

Ala Wai Boulevard Complete Streets



Draft Concept Designs
Waikiki Neighborhood Board
January 10, 2023

Complete Streets (ROH 14-33) is a legally mandated street design approach that provides **safe facilities** for people of all ages and abilities, whether they are walking, using a wheelchair, on a bike, riding transit, or in a car.

Project Scope



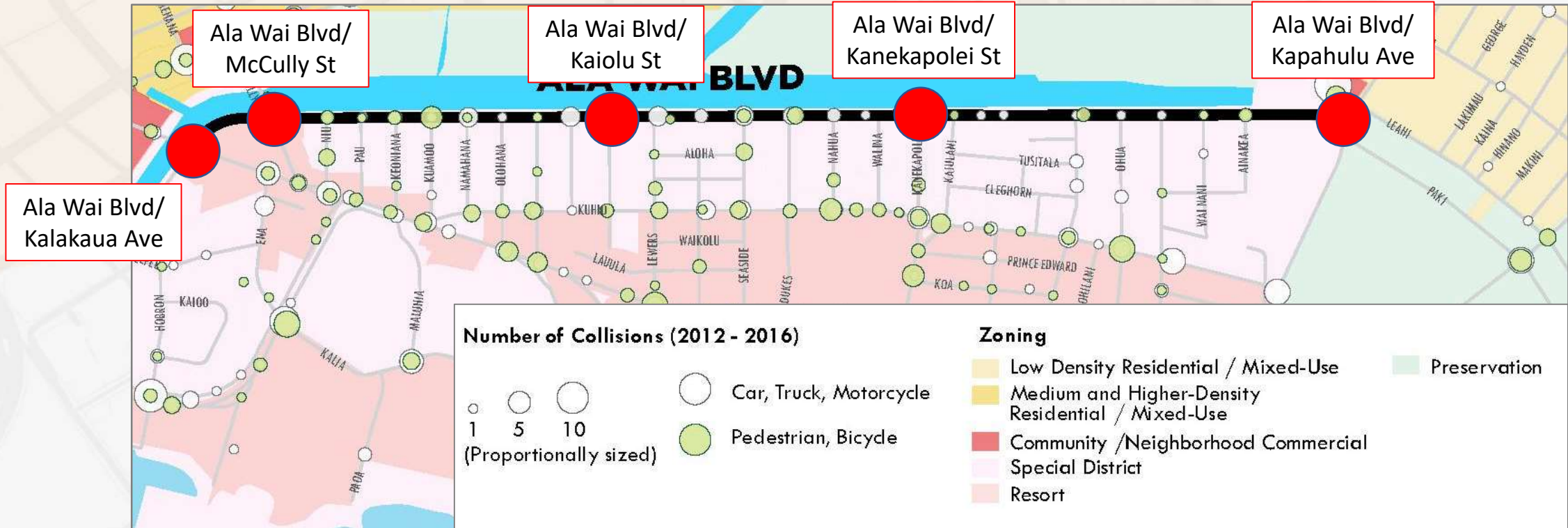
- Improvements to be made as part of an upcoming roadway rehabilitation project
- Project is considered an interim treatment until a future project addresses flood control and the historic sea wall

Project Process

We are here!



High Pedestrian-Injury Intersections



TRAFFIC SPEED

SPEED
LIMIT
35

Ewa
85th
40
mph

Middle
85th
32
mph

DH
85th
38
mph



Speed and Safety

Ala Wai Blvd



5% chance of pedestrian fatality



45% chance of pedestrian fatality



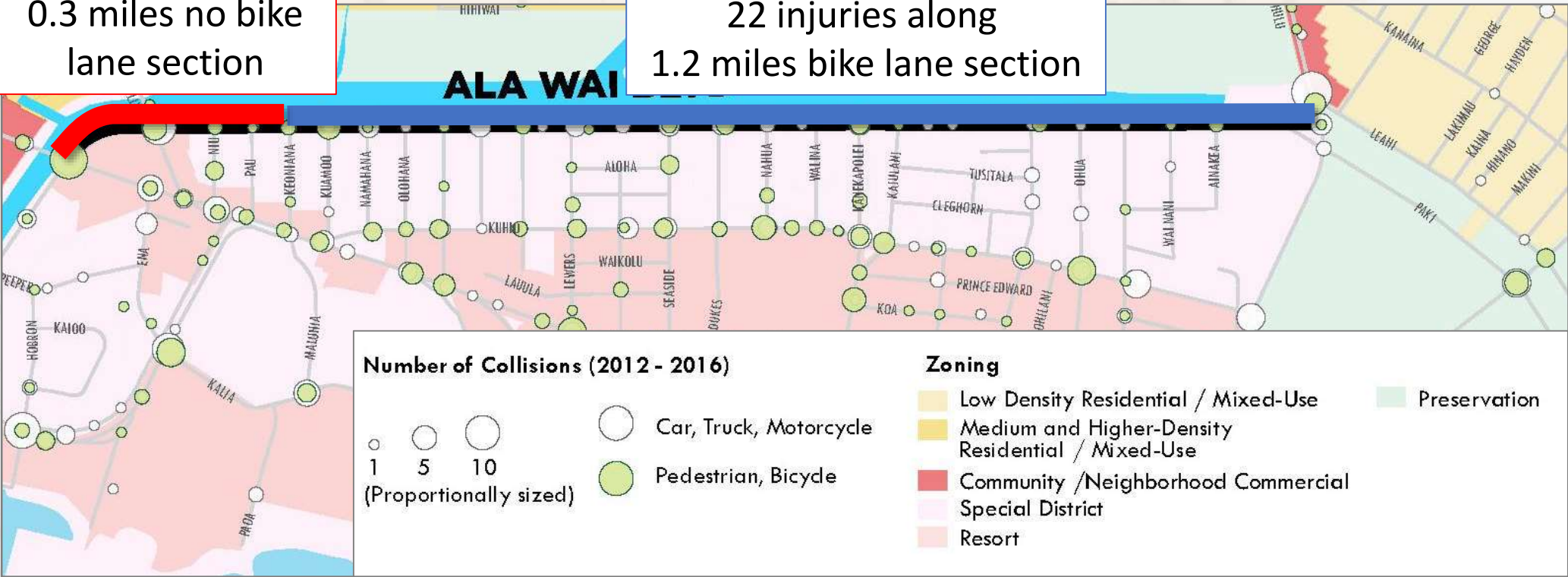
85% chance of pedestrian fatality

Bicycling Safety Issues

Bicycle injury rates are 5x higher in the section with no bike lane

24 injuries along 0.3 miles no bike lane section

22 injuries along 1.2 miles bike lane section



Community Engagement

- Public Workshop #1 (2021) & #2 (2022)
- Stakeholder meetings
- Neighborhood Board and community presentations
- Door-to-door and on-the-street outreach to residents and businesses
- Web mapping and online comments
- Email and phone comments



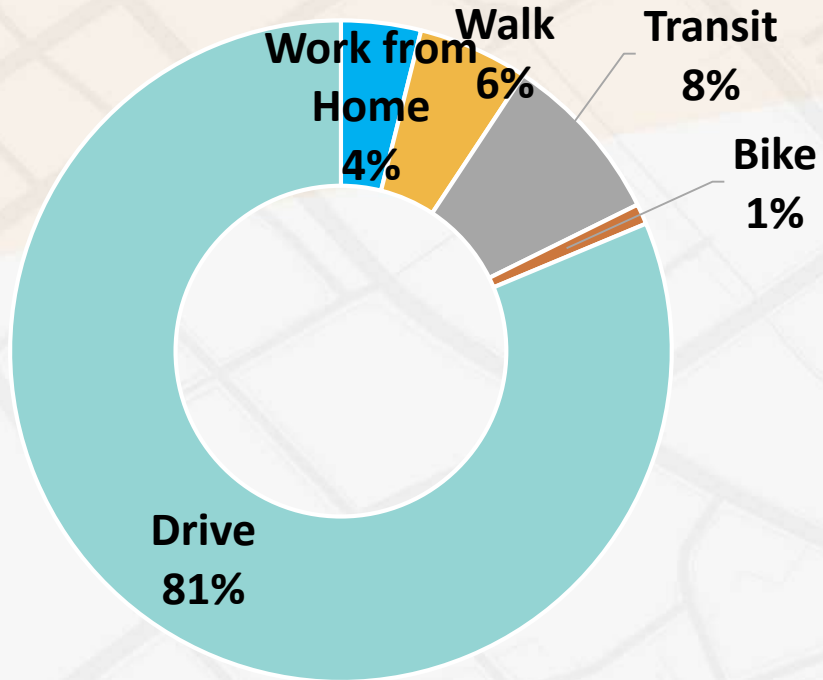
What we've heard – key takeaways

- Desire for safer, more comfortable bike facilities; existing biking conditions prevent use
- Desire for street to better serve pedestrians with safer crossings and lower vehicle speeds
- Desire to balance the streets multimodal needs, including emergency response, large vehicles and parking
- Desire to maintain and enhance the beauty of the street with trees, landscaping, and scenic views

