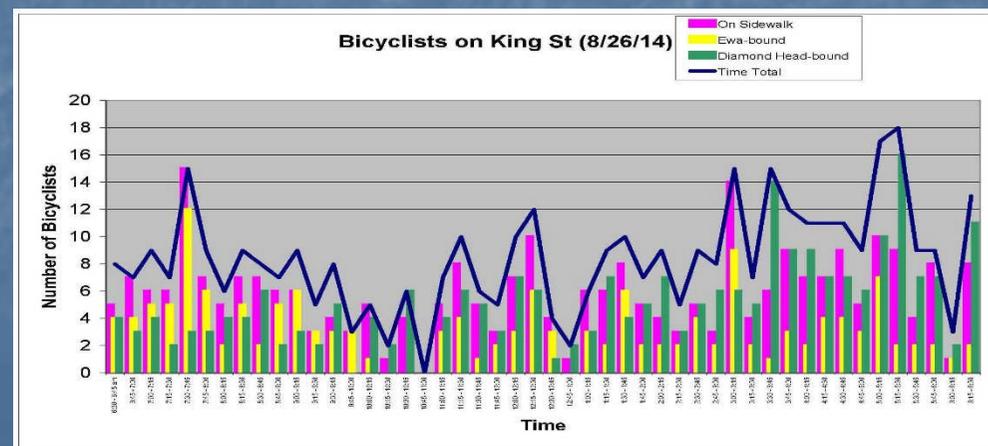
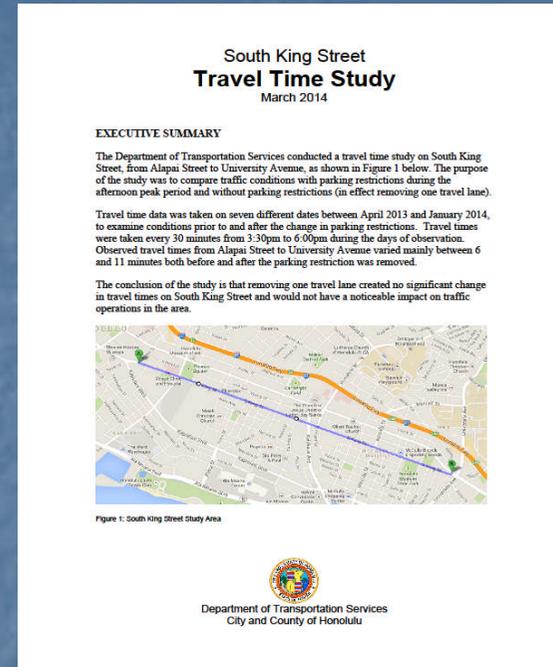
# Changes Since Opening

- Converted to two-way in May 2015
- 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 everyone
- Added AM peak parking restriction between Kealamakai St and Ward Ave



# Studies and Data Gathering

- Gathering data throughout pilot period (2 years)
- Before and After Bicycle Counts
- Before and After Motor Vehicle Travel Times
- Before and after Traffic Volume Counts



# Manual Bicycle Counts

- Count bicyclists in the public right-of-way (including sidewalks)
- Direction: Ewa or Diamond Head
- Facility: 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



