January 18, 2024

KILAUEA AVENUE

Neighborhood Board Update

Safe Routes TO SCHOOL
CITY AND COUNTY OF HONOLULU

Honolulu COMPLETE STREETS

HONOLULU'S COMPLETE STREETS LAW

ROH 14-18

Complete streets are safe, convenient, and accessible for all, regardless of transportation mode, age, or ability.

Every transportation facility or project, whether new construction, reconstruction, or maintenance, shall implement complete streets features with the following goals:

- Improve **safety**
- Apply **context-sensitive** solution
- Protect + promote **accessibility** and mobility for all
- Balance the needs and **comfort** of all modes and users
- Encourage consistent use of national **best practices**
- Improve energy **efficiency** in travel and mitigate emissions
- Encourage opportunities for physical **activity**
- Recognize Complete Streets as a long-term **investment**
- Build **partnerships** with stakeholders + organizations
- Incorporate **trees** and landscaping

Honolulu COMPLETESTREETS

!

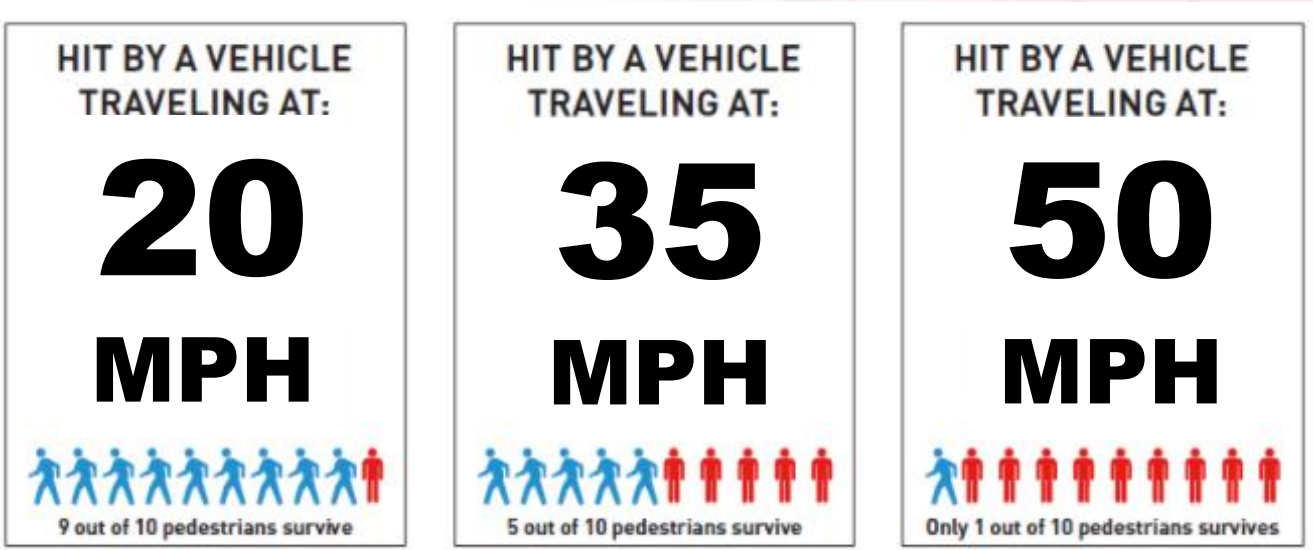
On average, one person a week dies on O‘ahu roads.

PEDESTRIANS AND KŪPUNA ARE DISPROPORTIONATELY IMPACTED.

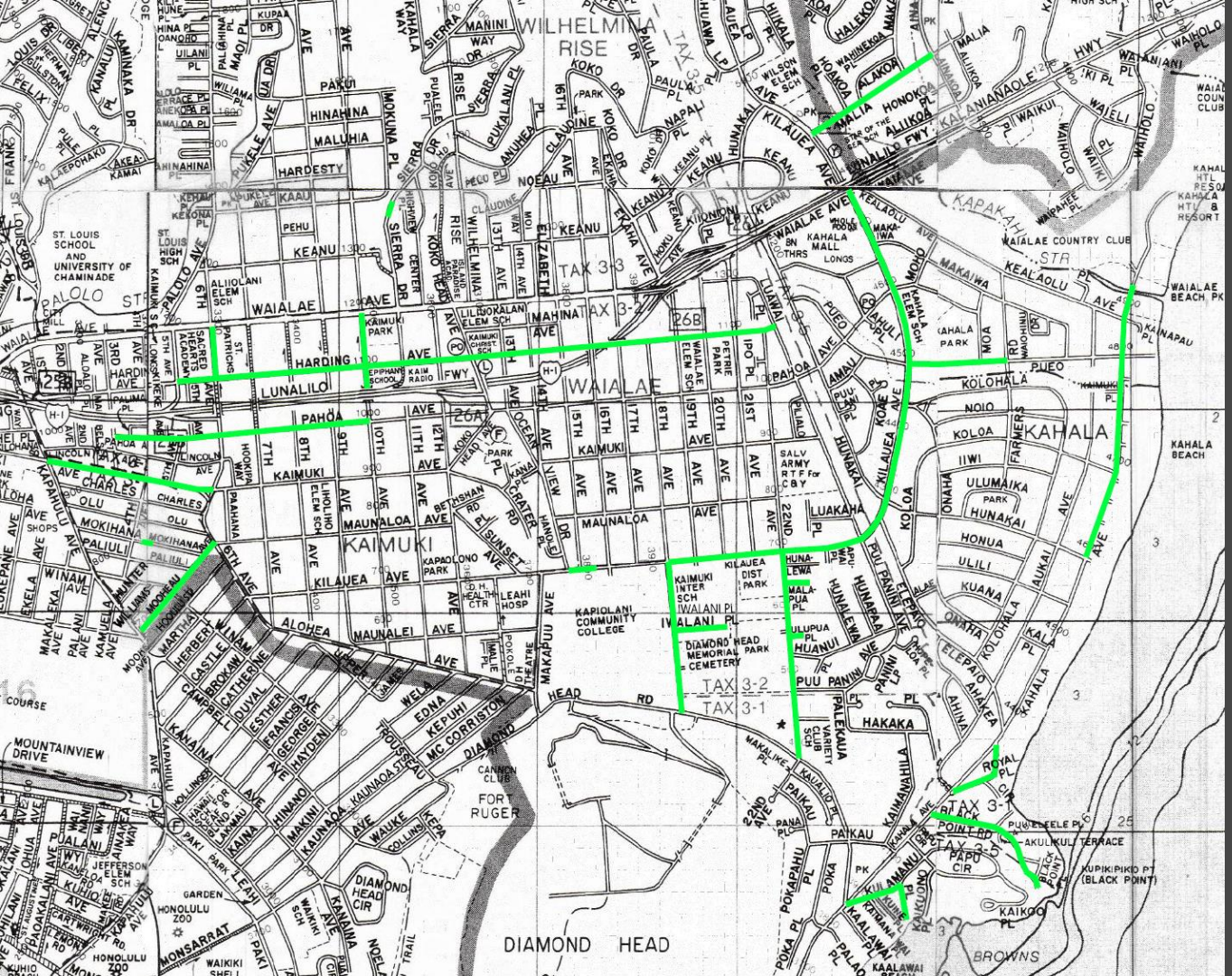
HOW DO WE CREATE SAFE STREETS FOR ALL USERS?

#1: DEDICATED AND PROTECTED FACILITIES FOR NON-VEHICULAR TRAVEL

#2: LIMIT OPPORTUNITIES FOR SPEEDING



Honolulu COMPLETESTREETS



REHABILITATION OF STREETS PHASES 26A & 26B

- REPAVING
- RESTRIPING
- CURB RAMPS
- WALKWAY UPGRADES
- TRAFFIC SAFETY IMPROVEMENTS

Honolulu COMPLETESTREETS

KILAUEA AVENUE

65-70 MPH

Max Speeds

10,000-20,000

Cars per Day

7,720

School Enrollment on Corridor

1

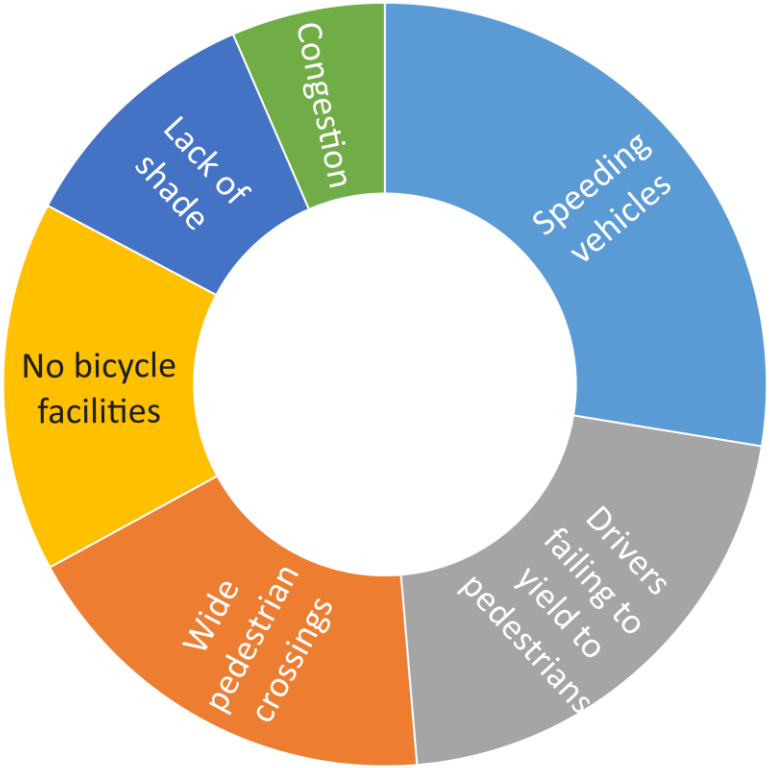
Traffic Fatalities in Last 5 Years

78’

Street Width

Honolulu COMPLETESTREETS

Q5. What Do You Like Least About Kilauea Avenue?