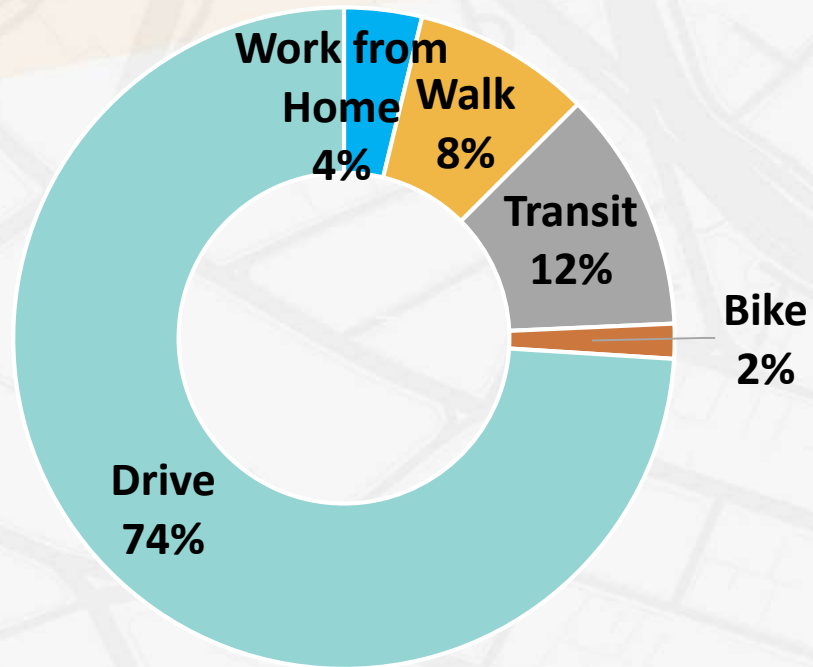
Getting Around Commuting

*30% of Waikiki residents
commute by walking or
biking*

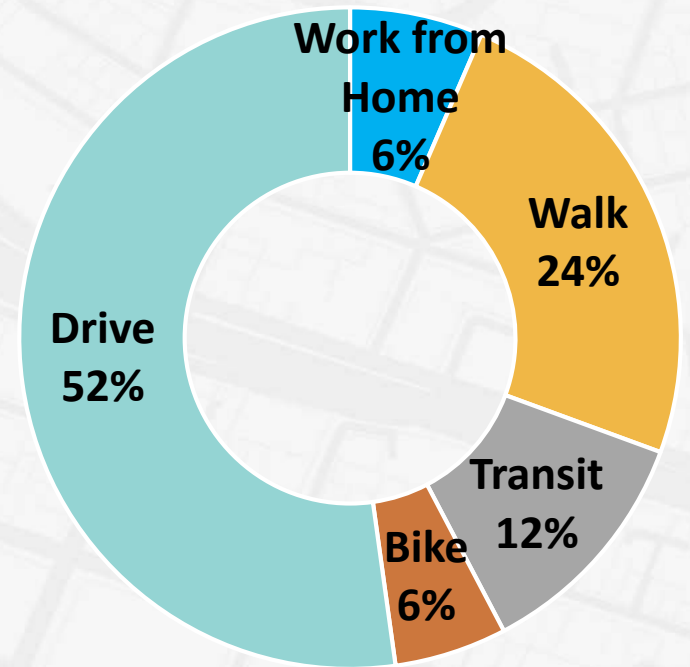
Island-Wide



Urban Honolulu



Waikiki



Source: 2014-2018 ACS 5-year estimates

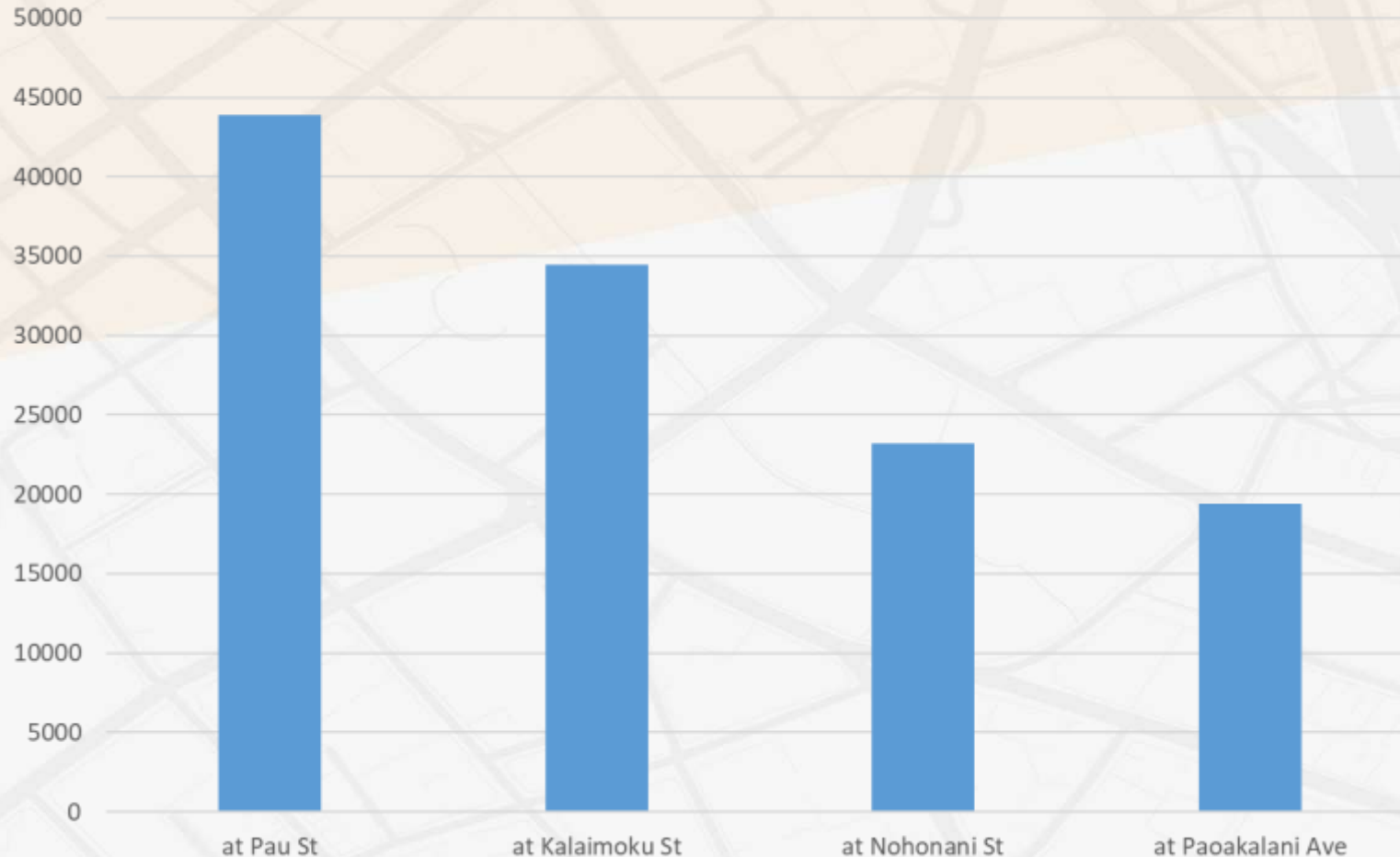


Ala Wai Boulevard Proposed Improvements

- Two-Way Protected Bikeway
- Curb Extensions
- Additional Pedestrian Crossings
- Speed Limit Reduction
- Lighting Improvements

