

# Ke'eauwoku

COMPLETESTREETS



## COMMUNITY MEETING #2

March 23, 2023

### Zoom Polling Results



Prepared by



**HHF PLANNERS**  
*places for people*



# LIVE POLLING – WARM UP

**How do you typically get around on Ke'eaumoku Street?**  
*(please select all that apply)*

Walk

TheBus or TheHandi-Van

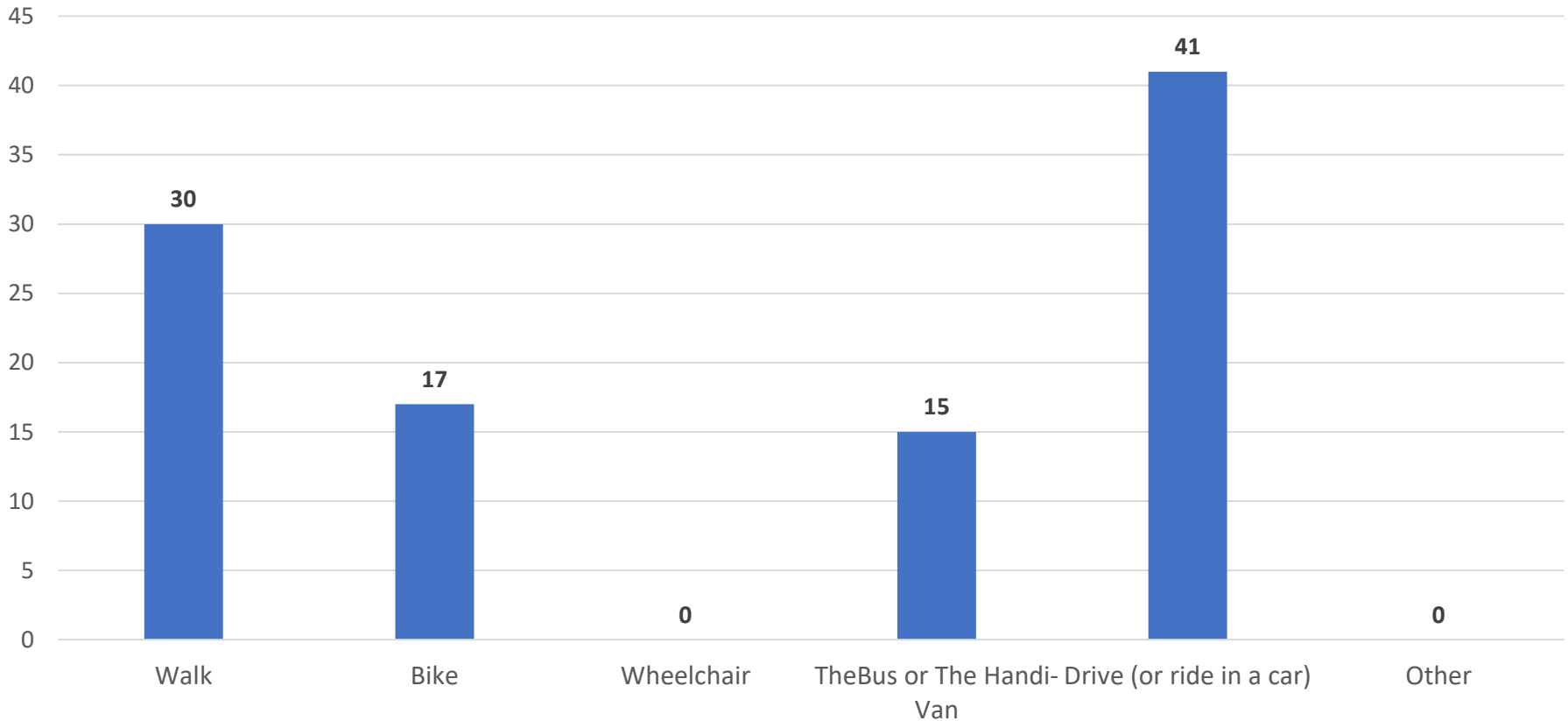
Bike

Drive (or ride in a car)

Wheelchair

Other

How do you typically get around on Ke'eaumoku Street? (Please choose all that apply).



N=58



# LIVE POLLING – WARM UP

How often do you use Ke'eaumoku Street?

Daily

2-3 times per month

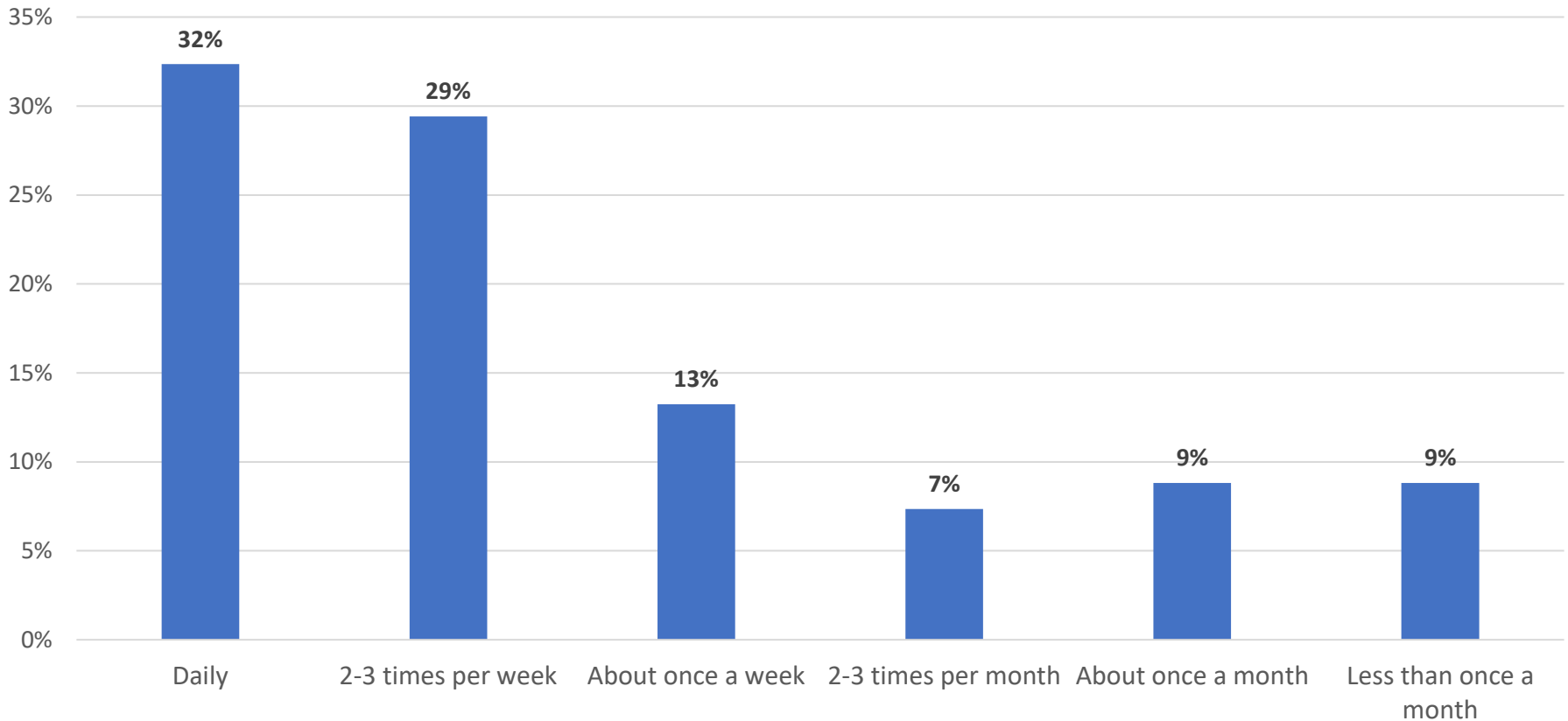
2-3 times per week

About once a month

About once a week

Less than once a month

# How often do you use Ke'eaumoku Street?



N=68



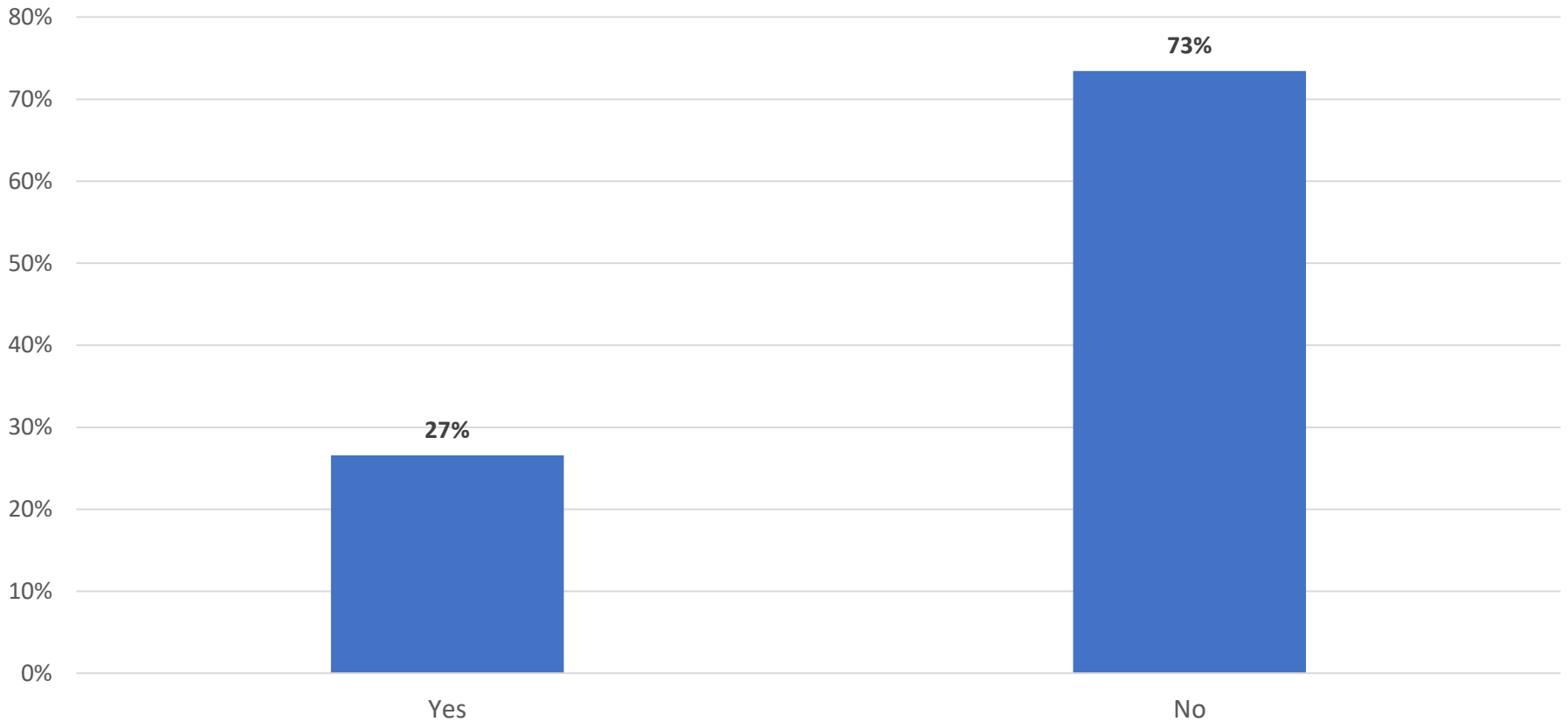
# LIVE POLLING

Did you participate in Community Meeting #1?