SAFETY ANALYSIS

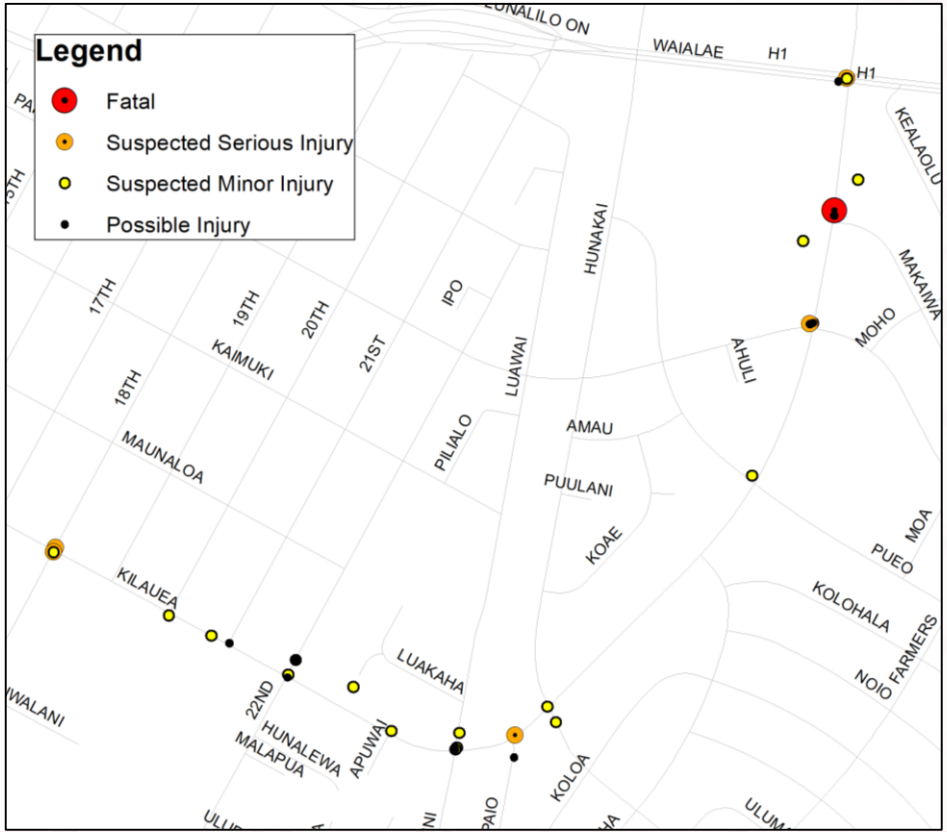
Kilauea Avenue Project Vicinity Crashes 2015-2020

	Total	Motor Vehicle	Motorcycle/ Moped	Pedestrian	Bicyclist
Injury	51	29	12	7	3
Serious injury	5	0	2	2	1
Fatality	1	0	0	1	0

Honolulu COMPLETE STREETS

SAFETY ANALYSIS

Kilauea Avenue Project Vicinity Crashes 2015-2020



Fatality
Kilauea Ave/Makaiwa St

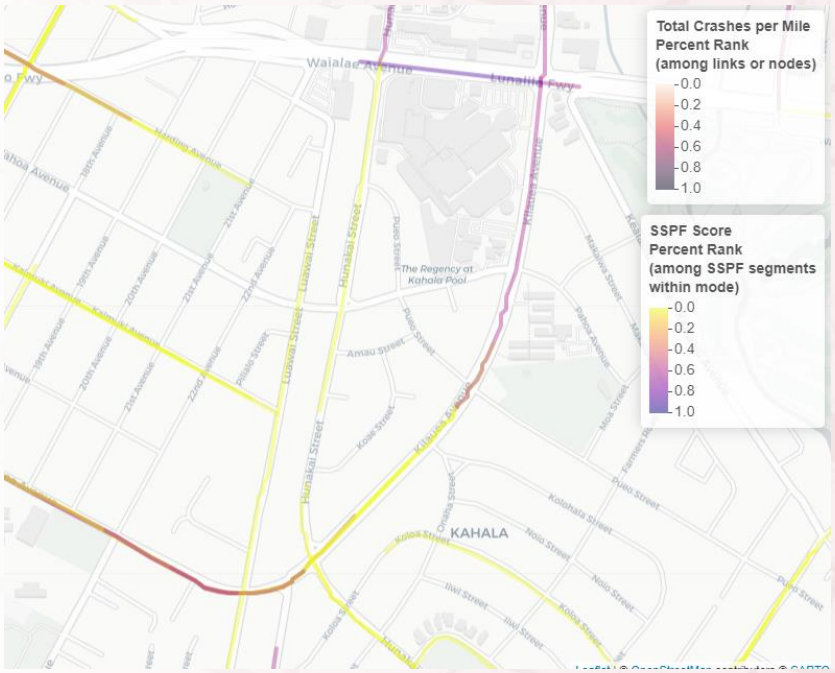
Serious Injuries
Kilauea Ave/18th Ave
Kilauea Ave/Elepaio St
Waialae Ave/Kilauea Ave
Pahoa Ave/Kilauea Ave

Honolulu COMPLETESTREETS

SAFETY ANALYSIS

Pedestrian Injuries

Bicyclist Injuries



Honolulu COMPLETESTREETS

COMMON CRASH FACTORS

Common characteristics at Oahu's High Pedestrian Injury Corridors and Intersections/Crossings are summarized below. It's important to recognize these common characteristics as they provide insights into needed changes to address safety at these locations and streets around Oahu.

Corridor

Arterials with:

- 4 or more lanes
- Speed limits over 30 mph
- Lack of frequent well-designed crossings

Signalized Intersection

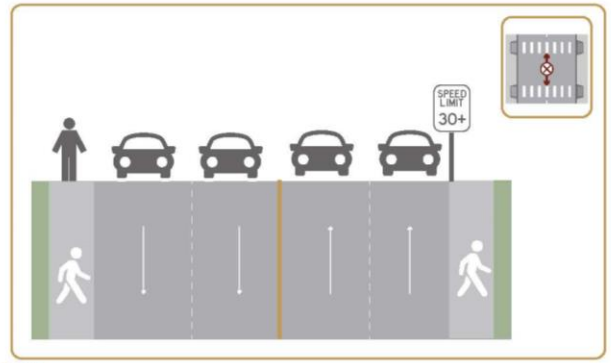
Arterials with:

- Wide crossings
  (most 4 or more lanes and many 6 or more lanes)
- Speed limits over 30 mph
- Turning vehicle conflicts
- Missing pedestrian crossing leg or channelized right turns

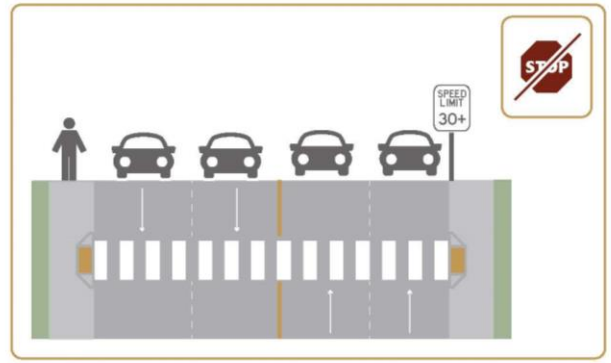
Uncontrolled Crossings

Wide crossings with:

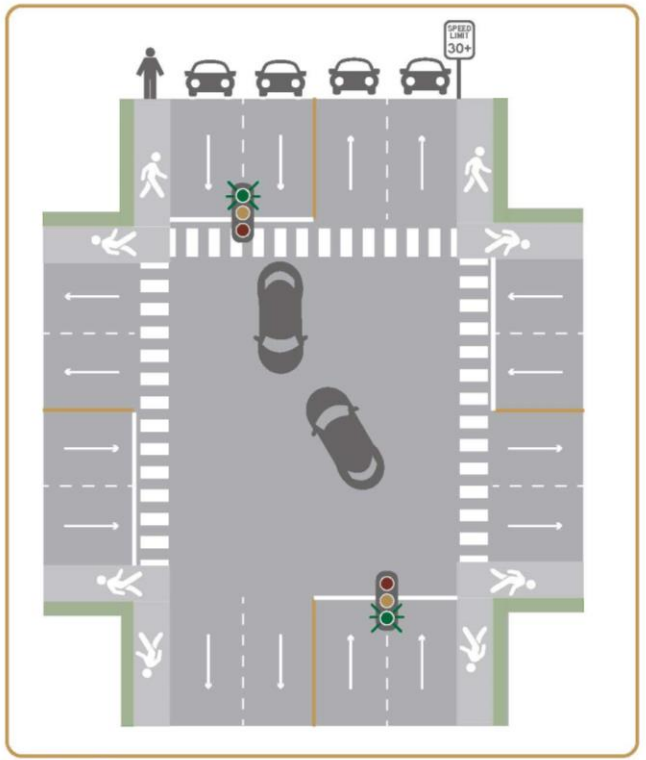
- 4 or more lanes
- Marked crossings only
- Lack of medians, curb extensions, or other crossing enhancement



