



# PROGRESS REPORT

Fiscal Year 2020

December 2020

Prepared for:  
City Council  
City and County of Honolulu

Prepared by:  
Department of Transportation Services  
Department of Design and Construction  
Department of Facility Maintenance  
Department of Planning and Permitting





# Honolulu COMPLETE STREETS

## Annual Progress Report for Fiscal Year 2020



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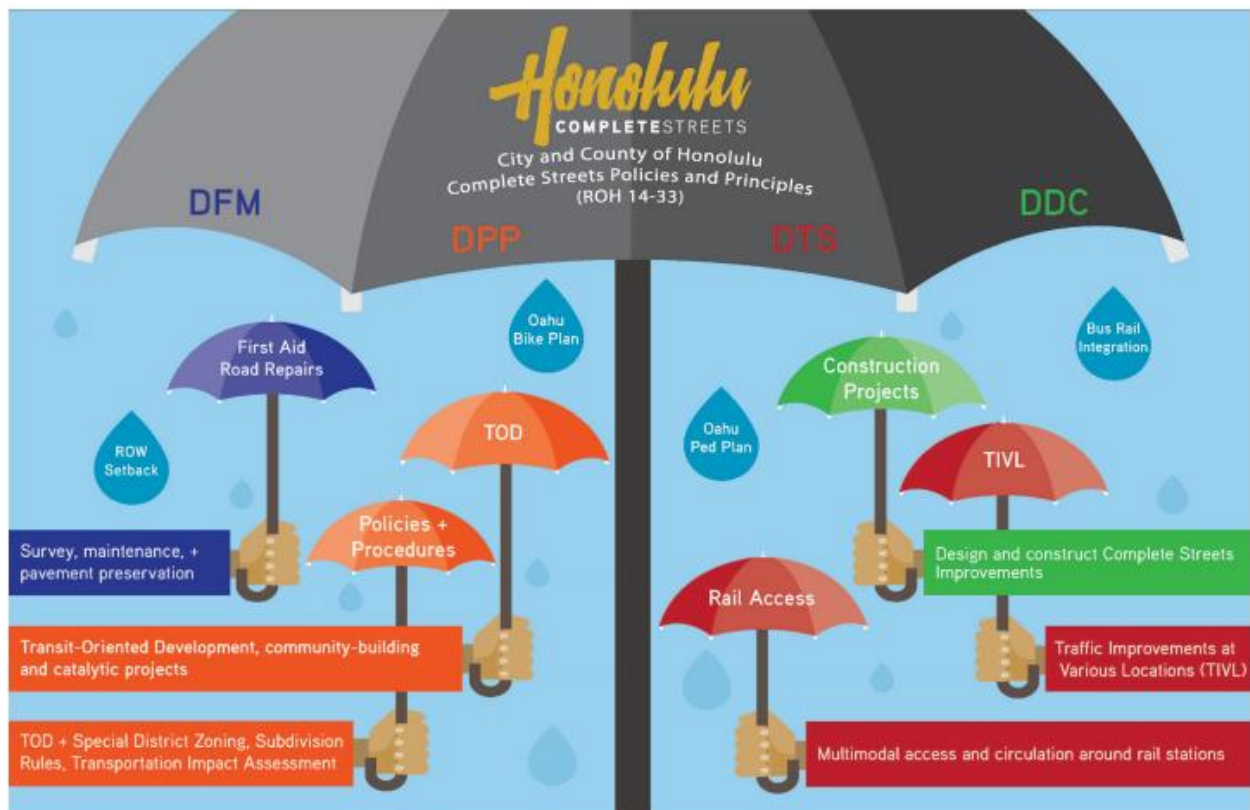
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## Background and Purpose

This progress report provides information on the City and County of Honolulu's (City) Complete Streets activities during Fiscal Year 2020 (July 1, 2019, through June 30, 2020), including pedestrian safety improvements, transit enhancements, traffic calming projects, and bike facility installation. The last section in this report highlights educational efforts led by the City and County of Honolulu to advance the safety of all roadway users. The implementation of Complete Streets is a combined effort of the Departments of Design and Construction, Facility Maintenance, Planning and Permitting, and Transportation Services. The Department of Parks and Recreation Division of Urban Forestry also plays a critical role in the implementation of Complete Streets on Oahu.



*The Honolulu Complete Streets program requires close collaboration between a number of City departments on a wide range of projects and programs.*

# Contents

- What are “Complete Streets”?..... 1
- City Policies..... 2
  - Complete Streets Ordinance ..... 2
  - Complete Streets Checklist ..... 2
  - Transportation Impact Assessment Reports..... 2
  - Complete Streets Design Manual ..... 3
  - Land Use Ordinance Update: Parking ..... 3
  - Advancing the Mayor’s Commitment to Tree Canopy..... 4
- Related Planning Efforts ..... 5
  - Oahu Pedestrian Plan..... 5
  - Oahu Bike Plan..... 7
  - TOD Wayfinding Master Plan ..... 8
  - Storm Water Management..... 8
  - American Cities Climate Challenge..... 9
- City Projects..... 10
  - Curb Ramp Improvements // complete ..... 10
  - ADA Bus Stop Improvements // complete ..... 10
  - Kalakaua Barnes Dance // complete ..... 10
  - Diamond Head Road Bike Lane Extension // complete..... 11
  - McCully Street Bike Lane Extension // complete ..... 11
  - North King Street Pedestrian Crossing Improvements // complete ..... 11
  - South King at Alapai Street Bike Improvements // complete ..... 12
  - South King Street Tree Beautification Project // complete..... 12
  - Kalihi Quick Build // complete ..... 13
  - Hiapo Street Roundabout // complete ..... 13
  - Waipahu Transit Center Multimodal Access Improvements // complete ..... 14
  - Waikiki Sidewalk Improvements: Phase 2 // in construction..... 15
  - Pensacola Street // in construction..... 16
  - Chinatown / Downtown // in construction ..... 17
  - Village Park // in construction ..... 17

Ward Avenue // contracted for construction .....	18
Kakaako Bikeway Improvements // final design .....	19
King Street Bus-Only Lane Project: Phase 1 // final design .....	20
Salt Lake Boulevard // final design .....	20
East Kapolei Rail Station Multimodal Access Improvements // final design .....	22
Kamehameha Highway (Haleiwa) Improvements // design .....	22
Waialae Avenue Street Tree Beautification Project // design .....	23
Kekaulike Mall and Kekaulike Street Improvements // design .....	23
Nuuanu Avenue // design .....	24
Pearl Harbor Bike Path Improvements // design .....	24
Oneawa Street Tree Beautification Project // design .....	24
Kalaheo Avenue/Kailua Road Intersection // design .....	25
Goodale Avenue Multi-Use Path // design .....	25
Ala Wai Bridge // planning .....	26
Ala Wai Boulevard // planning .....	27
University Avenue / McCully / Metcalf Complete Streets // planning .....	28
Kaneohe Complete Streets // planning .....	28
Kalihi Complete Streets // planning .....	29
Kapalama Canal // planning .....	30
Pearl City Complete Streets // planning .....	30
Pearlridge Bus Transfer Center and Plaza // planning .....	31
Kailua Complete Streets // planning .....	31
Farrington Highway // planning .....	32
Other Projects .....	33
Sky Ala Moana // in construction .....	33
Hoopili // in construction .....	33
1500 Kapiolani // final design .....	33
Prospect Street Quick Build // design .....	34
California Avenue Quick Build // design .....	35
Papipi Road Quick Build // design .....	35
Education and Encouragement .....	36