Yes

No

# Did you participate in Community Meeting #1?



N=64

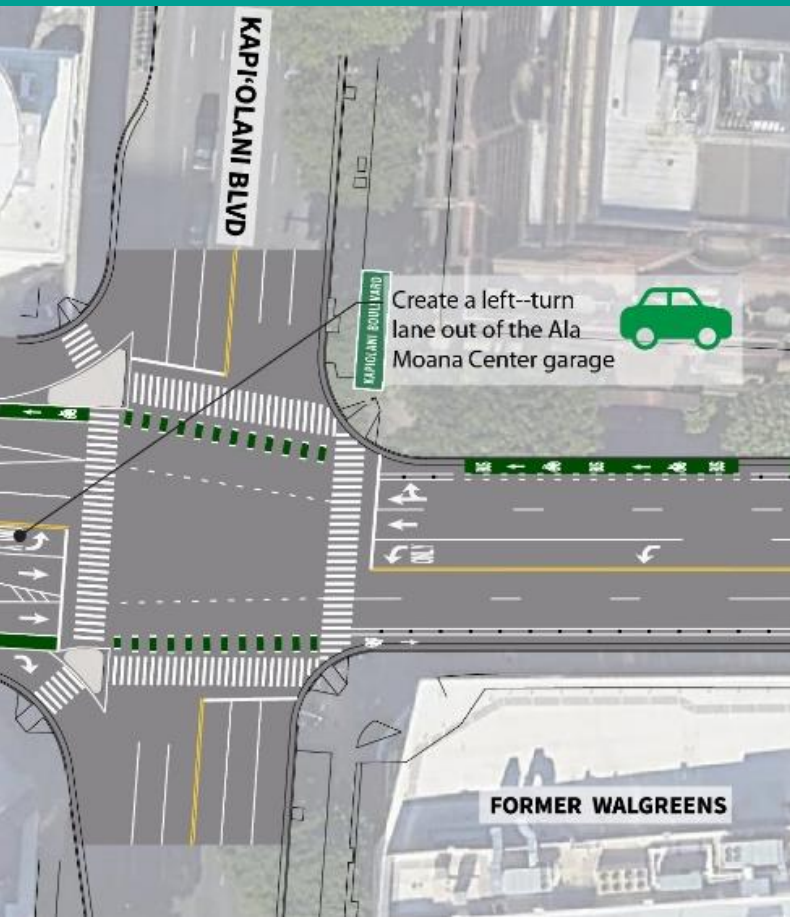


# Makai Zone



# KAPI'OLANI BOULEVARD LEFT TURN

The updated design concept includes a new left turn onto Kapi'olani coming out of Ala Moana Center. How do you feel about this proposed change?



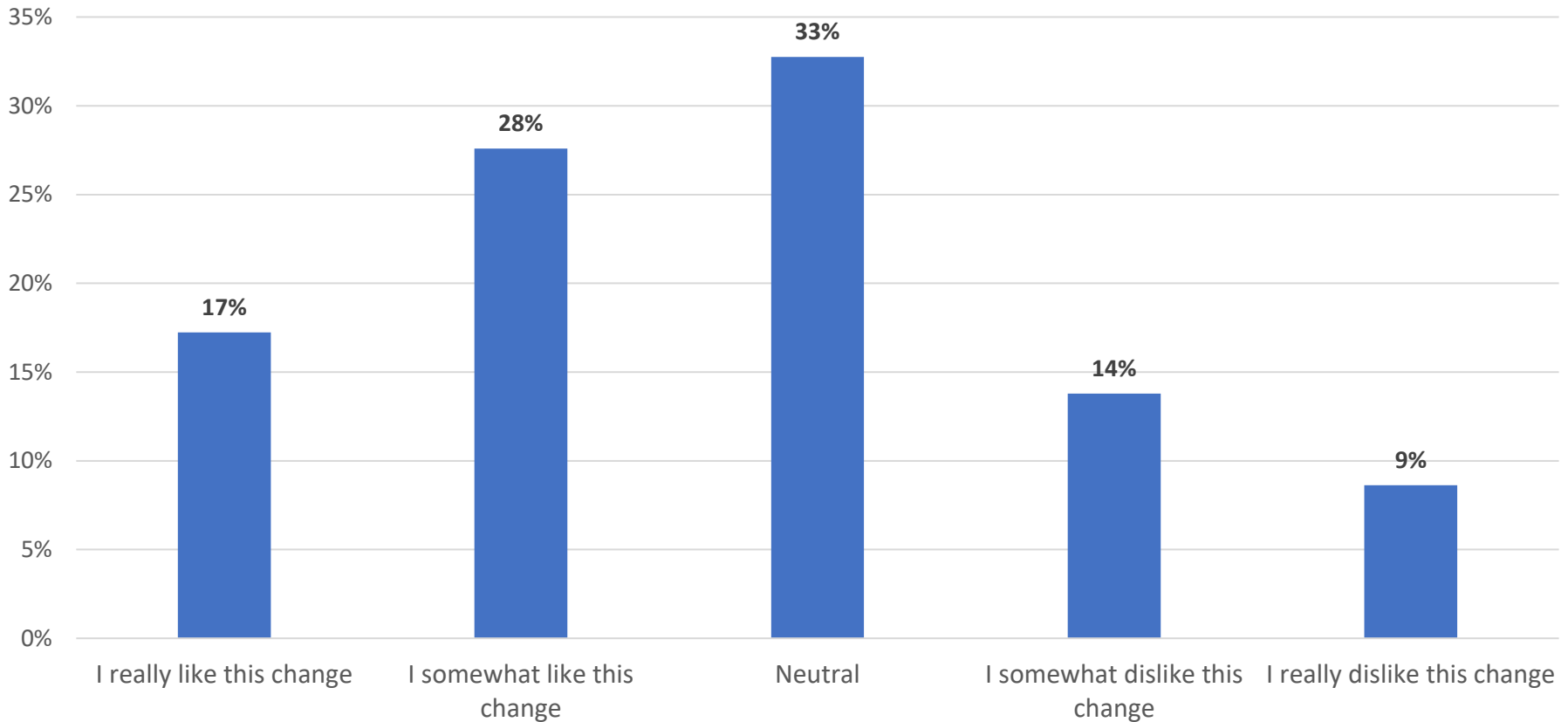
## **Advantages** for adding new left turn:

- H-1 bound traffic can access other mauka-makai connections (i.e., Piikoi)
- Reduces mauka-bound traffic to two thru lanes

## **Disadvantages** for adding new left turn:

- Requires signal infrastructure upgrades
- One less lane going straight out of Ala Moana Center

The updated design concept includes a new left turn onto Kapi'olani coming out of Ala Moana Center. How do you feel about this proposed change?

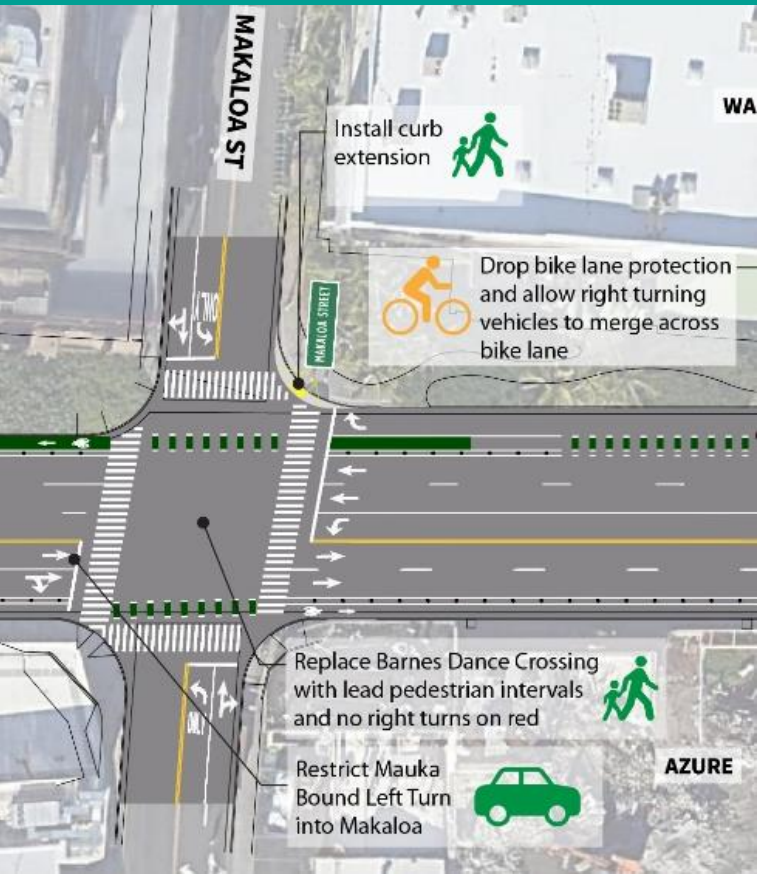


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# MAKALOA STREET BARNES DANCE

The updated design concept proposes to replace the existing Barnes Dance Crossing at Makaloa Street with Leading Pedestrian Intervals and “No Right Turn on Red.” Do you support this proposed change?



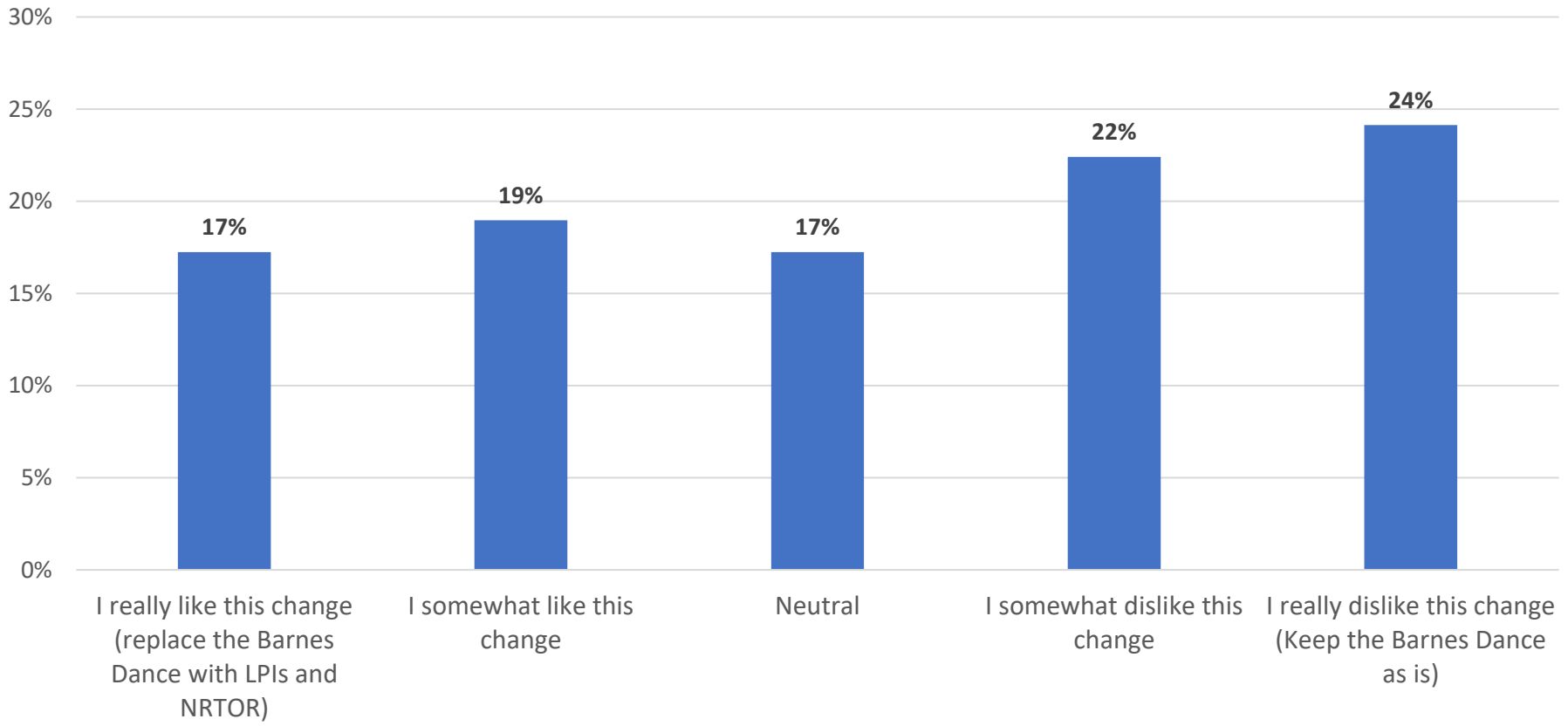
## **Advantages** for replacing the Barnes Dance:

- Increased driver and pedestrian compliance
- Decreases wait time for pedestrians crossing one direction
- Improved vehicle traffic operations, especially once future developments are completed
- The Barnes Dance creates complications for visually impaired community members

## **Disadvantages** for replacing the Barnes Dance:

- No diagonal crossing
- It would remove the fully dedicated pedestrian phase
- Higher risk of pedestrian/vehicle conflict

The updated design concept proposes to replace the existing Barnes Dance Crossing at Makaloa Street with Lead Pedestrian Intervals and “No Right Turn on Red.” How do you feel about this proposed change?