Corridor

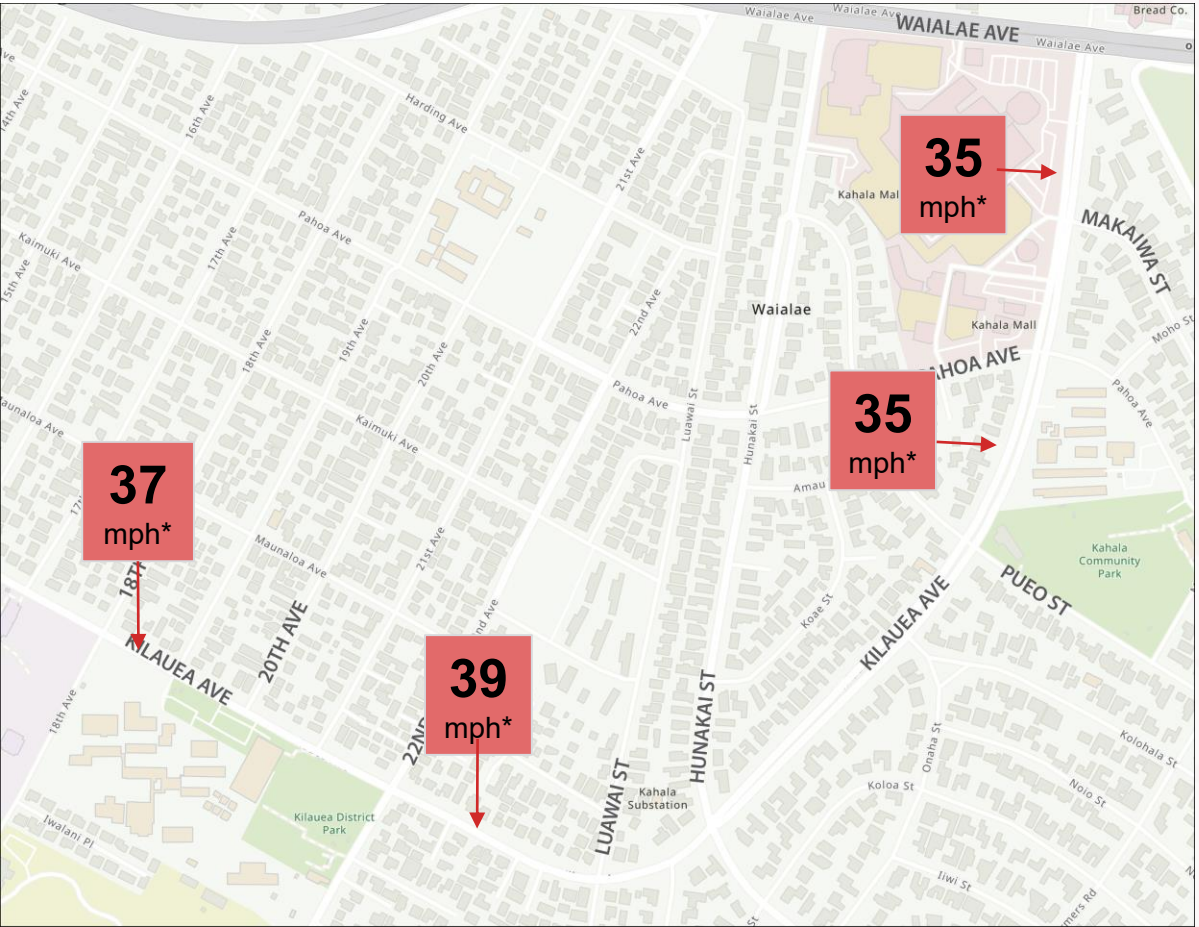


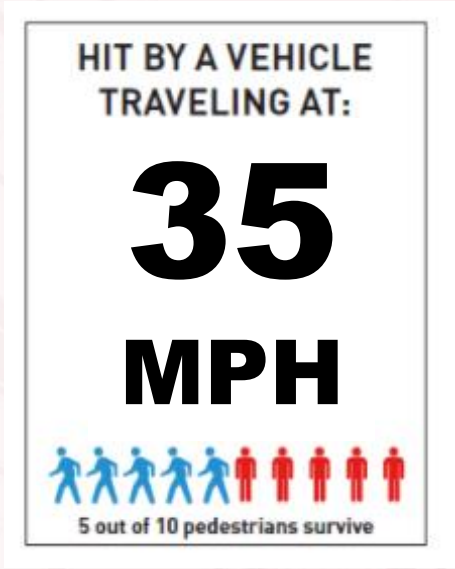
Uncontrolled Crossing



Signalized Intersection

SPEED DATA

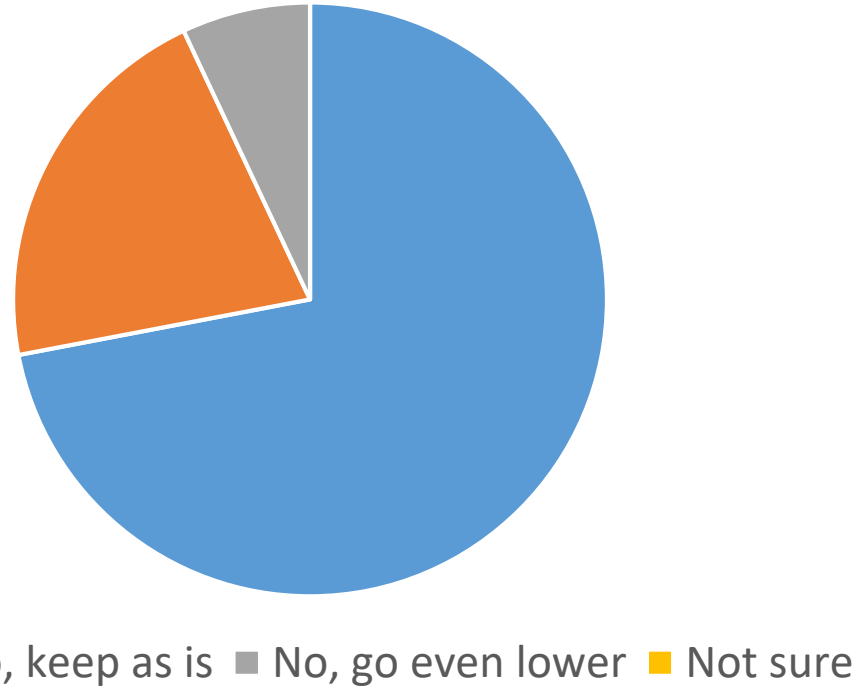




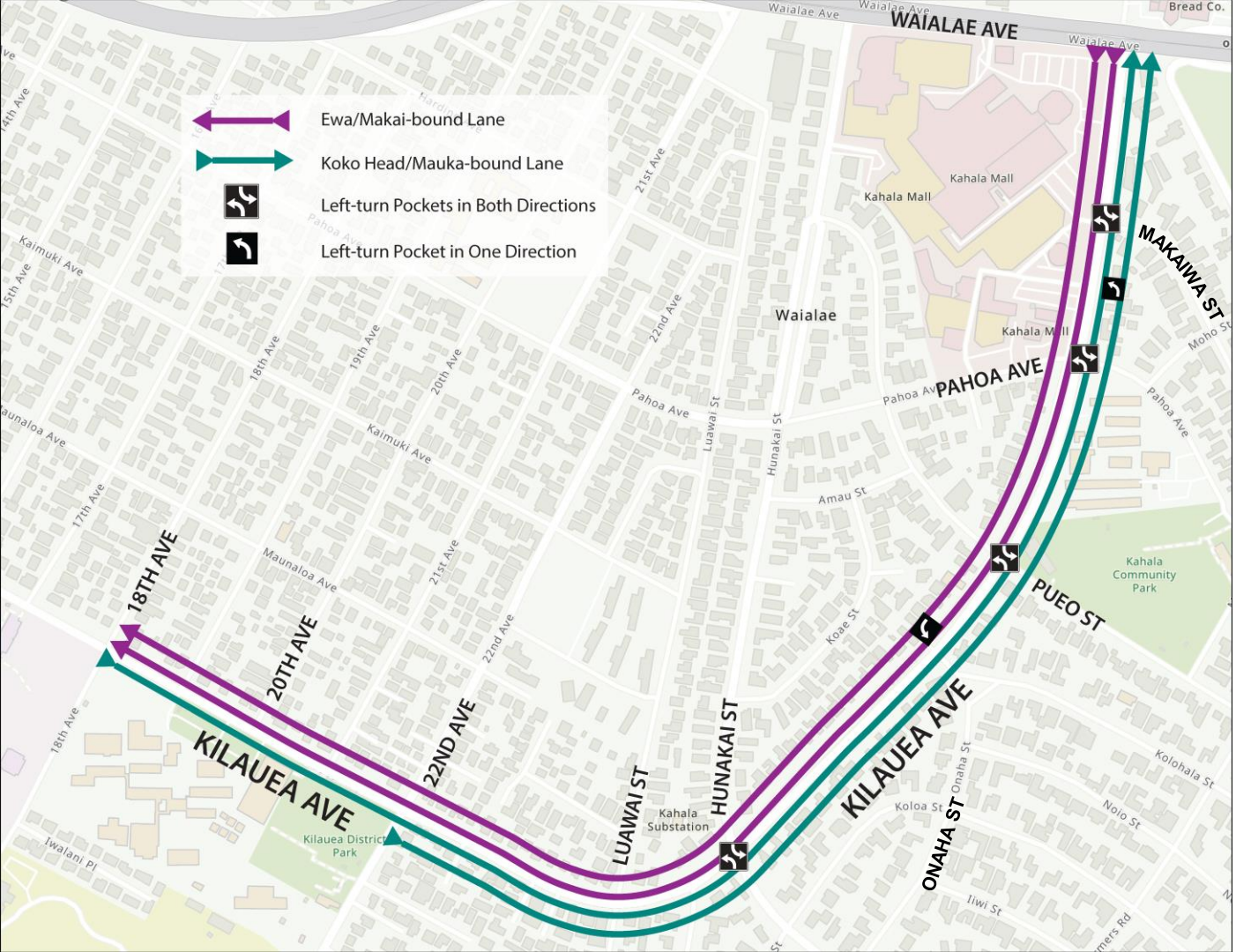
** 95th percentile speeds (5% of traffic going at or above) Collected by direction, highest direction shown*

Honolulu COMPLETESTREETS