Staff Training.....36

Kalakaua Open Street Sundays.....36

Safe Routes to School Program .....37

Pedestrian Program.....37

Bike Education Program.....38



# What are “Complete Streets”?



Complete Streets are streets that work for all of us. Many of our streets were planned and designed to move vehicles quickly and efficiently, lacking pleasant sidewalks, safe crossings, low-stress bike lanes, comfortable bus stops, and quick bus services. Planning for Complete Streets focuses on designing streets that move people and improve safety, balancing the needs of all road users. Complete Streets support healthy and sustainable communities by increasing pedestrian and bicycle safety, promoting physical activity, reducing vehicle emissions, and beautifying neighborhoods.

The City and County of Honolulu passed its Complete Streets Ordinance (Ordinance 12-15) in 2012. In 2016, the City published the Honolulu Complete Streets Design Manual to provide a toolbox for helping Honolulu’s streets meet the transportation needs of everyone, whether traveling by car, bike, bus, rail, or foot. The City is implementing Complete Streets by updating policies, adopting guidelines, and applying these principles when improving infrastructure. City staff evaluate and incorporate Complete Streets features in repaving and other roadway projects.

This document is an annual report to the City Council of progress towards achieving the goals of the Complete Streets law and making Oahu a safer place for people walking, biking, and accessing transit.

## City Policies

The concept of Complete Streets is not new to Honolulu. In the 1920s, streets in the Downtown core of Honolulu were shared by people walking, driving, and riding streetcars, with buildings serving a mix of users at a comfortable human scale. For many decades since, however, land and infrastructure development has occurred in a more vehicle-centric orientation. This design approach was officially called into question in 2012 with adoption of the City's Complete Streets ordinance

### Complete Streets Ordinance

The Honolulu Complete Streets ordinance identifies the following objectives for Complete Streets on Oahu:

1. Improve safety;
2. Apply a context sensitive solutions;
3. Protect and promote accessibility and mobility for all;
4. Balance the needs and comfort of all modes and users;
5. Encourage consistent use of national industry best practice guidelines to select complete streets design elements;
6. Improve energy efficiency in travel and mitigate vehicle emissions by providing non-motorized transportation options;
7. Encourage opportunities for physical activity and recognize the health benefits of an active lifestyle;
8. Recognize complete streets as a long-term investment that can save money over time;
9. Build partnerships with stakeholders and organizations statewide;
10. Incorporate trees and landscaping as integral components of complete streets.

### Complete Streets Checklist

The Complete Streets Checklist is a tool to collect data on roadway projects with the goal of identifying elements that can be incorporated to support the transportation needs of all roadway users. The Complete Streets Core Team is restructuring the checklist to be used earlier in project development to maximize Complete Streets opportunities and implement the Pedestrian Priority Network in the new Oahu Pedestrian Plan.

### Transportation Impact Assessment Reports

The City has published its Transportation Impact Assessment (TIA) Guide, which provides a consistent and straightforward approach to evaluating the impacts of proposed City transportation projects. The TIA will assist City staff with implementing the Complete Streets Ordinance using a multimodal framework. The TIA scores a project based on all modes of transportation, including vehicles, pedestrians, bicyclists, and transit users, and recommends strategies to correct deficient scores. More information on the City's TIA guide can be found here <http://www.honolulu.gov/completestreets/guidance.html>.

## Complete Streets Design Manual



Location: South Street Protected Bike Lane

In 2016, the Honolulu Complete Streets Design Manual was published, setting forth modern roadway guidelines specific to Honolulu. This manual guides transportation planners, designers, and developers through providing multimodal solutions designed to accommodate all users of the City's transportation infrastructure - pedestrians, bicyclists, transit riders, and drivers. With specific guidelines on street types, travel ways, intersections, pedestrian crossings, bicycle facilities, and pedestrian zones, the Manual advanced Complete Streets implementation within

the City and County of Honolulu. The Manual recommends multi-modal design solutions to increase mobility, improve road safety, and create sustainable communities.

Revisions to Chapters 5 and 6 of the Manual are underway, with Chapter 5 to include update design guidelines on where to mark stop-controlled pedestrian crosswalks (e.g., presence of a multi-use path, school zone, frequent transit route, Transit-Oriented Development Key Street, and vehicular traffic volumes) instead of a primarily pedestrian count-based approach. Chapter 6 will add specificity to identifying appropriate locations for use of green pavement and the type of green pavement treatments for bicycle facilities.