Balancing Multimodal Needs – Vehicular Traffic

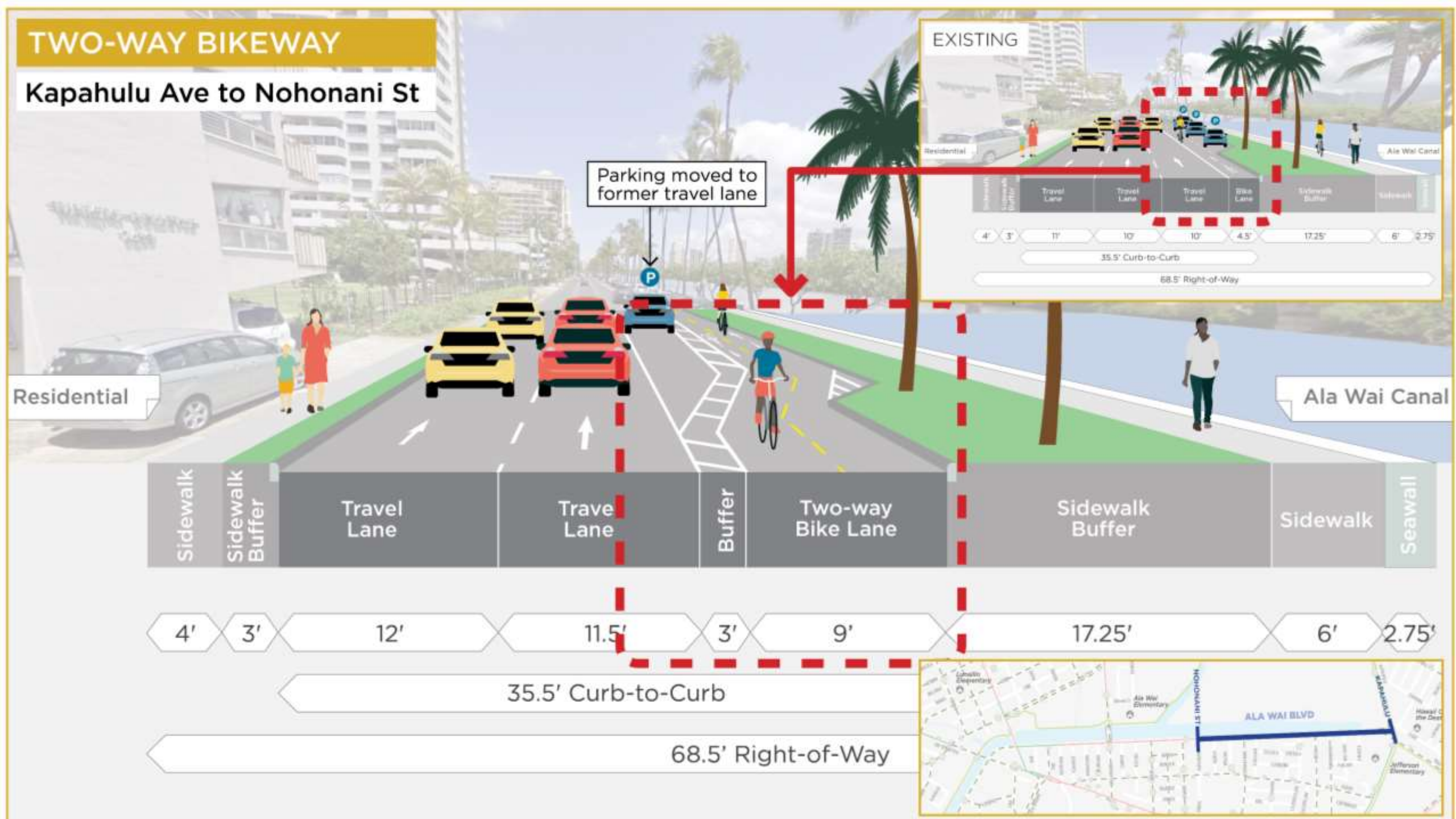
Ala Wai Boulevard Daily Traffic Volumes



There is less than half the traffic on Ala Wai Boulevard at Paoakalani Avenue vs. at Pau Street

TWO-WAY BIKEWAY

Kapahulu Ave to Nohonani St



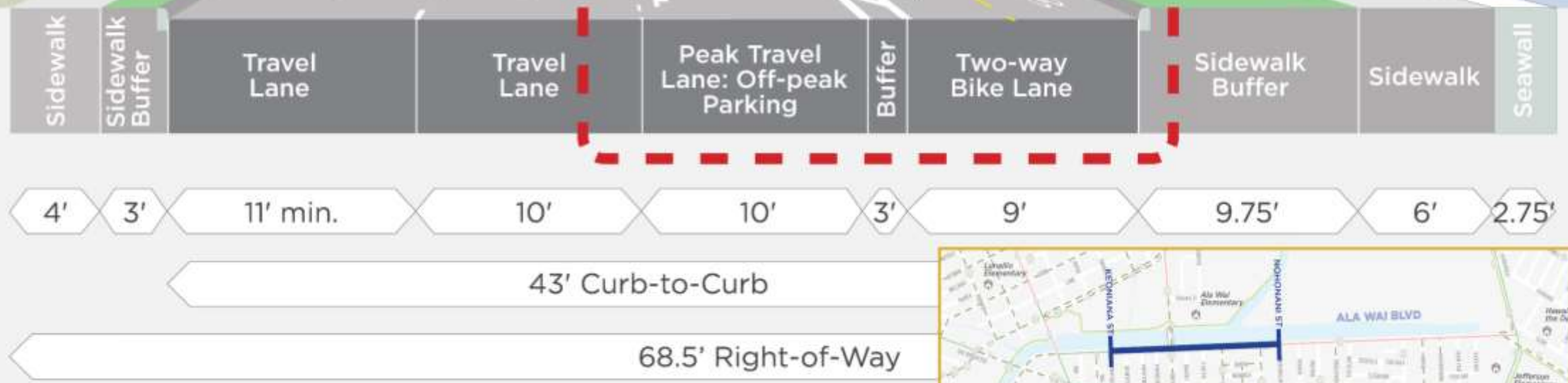
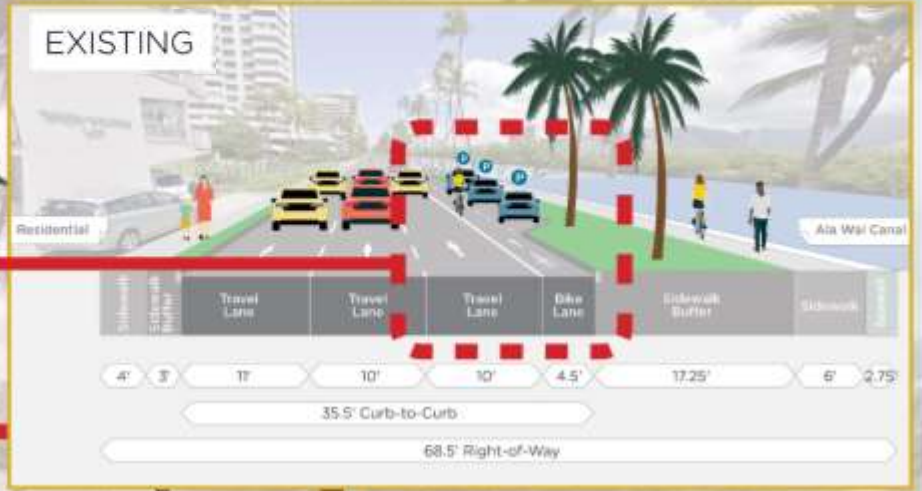
TWO-WAY BIKEWAY

Nohonani St to Keoniana St

Peak Hours: Parking lane becomes additional travel lane to match existing conditions

