



# McCully Shared Streets Report

August 2021

# Project Team



American Cities  
Climate Challenge



# Project Summary

## From January to June 2021, we had:

- **Connected and partnered with community organizations**
- **Launched Shared Streets** pilot on 1.5 miles of streets in the McCully neighborhood for two months from May 1–June 30, 2021
- **Expanded the network to include Pumehana Street** for the last two weeks of the pilot project from June 16–30, 2021

## From July 2021 and beyond, we are:

- **Concluding the Shared Streets pilot** by removing the signs, barricades, and cones
- Finalizing **plans to install a “quick-build” traffic circle** at the Waiola Street and Wiliwili Street intersection in Fall 2021
- **Developing plans to install protected walk/bike safety lanes** on Hauoli Street and Pumehana Street in 2022

# Outreach Summary

## What we heard from the McCully neighborhood:

- Missing concrete sidewalks
- No low-stress bike facilities
- Parked vehicles block sidewalks and create visibility issues at corners
- Many youth and seniors walk around the neighborhood
- Support for a pilot project to better support safe walking

## Outreach by the numbers

More than **60 McCully-Moiliili businesses** canvassed

Stakeholder focus group formed, with representation from:

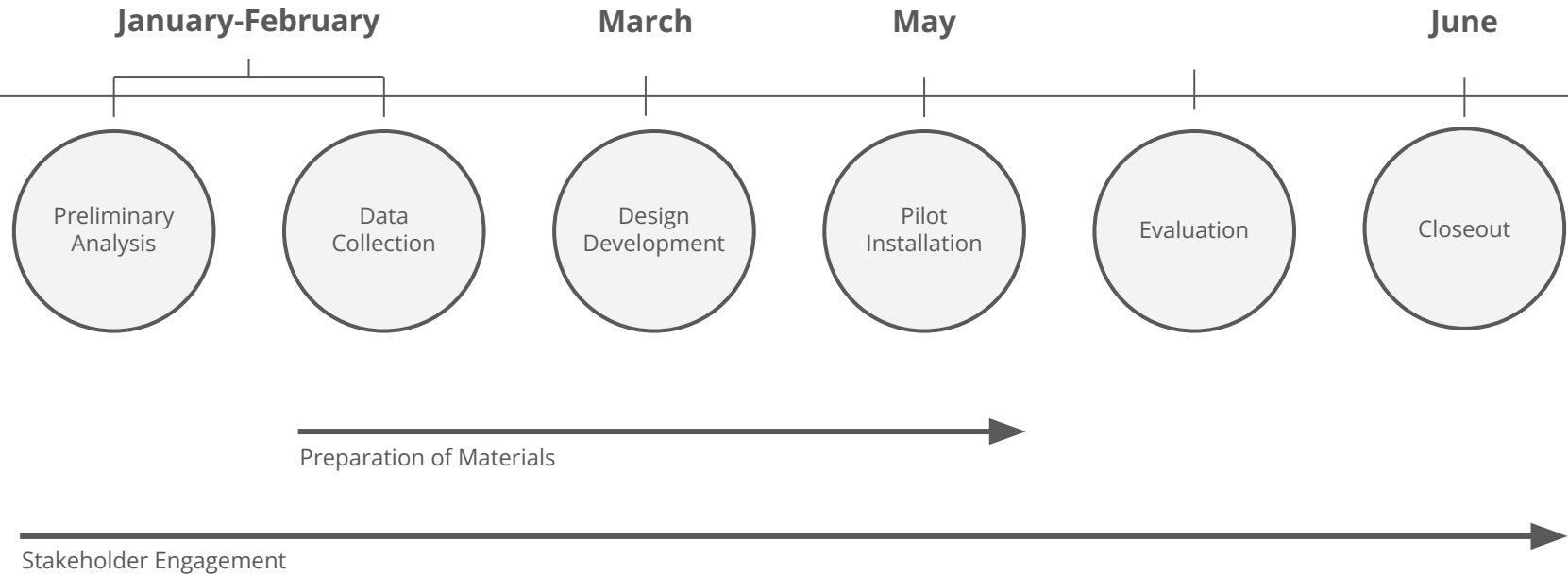
- **8 local nonprofit/community organizations**
- **6 government agencies and offices** (including the City Council and Neighborhood Board)
- **2 schools**

**150 door hangers** distributed to McCully residents living on Shared Streets

**More than 200 flyers** distributed to McCully residents and businesses

**3 presentations** delivered to the stakeholder focus group and the McCully-Moiliili Neighborhood Board

# 2021 Pilot Project Timeline



# Pilot Project Objectives

## The Shared Streets pilot project intended to:

- Provide low-stress pedestrian and bicycle routes that support walking and cycling
- Provide space for social distancing
- Connect destinations in the neighborhood
- Encourage crossings of McCully Street and King Street at traffic signals
- Reduce automobile reliance and greenhouse gas emissions





# Why the McCully neighborhood?

## The McCully neighborhood was chosen because:

- City-owned streets
- Grid network
- Partial Title VI/EJ designation
- Density of community destinations
- Location between major urban centers and corridors
- Opportunity to expand bikeway network



# McCully walks and rolls more, drives less

**35.9%**

People who commute by walking, biking, or riding transit

**49.0%**

Youth and seniors

~40-60 youth and 30 seniors would use McCully District Park daily (pre-pandemic).

