



Honolulu

COMPLETE STREETS

PENSACOLA STREET



Neighborhood Board #11
August 23, 2022

PROJECT LOCATION



Pensacola Street

- Segment 1: From Waimanu Street to Kapiolani Boulevard
- Segment 2: From Kapiolani Boulevard to South King Street

PROJECT PURPOSE

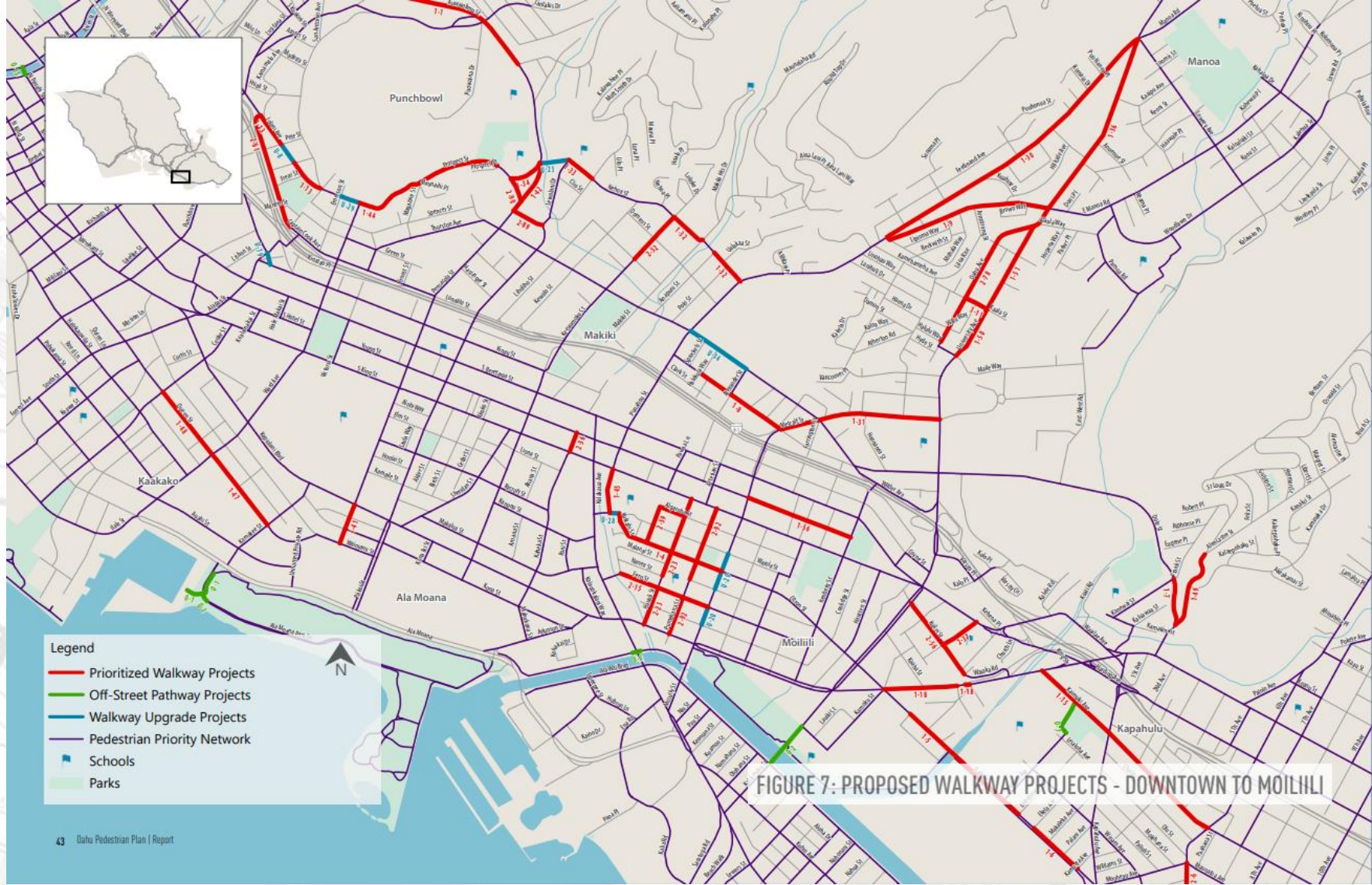
- Improve safety and comfort for people walking, biking, taking transit, and driving
- Maintain and enhance pedestrian crossings
- Complete critical missing sidewalks
- Complete critical missing bikeways