Residential

Ala Wai Canal

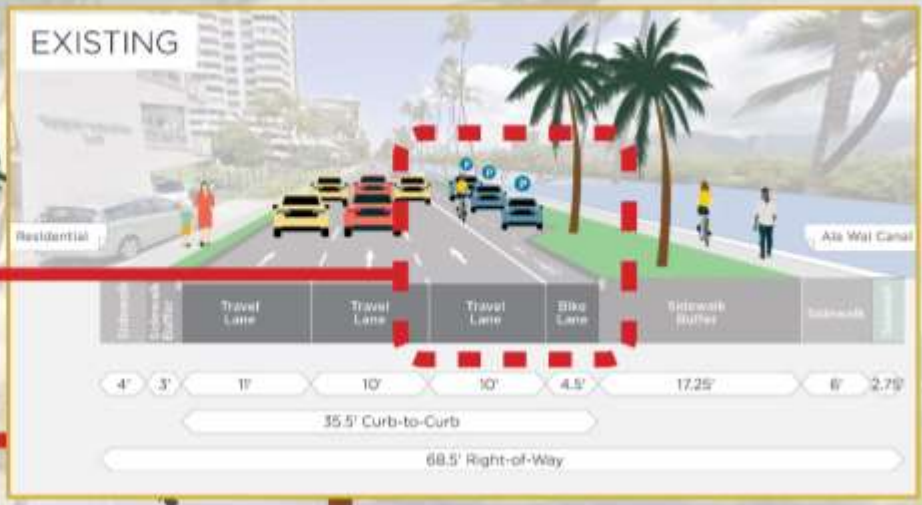
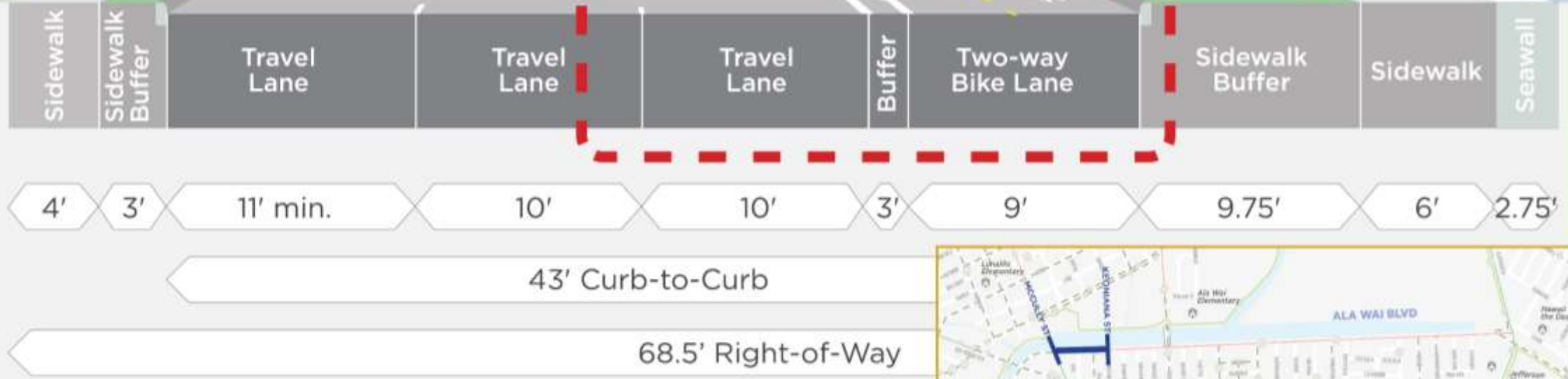


TWO-WAY BIKEWAY

Keoniana St to McCully St

Residential

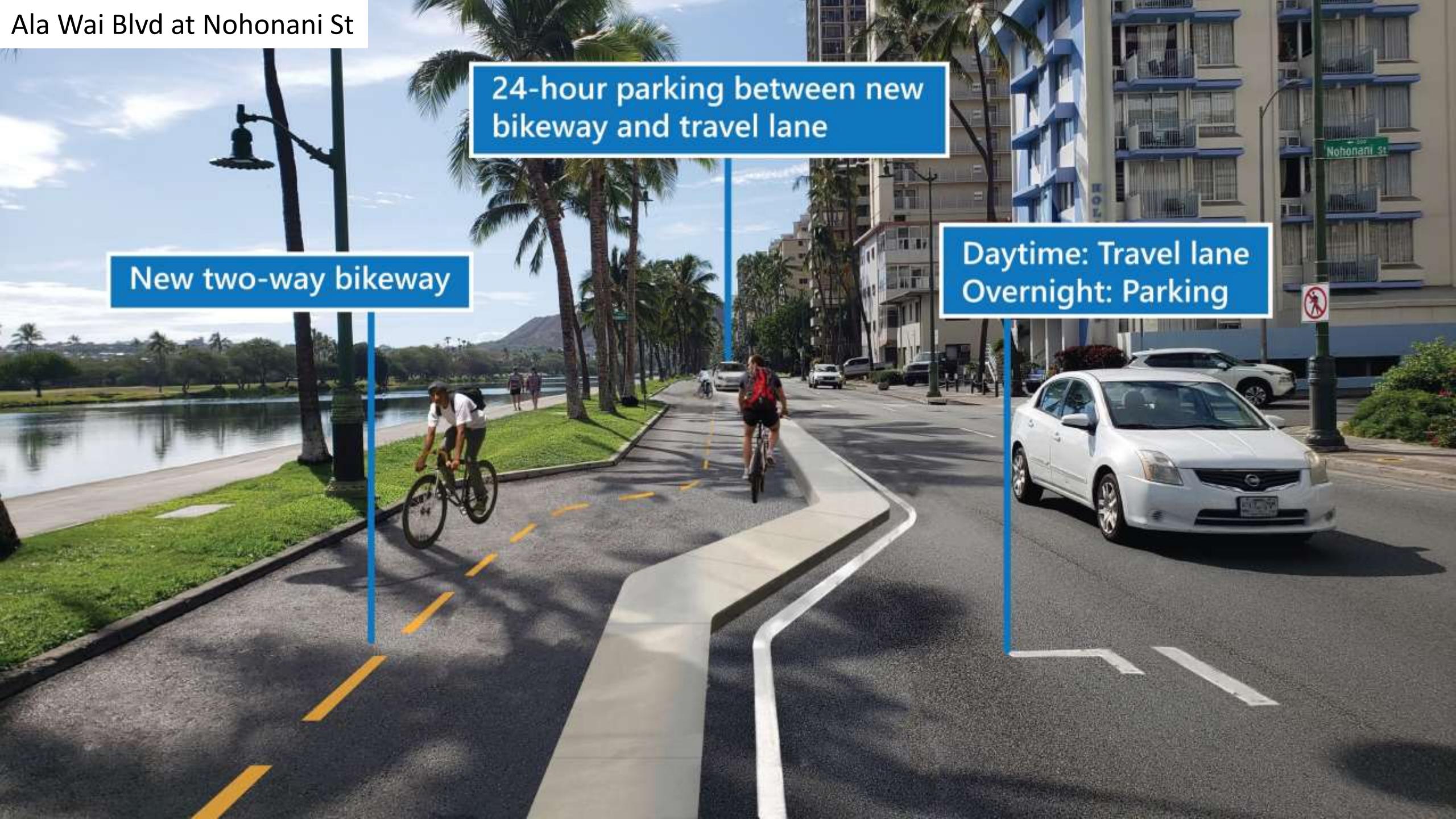
Ala Wai Canal



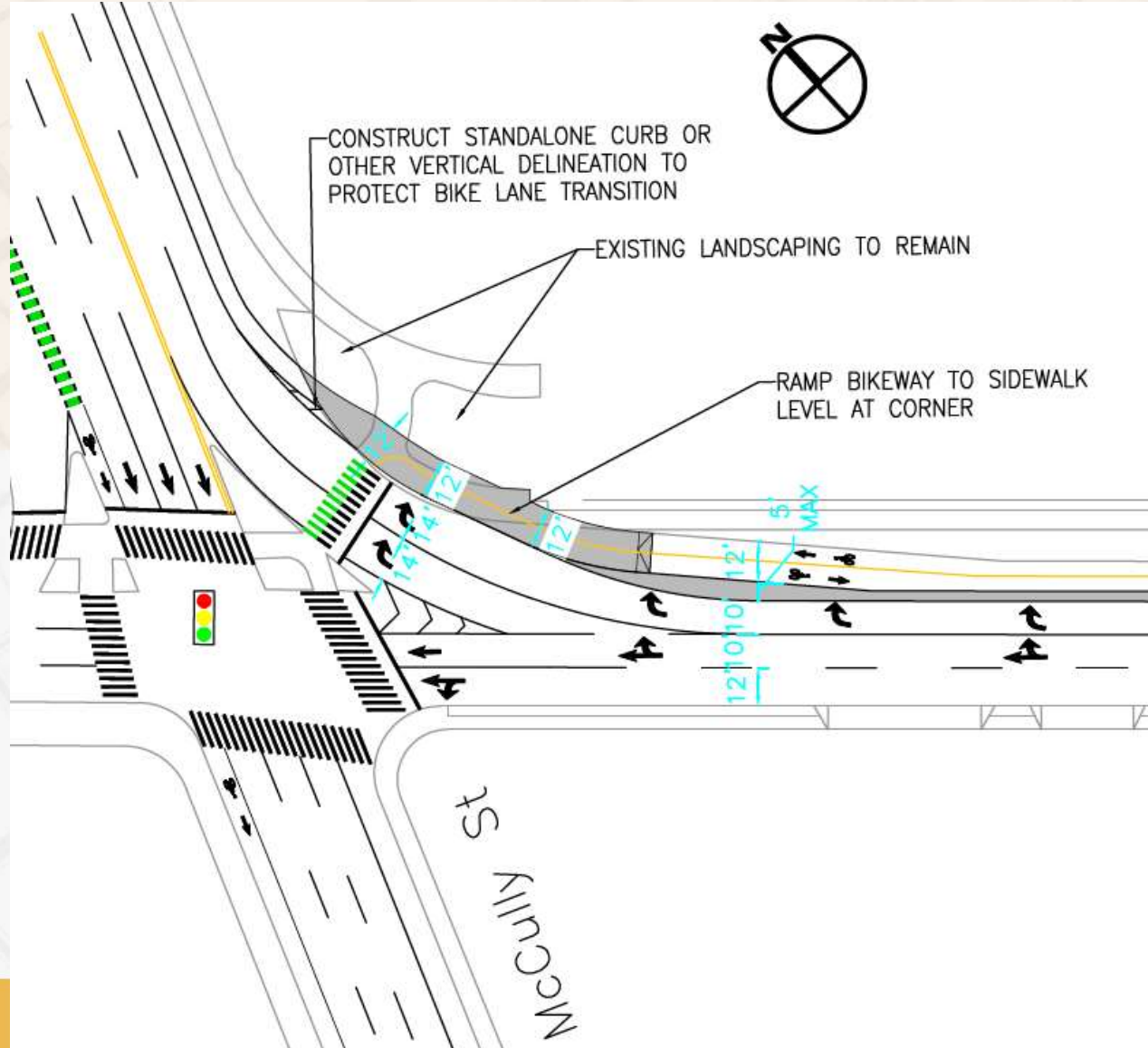
24-hour parking between new bikeway and travel lane