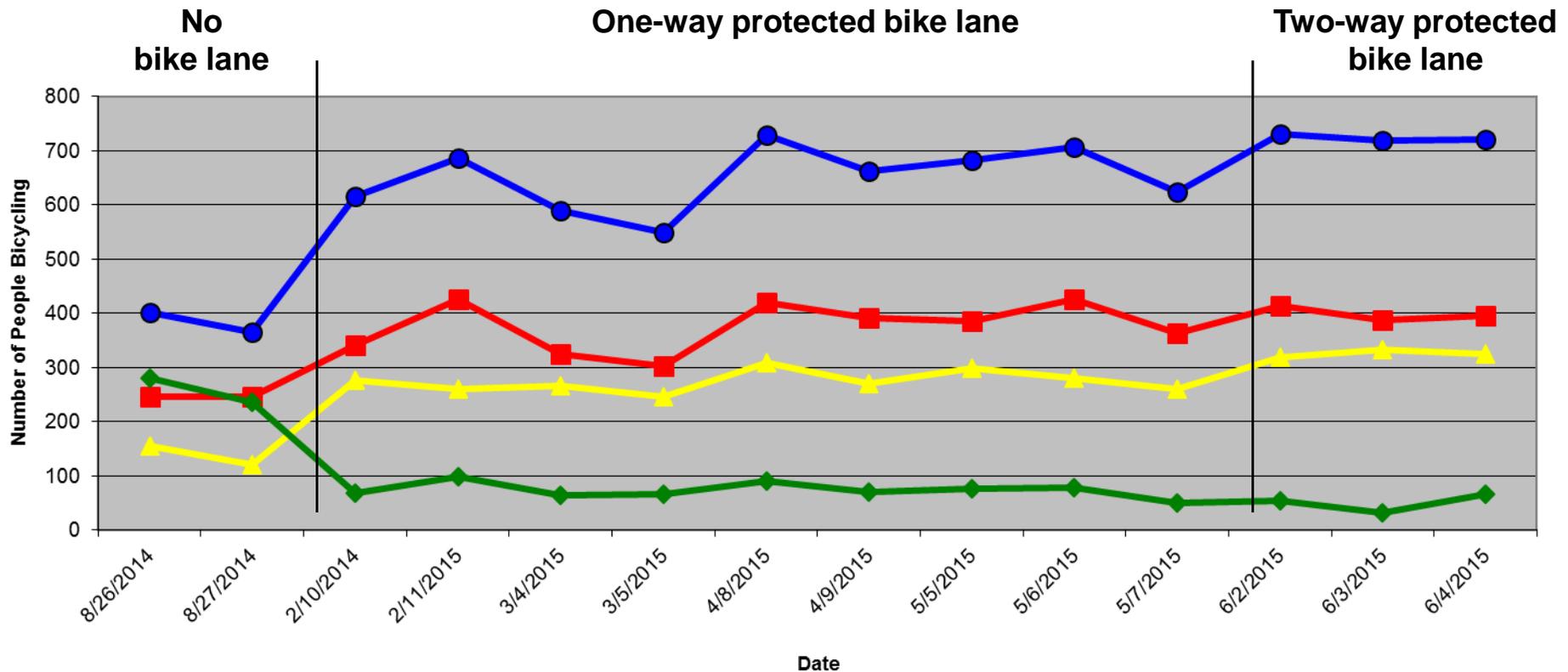
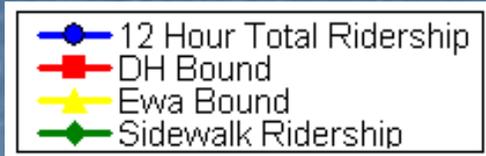
Traffic Camera