## Land Use Ordinance Update: Parking



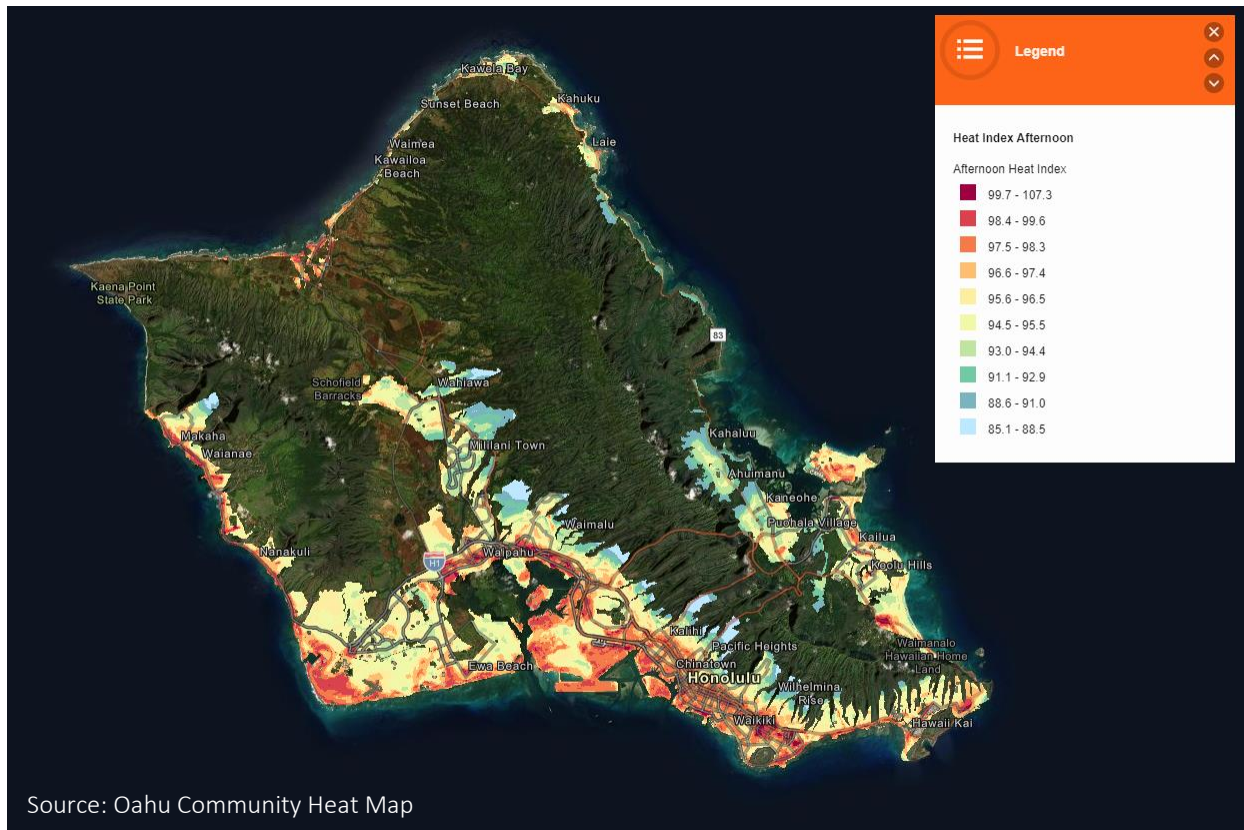
Source: Cory Lum, Honolulu Civil Beat

Following the completion of a summary of stakeholder engagement and a draft model ordinance, the Department of Planning and Permitting continued to engage with local community members and stakeholders. The draft ordinance and staff report were revised to reflect this additional outreach and research and to better respond to Honolulu's specific needs and goals.

The community outreach process was benefited by additional research from the Department of Transportation Services and Ulupono Initiative. The final draft report and bill were presented and discussed with community members on November 6, 2019.

The Planning Commission recommended approval of the bill in December 2019. The bill was then transmitted to the Honolulu City Council in January 2020.

## Advancing the Mayor's Commitment to Tree Canopy



In an effort to mitigate the heat island effect on Oahu and to provide shade for people walking and biking, Complete Streets projects work to integrate street trees into the City right-of-way. Canopy cover, or the amount of leaf surface area, drives the benefit of an urban forest. Honolulu lags behind other cities with an urban canopy cover of less than 25%. Mayor's Directive 20-14 recognizes this and details City actions to address increasing temperatures and the urban tree canopy. Recognizing a clear and present need for more trees, City agencies continue effort toward two tree goals; 1) counting newly planted trees towards a goal of planting 100,000 trees by 2025 across Oahu and 2) increasing the canopy cover in urban areas to 35% by the year 2035. Both targets will be difficult to achieve without incorporating street trees as described in the Complete Streets ordinance. The Kaneohe and Pearl City Complete Streets projects identify opportunities to improve streetscapes through the addition of trees.

In August 2019, the Office of Climate Change, Sustainability and Resiliency partnered with the National Oceanic and Atmospheric Administration's Climate Program Office, and coordinated with City staff and volunteers to collect heat and humidity data across Oahu's neighborhoods for the City's first island-wide Community Heat Assessment and heat index map ([bit.ly/oahuheatmap](https://bit.ly/oahuheatmap)). The results from the preliminary community heat assessment report indicate the necessity for an increased urban tree canopy as neighborhoods such as Kalihi, Kaneohe, and Pearl City mapped heat indices higher than 100 degrees Fahrenheit. The integration of trees into Complete Street corridor projects such as Kalihi and Pearl City is vital toward improving pedestrian mobility and comfort while making communities healthier and more resilient.