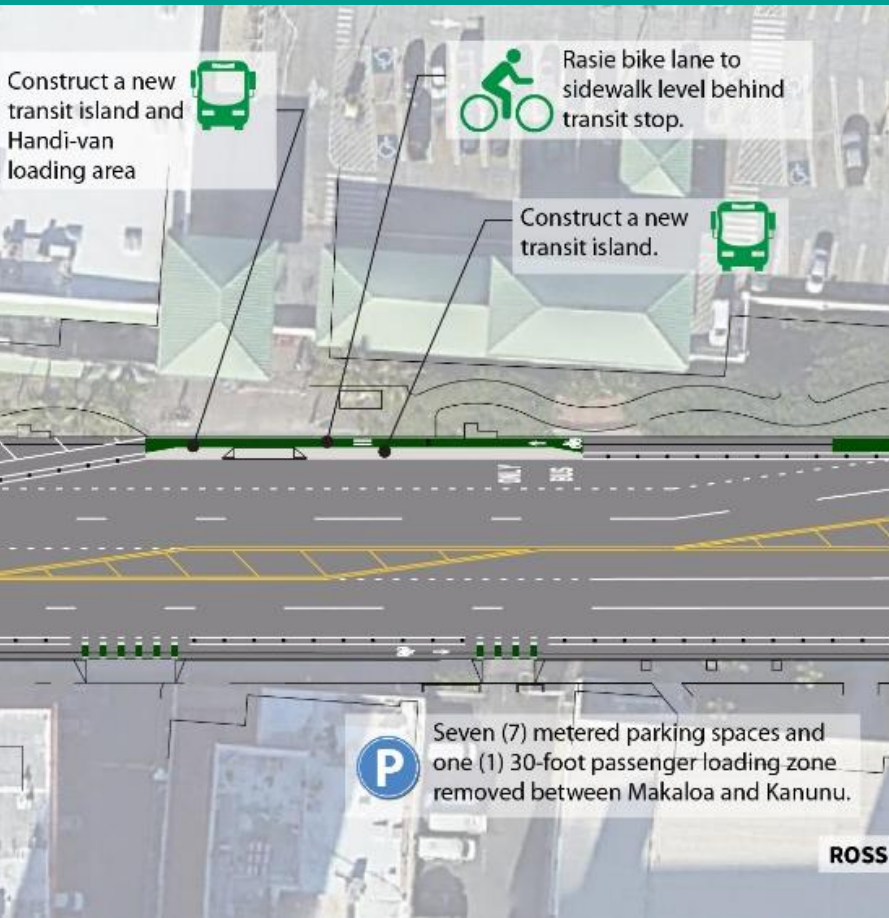


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# WAL-MART TRANSIT ISLAND

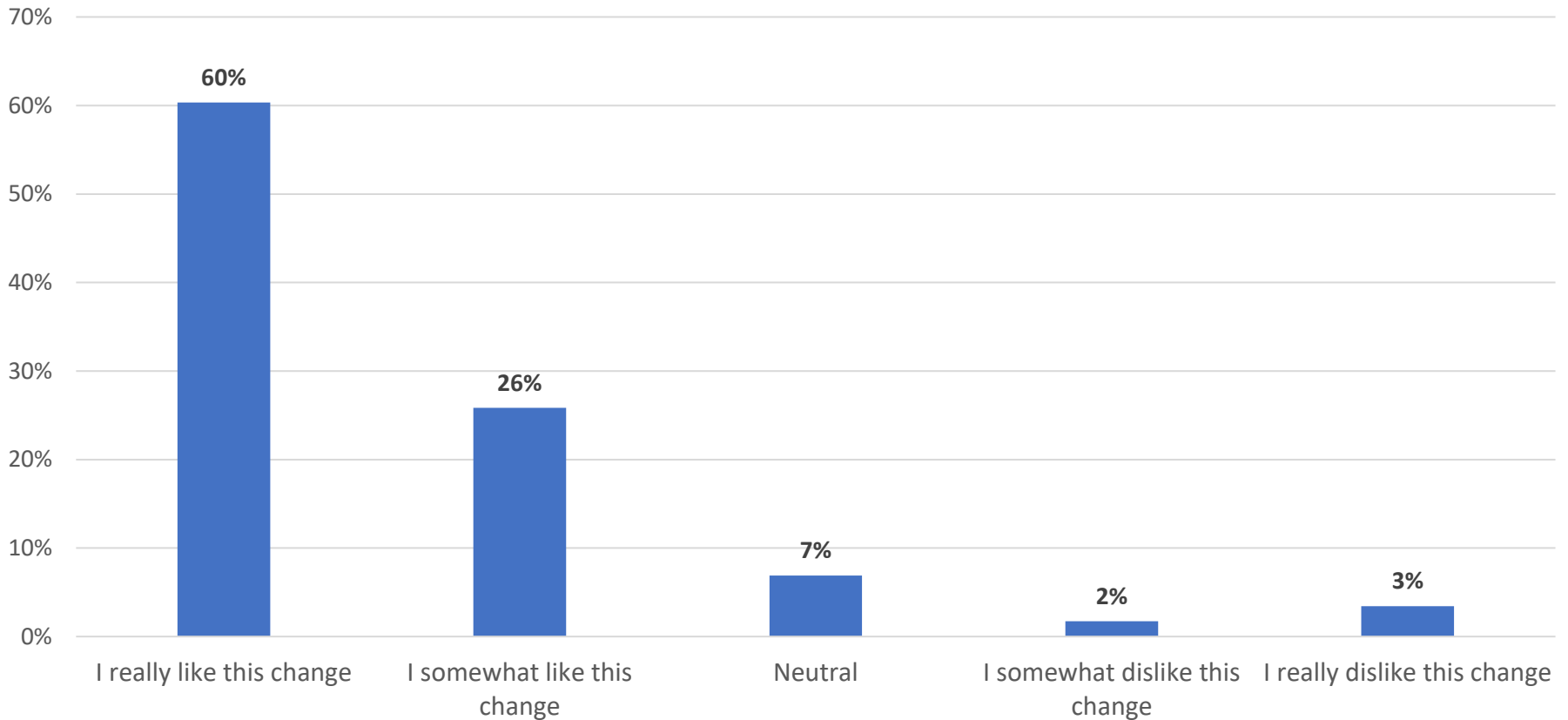
The updated design concept includes a new transit island near Wal-Mart. How do you feel about this proposed change?



## Additional information

- TheBus and The Handi-Van would have a dedicated space to stop (i.e., not blocking a travel lane)
- The bike lane would be raised to sidewalk level between the sidewalk and transit island.
- Bikes would be required to yield to pedestrians

The updated design concept includes a new transit island near Wal-Mart. How do you feel about this proposed change?

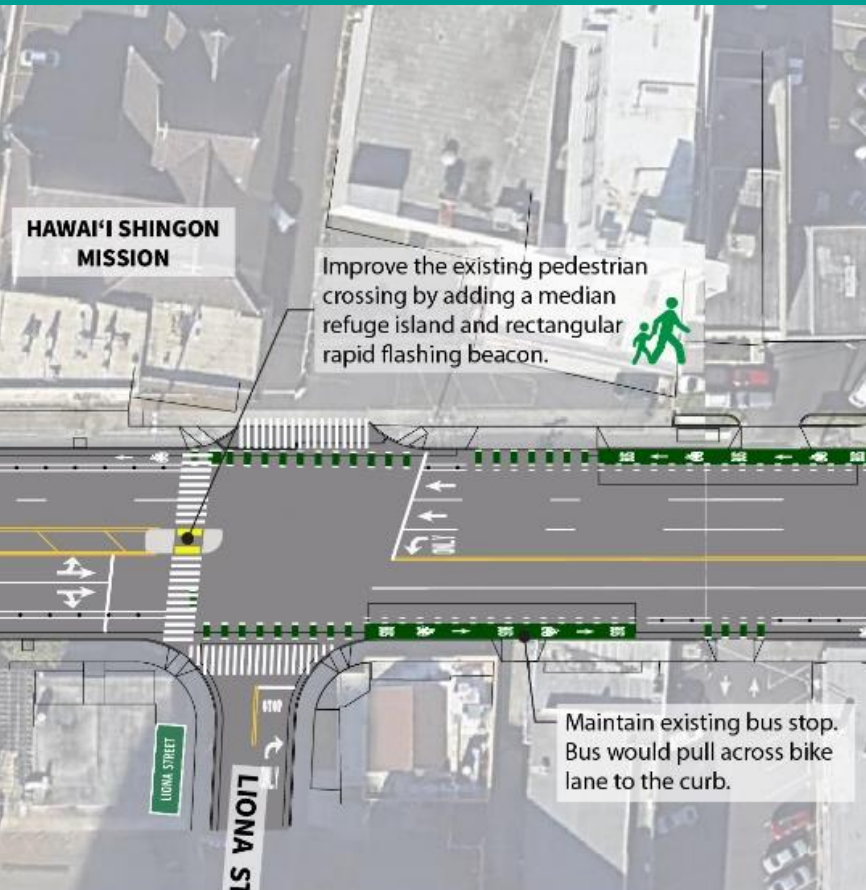


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# LIONA STREET PEDESTRIAN CROSSING