On-site

# Results for South King Street at Kalākaua Avenue

**88%**  
Increase in  
bicycle ridership



# Where are people riding?

## Before

No bike lane

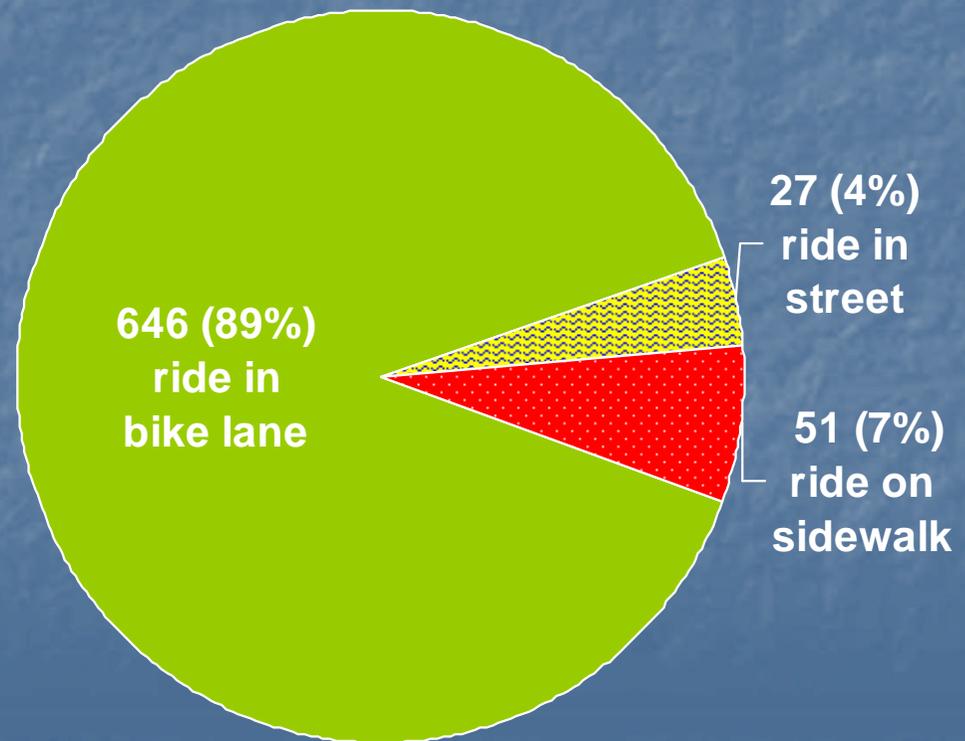
384 bicyclists / 12 hours



## After

Two-way protected bike lane

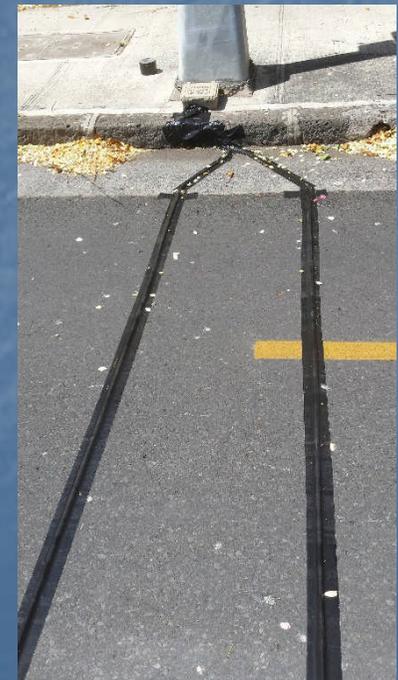
724 bicyclists / 12 hours



# 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 counts
- 15 minute increments
- Bicycle speeds



# Automatic Count Results

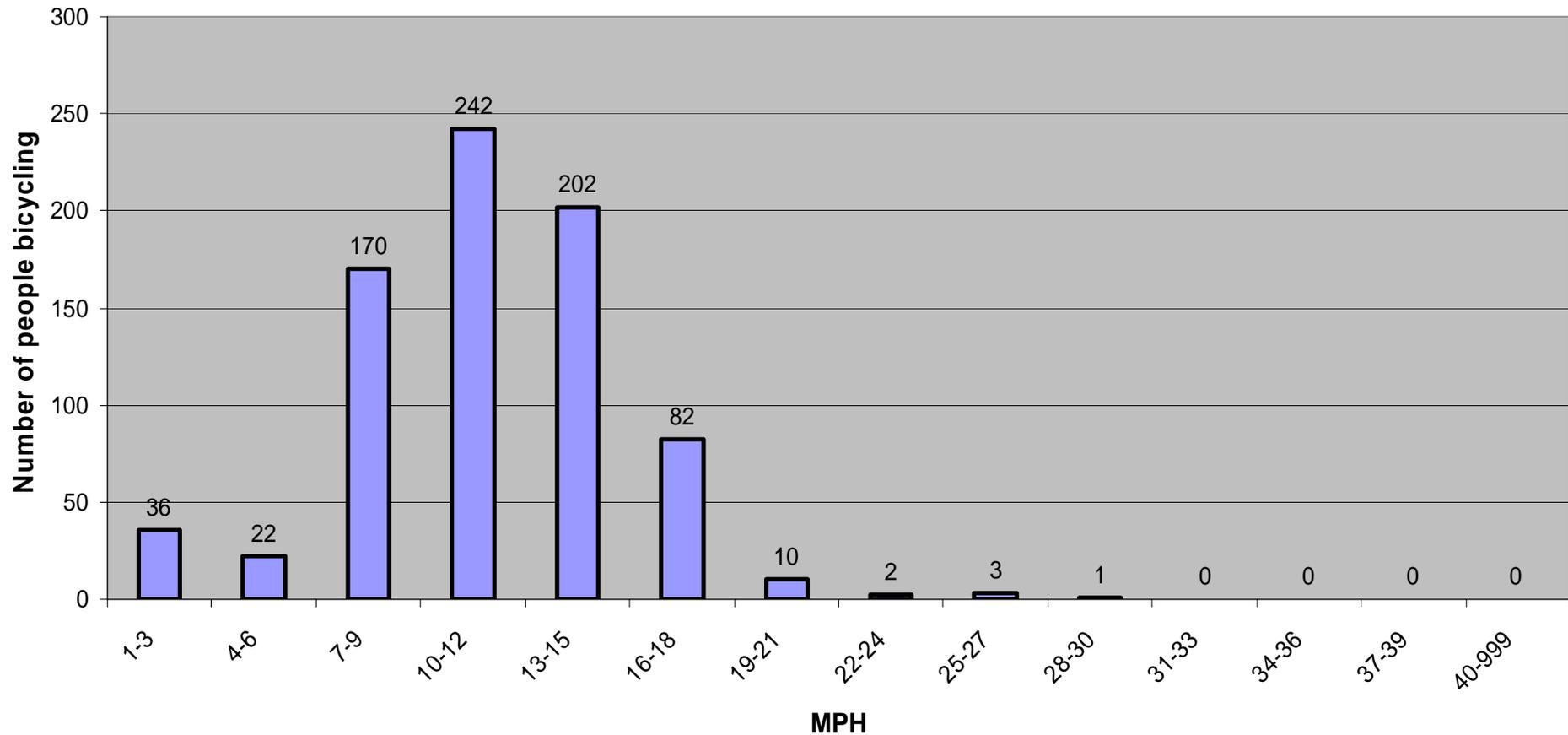
## 12 hour counts in the bike lane

<b>Date</b>	<b>Bike Lane</b>	<b>12 Hour Total Ridership</b>
<b>4/7/2015</b>	<b>One-way</b>	<b>574</b>
<b>5/5/2015</b>	<b>One-way</b>	<b>542</b>
<b>6/3/2015</b>	<b>Two-way</b>	<b>689</b>
<b>7/9/2015</b>	<b>Two-way</b>	<b>702</b>
<b>8/5/2015</b>	<b>Two-way</b>	<b>629</b>
<b>9/2/2015</b>	<b>Two-way</b>	<b>735</b>
<b>10/7/2015</b>	<b>Two-way</b>	<b>726</b>
<b>11/18/2015</b>	<b>Two-way</b>	<b>712</b>
<b>12/2/2015</b>	<b>Two-way</b>	<b>689</b>

# Bicycle Speed Results

Average Speed: 12 MPH

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



# 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.
- BEFORE travel time runs were conducted in April 2013.
- AFTER travel time runs were conducted in Jan, Feb, Apr, Sept, and Oct 2015.

<b>Time</b>	<b>Before (min:sec)</b>	<b>After (min:sec)</b>	<b>Time Difference (min:sec)</b>
<b>3:30 PM</b>	<b>6:16</b>	<b>7:26</b>	<b>+ 1:10</b>