BACKGROUND

Oahu Pedestrian Plan

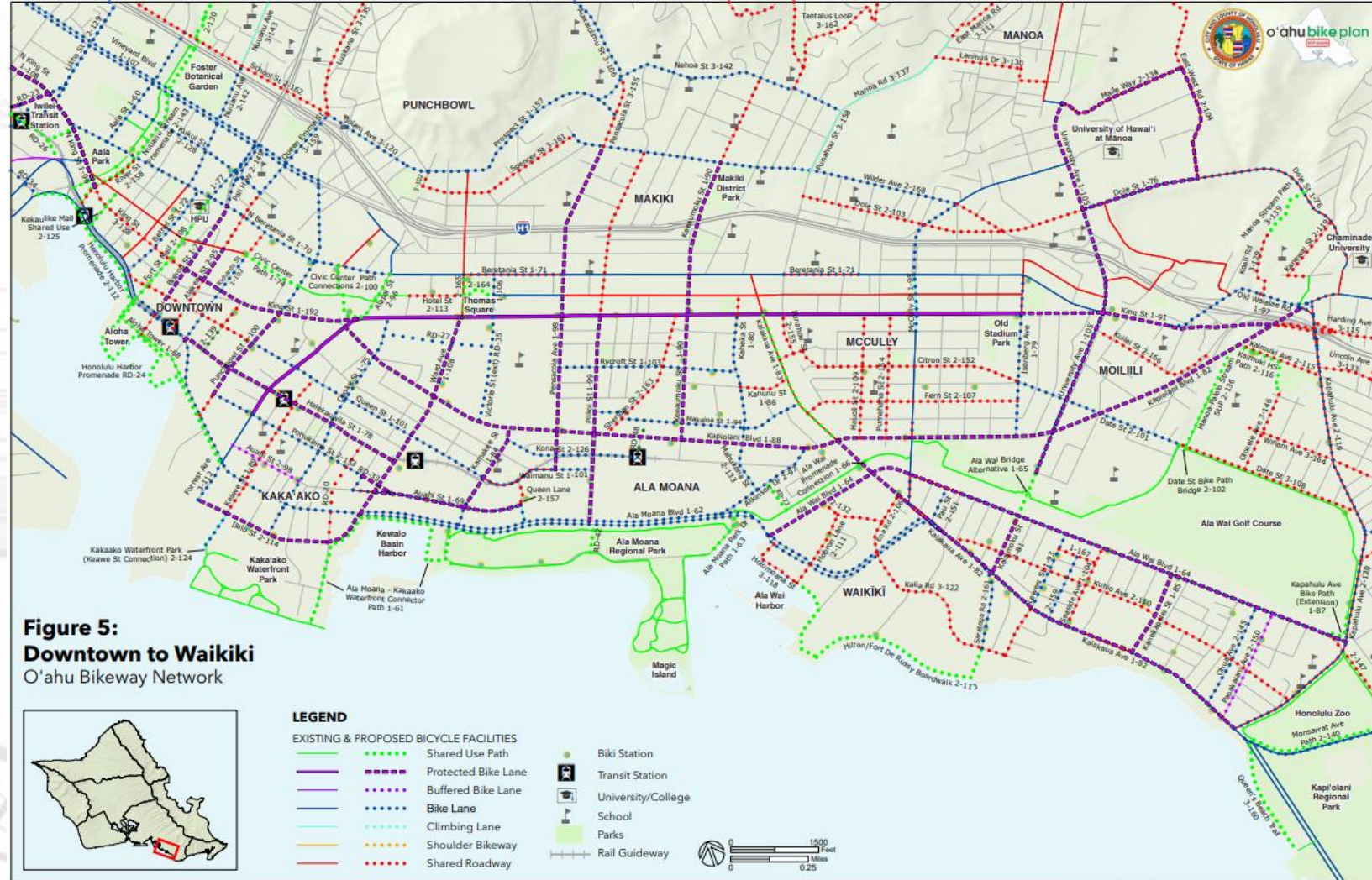
- Tier 1 Priority
Missing Walkway



BACKGROUND

Oahu Bike Plan

- Priority 1 Protected Bike Lane

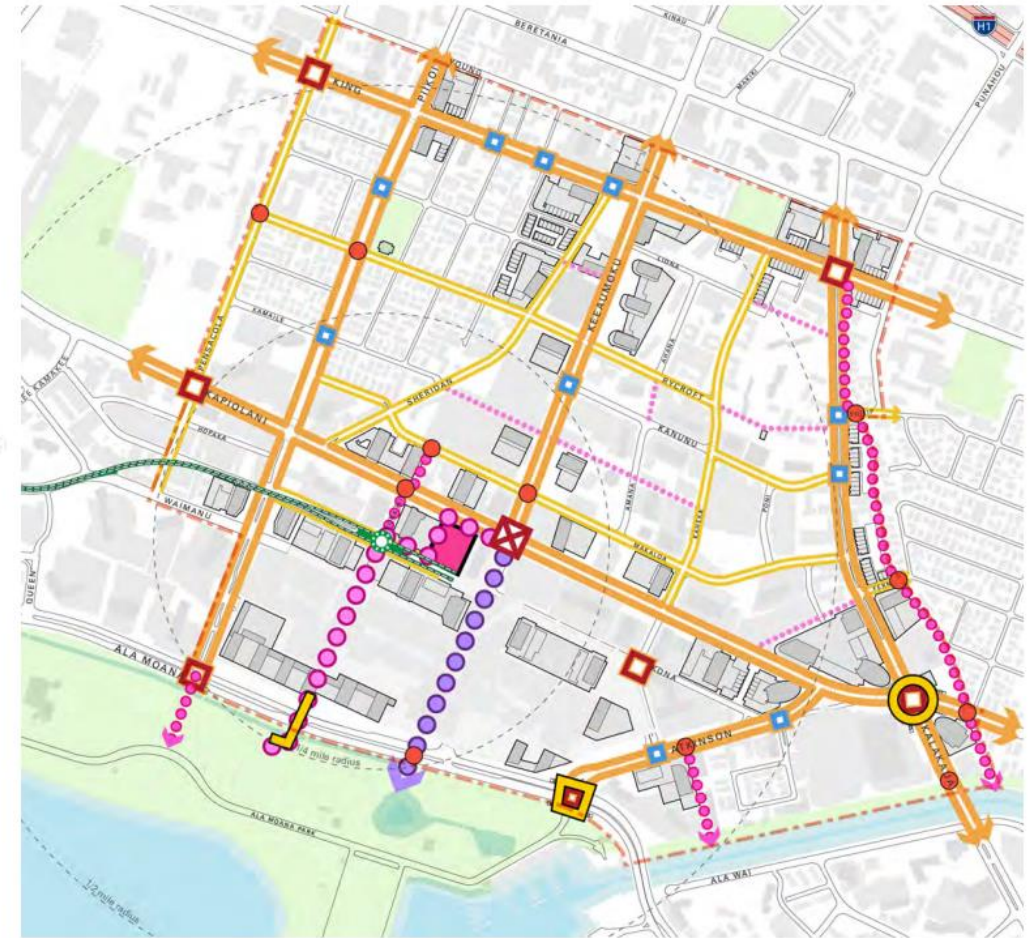
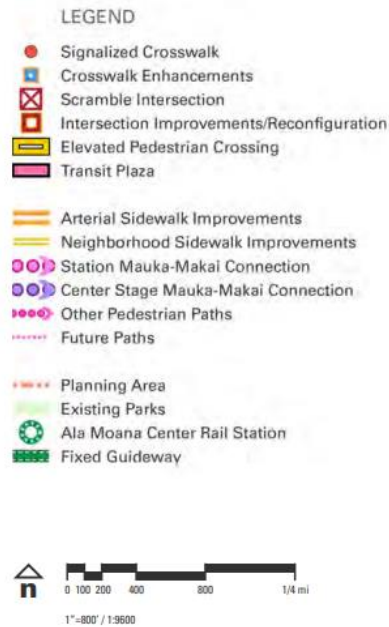