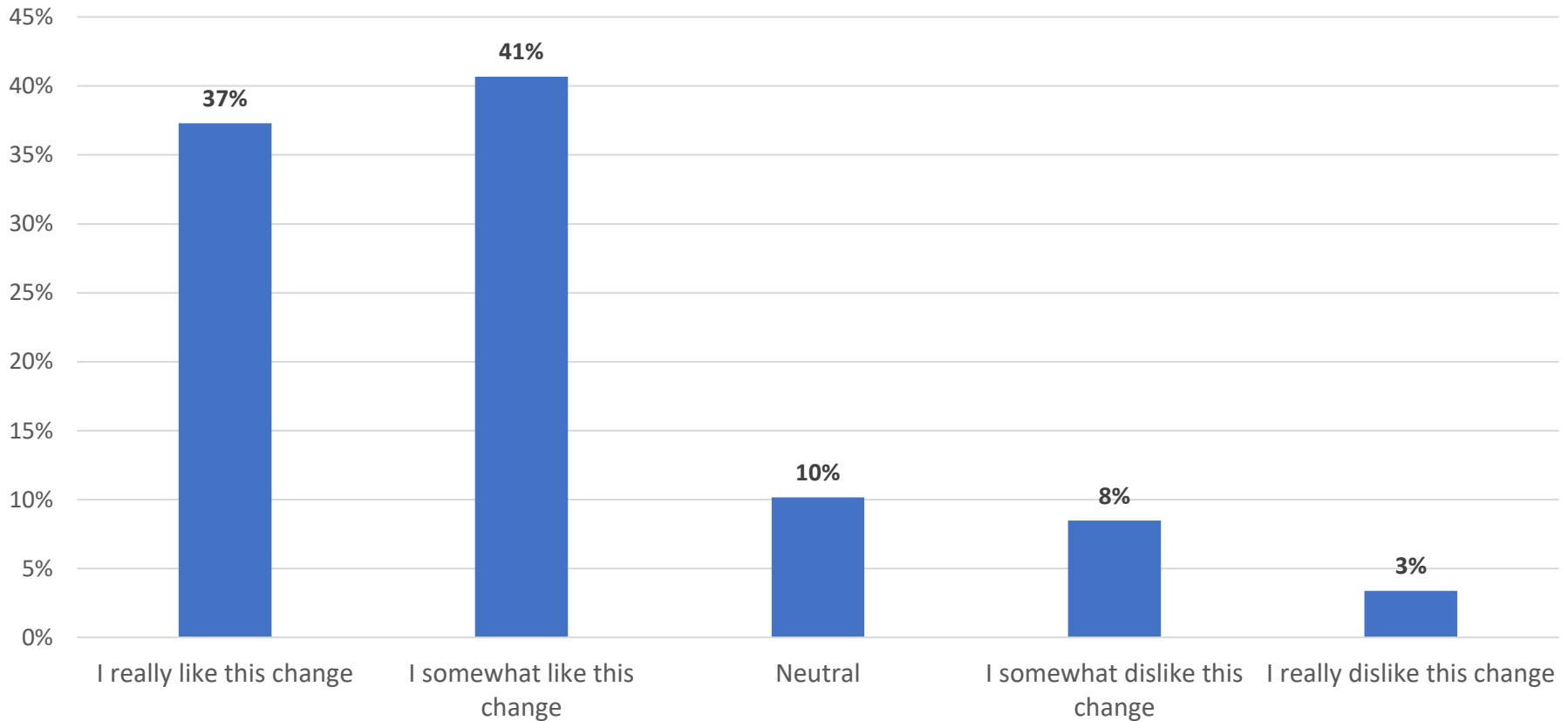
The updated design concept includes pedestrian crossing improvements at Liona Street (i.e., pedestrian crossing island and rectangular rapid flashing beacon). How do you feel about this proposed change?



## Additional information

- Replaces an existing unsignalized crosswalk across six lanes of traffic
- Existing mauka leg of crosswalk would be removed
- Paired with a new left turn only lane onto Liona Street

The updated design concept includes pedestrian crossing improvements at Liona Street (i.e., pedestrian crossing island and rectangular rapid flashing beacon). How do you feel about this proposed change?



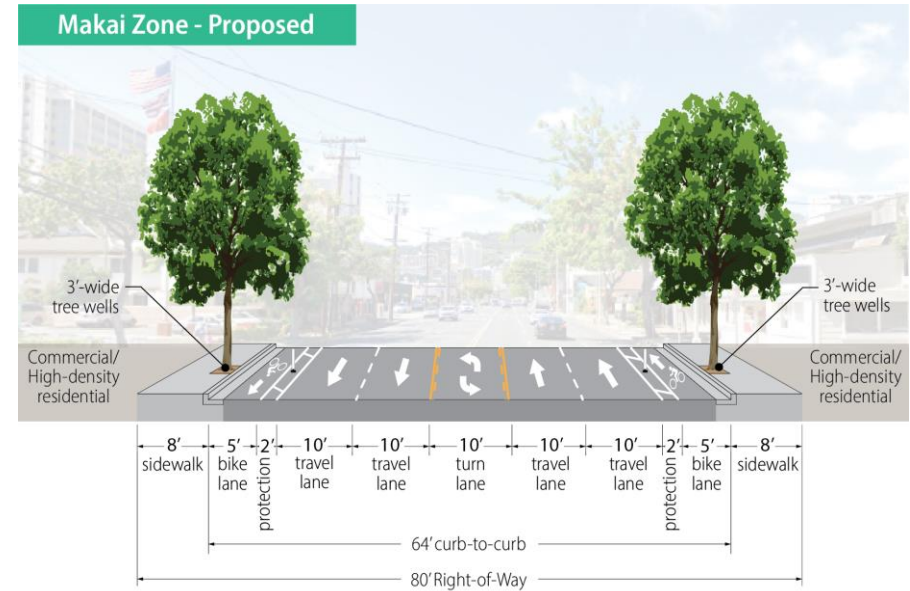
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# PROTECTED BIKE LANES MAKAI ZONE

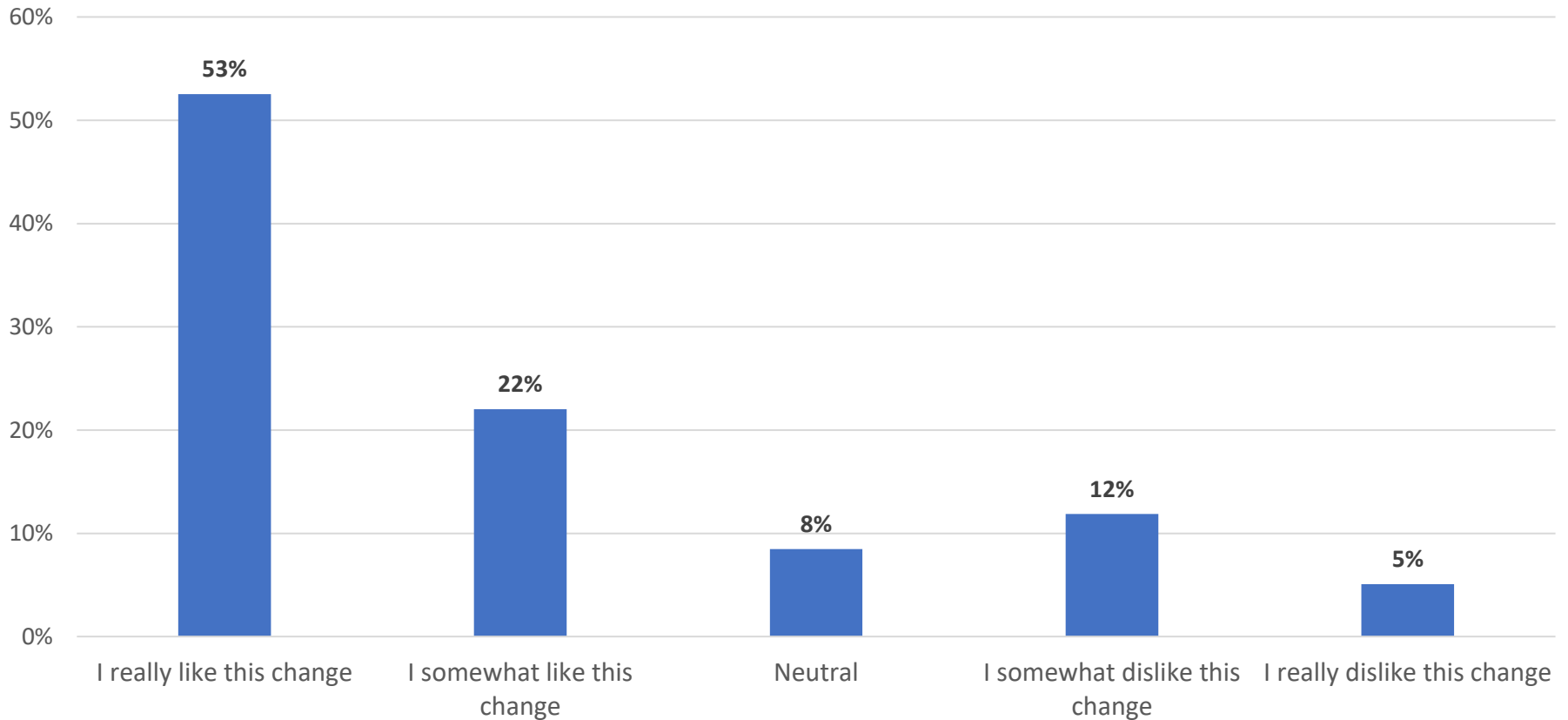
The updated design concept includes protected bike lanes in the makai zone.  
How do you feel about this proposed change?



## Additional information

- Reduction from six to five vehicle travel lanes
- Requires removal of eight peak hour restricted parking stalls in the makai zone

The updated design concept includes protected bike lanes in the makai zone. How do you feel about this proposed change?



N=59

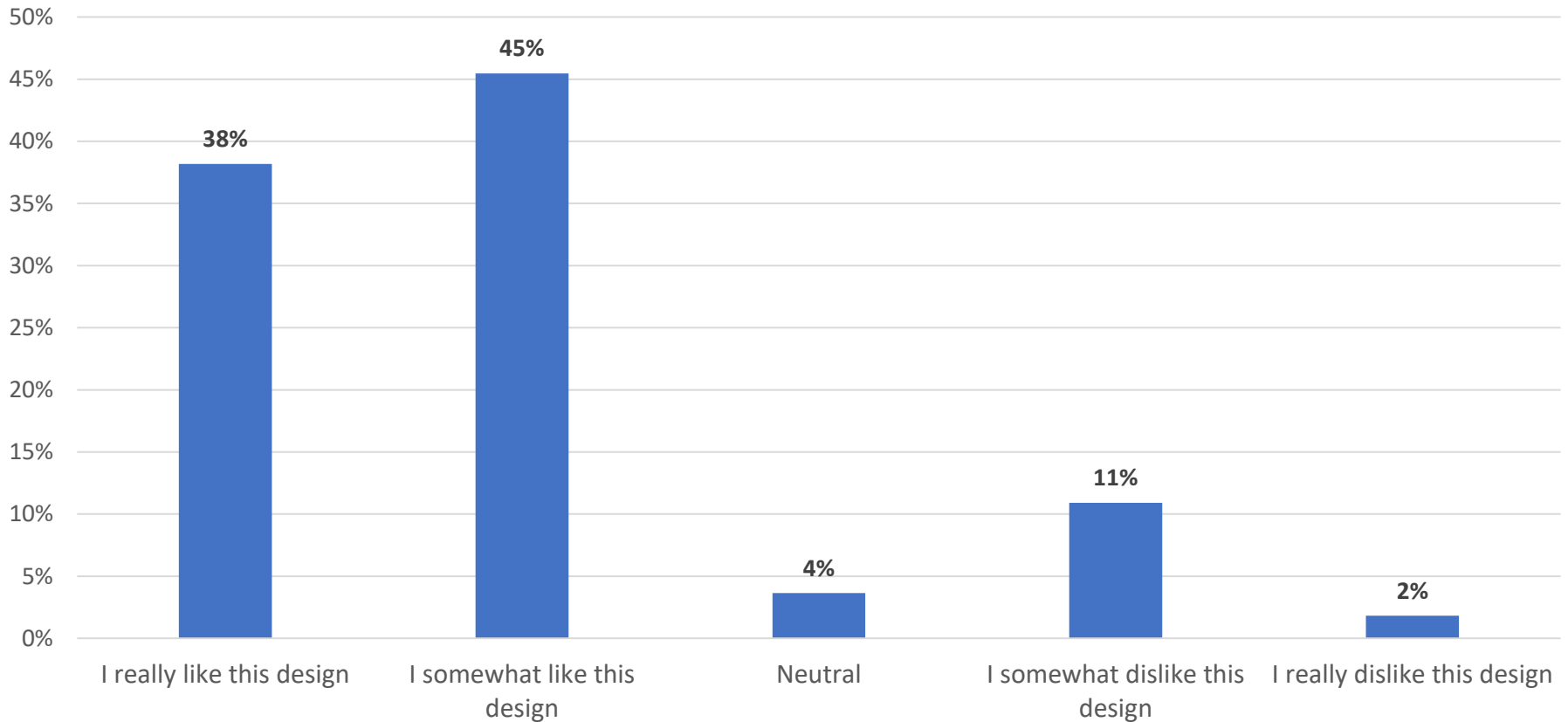


# CONCEPT DESIGN FOR MAKAI ZONE

In general, how do you feel about the updated design concept for the makai zone?