## Related Planning Efforts

### Oahu Pedestrian Plan

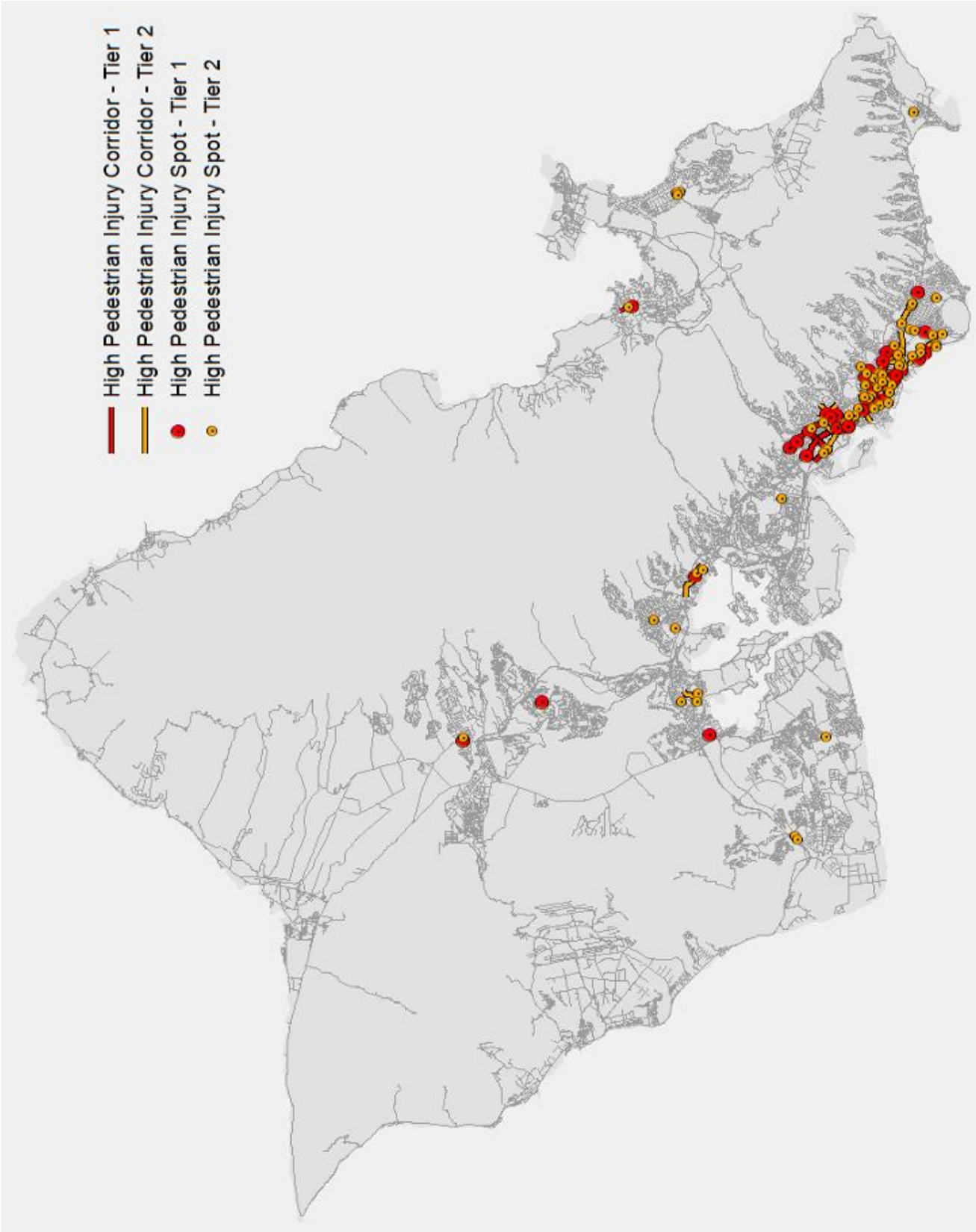


The Oahu Pedestrian Plan is a long-term action plan to create vibrant, safe, and accessible streets to enable people of all ages and abilities to get around safely and comfortably by walking. The objective of the Plan is to define the City and County of Honolulu’s actions to make our street network more walkable, supporting healthy and

livable communities. As of the end of Fiscal Year 2020, many of the key components of the Plan were complete or significantly underway.

The pedestrian infrastructure needs of the entire City and County of Honolulu roadway system are overwhelming—the cost to provide just missing sidewalks is well over \$2 billion. In order to target limited resources and expend public funds efficiently, the City will use the Pedestrian Priority Network as the basis for identifying where pedestrian infrastructure improvements are most needed. The Pedestrian Priority Network is the network of City and County of Honolulu streets that provide important pedestrian connections to transit, schools, employment and commercial centers, and other major destinations. A round of public input was conducted on the Draft Pedestrian Priority Network starting in June 2020, and a total of 809 online, email, and phone comments were received. Achieving the City’s Vision Zero target on eliminating pedestrian fatalities is a core goal of the plan. The Plan identifies High Pedestrian Injury Locations — 38 corridors and 107 intersections/ crossings — that account for a high portion of the pedestrian injuries and fatalities and must be addressed to improve safety for pedestrians. An island-wide map of the High Pedestrian Injury Locations can be found on the next page of this report.





Oahu Pedestrian Plan - High Pedestrian Injury Map

## Oahu Bike Plan

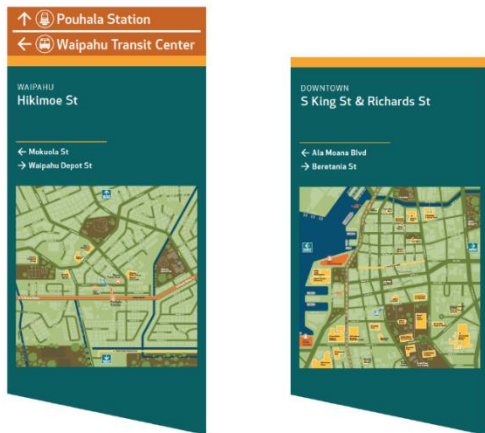


The Oahu Bike Plan identifies a future network of low-stress bicycle facilities like those that have become increasingly common in cities across the United States, including Honolulu. Providing these facilities helps aid in the growth of bicycling as a safe, convenient, accessible, affordable, and healthy transportation option.

Community members informed the current Oahu Bike Plan update through a variety of engagement efforts, including community workshops, stakeholder meetings, crowdsourcing web maps, and web surveys. Following the release of the draft update of the Oahu Bike Plan in May 2018, the City conducted additional public engagement in late 2019. The final Oahu Bike Plan update was sent to the Honolulu City Council for approval in December 2019.



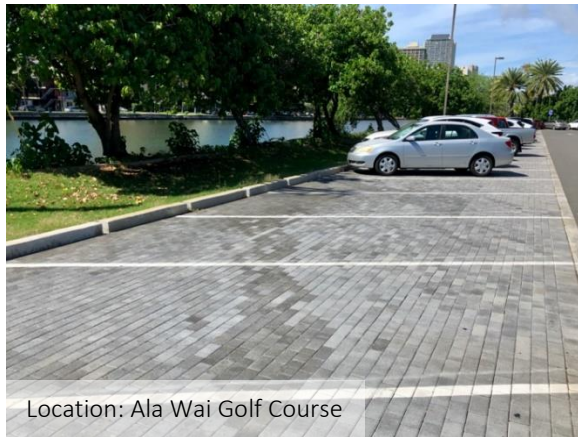
## TOD Wayfinding Master Plan



The TOD Wayfinding Master Plan (Phase 1) was completed in the summer of 2019. Under the Master Plan, a recommendation was made to implement a set of wayfinding tools before rail opening, including Information Hubs at and near stations, pedestrian signage, vehicular signage, and digital tools. Wayfinding will be a critical component of navigating the neighborhoods along the rail corridor. A successful wayfinding program provides clear and consistent information in key locations, helping people understand and navigate their environment.

In fall 2019, Phase 2 work began on the Schematic Design and Design Development of pedestrian signage and neighborhood maps. Design Documentation and Design Graphics Standards are expected to be developed by the end of 2020. Completion of these items will allow for the fabrication and installation of the wayfinding signage. A separate and complementary project for a digital wayfinding app to support bus and rail ridership began in the fall of 2020.

## Storm Water Management



The Storm Water Quality (SWQ) Division recently underwent a re-organization in FY20 that effectively elevated the branch to Division status. SWQ also has been moving forward with the initial steps of establishing a Storm Water Utility in Honolulu that would include a dedicated fee structure for storm water management purposes. The Storm Water Utility Study is still ongoing, and near-term plans are underway to explore developing an Island-Wide Green Infrastructure Plan and Overall Storm Water Master Plan as part of the study to inform future

Complete Streets projects. SWQ is also working on revising the City's Department of Public Works Standard Details and Specifications as it affects new development within the right of way. Included with the revisions will be further specific traffic details, accessibility updates and a new section devoted to green storm water infrastructure.

Upcoming projects incorporating green storm water infrastructure elements include a School Street Trash Reduction Best Management Practices Improvement Project, the Sheridan Street Bioretention Project, the South Street Bicycle Lane Re-pavement Improvement Project, Salt Lake Debris Basins Project and the Niu Valley Nutrient Separating Baffle Box Project



## American Cities Climate Challenge



The City and County of Honolulu continues to be an active participant and recipient of in-kind support through the Bloomberg Philanthropies American Cities Climate Challenge, along with 24 other large U.S. cities. The City has received in-kind support from more than 12 national and local partners to advance key energy and transportation-related actions that the City had identified as short-term priorities to reduce emissions.

Projects supported in 2020 include newly-adopted energy codes guiding the construction of new buildings, a new bike lane on Pensacola Avenue, the completion of a marketing strategy for the Holo card, staff training on pedestrian safety, and research of best practices around parking management. With support from the Climate Challenge, the Complete Streets team has also completed design and procurement of a bus-only lane on King Street through Downtown to improve bus safety and efficiency.