BACKGROUND

Ala Moana Neighborhood Transit-Oriented Development Plan

- Sidewalk improvements
- Intersection improvements
- Protected bike lane

FIGURE 3-11: PROPOSED PEDESTRIAN IMPROVEMENTS

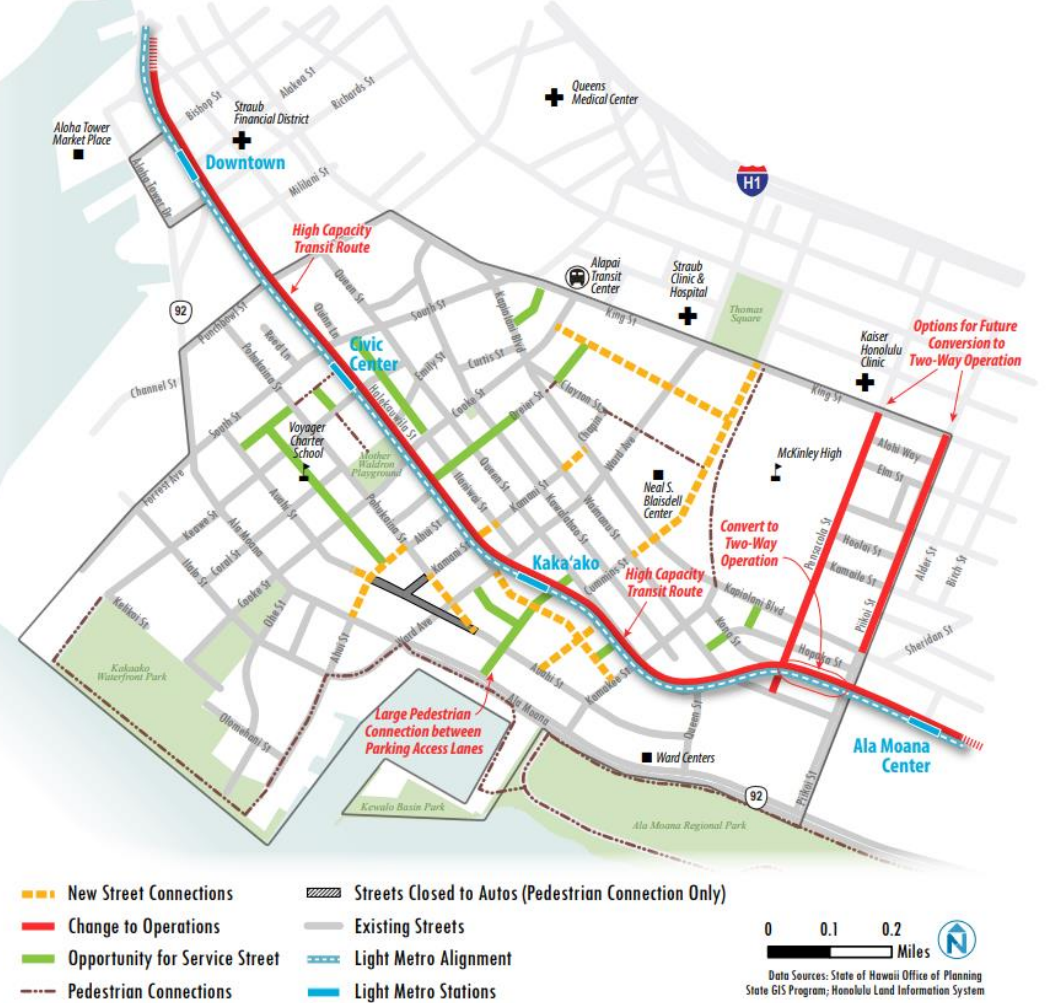


BACKGROUND

Kakaako Community Development District TOD Overlay Plan

- Primary Pedestrian Priority Street
- Primary Cycling Priority Street
- Change to 2-way traffic

Figure 5-9 Current KCDD Street Grid and Potential Future Connections



BACKGROUND

Urban Core Complete Streets Project

- Extensive planning process: data collection, analysis, and community outreach
- Resulted in new two-way bikeway from Wilder Avenue to Kapiolani Boulevard implemented in 2020