Q6. Do You Support Lowering the Speed Limit Along Kilauea Avenue to 25MPH?

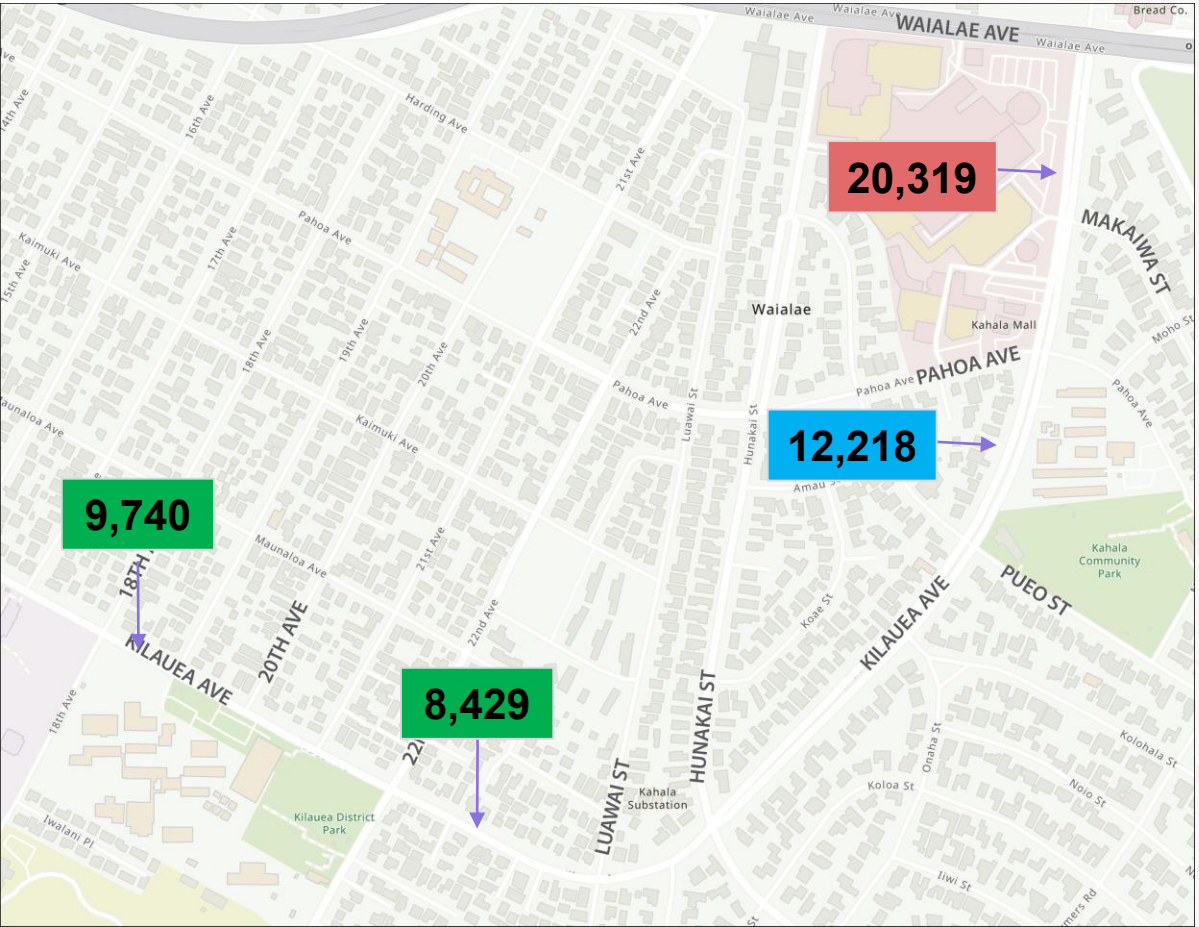


KILAUEA AVE LANE CONFIGURATION



Honolulu COMPLETE STREETS

TRAFFIC COUNT DATA

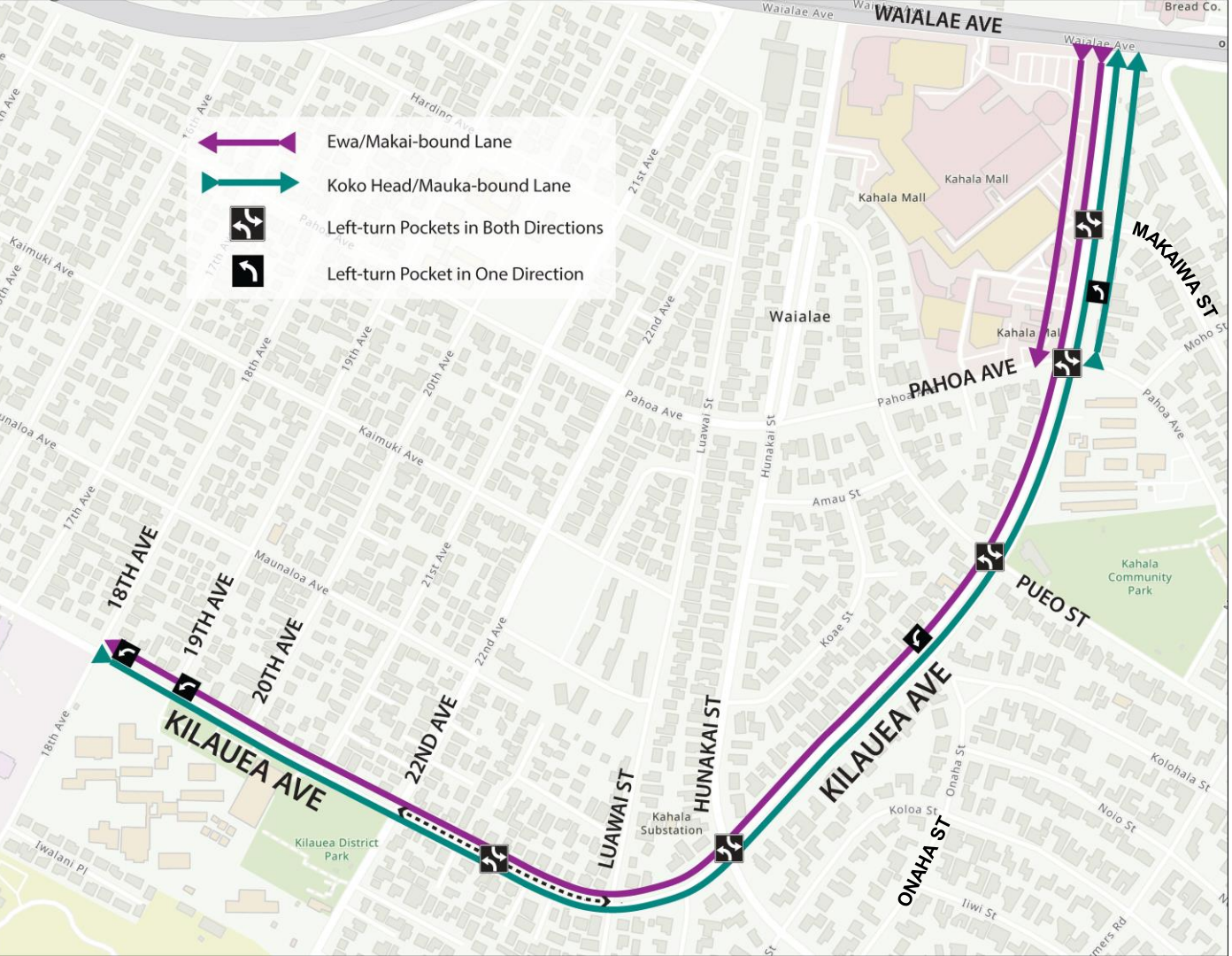


Traffic volume reduces by roughly half makai of Pahoa Avenue.