# In general, how do you feel about the updated design concept for the makai zone?



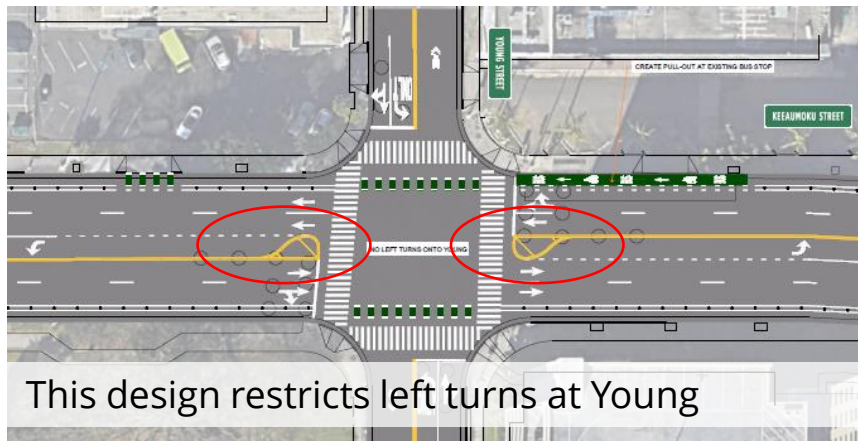
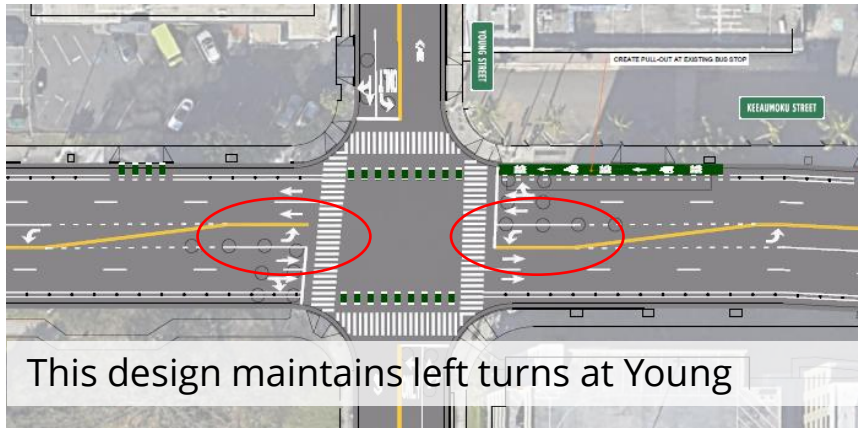
N=55



# Middle Zone

# YOUNG STREET

Do you prefer to maintain left turns at Young Street?



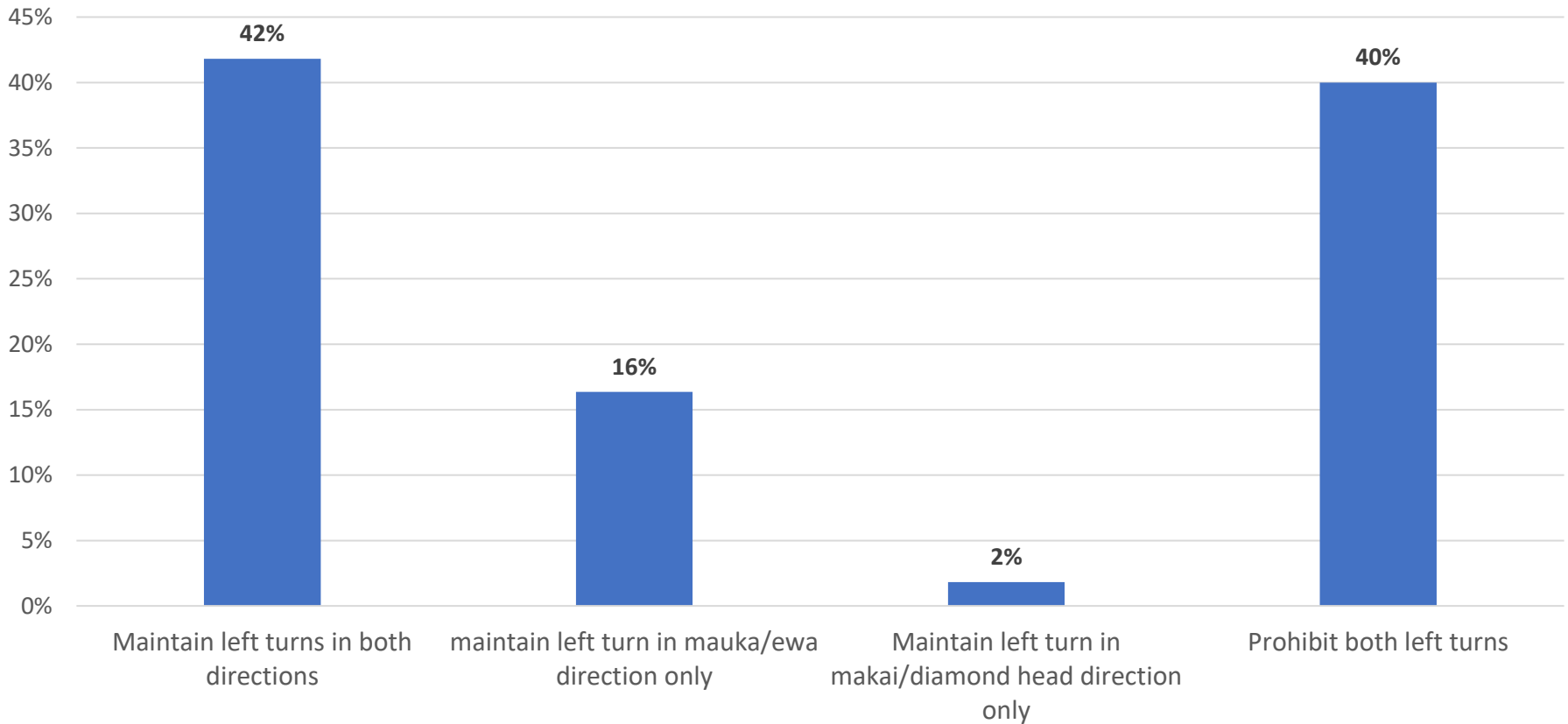
## Advantages for maintaining left turns:

- Access - Vehicles will continue to have access to Young St. from Ke'eaumoku St.

## Disadvantages for maintaining left turns:

- Safety - Left turning vehicles must yield to oncoming traffic, bikes, and pedestrians.
- Traffic operations - Less queuing space for Beretania and King St. left turns.

# Do you prefer to maintain left turns at Young Street?



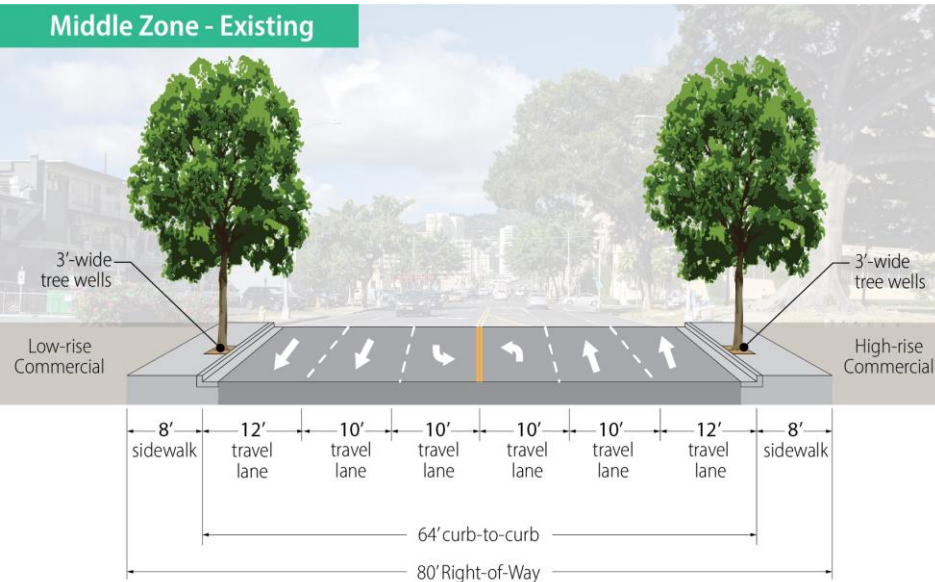
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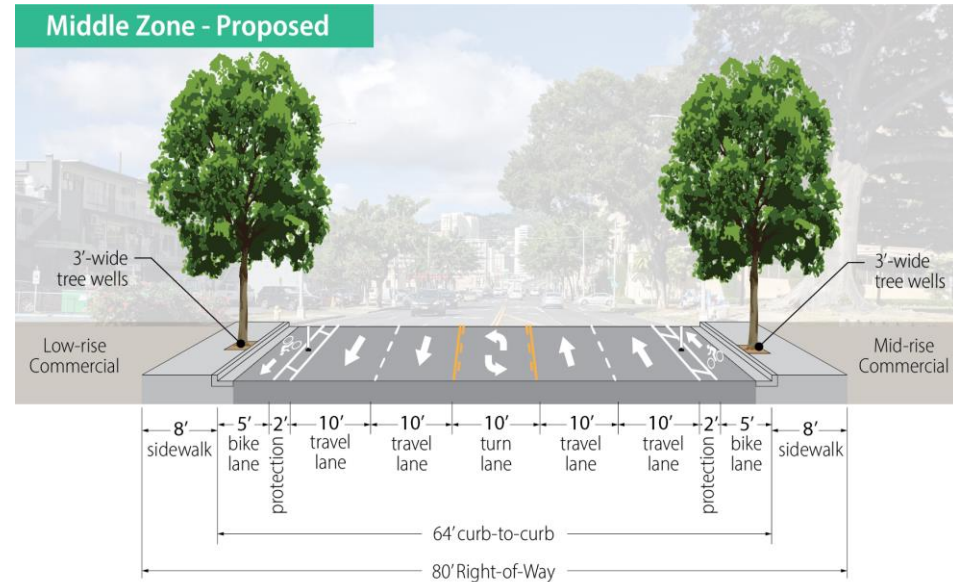
# PROTECTED BIKE LANES MIDDLE ZONE

The updated design concept includes protected bike lanes in the middle zone. How do you feel about this proposed change?