- Prepared high-level plans for improved walkways

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URBAN CORE:
Ward Avenue &
Pensacola Street

Community Meeting
Explore and comment on proposed protected bikeways
for **Ward Avenue** and **Pensacola Street!**

We need *Your* input !
Thursday, March 22
6:00pm
Neal S. Blaisdell Center
Pikake Room
777 Ward Ave

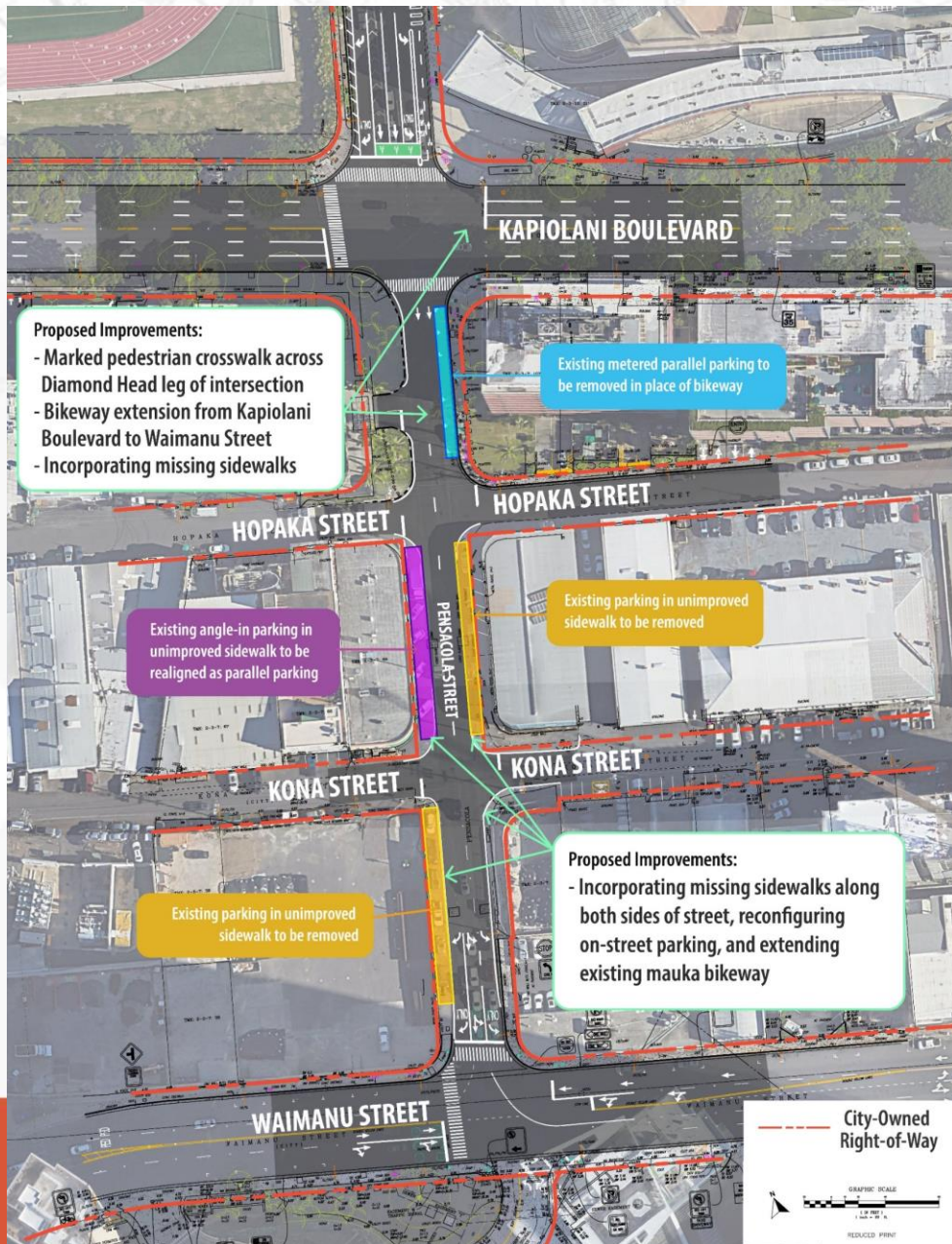
Rendering of Ward Avenue
at Neal Blaisdell Center

Rendering of Pensacola Street
at Rycroft Street

www.honolulu.gov/completestreets
Email | csayers@honolulu.gov

If you require special accommodations to attend this event, please
contact us at (808) 628-5861 or mwhite@ssfm.com at least three (3)
days prior to the event.