Data collected in 2016, 2017, 2018, 2019, and 2023 show relatively consistent traffic volumes.

Honolulu COMPLETESTREETS

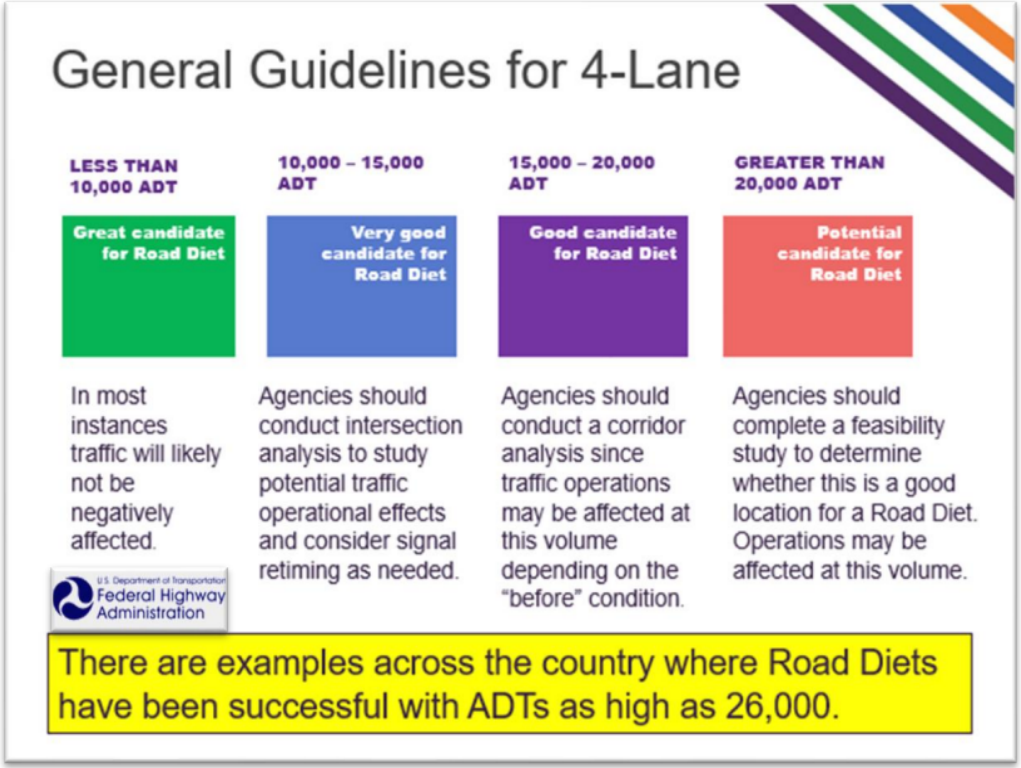
KILAUEA AVE LANE RECONFIGURATION



Honolulu COMPLETESTREETS

FHWA GUIDANCE ON 4-TO-3 LANE RECONFIGURATIONS

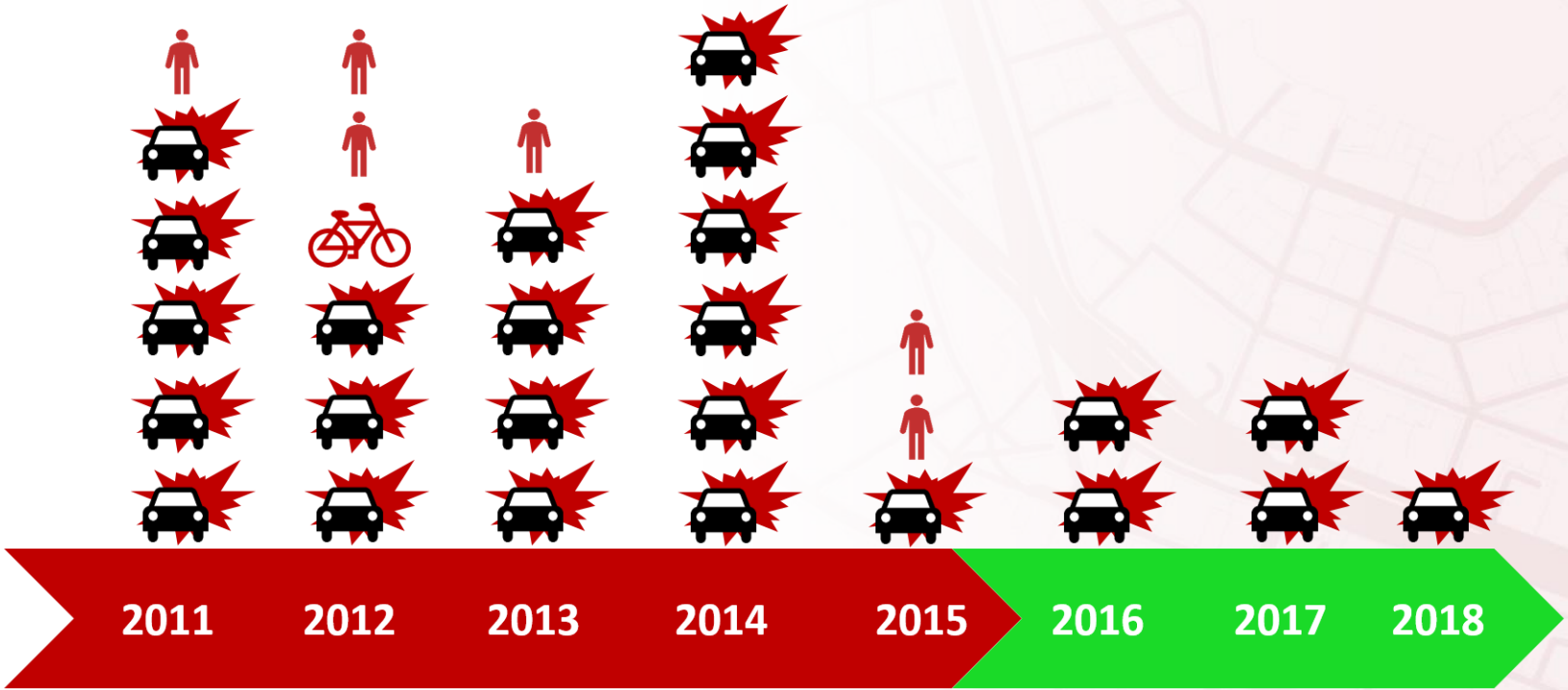
Four-lane undivided roadways with AADT ≤ 20,000 are typically good candidates for a lane repurposing (e.g., converting to a two-lane, two-way road with a center-left-turn lane). However, projects are evaluated for lane repurposing feasibility on a case-by-case basis.