~40-50 Lunalilo students would walk daily to the Boys & Girls Club after school (pre-pandemic).

**75.5%**

Households that have one or no car

Sources:

ACS 2015-2019 5-Year Estimates  
Department of Parks & Recreation  
Boys & Girls Club of Hawaii







# Shared Streets network connects priority destinations



# We piloted Shared Streets for two months

Shared Streets on Hauoli Street and Waiola Street piloted from May 1 to June 30.  
The network was extended to include Pumehana Street from June 16 to June 30.

## Installation by the Numbers

- 1.5 miles of Shared Streets implemented
- 113 cones deployed
- 34 barricades deployed
- 16 wayfinding signs deployed
- 0.5 miles of dedicated space for walking, biking, and rolling added
- 20 rounds of maintenance completed





# Here's what we learned from the pilot

**Survey & Chats with Local Residents.** Support for Shared Streets was highly mixed among residents, some loved it and some hated it. **Women and those younger than 50 were more likely to support Shared Streets** compared to their neighbors.

**Travel Behavior.** Pop-up walk/bike lanes on Hauoli and Pumehana Streets were **used by pedestrians and people using wheelchairs, walkers, strollers, bicycles, scooters, and more.** Shared Streets installation did not significantly change travel behavior on Waiola Street.

**Speeds.** **Vehicular speeds fell modestly** on both Waiola Street and Hauoli Street.



# What we heard from the community

It was such a pleasant experience to be able to cruise safely through the neighborhood and not have to feel like you needed to battle traffic on McCully which can be kind of intimidating as a casual bicyclist. Also a great way to connect to various destinations and encourages exploration.

Street is too narrow to have to share with bicycles and pedestrian. Street became too narrow to drive worrying about the walkers and bikers. Horrible idea for such a narrow street.

I ride the areas a lot. Some of the signs were down on an almost daily basis, but it's a good effort.

Speeds reduced, neighborhood feels safer to walk in. Easier to take my son out in the stroller since the lack of proper sidewalks made it hard earlier.

For the last few years, my family has noticed a big influx of speeding and cars cutting through our back streets. They do not belong in our neighborhood (lots of elderly and kids) and use our streets as a means to escape traffic that builds up on the larger streets such as Kalakaua and McCully. Many of these people don't even let us back out of our garages! These shared streets FORCE at least 90% of all the cars to SLOW DOWN. It's wonderful! Also, it gives a nice paved area for people to walk on. We feel so much more safe on our streets. THANK YOU for doing this.

I live on Paani Street next to Waiola Street. Daily between 430 am and 6 am private refuse drivers that pick up condo trash bins speed down Paani street and Waiola Street. Their trucks are very loud and wakes me up. These tow truck like vehicles have killed multiple cats. Are the police able to catch them or ticket them. The speed limit is 25 mph and they are driving 50 to 60 mph during this time. I like your signs but it hasn't stopped this particular group of drivers to slow down. Please have the police wait by 2135 Waiola street around 5 am and they will see these vehicles speeding. They don't even stop at the stop sign. I hate that [the truck drivers] have no regard for the speed limit and are killing cats because they have no respect for the law and animals.



# Community Survey Results

## ## McCully residents completed the survey

- % liked or loved the project
- 

Finalize after  
gathering all the  
survey results

Insert pie charts

# Next Steps

**McCully Shared Streets pilot demonstrated a clear desire for improvements given the lack of improved sidewalks, so we are currently:**