THE PROJECT



Proposed Improvements

Segment 1: Waimanu Street to Kapiolani Blvd

- Complete missing sidewalks
- Extend protected bikeway to Waimanu Street
- Add missing crosswalk on the Diamond Head side of the intersection with Kapiolani Boulevard
- Add missing crosswalk on the Diamond Head side of the intersection with Waimanu Street

SEGMENT 1: WAIMANU ST TO KAPIOLANI BLVD



Interim Design

- Create a continuous protected pedestrian pathway
- Reconfigure existing shoulder and parking between Kapiolani Blvd-Waimanu St
- Reconfigure existing lanes at Kapiolani Blvd approach to provide a share left/thru lane
- Extend makai-bound bike lane

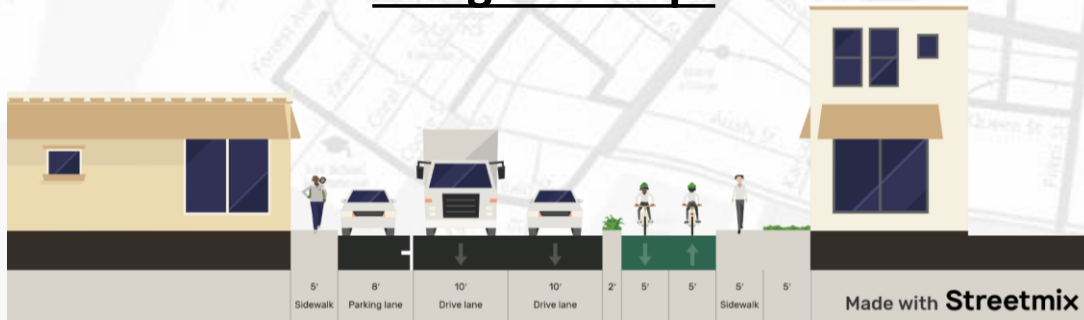
SEGMENT 1: WAIMANU ST TO KAPIOLANI BLVD

Existing Configuration



[Hopaka Street to Kona Street (50' ROW)]

Design Concept



Full-Build Design

- Construct missing sidewalks
- Reconfigure on-street parking
- Extend the existing two-way protected bikeway across Kapiolani Boulevard to Waimanu Street
- Add missing crosswalk at Kapiolani Boulevard