4- TO 3-LANE CONVERSION (AKA "ROAD DIET"): KAMEHAMEHA IV ROAD

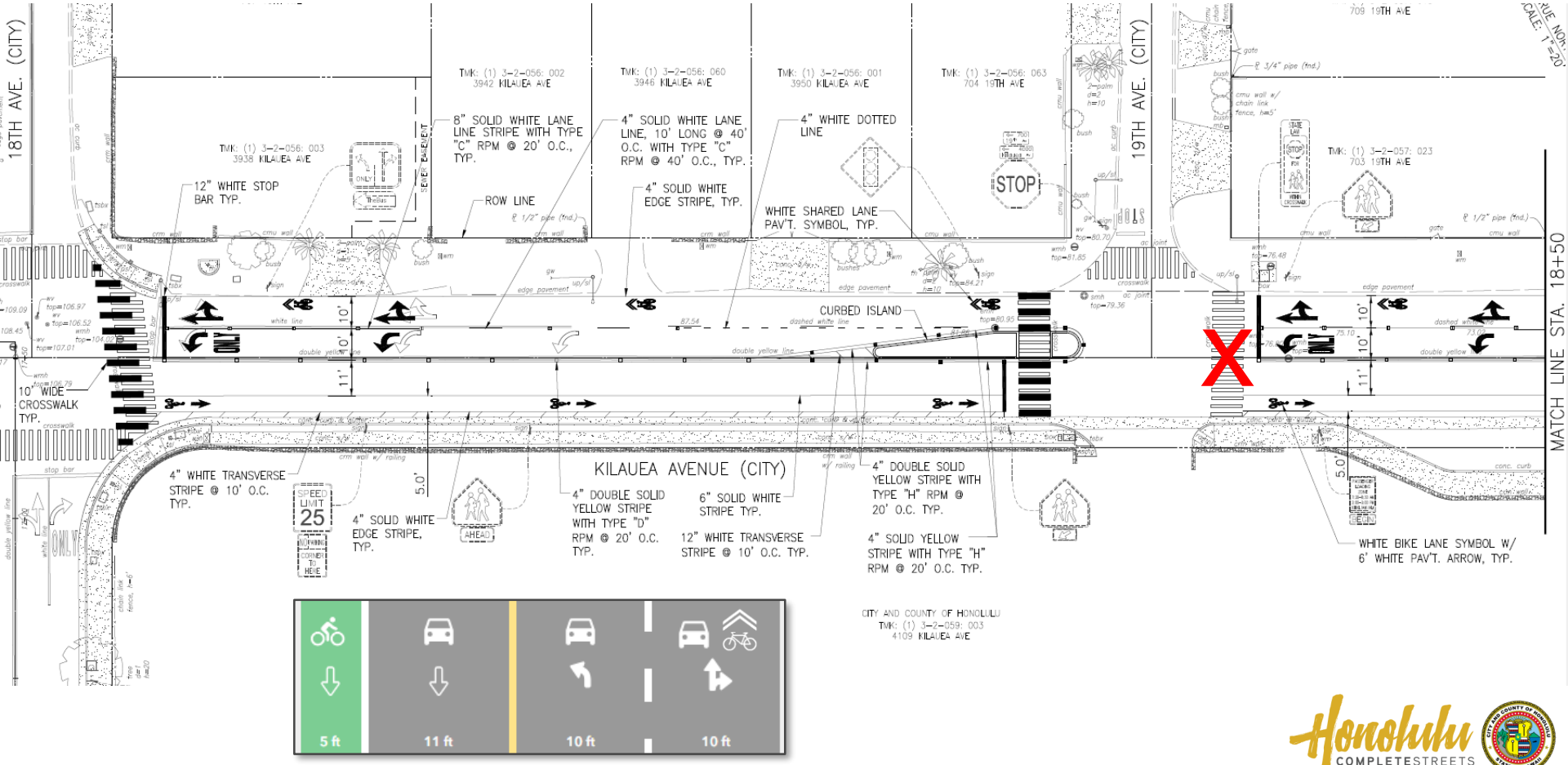
Benefits include:

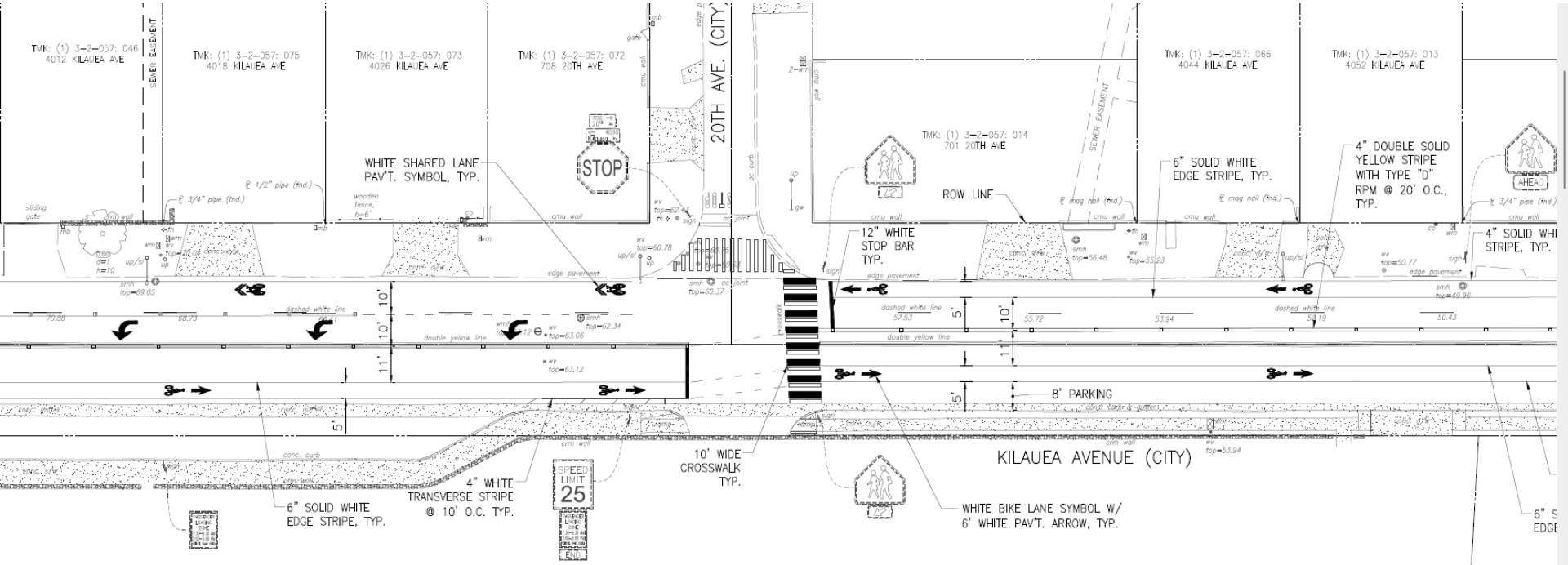
- Dedicated left-turn lane
- Fewer opportunities for speeding
- Simpler side street maneuvers
- Fewer lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, or transit stops



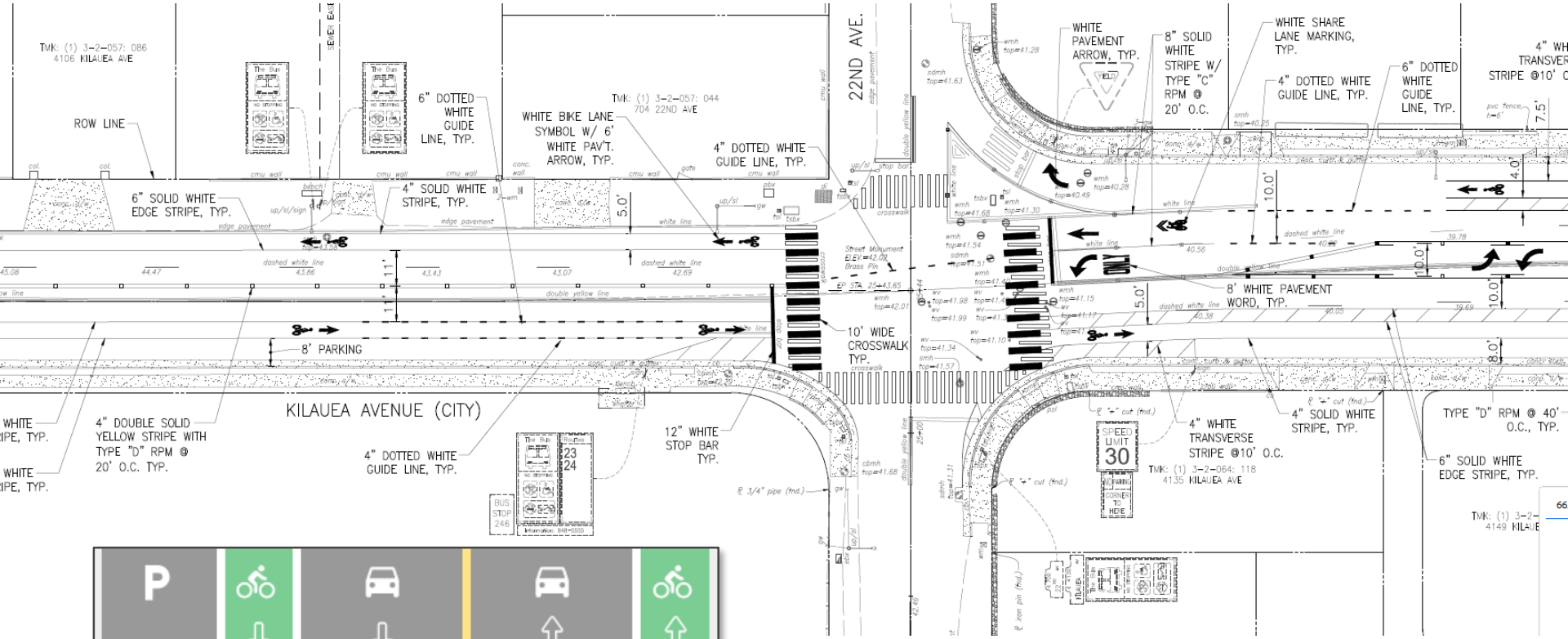
Total Crashes on Kamehameha IV Road - EMS attended Before and After Road Diet (2016)