## City Projects

The City added 50 accessible curb ramps and 0.5 miles of bikeways in FY20. 7.3 miles of protected or buffered bike lanes and an additional 7.4 miles of bike lanes and routes are in final design or construction. City-led Complete Streets projects are outlined on pages 10 through 32.

### Curb Ramp Improvements // complete



In FY20, the City and County of Honolulu installed 50 new accessible curb ramps.

### ADA Bus Stop Improvements // complete



DTS completed the installation of eight new bus shelters with concurrent sidewalk expansion and four new concrete bus pads in FY20. The completion of adequate bus shelters, seating, and sidewalks ensure safe and convenient access to public transit for all users. The integration of multimodal bus access with Complete Streets helps to make transit a more comfortable and attractive transportation option.

### Kalakaua Barnes Dance // complete



The City recently installed new pilot pedestrian scramble crosswalk markings at the intersection of Kalakaua Avenue and Lewers Street in Waikiki. The original pedestrian scramble or "Barnes Dance" crossing was installed in 2013 to improve pedestrian safety by dedicated signal time for pedestrians to cross the street in any direction while vehicles are at a complete stop. The pilot striping project is intended to improve the safety and visibility of the crossing at this busy intersection.

### Diamond Head Road Bike Lane Extension // complete



A dedicated bike lane replaced sharrows on Diamond Head Road from Kahala Avenue to Paikau Street, providing a safer space for people bicycling and filling a gap in the bicycle network. This was designed in-house by DTS and installed by DFM during first aid pavement repair.

Project Roadway	From	To	Type	Lane Miles
Diamond Head Rd.	Kahala Ave.	Paikau St.	Bike Lane	0.13 miles

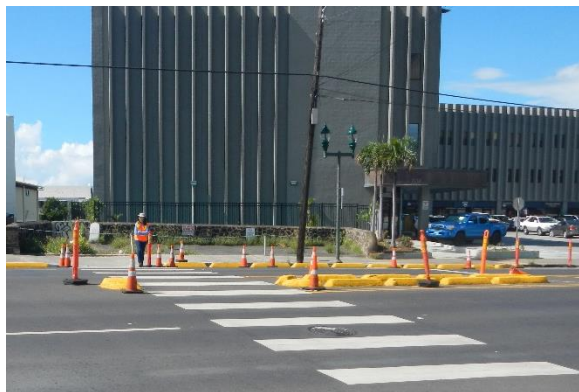
### McCully Street Bike Lane Extension // complete



As part of regular roadway repaving, DDC extended the bike lane on McCully Street from Algaroba Street to King Street, providing a safer, more comfortable connection from McCully and Waikiki neighborhoods to the King Street protected bikeway.

Project Roadway	From	To	Type	Lane Miles
McCully St.	Algaroba St.	King St.	Bike Lane	.06 miles

### North King Street Pedestrian Crossing Improvements // complete



As part of DDC's Rehabilitation of Streets project on North King Street, pedestrian crossing improvements were implemented on North King Street at two uncontrolled crossing locations – Richard Lane and Pulaa Lane. Incorporating pedestrian refuge islands provide pedestrians a safer and more comfortable street crossing.

## South King at Alapai Street Bike Improvements // complete



This sidewalk widening project provides additional space in a crowded mixing zone and two new bike ramps that separate pedestrians from bikes at the end of the King Street bikeway. A marked green crossbike was also added by DFM to provide a connection from South Street to the Civic Center campus and the King Street facility.

## South King Street Tree Beautification Project // complete



In FY20, the Department of Parks and Recreation completed a beautification project along South King Street, installing new street trees between Piikoi Street and University Avenue in Makiki/Moiliili. Eight Rainbow Shower trees were planted on both sides of the street. Planning and design was completed in-house and DPR worked with the Department of Facilities Management as needed to replace the damaged sidewalk uplifted by the trees.

## Kalihi Quick Build // complete



In November of 2019, interim curb extensions (i.e., bulbouts) were constructed along North King Street at the Mokauea/Kaili Street and Haka Drive intersections. Delineator posts and paint were used to extend the sidewalk into the roadway and adjacent parking lane, providing additional pedestrian space and shortening crossing distances. A subsequent crossing study at the Haka Drive intersection showed the pedestrian improvements decreased crossing distances by 15-40% and crossing times by 15-20%. A leafy green and blue mural was also installed in the extended pedestrian area to improve its visibility and to enhance the pedestrian experience.

## Hiapo Street Roundabout // complete



Construction was completed in FY20 for a pilot roundabout using modular materials at the intersection of Managers Drive and Hiapo Street in Waipahu. Roundabouts like this help curb speeding while improving traffic flow and safety for all roadway users.

## Waipahu Transit Center Multimodal Access Improvements // complete



In November 2019, construction was completed along Hikimoe Street for the City’s Station Access project at Waipahu Transit Center to improve access to the Pouhala rail station in Waipahu. Transit riders now benefit from wider sidewalks, bicycle connections, and bus stop upgrades. Pedestrian comfort is improved with thirteen new street trees, a pilot installation of “Silva Cells” under the sidewalk to provide room and support for happy tree roots.

## Waikiki Sidewalk Improvements: Phase 2 // in construction



Waikiki Sidewalk Improvements Map



Beginning construction in 2018, and continuing through 2020, the Waikiki Sidewalk Improvements Phase 2 project consists of replacing existing sidewalks with new quartzite pavers, repairing concrete driveways, addressing drainage issues, providing ADA-compliant access, and installing new landscaping with irrigation. The improvements are focused along Kalakaua Avenue (see map above). In FY20, construction was completed at the Outrigger, Foster Tower, Aston and Alohilani blocks.

## Pensacola Street // in construction



New protected bike lanes on Pensacola Avenue began construction in early FY20, adding 1.8 lane miles of protected bike lanes and extending protected bike routes into the high-density residential community of Makiki.

Construction is expected to be completed in early FY21.

Project Roadway	From	To	Type	Lane Miles
Pensacola St.	Kapiolani St.	Wilder Ave.	Protected Bike Lane	1.8 miles



## Chinatown / Downtown // in construction



As part of a major paving project, the City will upgrade the existing bulb-outs in Chinatown on Pauahi Street at Maunakea Street, Smith Street, and Nuuanu Avenue. These upgrades include permeable pavers, metal bollards, and tactile warning devices for pedestrians with disabilities. Construction began in late FY20.

Protected bike lanes will be added on Bishop Street, Alakea Street, South King Street, and Punchbowl Street in Downtown Honolulu. Striped bike lanes will be added on Richards Street, and shared lane markings will be installed on Nuuanu Avenue, Richards Street, Queen Street, and Punchbowl Street. Construction is scheduled to begin in FY21.