New two-way bikeway

Daytime: Travel lane
Overnight: Parking

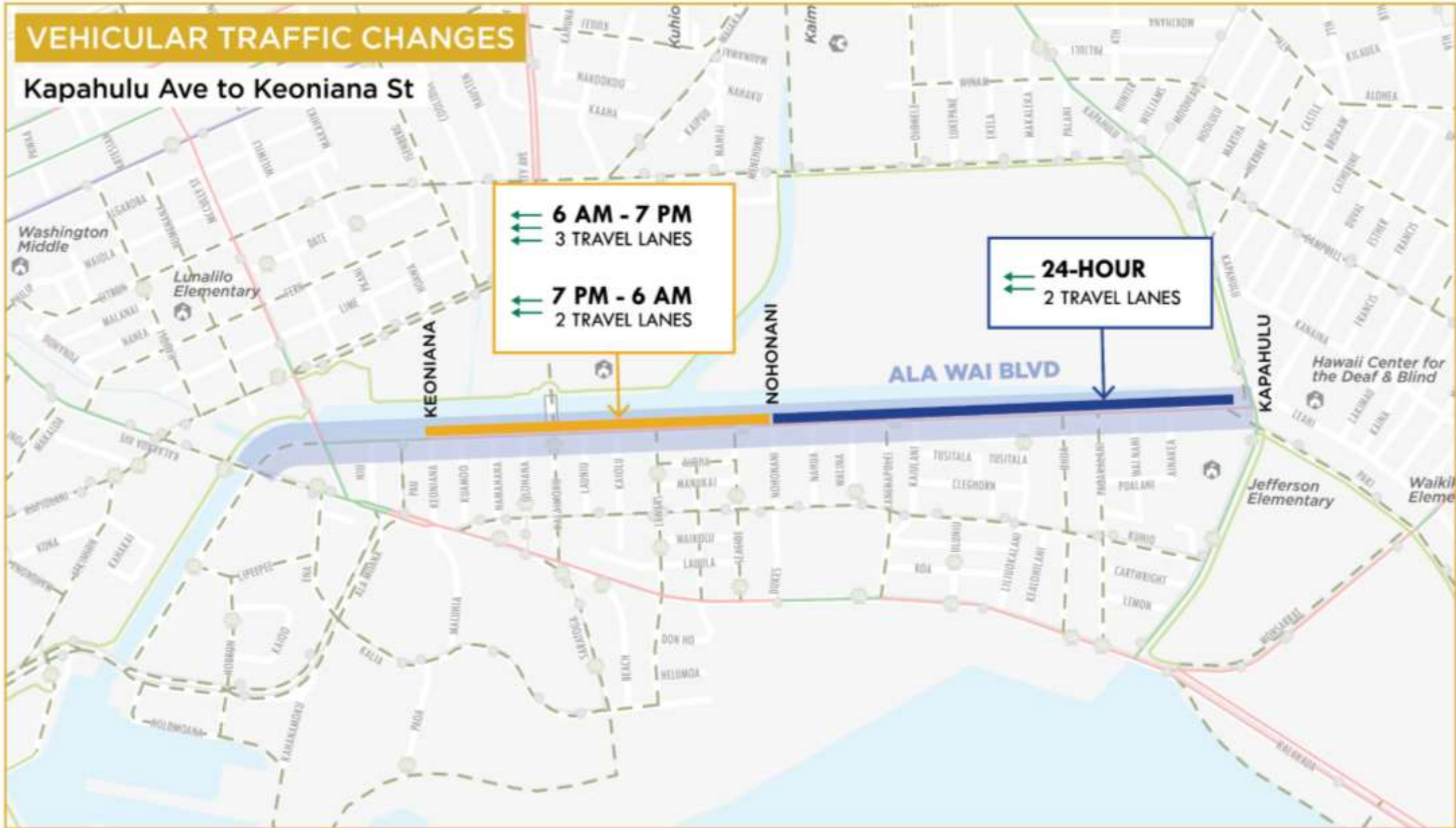


Balancing Multimodal Needs – Vehicular Traffic

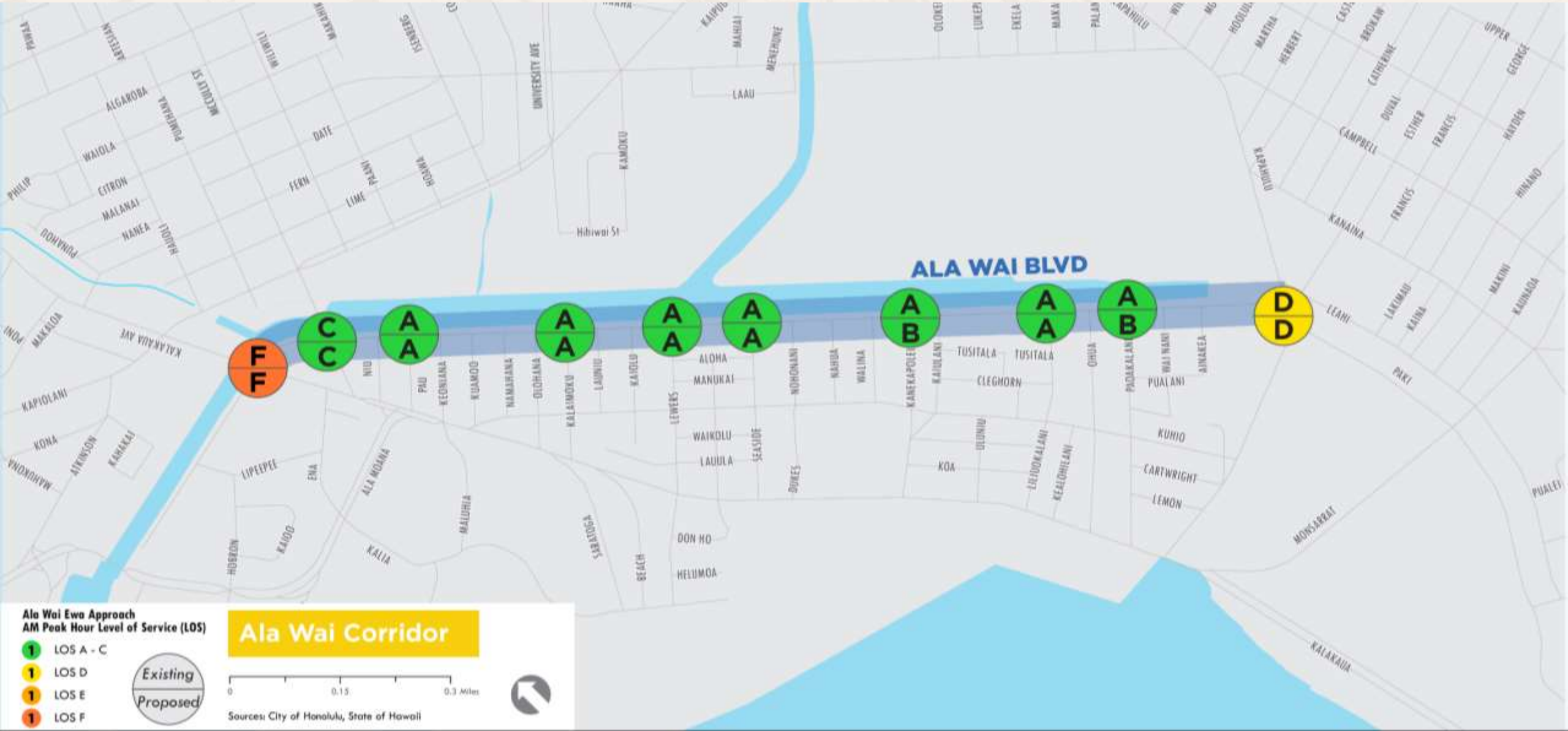


- Short section of shared-use path
- Two right-turn lanes onto McCully Street

Balancing Multimodal Needs – Vehicular Traffic



Balancing Multimodal Needs – Vehicular Traffic