<b>4:00 PM</b>	<b>6:15</b>	<b>7:12</b>	<b>+ 0:57</b>
<b>4:30 PM</b>	<b>7:28</b>	<b>8:24</b>	<b>+ 0:56</b>
<b>5:00 PM</b>	<b>9:41</b>	<b>10:53</b>	<b>+ 1:12</b>
<b>5:30 PM</b>	<b>10:06</b>	<b>10:04</b>	<b>- 0:02</b>
<b>6:00 PM</b>	<b>7:03</b>	<b>7:53</b>	<b>+ 0:50</b>
<b>AVERAGE</b>	<b>7:48</b>	<b>8:39</b>	<b>+ 0:51</b>

# Traffic Volume Counts

- Counts on King Street just before Pensacola Street
- BEFORE counts were conducted in April, May and September 2013
- AFTER counts were conducted in February, April and September 2015
- Increase in bicycle usage is roughly equal to decrease in vehicle usage

Before (2013)	After (2015)
27,869	27,069
Difference	-800

# Supportive Businesses on King Street

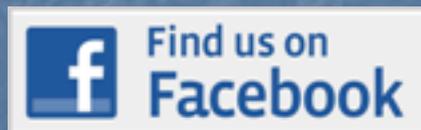
- DTS staff went door-to-door on five different occasions since the inception of this project
- This is a current list of supporters from a field visit between 1/4 to 1/8 2016

- Club Genji
- Kevin Tsuda, OD
- Sakura Terrace
- The Bike Shop
- Easy Music Center
- Copy Express
- O'Reilly Auto Parts
- Pinder Surfboards
- Jung Shave Ice
- Express Engraving
- Tacos Zarate
- J's Knicknacks
- St. Mary of Moiliili Church
- McCully Bicycle and Sporting Goods
- Cross Fit HTF
- King Street Pet Hospital
- Extra Space Storage
- Velvets
- Living Water
- Shoes Spa
- JPS Dressers
- Signs Today
- Thai Issan



# Mahalo!

For more information:  
[honolulu.gov/bicycle](http://honolulu.gov/bicycle)



**Honolulu Bicycle Program**