Honolulu COMPLETE STREETS


18TH AVE. (CITY)
19TH AVE. (CITY)
KILAUEA AVENUE (CITY)
MATCH LINE STA. 18+50
12" WHITE STOP BAR TYP.
8" SOLID WHITE LANE LINE STRIPE WITH TYPE "C" RPM @ 20' O.C., TYP.
4" SOLID WHITE LANE LINE, 10' LONG @ 40' O.C. WITH TYPE "C" RPM @ 40' O.C., TYP.
4" WHITE DOTTED LINE
ROW LINE
4" SOLID WHITE EDGE STRIPE, TYP.
WHITE SHARED LANE PAV'T. SYMBOL, TYP.
CURBED ISLAND
10' WIDE CROSSWALK TYP.
4" WHITE TRANSVERSE STRIPE @ 10' O.C. TYP.
4" SOLID WHITE EDGE STRIPE, TYP.
4" DOUBLE SOLID YELLOW STRIPE WITH TYPE "D" RPM @ 20' O.C. TYP.
6" SOLID WHITE STRIPE TYP.
12" WHITE TRANSVERSE STRIPE @ 10' O.C. TYP.
4" DOUBLE SOLID YELLOW STRIPE WITH TYPE "H" RPM @ 20' O.C. TYP.
4" SOLID YELLOW STRIPE WITH TYPE "H" RPM @ 20' O.C. TYP.
WHITE BIKE LANE SYMBOL W/ 6' WHITE PAV'T. ARROW, TYP.
TMK: (1) 3-2-056: 003 3938 KILAUEA AVE
TMK: (1) 3-2-056: 002 3942 KILAUEA AVE
TMK: (1) 3-2-056: 060 3946 KILAUEA AVE
TMK: (1) 3-2-056: 001 3950 KILAUEA AVE
TMK: (1) 3-2-056: 063 704 19TH AVE
TMK: (1) 3-2-057: 023 703 19TH AVE
709 19TH AVE
CITY AND COUNTY OF HONOLULU TMK: (1) 3-2-059: 003 4109 KILAUEA AVE
5 ft
11 ft
10 ft
10 ft

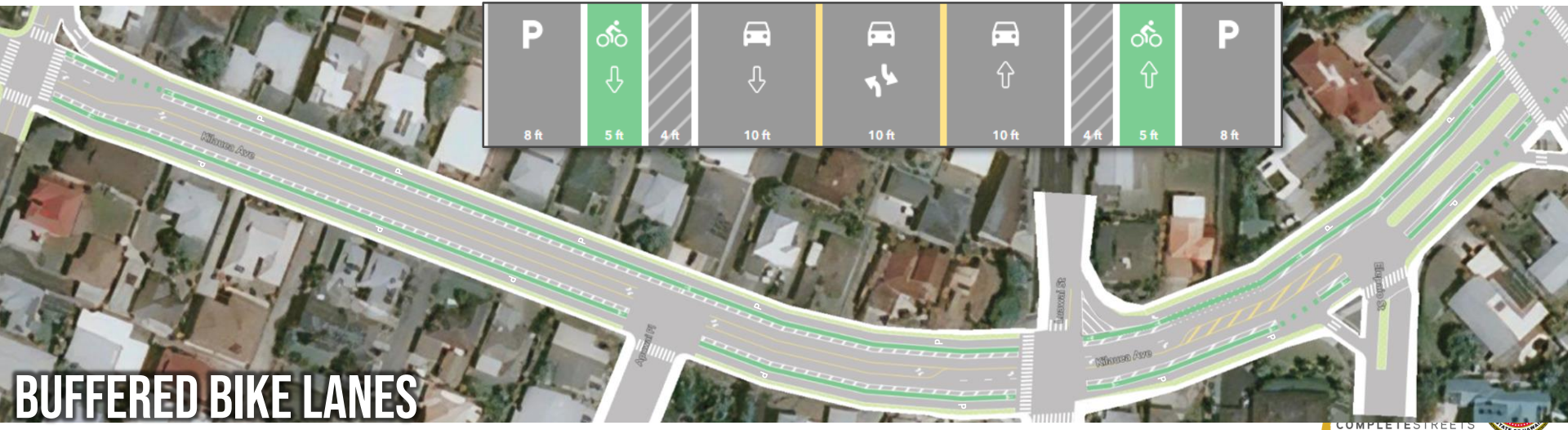

TMK: (1) 3-2-057: 046
4012 KILAUEA AVE
TMK: (1) 3-2-057: 075
4018 KILAUEA AVE
TMK: (1) 3-2-057: 073
4026 KILAUEA AVE
TMK: (1) 3-2-057: 072
708 20TH AVE
20TH AVE. (CITY)
TMK: (1) 3-2-057: 014
701 20TH AVE
TMK: (1) 3-2-057: 066
4044 KILAUEA AVE
TMK: (1) 3-2-057: 013
4052 KILAUEA AVE
SEWER EASEMENT
WHITE SHARED LANE PAV'T. SYMBOL, TYP.
STOP
ROW LINE
12" WHITE STOP BAR TYP.
6" SOLID WHITE EDGE STRIPE, TYP.
4" DOUBLE SOLID YELLOW STRIPE WITH TYPE "D" RPM @ 20' O.C., TYP.
4" SOLID WHI
STRIPE, TYP.
AHEAD
8' PARKING
KILAUEA AVENUE (CITY)
10' WIDE CROSSWALK TYP.
4" WHITE TRANSVERSE STRIPE @ 10' O.C. TYP.
6" SOLID WHITE EDGE STRIPE, TYP.
WHITE BIKE LANE SYMBOL W/ 6' WHITE PAV'T. ARROW, TYP.
SPEED LIMIT 25
BEGIN
END
10'
11'
5'
double yellow line
dashed white line
edge pavement
cmu wall
conc. curb
conc. gutter

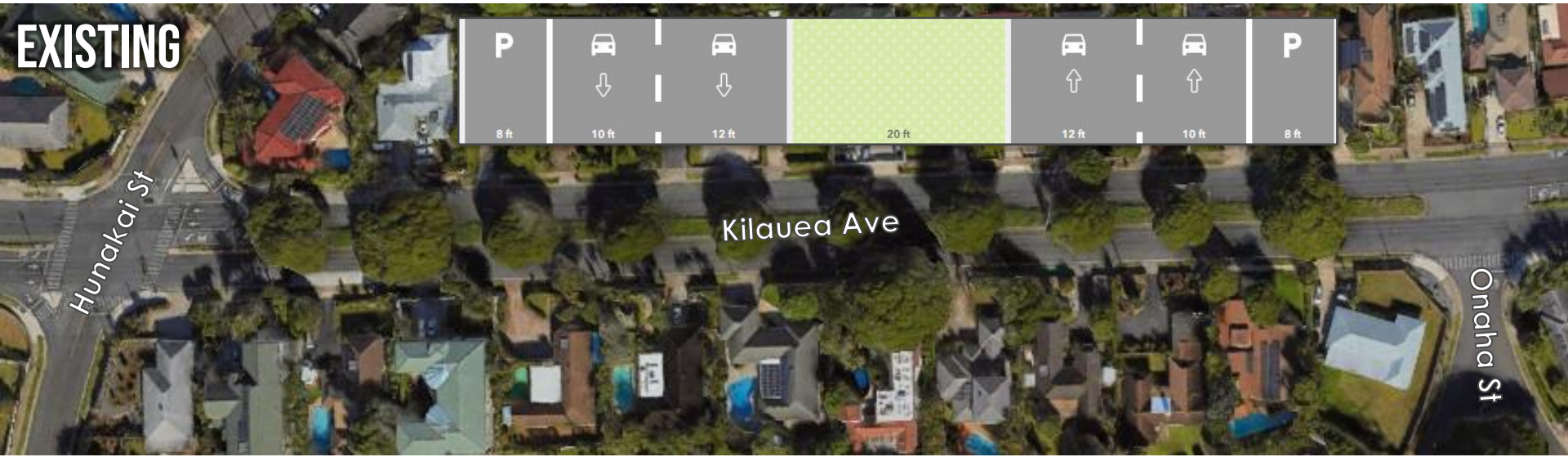

P
8 ft
5 ft
11 ft
10 ft
5 ft



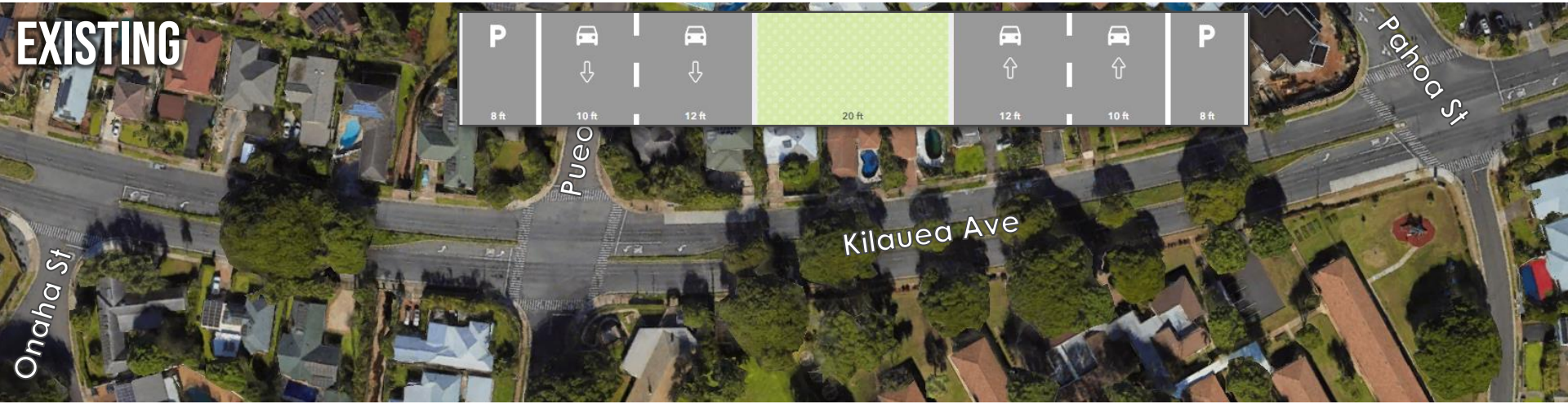
Honolulu COMPLETESTREETS


EXISTING
P
8 ft
12 ft
12 ft
12 ft
12 ft
P
8 ft
22nd Ave
Kilauea Ave
Luawai St
Elepaio St
Hunakai St