Middle Zone - Existing



Middle Zone - Proposed

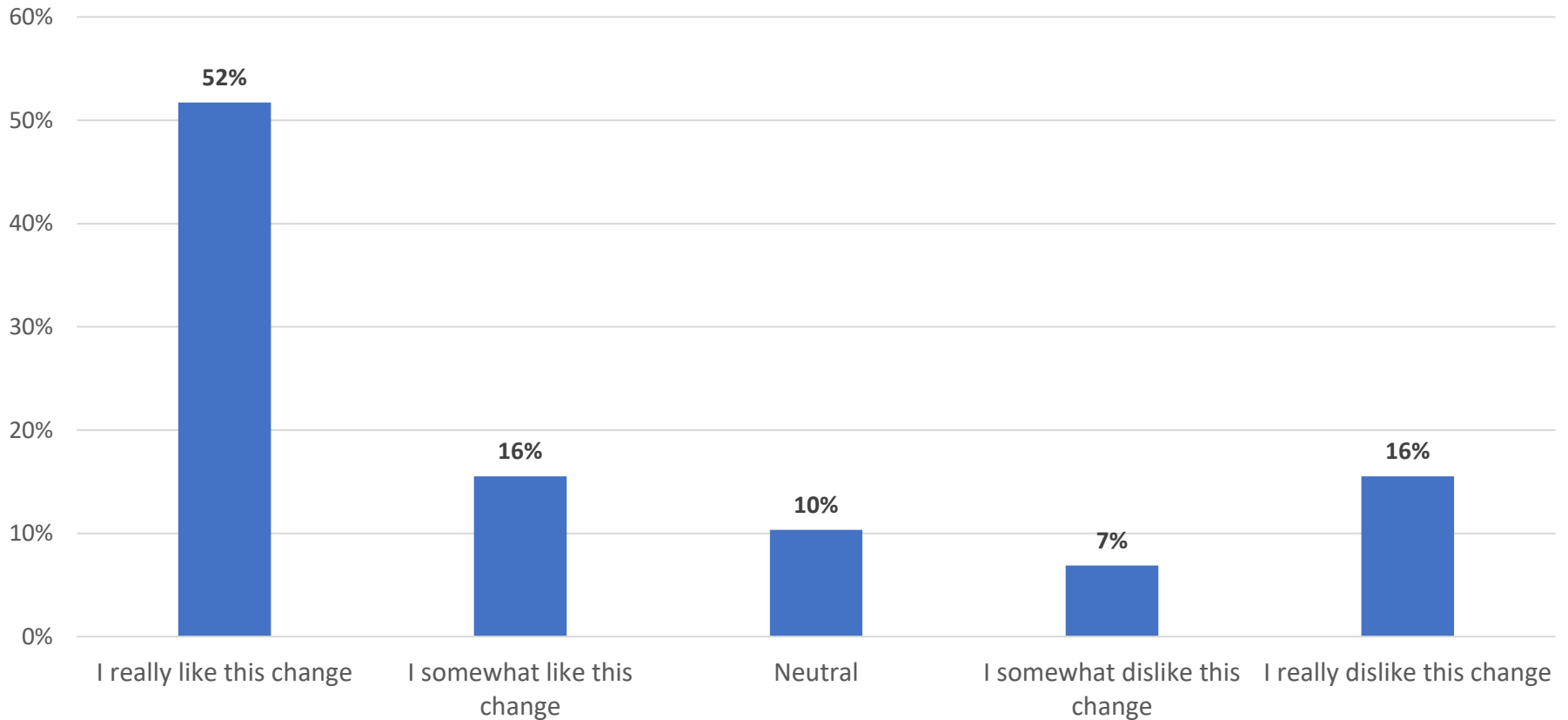


## Additional information

- Reduction from six to five vehicle travel lanes
- Requires removal of right turn only lanes at King (mauka bound) and Beretania (makai bound)
- Requires removal of peak-hour restricted parking between Kīna'u and Beretania



The updated design concept includes protected bike lanes in the middle zone. How do you feel about this proposed change?

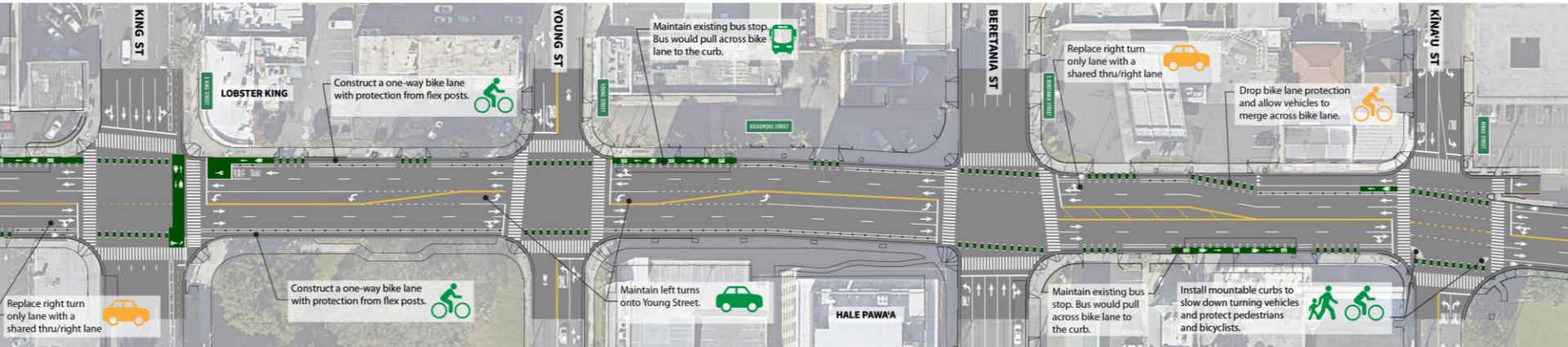


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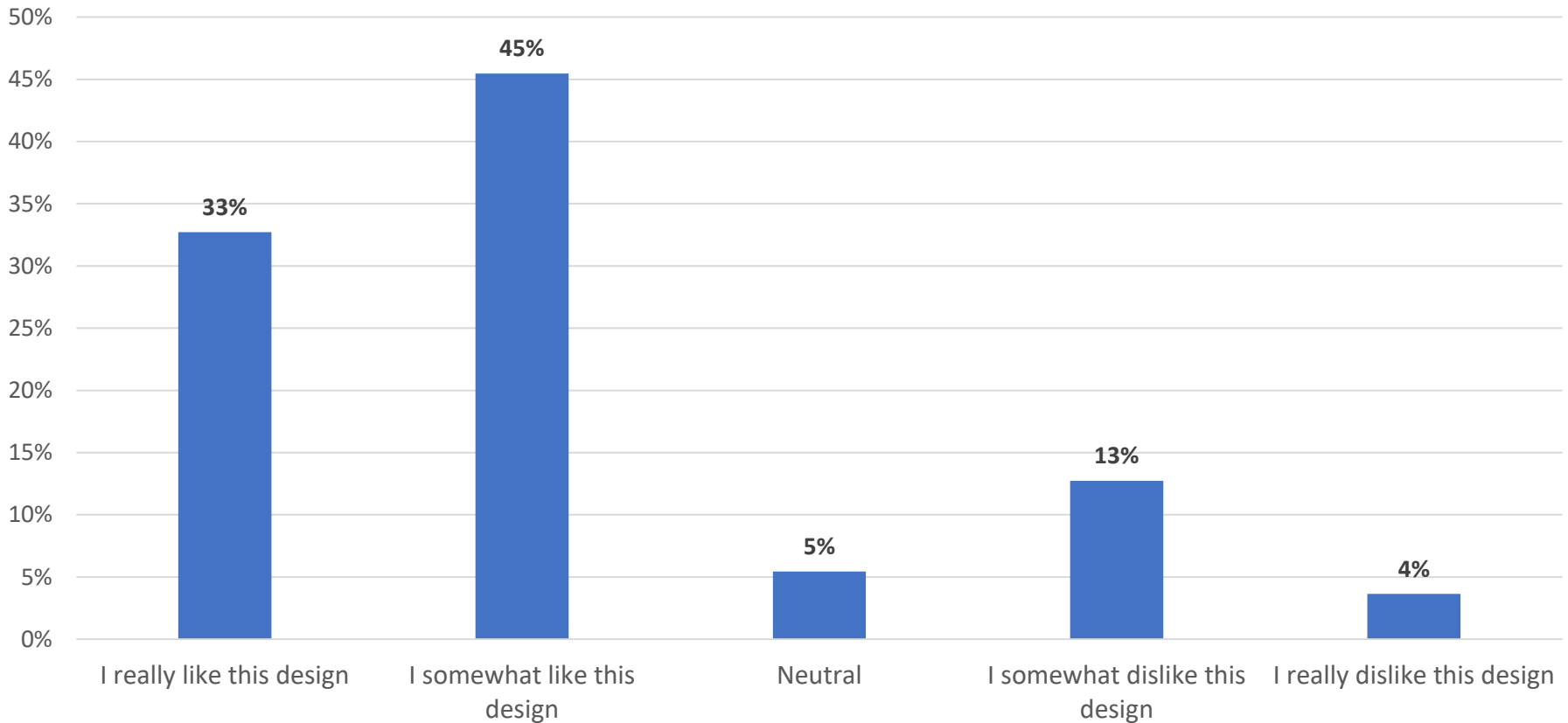


# CONCEPT DESIGN FOR MIDDLE ZONE

In general, how do you feel about the proposed design concept for the middle zone?



In general, how do you feel about the updated design concept for the middle zone?