SEGMENT 1: WAIMANU ST TO KAPIOLANI BLVD



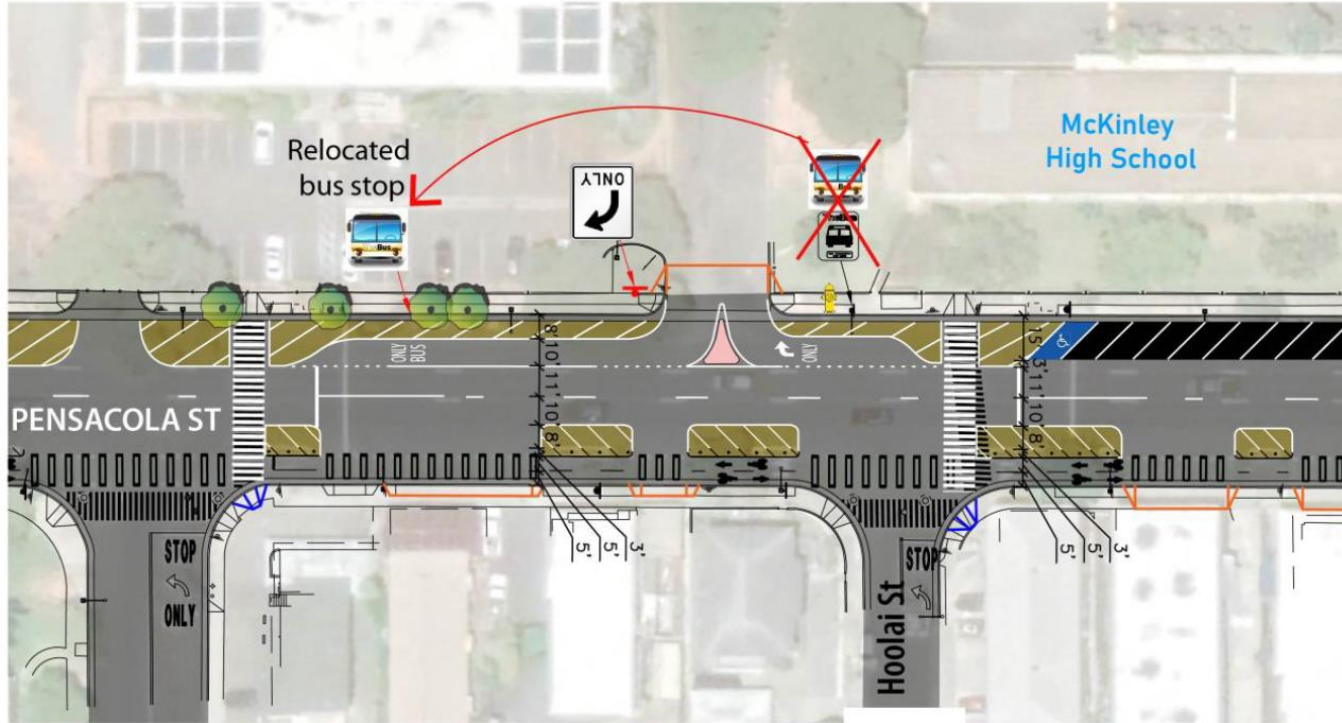
THE PROJECT



Improvements

- Segment 2: Kapiolani Blvd to South King Street
 - Pedestrian crosswalk upgrades to improve safety and maintain marked crossings
 - Lane reconfiguration to reduce speeding and improve safety
 - Parking configuration changes to retain inventory

SEGMENT 2: KAPIOLANI BLVD TO SOUTH KING ST



LEGEND

| | | | | | | | |
|--|------------------------------------|--|------------------------------------|--|---|--|--|
| | Existing Driveway | | Existing Fire Hydrant | | Existing Bus Stop | | |
| | Existing Pavement Markings (Black) | | Existing Bike Crossing | | Existing Pedestrian Crossing | | Existing Tree |
| | Proposed Curb Ramp | | Proposed Pedestrian Crossing | | Relocated Bus Stop | | |
| | Proposed Pavement Markings (White) | | Proposed Reverse-in Angled Parking | | Proposed Marked Parallel Parking ADA Stall (blue) | | Proposed Physical Buffer (Material To Be Determined) |

- Reduce Pensacola Street to two lanes between King St and Kamaile St
- Pensacola St is currently significantly overbuilt. Reducing to 2 lanes will significantly improve safety at the pedestrian crossings and control speeding.
- Maintains vehicular operations at Level of Service A
- Extra space allows for angled parking

Left-Side Bikeway

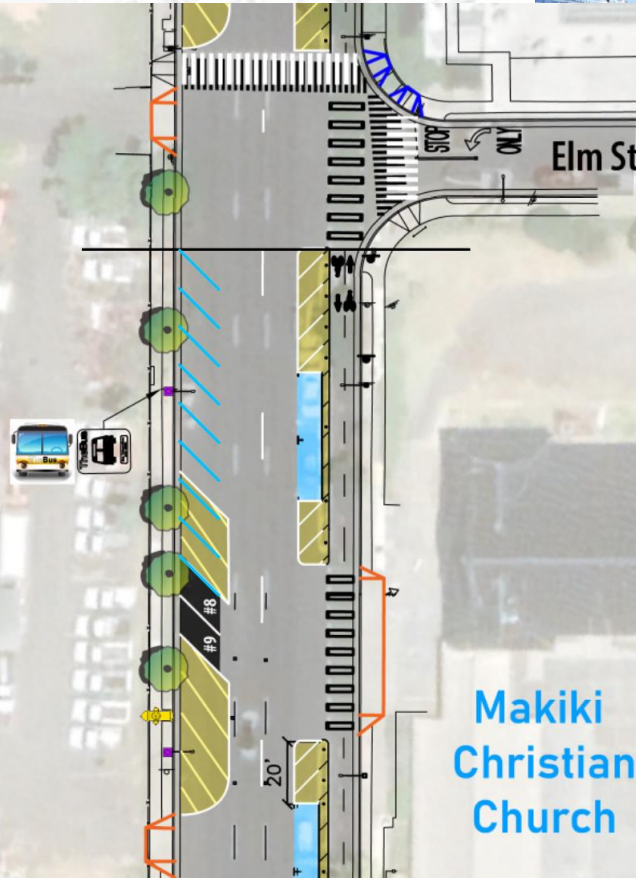


- Avoids bus stop conflicts
- Significantly less vehicle turning conflicts along bikeway length
 - Avoids major right-turn movements at Lunalilo St, Beretania St and McKinley HS
 - Protected signal phase at King St separates bikes/ped from major left-turn movement
- Provides facility continuity
- Follows basic rules of traffic operations with contraflow bicyclists to the left
- Consistent with other 2-way bikeways
- No reported crashes on bikeway to date