## **Planning to install semi-permanent “quick-build” improvements**

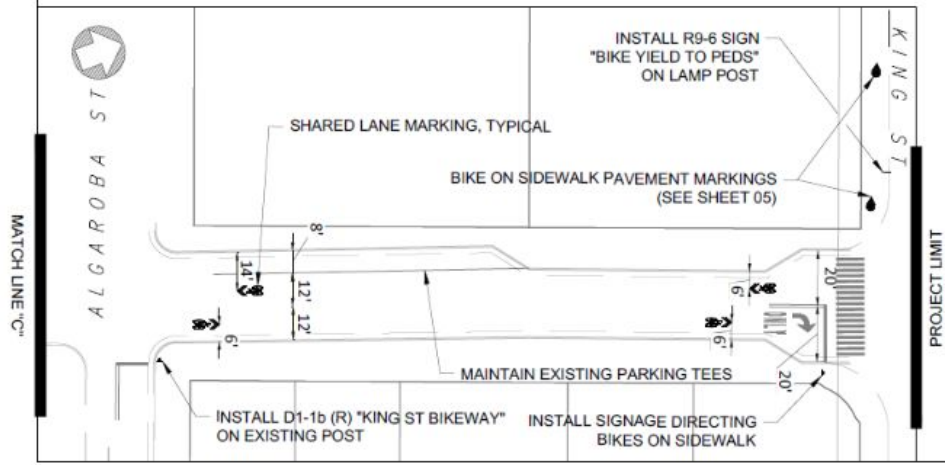
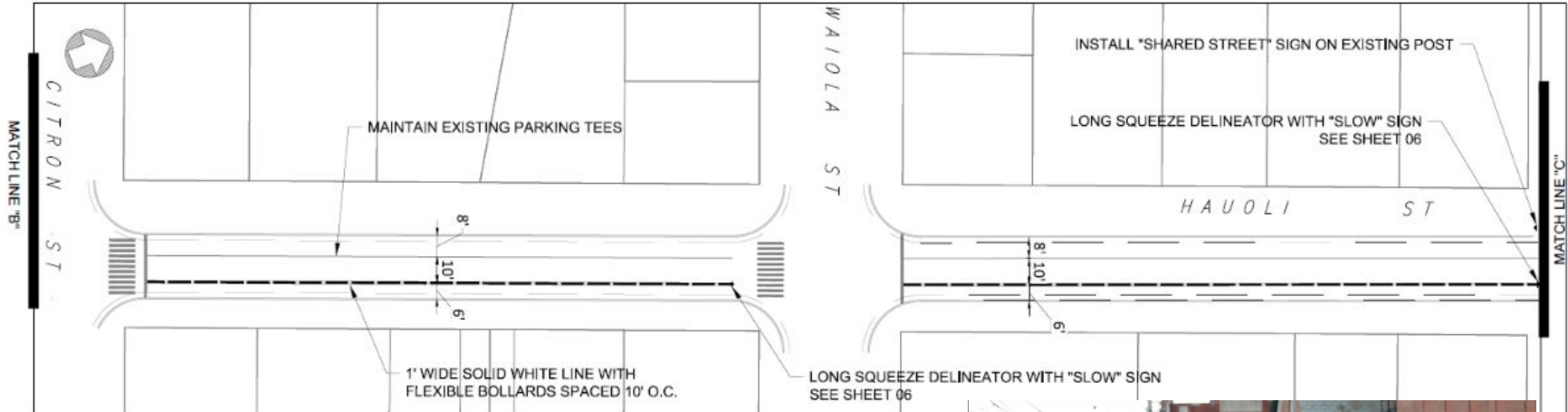
- Traffic circle at Waiola/Wiliwili Street intersection (fall 2021)
- Walk/bike lanes on Hauoli Street and Pumehana Street (2022)

## **Refining the Draft Oahu Pedestrian Plan**

- Hauoli Street and Pumehana Street are identified as Tier 2 prioritized sidewalk projects. Improvements will be coordinated with future repaving projects.



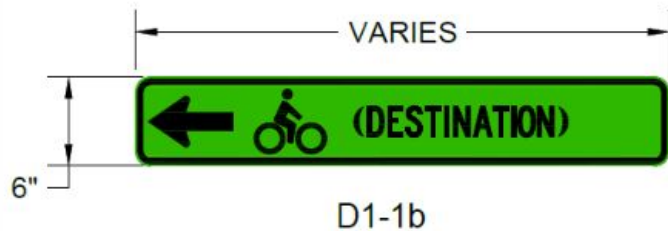




**Quick-build Protected Bike Lane Burlington, VT (Credit: Julie Campoli)**

## Sign Specifications

NOT TO SCALE

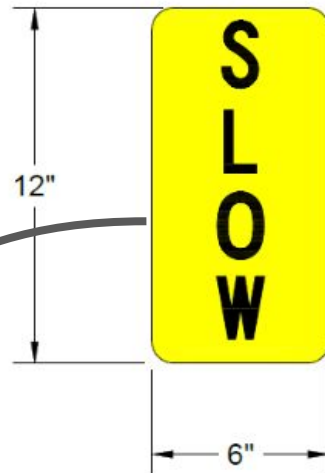


Shared Street Sign



36" (Mile Mark)

Long Squeeze Delineator



Marker Panel Sign

### Product Specifications

| Post Height       | 28"   | 36"      | 42"      | 48"      |
|-------------------|---|----------|----------|----------|
| Post Dimensions   | 28" x 6"  | 36" x 6" | 42" x 6" | 48" x 6" |
| Post Diameter     | 4" outer diameter   |          |          |          |
| Post Color        | white (standard) or yellow                                      |          |          |          |
| Marker Panel      | 6" x 14" long-squeeze (pressed flat) panel for reflective decal |          |          |          |
| Marker Decal      | bike symbol (add mile# or route # for additional cost)          |          |          |          |
| R. Sheeting Color | white (with green ink) or yellow (with black ink)               |          |          |          |
| Spring Type       | fixed, quick release or drivable post springs available*        |          |          |          |
| Compatible Bases  | compatible with all Impact Traffic bases*                       |          |          |          |

\*Base and base mounting hardware is sold separately. Post spring type must be specified at time of order.



# Connect with us

## Contacts

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## Links

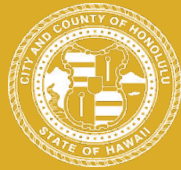
Website: [www.honolulu.gov/completestreets](http://www.honolulu.gov/completestreets)

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**Mahalo**



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