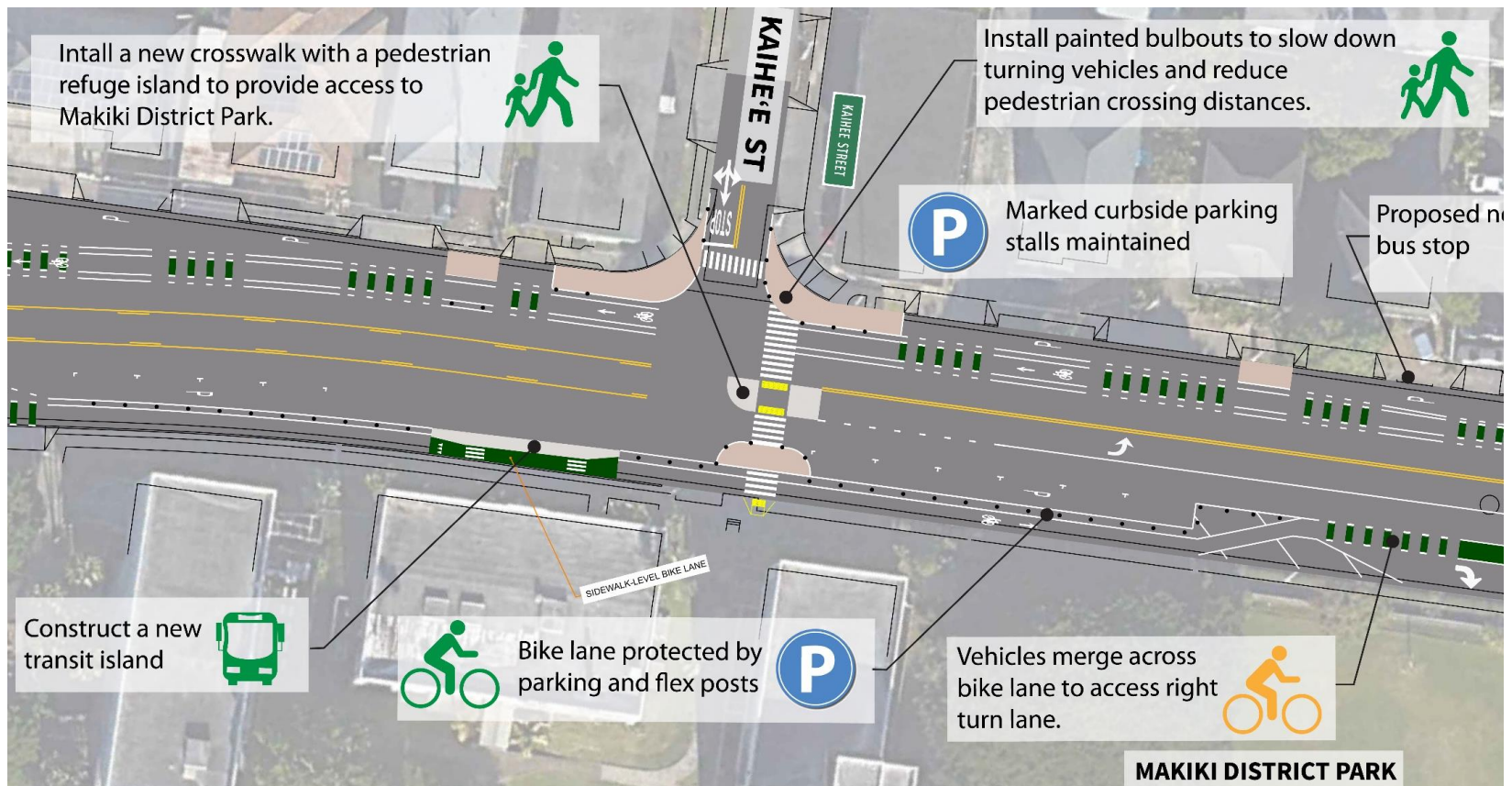
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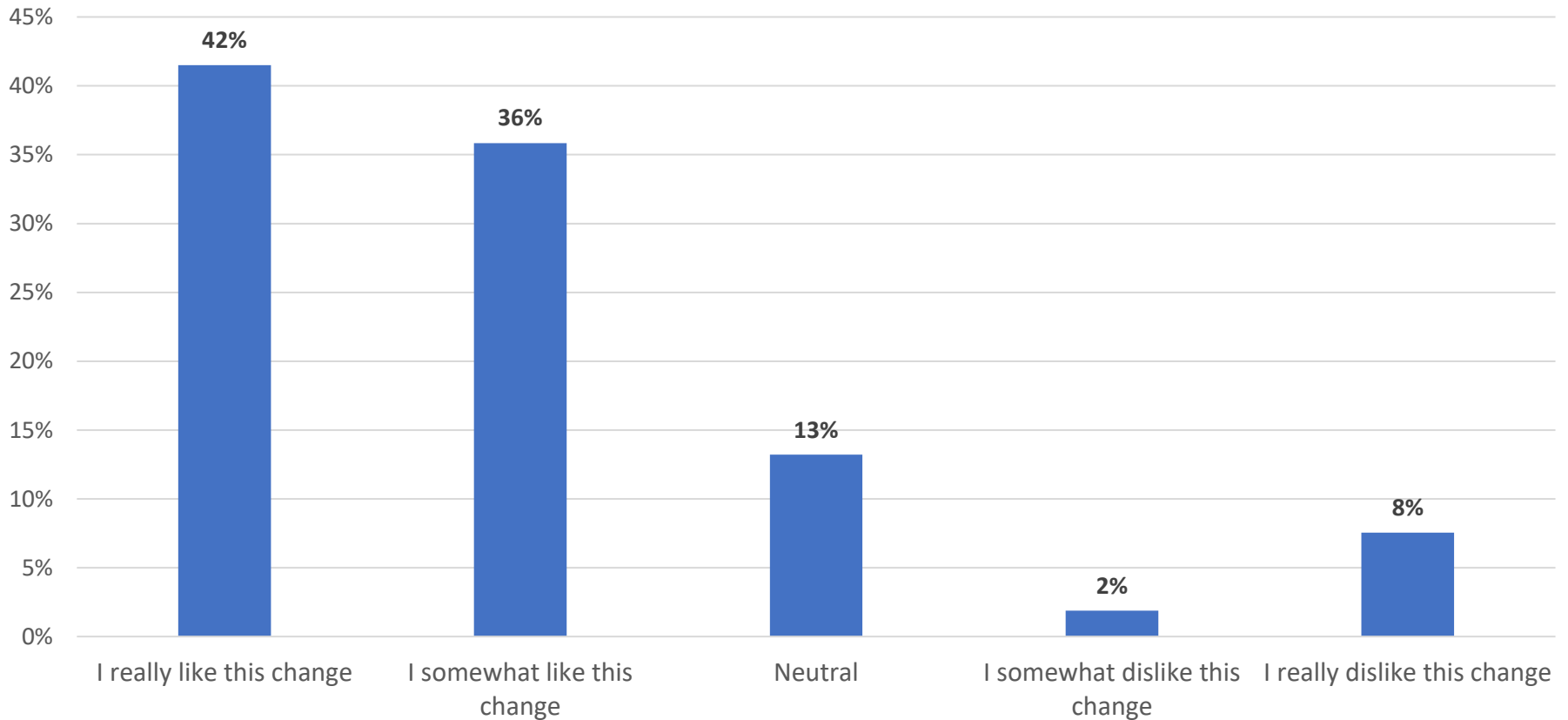
# Mauka Zone

# KAIHE'E STREET PEDESTRIAN CROSSING

The updated design concept includes pedestrian crossing improvements at Kaihe'e Street (i.e., pedestrian crossing island and rectangular rapid flashing beacon). How do you feel about this proposed change?



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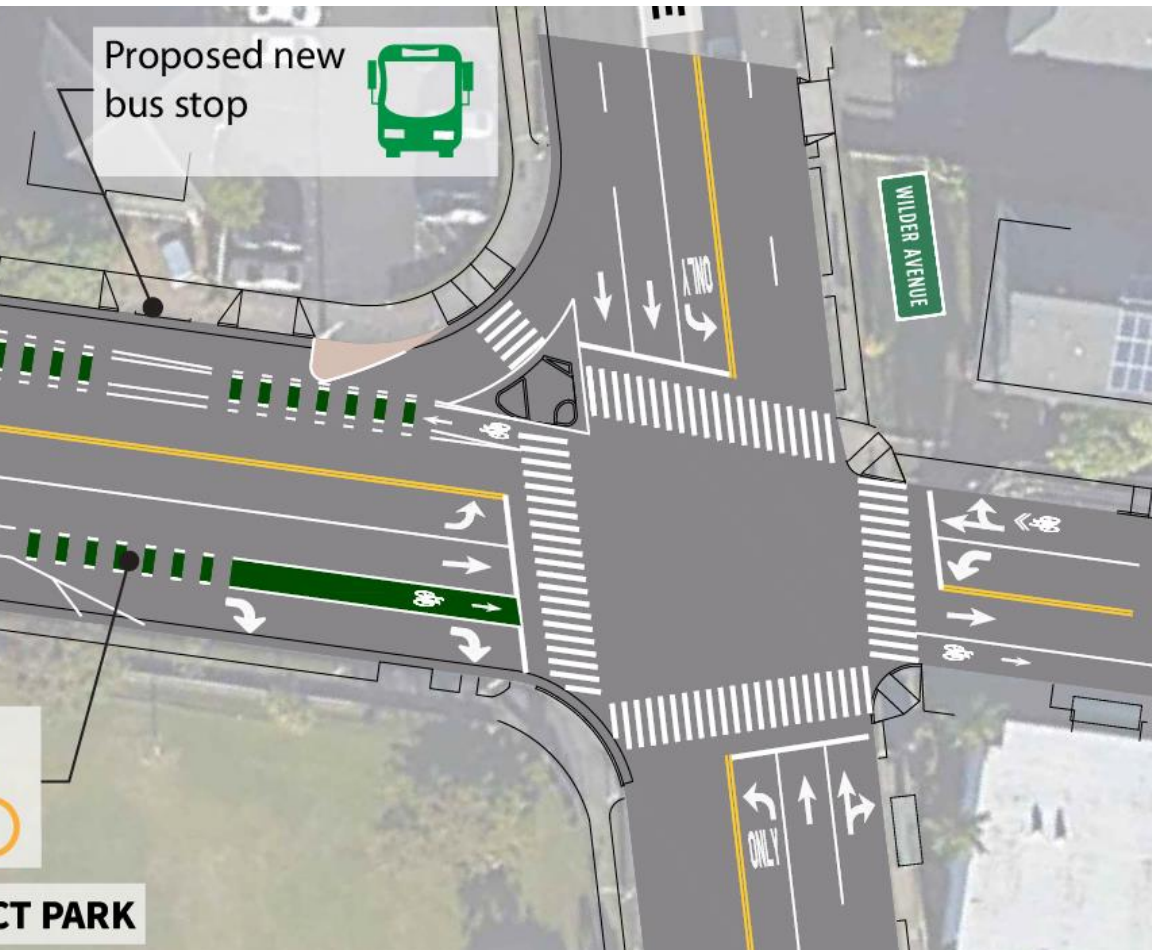


N=53



# WILDER AVENUE INTERSECTION

The team is considering including Lead Pedestrian Intervals (LPI) and “No Right Turn on Red” (NRTOR) at the Wilder Avenue Intersection. How do you feel about this potential change?



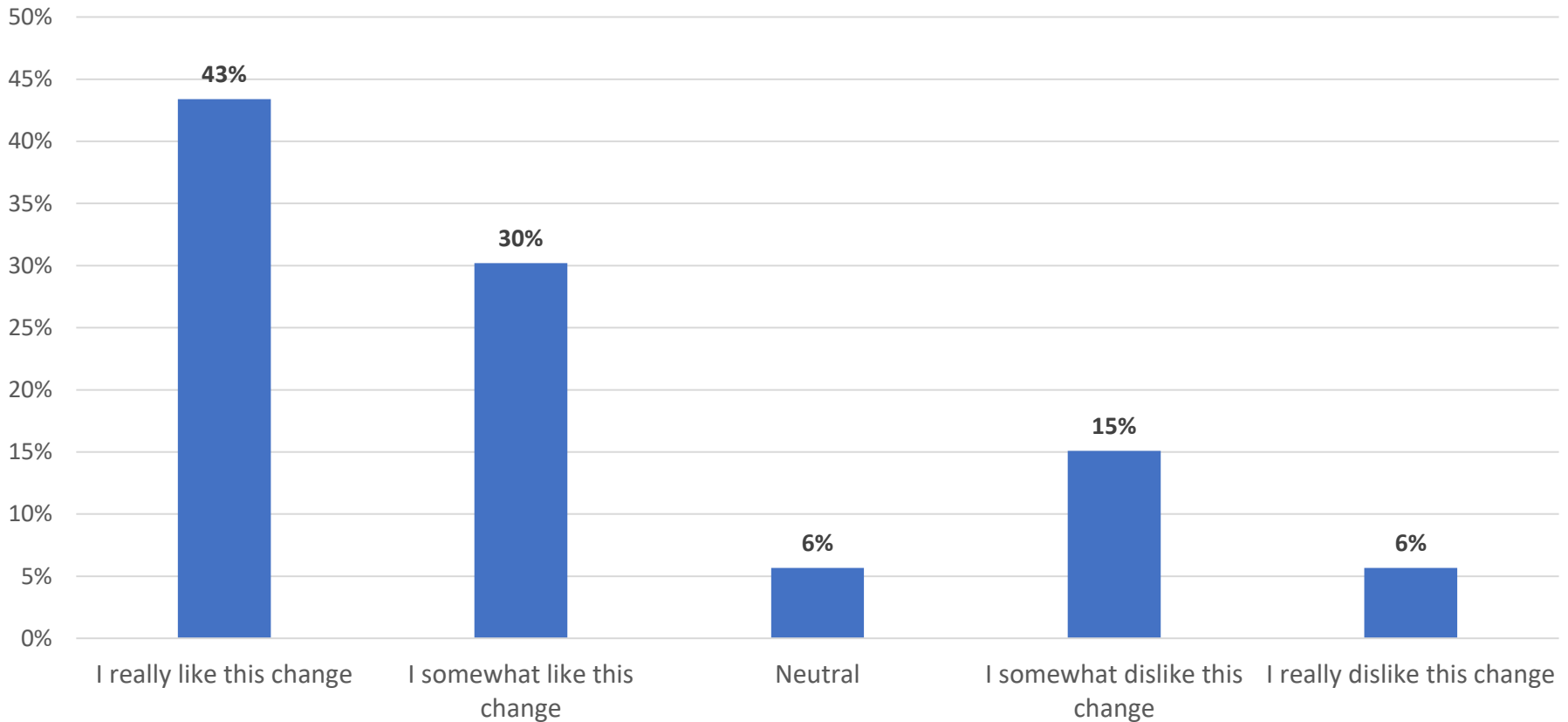
## **Advantages** for LPIs and NRTOR:

- Safety – Allows pedestrian to begin crossing before turning vehicles.