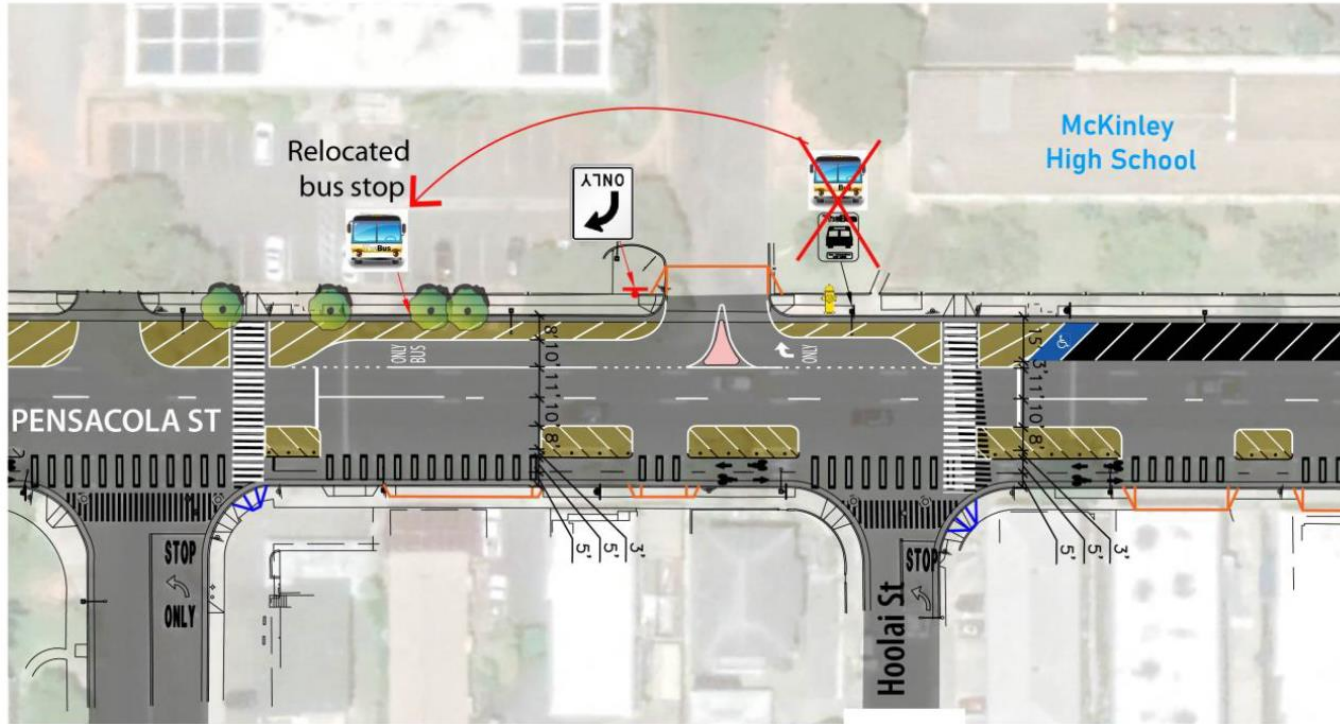


Pensacola St opposite Elm St Bus Stop Removal

- Very low use bus stop
- ~400' from previous stop and ~800' from next stop
- Removal will improve bus efficiency with minimal rider impact
- Allows for 8 additional parking spaces
- **Under consideration – DTS will conduct a rider survey to consider input before proceeding*



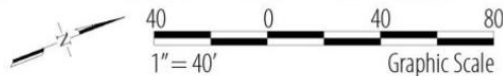
McKinley High School Driveway Area Adjustments



- Shift bus stop slightly makai to avoid conflicts with crosswalk and McKinley High School driveway
- Provide turn and merge lane for McKinley High School driveway to accommodate school traffic

LEGEND

| | | |
|---|--|------------------------------|
| Existing Driveway | Existing Fire Hydrant | Existing Bus Stop |
| Existing Pavement Markings (Black) | Existing Bike Crossing | Existing Pedestrian Crossing |
| Existing Tree | Proposed Curb Ramp | Proposed Pedestrian Crossing |
| Proposed Pavement Markings (White) | Proposed Reverse-in Angled Parking | Relocated Bus Stop |
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Back-In Angle Parking



Ulune Street (Aiea)



- Better view of oncoming traffic for exiting drivers
- Better spacing and locations for ADA stalls
- Easier to park than parallel parking
- New City standard for angle parking
- Will be accompanied with explanatory signage and education

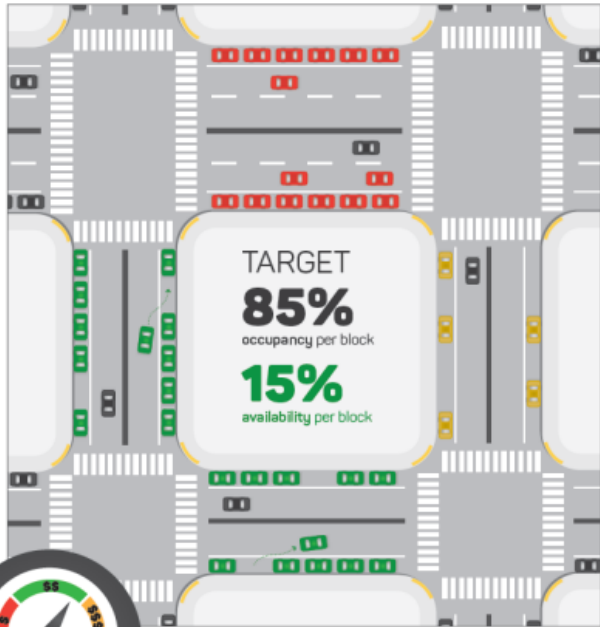
Metered (Paid) Parking



Existing Conditions

- Occupancy is very high and turnover is very low = few people are parking and parking is hard to find
- Long-term vehicle storage – 50% of vehicles didn't move during the full-day parking study
- Frequent illegal parking impacts crosswalks, bus stops, and driveways