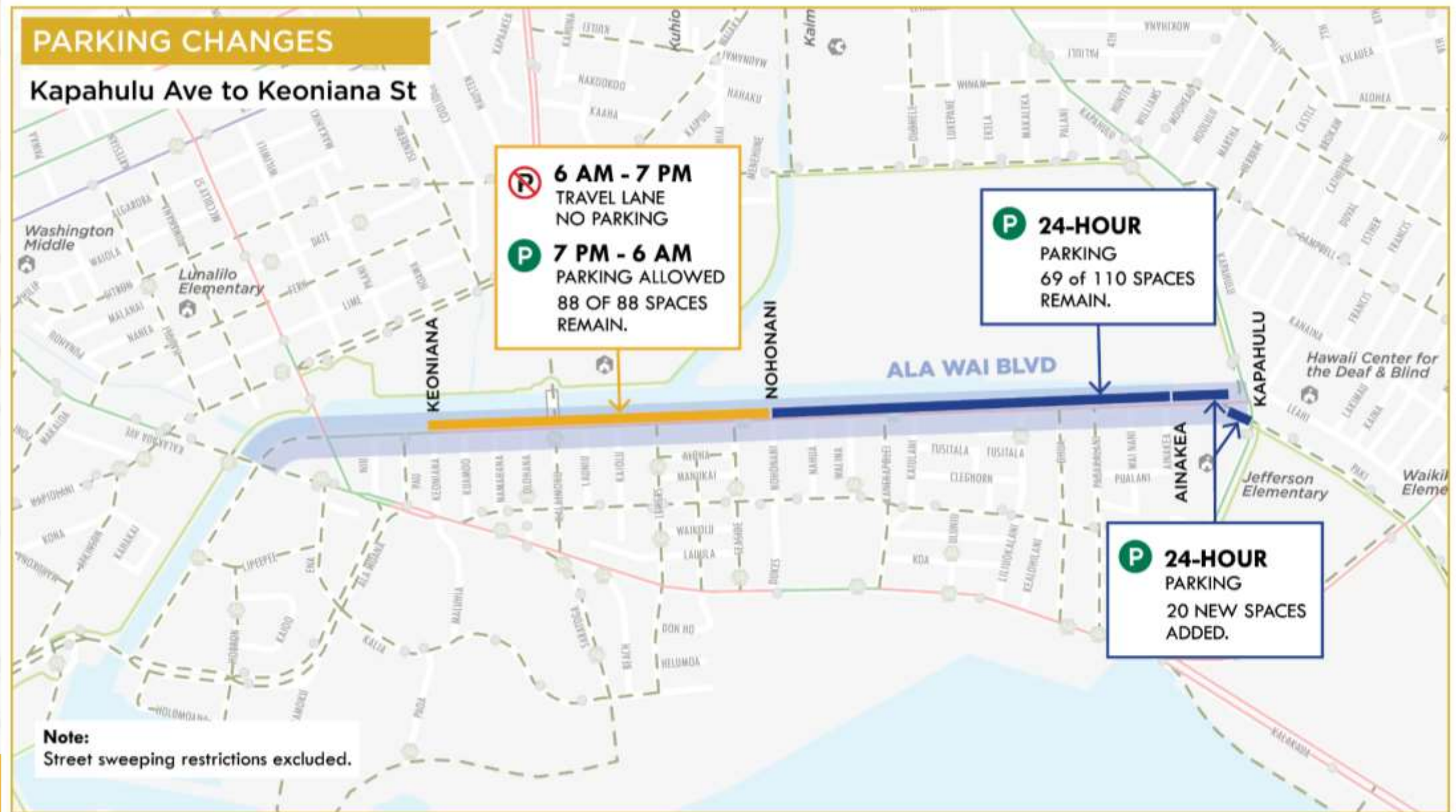
Ala Wai Corridor

0 0.15 0.3 Miles

Sources: City of Honolulu, State of Hawaii



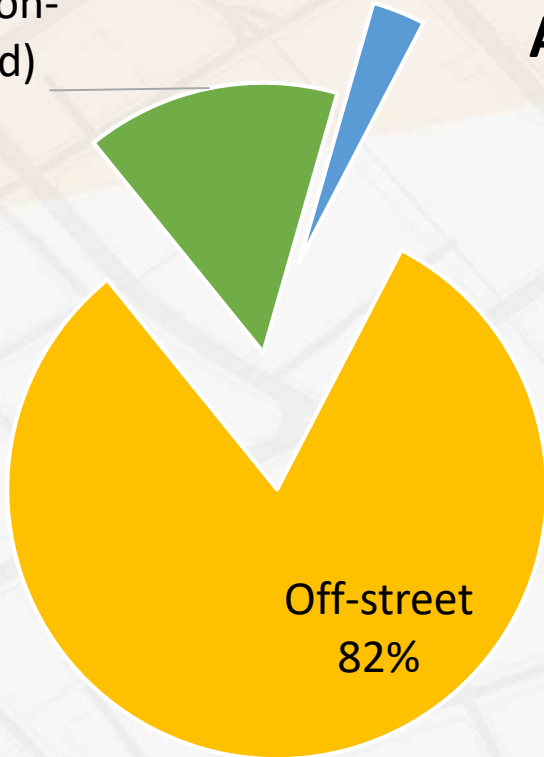
Balancing Multimodal Needs – Parking



Parking Inventory

Waikiki Public Parking (on- and off-street)
= 6,320 spaces

On-street (non-
Ala Wai Blvd)
15%



Ala Wai
Blvd
3%



198

Parking spaces on
the Ala Wai Blvd
project corridor