Project Roadway	From	To	Type	Lane Miles
Bishop St.	Halekauwila St.	S. Beretania St.	Protected Bike Lane	0.6 miles
Alakea St.	S. King St.	S. Hotel St.	Protected Bike Lane	0.1 miles
Queen St.	Fort St.	Punchbowl St.	Sharrows	0.7 miles
S. King St.	South St.	Alakea St.	Protected Bike Lane	1.0 miles
Nuuanu Ave.	Nimitz Highway	S School St.	Sharrows / bike lane combination	1.4 miles
Richards St.	Halekauwila St.	S. Hotel St.	Bike Lane	0.6 miles
Richards St.	Hotel St.	S. Beretania St.	Sharrows	0.2 miles
Punchbowl St.	Pohukaina St.	S. King St.	Protected Bike Lane	0.6 miles
Punchbowl St.	Nimitz Highway	Pohukaina St.	Sharrows	0.2 miles
Punchbowl St.	S. King St.	S. Vineyard Blvd.	Sharrows	1.0 miles

## Village Park // in construction



Responding to community concerns to improve roadway safety, the purpose of this project is to incorporate crosswalks and roundabouts at two separate locations along Kupuna Loop. Roundabouts serve as traffic calming devices, decreasing motorist speed, improving motorist and pedestrian safety, improving sight distance, and lowering crash risk. This project is also piloting a new speed hump design that accommodates buses and emergency vehicles.

Construction began in FY20.

**Ward Avenue** // contracted for construction

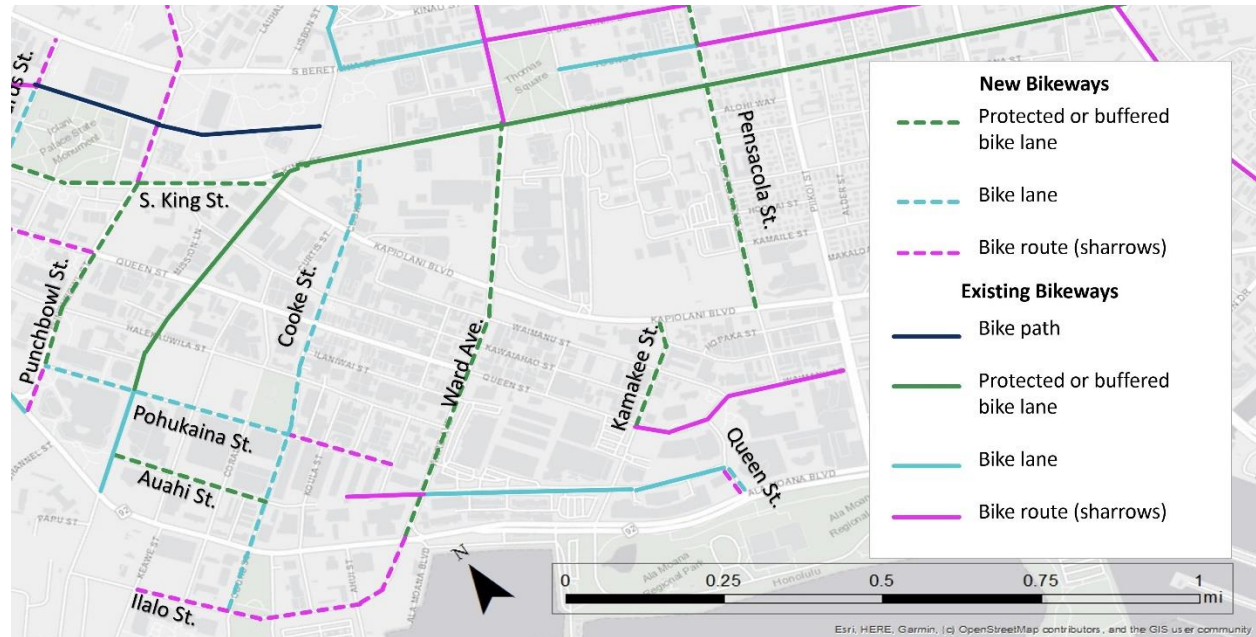


In coordination with a Rehabilitation of Streets project, this 1.4-mile protected bikeway will connect the King Street protected bike lane to Ala Moana Boulevard, providing a much-needed link in the bike network. Construction activities will begin in FY21 following asphalt resurfacing and reconstruction of existing concrete sidewalks.

Project Roadway	From	To	Type	Lane Miles
Ward Ave.	Ala Moana Blvd.	S. King St.	Protected Bike Lane	1.4 miles

## Kakaako Bikeway Improvements // final design

In coordination with a road rehabilitation project, the following bike facilities will be installed in Kakaako. Construction is anticipated to begin in FY21.



Honolulu Urban Core Bicycle Map

Project Roadway	From	To	Type	Lane Miles
Pohukaina St.	Punchbowl St.	Cooke St.	Bike Lane	0.8 miles
Pohukaina St.	Cooke St.	Kamani St.	Sharrows	0.4 miles
Auahi St.	South St.	Cooke St.	Buffered Bike Lane	0.4 miles
Queen St. (DH side)	Ala Moana Blvd.	Auahi St.	Bike Lane	0.1 miles
Queen St. (Ewa side)	Ala Moana Blvd.	Auahi St.	Sharrows	0.1 miles
Ilalo St.	Keawe St.	Ala Moana Blvd.	Sharrows	1.0 miles
Cooke St.	S. King St.	Ilalo St.	Bike Lane	1.6 miles
Kamakee St.	Queen St.	Kapiolani Blvd.	Protected Bike Lane	0.4 miles

## King Street Bus-Only Lane Project: Phase 1 // final design



Phase 1 of the King Street Bus-only Lane Project will convert the rightmost travel lane on King Street to a bus-only lane from Dillingham Boulevard to Punchbowl Street, with installation anticipated in fall 2020. The intent of this project is to gain local experience with the conversion of a general-purpose travel lane to a dedicated bus-only lane, in this case where the travel lane already functions as a de facto bus lane, to define the physical and operational elements required to operate bus-only lanes in other high-transit corridors successfully. Other objectives are to reduce bus delays;

prioritize high-efficiency travel modes; enable social distancing; reduce operating expenses; and improve bus driver, motorist, and bus passenger awareness of bus-only lanes.

Construction is scheduled in early FY21. Phase 2 of the project will extend the bus-only lane to Alapai Street.

## Salt Lake Boulevard // final design

Salt Lake Boulevard will be widened between Maluna Street and Ala Lilikoi Street to include a four-lane cross-section, new and improved sidewalks, separated bike lanes, curb ramps, and pedestrian improvements. Bioswales will be incorporated into this project to treat stormwater and to physically separate people riding bikes from vehicular traffic. Design work is scheduled to be completed in FY21.