P
8 ft
5 ft
4 ft
10 ft
10 ft
10 ft
4 ft
5 ft
P
8 ft
BUFFERED BIKE LANES


EXISTING
P
8 ft
10 ft
12 ft
20 ft
12 ft
10 ft
P
8 ft
Hunakai St
Kilauea Ave
Onaha St


BUFFERED BIKE LANES
P
8 ft
6 ft
4 ft
12 ft
20 ft
12 ft
4 ft
6 ft
P
8 ft
Kilauea Ave
Kilauea Ave
Kilauea Ave
Onaha St



COMPLETESTREETS

EXISTING

BUFFERED BIKE LANE (RENDERING)

Honolulu COMPLETE STREETS

EXISTING

BUFFERED BIKE LANES / LOADING ZONE

STREET PARKING
PAHOA AVENUE – WAIALAE AVENUE

	Existing Street Parking Spaces (estimate)	Existing Utilization*
Mauka/Ewa	12	6
Makai/Koko Head	22	11
Total	34	17

**Parking utilization was recorded on a weekday morning and mid-day with the highest number shown*

Honolulu COMPLETESTREETS

Kilauea Avenue Traffic & Queue Study

Northbound @ Pahoa Ave: PM Peak

95th percentile queue by lane

Average queue by lane

**PM peak is 2:30-3:30pm*
PM peak is highest of day

Honolulu COMPLETESTREETS

Kilauea Avenue Traffic & Queue Study

Southbound @ Pueo St AM Peak

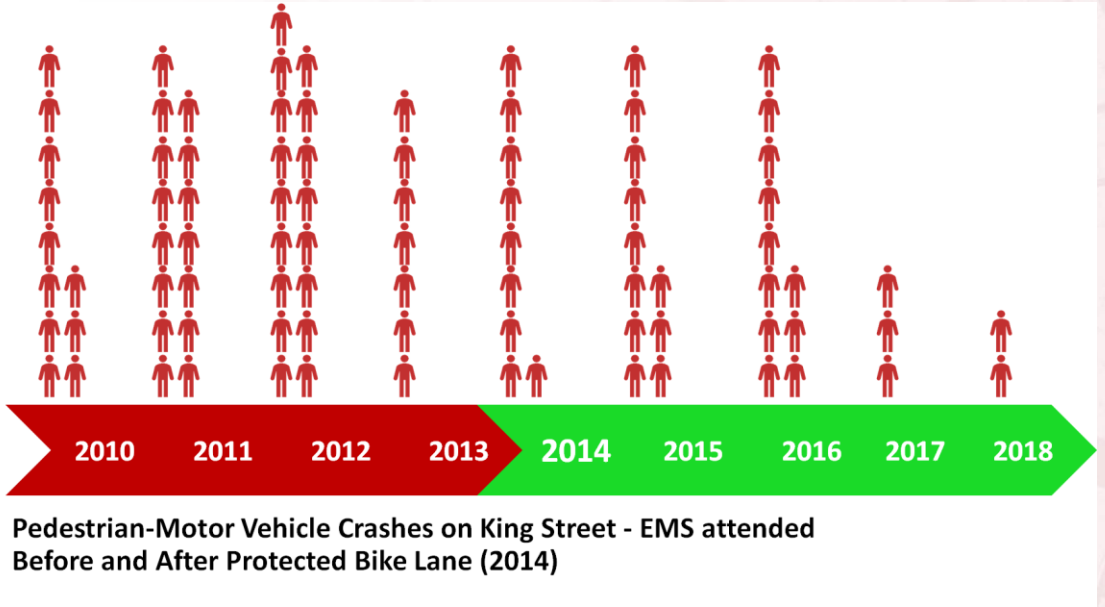
95th percentile queue by lane

Average queue by lane

**AM peak is 7:15-8:15am*
AM peak is highest of day

Honolulu COMPLETESTREETS

BIKE FACILITY BENEFITS BEYOND BICYCLISTS



Pedestrian-Motor Vehicle Crashes on King Street - EMS attended
Before and After Protected Bike Lane (2014)

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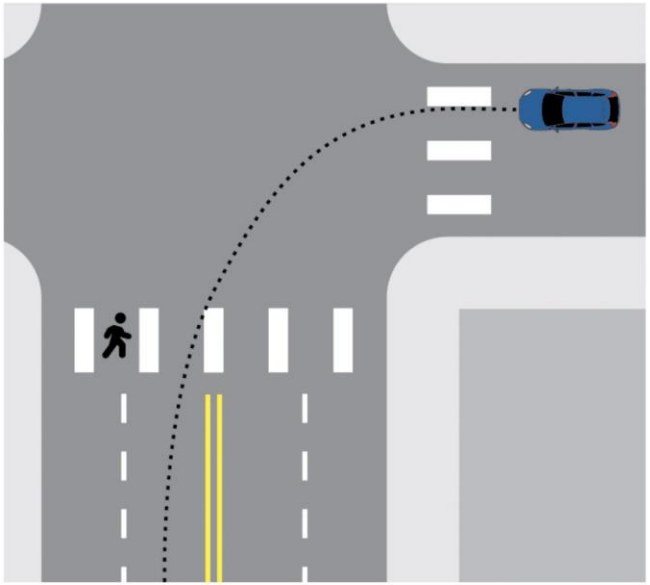
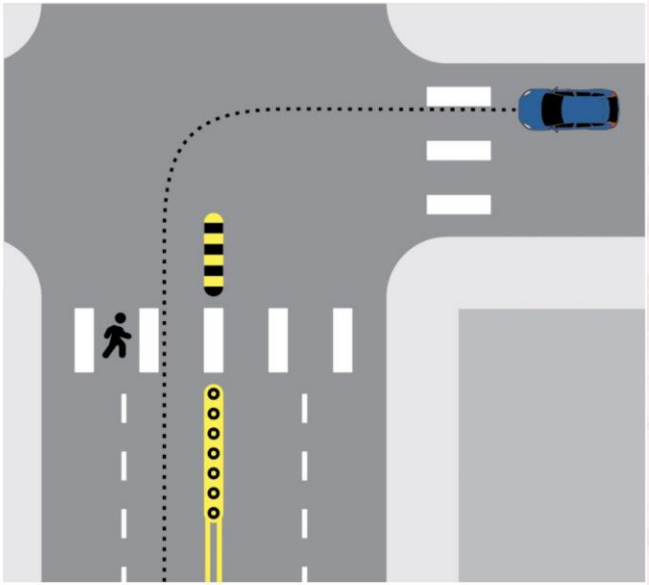
SLOW-TURN WEDGES

TO SLOW TURNING VEHICLES AND REDUCE PEDESTRIAN CRASHES



Before centerline hardening



After centerline hardening

Honolulu COMPLETE STREETS

ENHANCED PEDESTRIAN CROSSINGS: CURB EXTENSIONS

Hardy Avenue, Kauai

Kukui Street, Chinatown

Honolulu COMPLETESTREETS

PROJECT OUTREACH

RESIDENTS

Door-to-Door along Kilauea Ave
Kahala Towers
Tropic Gardens
Waialae Gardens

BUSINESSES

Aloha Petroleum
Kahala Mall
Kahala Professional Center
Bank of Hawai‘i
McDonald’s

SCHOOLS

Kahala Elementary
Kaimuki Middle
Kapiolani Community College
KCAA Preschool *(*since closed)*
Waiokeola Congregational Church & Preschool
Waialae Elementary
Wilson Elementary

COMMUNITY

Kahala/Waialae YMCA
Waialae-Kahala Neighborhood Board
Kaimuki Neighborhood Board
Diamond Head-Kapahulu-St. Louis Heights NB

BICYCLE ORGS

Hawaii Bicycling League
Biki

ELECTEDS

State Senators & Representatives
City Councilmember Waters

AGENCIES

Hawai‘i Department of Education
Hawai‘i Department of Health
Honolulu Police Department
Honolulu Departments of Transportation Services, Design & Construction, Facility Maintenance, Environmental Services, Planning & Permitting

Honolulu COMPLETESTREETS

NEXT STEPS

- Project design is ongoing
- CS mailing list and Neighborhood Board updates
- Mail notification to property owners with frontage sidewalk improvements (not Kilauea Avenue)
- Bid first phase of project by end of 2024

Honolulu COMPLETE STREETS

Honolulu
COMPLETESTREETS

ASK | LEARN | SHARE | CONNECT

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www.instagram.com/hnl.completestreets

- View Community Resources
- Sign up for our mailing list
- Learn about Complete Streets projects
- Provide feedback and get involved!