Ala Wai Parking Use

HIGH OCCUPANCY



95%+

Parking
Occupancy

LOW TURNOVER



482

Vehicles use
198 Ala Wai Blvd
spaces in 42 hours

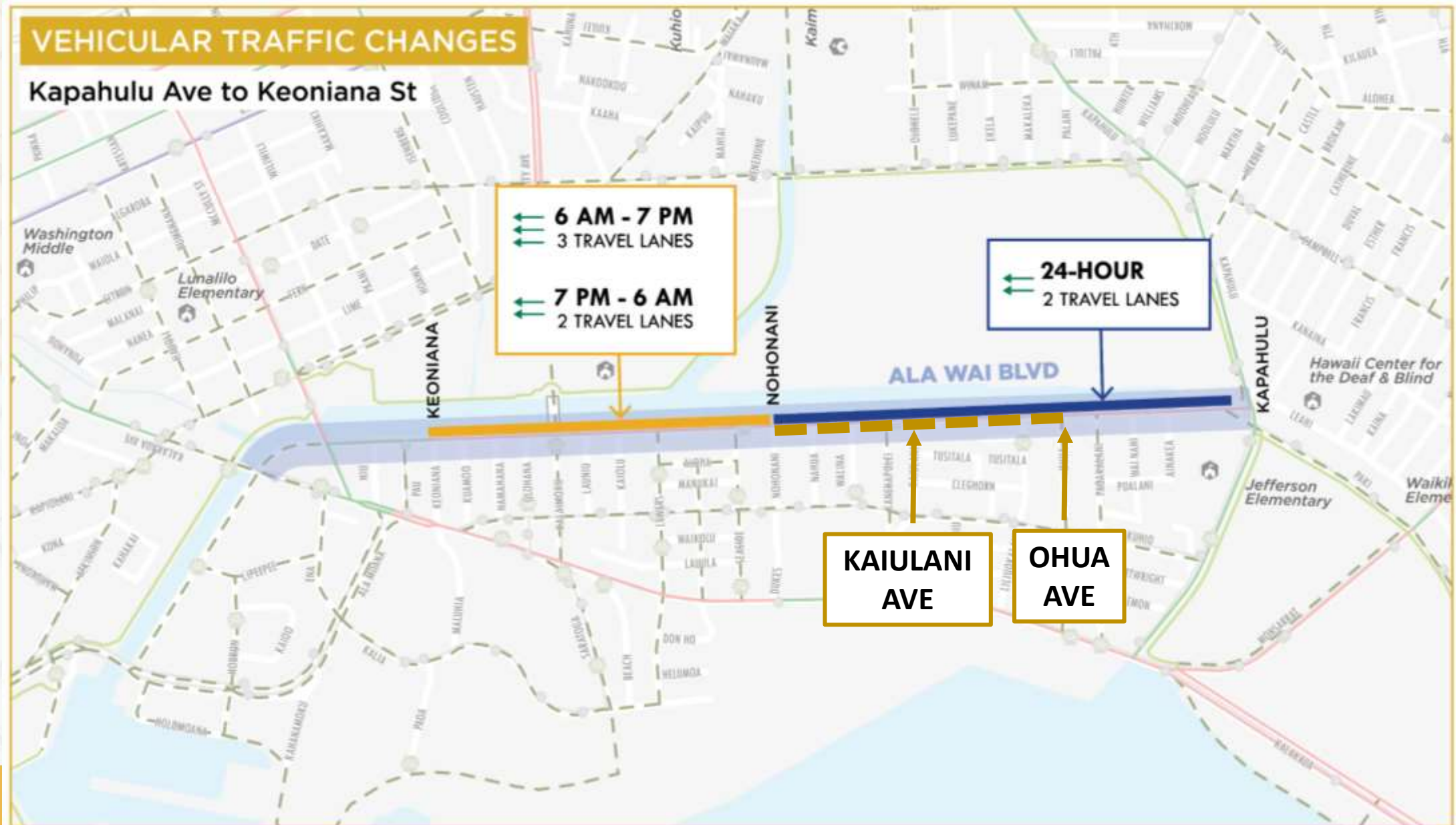


Balancing Multimodal Needs – Trees

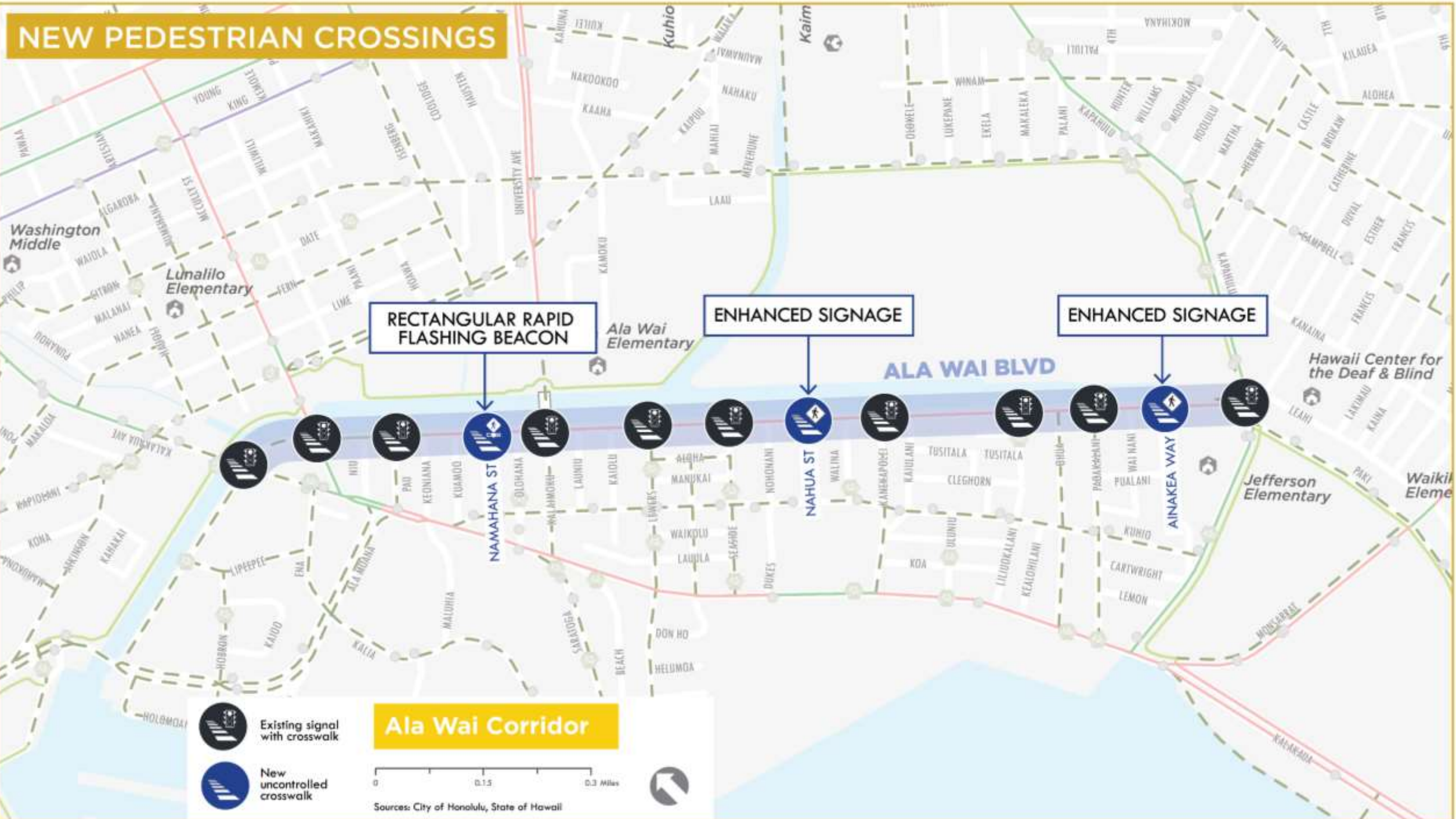


- 316 total trees on mauka side
- 9 bulbouts removed
- 56 trees impacted
- All trees impacted will be moved or replaced