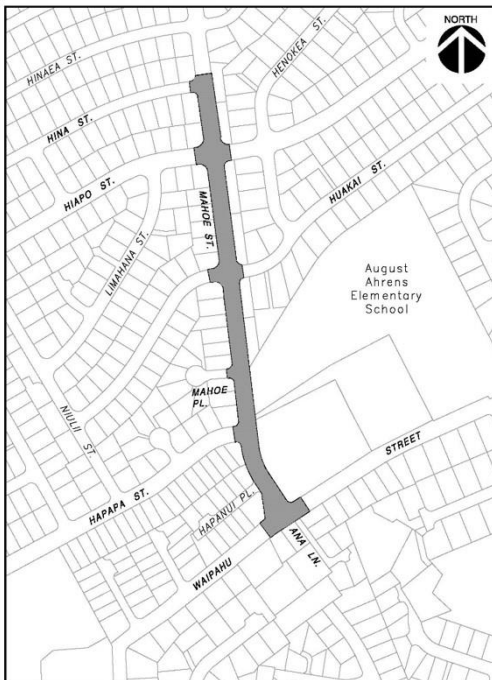
Project Roadway	From	To	Type	Lane Miles
Salt Lake Blvd.	Maluna St.	Kahikolu Pl.	Protected Bike Lane	1.8 miles
Salt Lake Blvd.	Kahikolu Pl.	Ala Lilikoi St.	Bike Lane	0.2 miles

## Kamehameha IV Road // final design



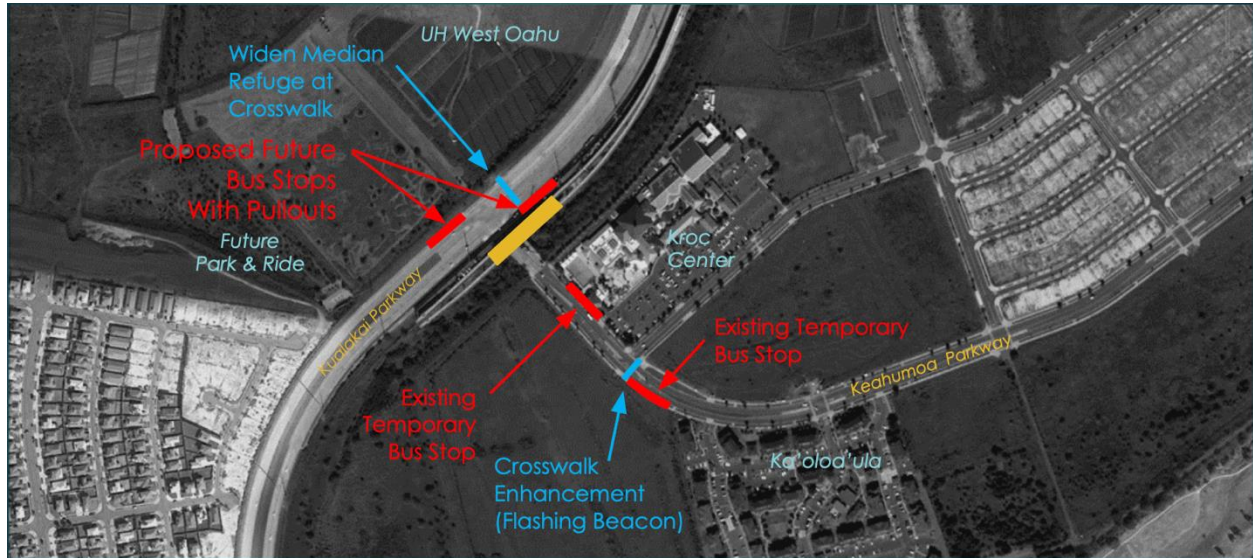
Delivered through the City’s Safe Routes to School program, upcoming Kamehameha IV Road improvements include installation of an asphalt walking path with modular curbs and delineators, curb ramps, and intersection improvements to make walking to and from Fern Elementary School safer for children and their parents. This project’s final design was completed in FY20. Project construction is anticipated to be awarded in early 2021.

## Mahoe Street Improvements // final design



The preliminary design phase for Mahoe Street (Waipahu Street to Halelehua Street) improvements were ongoing in FY20 and are nearing pre-final design. This project will address safety for people traveling to and from August Ahrens Elementary School with improvements such as curb cuts, bulb-outs, and raised sidewalks. Traffic circles were considered but deemed infeasible due to roadway constraints. Design is anticipated to be completed in FY22.

## East Kapolei Rail Station Multimodal Access Improvements // final design



The East Kapolei Rail Station Multimodal Access Improvements project will improve pedestrian and bus rider access to the Kualakai rail station in East Kapolei. When complete, the project will include crosswalk improvements at the intersection of Kualakai Parkway and Keahumoa Parkway, 4 new bus stops with HandiVan pickup and dropoff, wayfinding signs leading to the rail park and ride facilities, 3-mile long concrete multi-use path from Kapolei Parkway to Farrington Highway, and crosswalk enhancements at the East Kapolei Middle School.

The project entered final design in FY20.

## Kamehameha Highway (Haleiwa) Improvements // design



The Kamehameha Highway roadway rehabilitation project is proposed to incorporate green infrastructure and pedestrian improvements. The shoulder will be paved with permeable paving blocks where space is available, to better reduce ponding and provide pedestrians an improved place to walk and patronize local businesses. In FY20, conceptual renderings were in development for the one-mile corridor between Anahulu Stream Bridge and Opaeha Stream Bridge.

A survey to garner feedback from community members and stakeholders is scheduled to be available to the community in early FY21.

## Waialae Avenue Street Tree Beautification Project // design



The Department of Parks and Recreation completed design in FY20 for a street tree beautification project along Waialae Avenue. Two Tulipwood and seven White Tecoma trees will be planted between 11<sup>th</sup> Avenue and Koko Head Avenue on both sides of Waialae Avenue. Planning and Design was completed in-house in FY20 and installation of the street trees is to be completed in FY21.

## Kekaulike Mall and Kekaulike Street Improvements // design



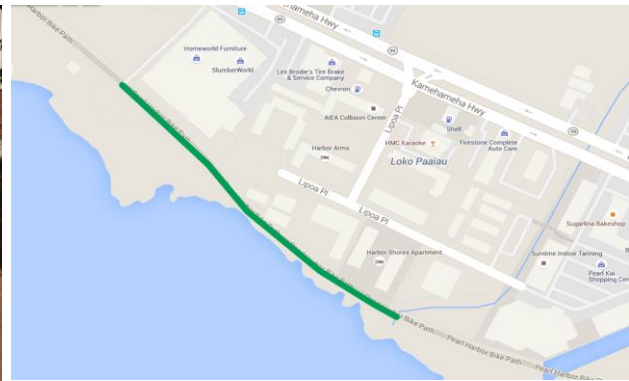
The Kekaulike Mall and Kekaulike Street Improvements project is being designed to prioritize safe and comfortable pedestrian travel at Keakulike Mall and Kekaulike Street in Chinatown and to the future Holau rail station. The project will address drainage, lighting, loading, homelessness, and crime to improve the sense of safety in the district for pedestrians and incorporate landscaping and wayfinding to support economic activity. Thirty-percent design documents and the project's Environmental Assessment were completed in FY20.