Metered (Paid) Parking



PROGRESSIVE PARKING

If block/lot is too full, **increase the price**

If block/lot is too empty, **lower the price**

If block/lot is just right, **keep the same price**



LOWER PRICE

NO CHANGE

RAISE PRICE

Metering to better manage parking

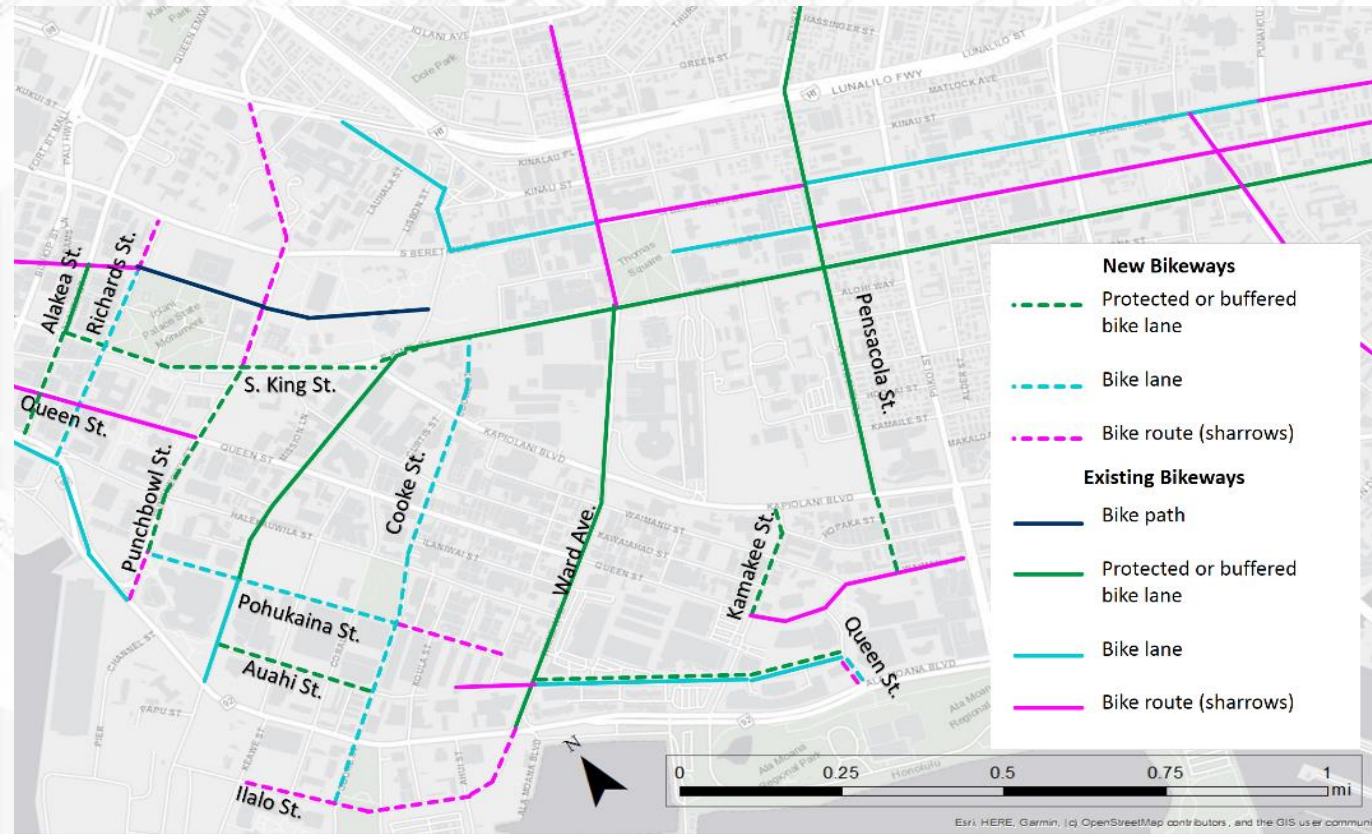
- Increase parking turnover and availability
- Increase availability of free overnight parking for residents when the parking restriction ends
- Prevents long-term vehicle storage
- Increased availability of legal parking will reduce instances of illegal parking

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Other Project Updates – Upcoming Bike/Ped Improvements

- Pedestrian crossing improvements including new curb ramps to address ADA
- New bikeways including protected bike lanes, bike lanes, and sharrows
- Cooke St, Punchbowl St, Auahi St, Pohukaina St, Ilalo St, Kamakee St, Kakaako rehabilitation of streets projects starting soon
- Downtown rehabilitation of streets projects 2023



Other Project Updates – Kuhio Ave Bus Lanes



- King St bus-only lane improved bus travel times by 20-30%
- Designing transit-priority lanes on Kuhio Ave from Olohana St to Kapahulu Ave
- Goal to make transit more reliable, affordable, and convenient for residents, employees, and visitors.
- Use of the curb lanes will be limited to City buses, private bus carriers, bicyclists, and right-turning vehicles
- Installation of signage and red pavement markings is anticipated in late 2023



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QUESTIONS?

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