Alternative Extents for 3-Lane Daytime Section



NEW PEDESTRIAN CROSSINGS



RECTANGULAR RAPID FLASHING BEACON

ENHANCED SIGNAGE

ENHANCED SIGNAGE

-  Existing signal with crosswalk
-  New uncontrolled crosswalk

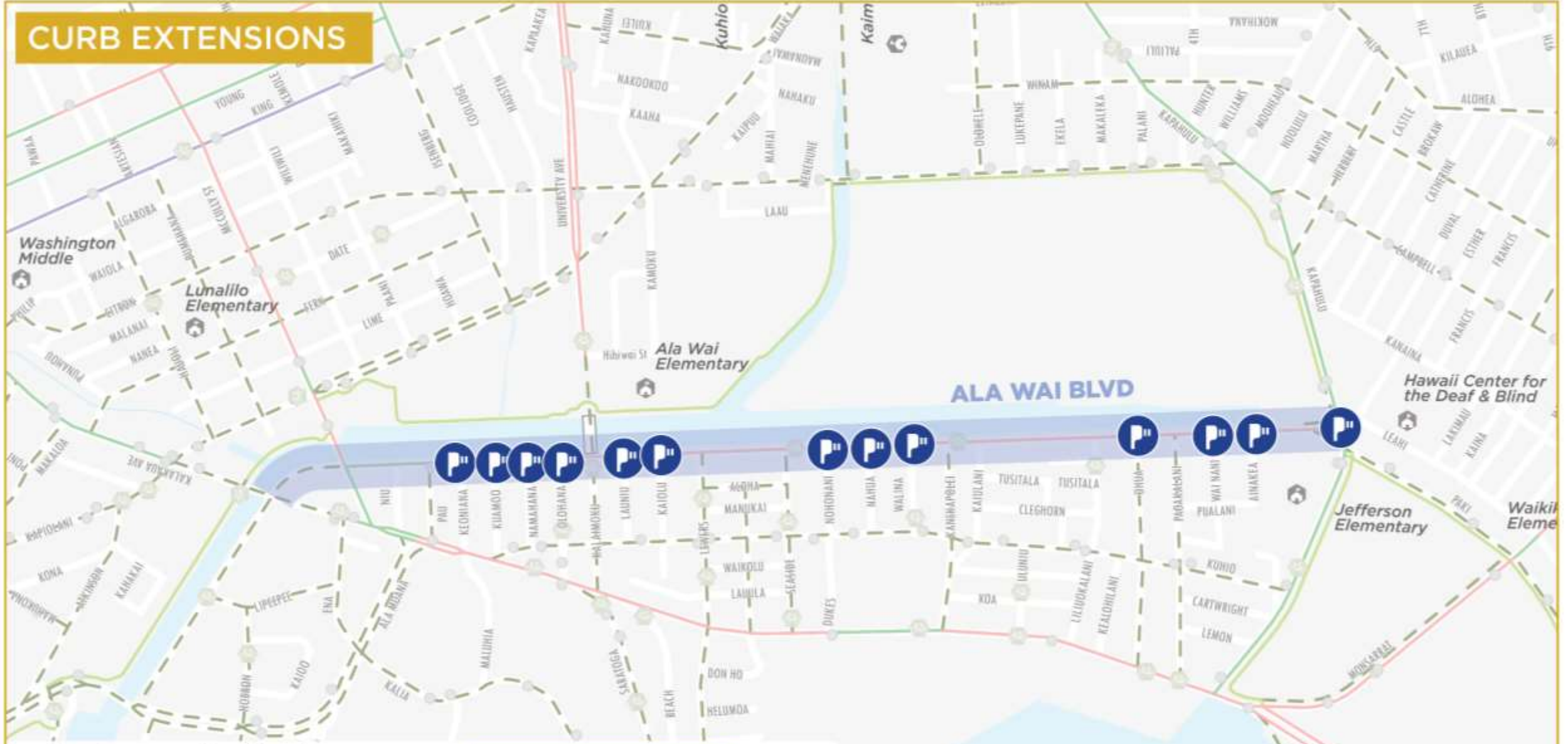
Ala Wai Corridor

0 0.15 0.3 Miles

Sources: City of Honolulu, State of Hawaii



CURB EXTENSIONS



- - - Proposed Bike Facilities
- Future Ala Wai Bridge Connection
- Proposed Curb Extension
- New Signal
- Two-way Protected Bike Facilities
- Existing Bike Path
- Existing Bike Route
- Existing Separated Bike Lane
- Public Schools
- Bus Stops
- Biki Stations

Ala Wai Corridor

0 0.15 0.3 Miles

Sources: City of Honolulu, State of Hawaii

**** Proposed designs accommodate large vehicle turns***



New pedestrian crossing

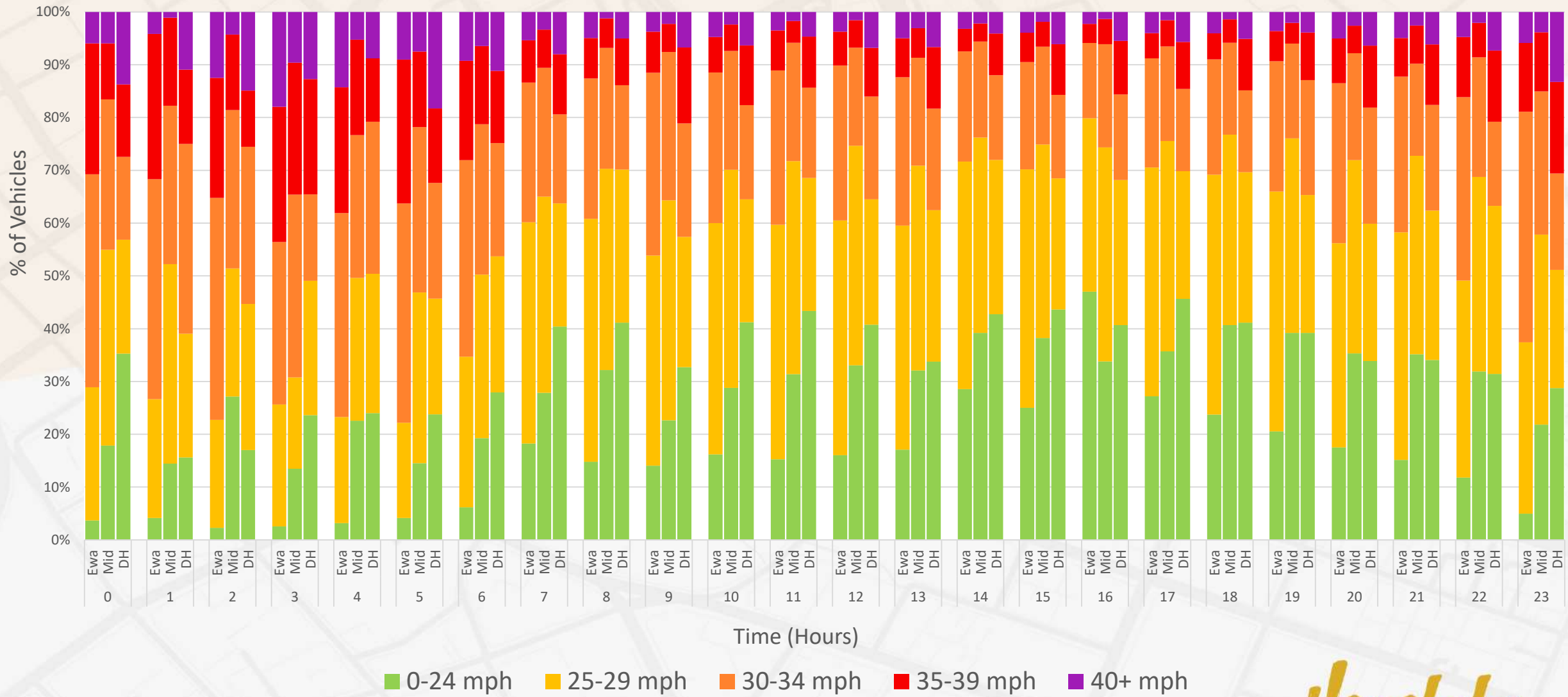
Parking

Curb extension

Two lanes

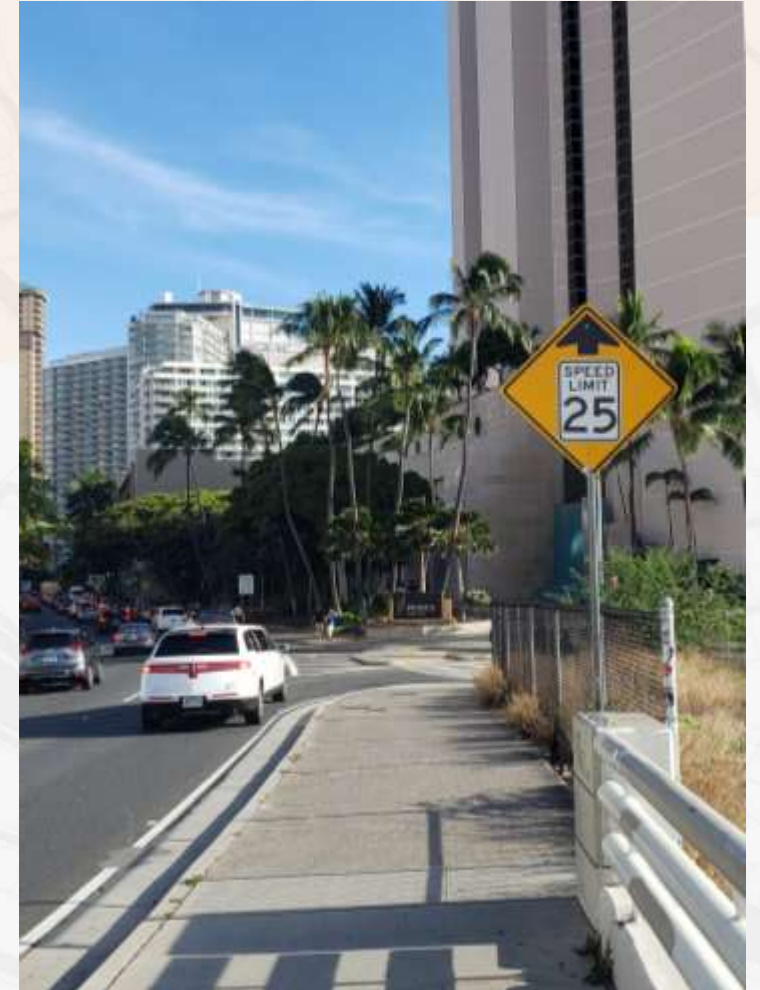
Nahua St at Ala Wai Blvd

Speed Thresholds by Segment



Speed Limit Reduction – 25 mph

- Improve safety for all roadway users
 - Nearly 1/3 of traffic fatalities on Oahu involve excessive speed
- More compatible with heavy multimodal activity
- Bring Ala Wai Blvd in line with the 25 mph Waikiki district-wide speed limit
 - Ala Moana Blvd was recently changed to 25 mph



Mahalo for your time today!

ASK | LEARN | SHARE | CONNECT

Proposed plans for Ala Wai Boulevard, and other projects, are available on our website.

<https://www.honolulu.gov/completestreets/waikiki>



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