## **Disadvantages** for LPIs and NRTOR:

- Traffic operations – Preliminary traffic analysis shows that it would likely result in significant queuing for mauka bound vehicles at Wilder during peak travel times.

The team is considering including Lead Pedestrian Intervals (LPI) and “No Right Turn on Red” (NRTOR) at the Wilder Avenue Intersection? How do you feel about this potential change?



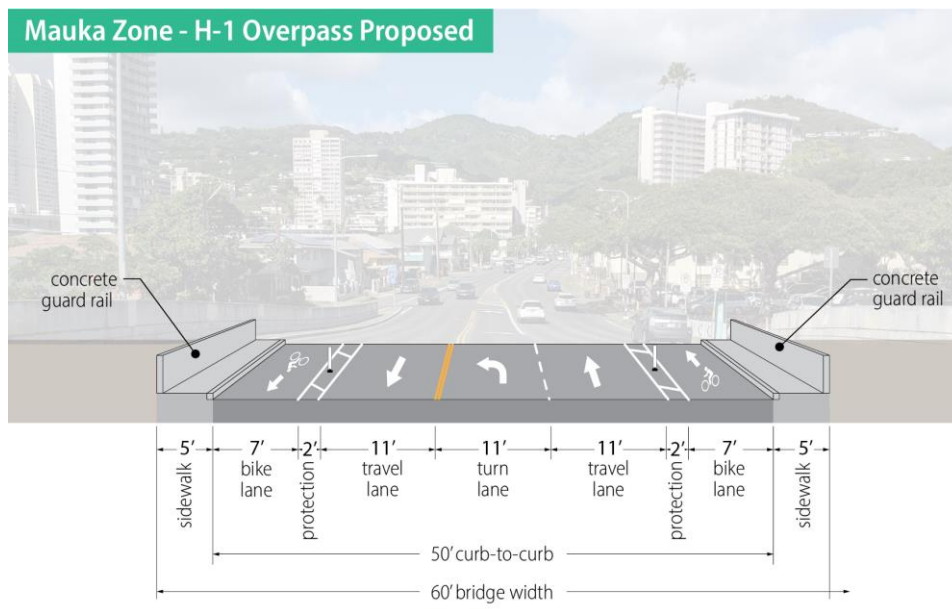
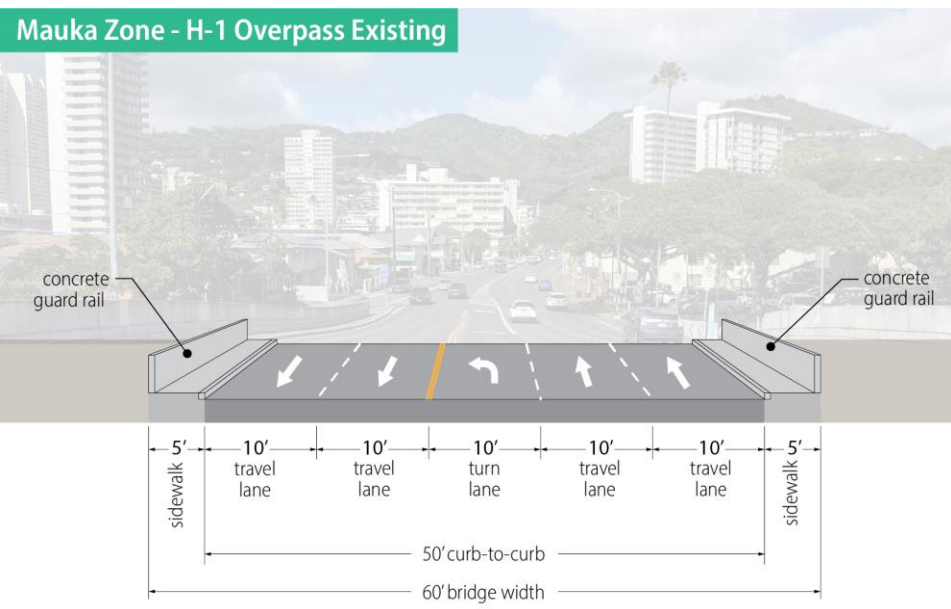
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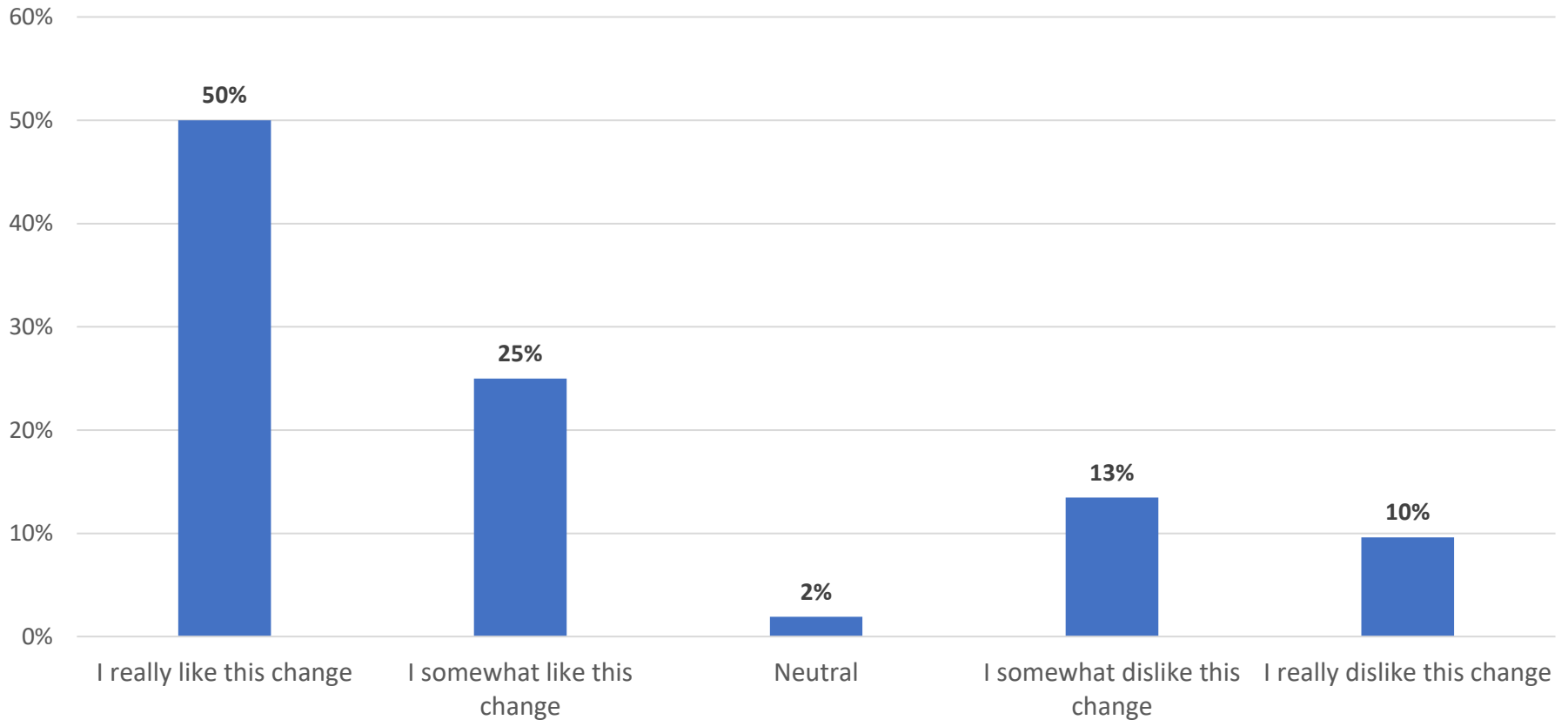


# PROTECTED BIKE LANES MAUKA ZONE

The updated design concept includes protected bike lanes in the mauka zone. How do you feel about this proposed change?



The updated design concept includes protected bike lanes in the mauka zone. How do you feel about this proposed change?



N=52

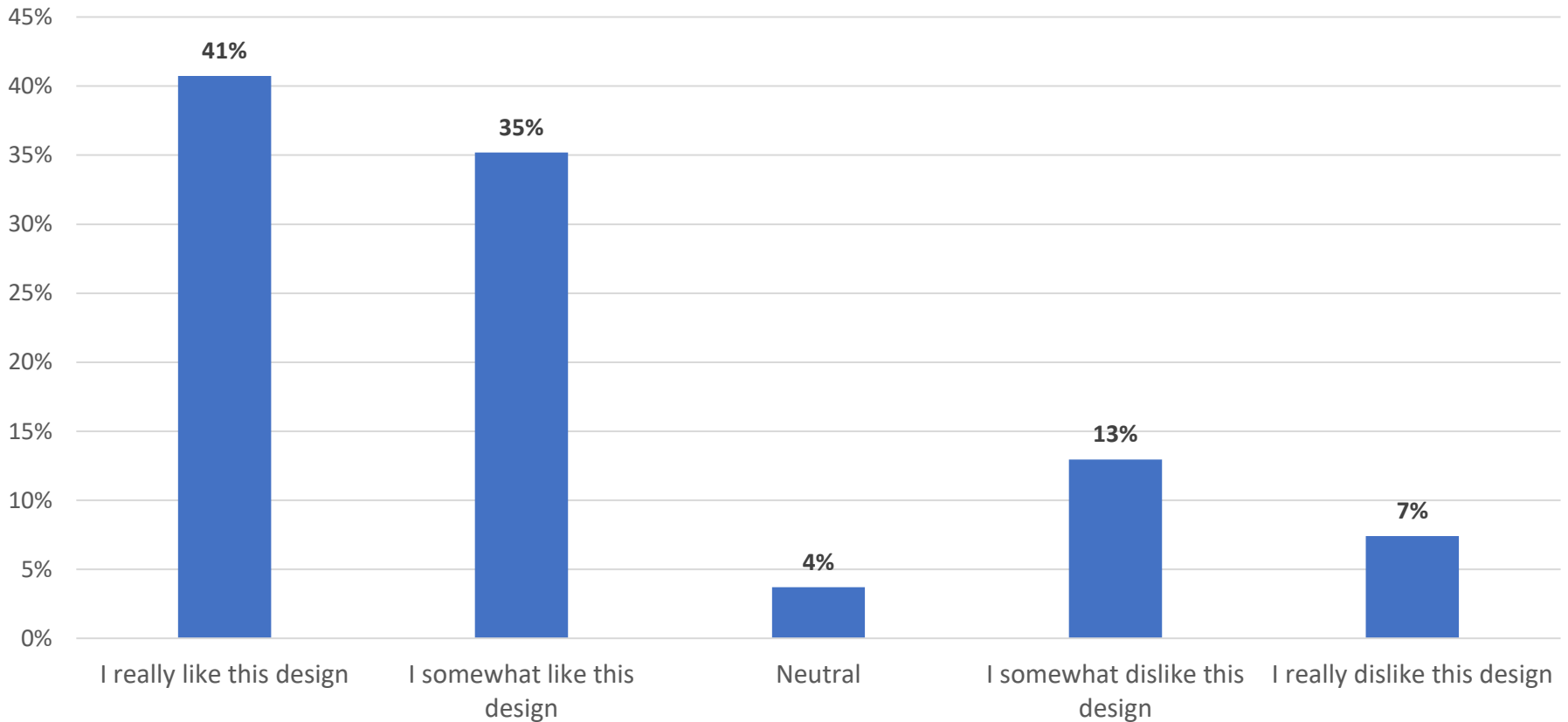


# CONCEPT DESIGN FOR MAUKA ZONE

In general, how do you feel about the proposed design concept for the mauka zone?



In general, how do you feel about the updated design concept for the mauka zone?



N=54