## Nuuanu Avenue // design



This project is focused on the mauka-makai corridor of Nuuanu Avenue from Wyllie Street to North School Street. Plans for this corridor include new street trees, new concrete sidewalks, striped medians, improved pedestrian crossings, new bike lanes, shared lane markings, and curb extensions. Planning was completed in FY20, and the project moved into the design phase.

## Pearl Harbor Bike Path Improvements // design



This project will revitalize a section of the Pearl Harbor Bike Path. Segments with poor lighting and pavement, and the presence of dumping, exposed fuel lines, and homeless encampments prevent a safe and comfortable experience for cyclists and pedestrians. Proposed improvements include new lighting and replacing an existing path with concrete and widen to 12 feet wherever possible.

## Onewa Street Tree Beautification Project // design



The Department of Parks and Recreation was approached by the Lani-Kailua Outdoor Circle, who requested replacement trees between Kuilei Road and Kawainui Street on both sides of Onewa Street, a three-block area in downtown Kailua's central business district. The street tree beautification project will include six Silver Trumpet and two White Tecoma trees.

The tree planting plan was developed in late FY20, and the street trees will be installed in early FY21, with planning and design completed in-house.



## Kalaheo Avenue/Kailua Road Intersection // design



A pilot roundabout was installed at the intersection of Kalaheo Avenue and Kailua Road to test the use of roundabouts to improve both roadway safety and traffic flow. The results of the pilot roundabout proved to be effective in calming traffic, while also having no impacts toward traffic buildup.

Throughout FY20, DTS worked with DFM to design an upgrade of the roundabout with more permanent materials and develop drainage infrastructure at this location, which experiences frequent ponding. Options that are being considered include permeable pavements, trench drains, pre-treatment tanks, and rain gardens. The project is scheduled to finish final design and advertise for construction in FY21.

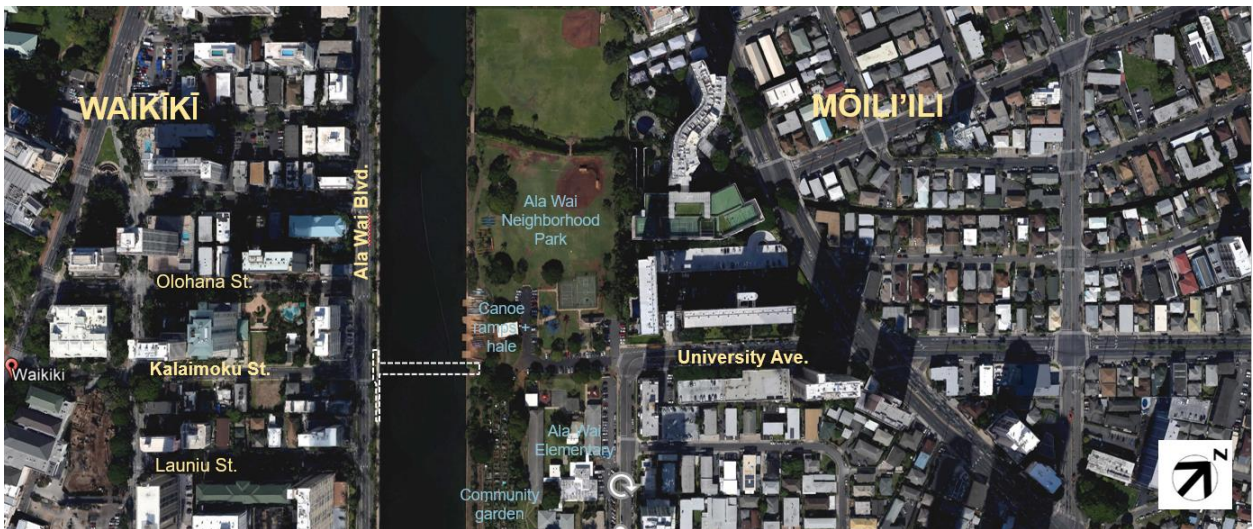
## Goodale Avenue Multi-Use Path // design



Source: Honolulu Bicycle League

The Goodale Avenue Multi-Use Path project will incorporate pedestrian and bicycle improvements along Goodale Avenue and Kealohanui Street adjacent to Waialua District Park. Improvements being considered include installation of a multi-use path, new park fencing, landscaping, and improvements to the District Park's maintenance driveway. The project finished design work in FY20, and construction is anticipated to begin in FY21.

## Ala Wai Bridge // planning



The primary purpose of the Ala Wai Bridge project is to improve multimodal network connectivity and enhance public safety for people walking and bicycling across the Ala Wai Canal between Ala Moana Boulevard and the Manoa/Palolo Stream.

Following the selection of a preferred alternative in the Alternatives Analysis, preliminary engineering and the environmental process kicked off in FY20 for a new pedestrian and bike crossing in alignment with University Avenue / Kalaimoku Street. Thirty-percent design was completed in April 2020. In June 2020, consultation was initiated under the National Historic Preservation Act. Community and stakeholder engagement will continue in FY21, with an anticipated Finding of No Significant Impact planned for late FY21.

## Ala Wai Boulevard // planning



In coordination with the Ala Wai Bridge and the University Avenue / McCully / Metcalf Complete Streets projects, the City is evaluating potential Complete Streets improvements along Ala Wai Boulevard, including repurposing a lane to accommodate a two-way protected bike lane, consistent with the Oahu Bicycle Plan. This would provide the first low-stress bikeway in Waikiki. Community engagement is planned for FY21.

## University Avenue / McCully / Metcalf Complete Streets // planning

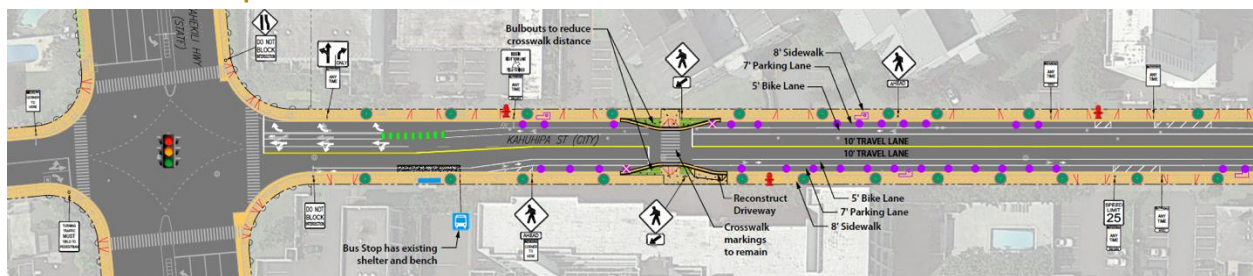


The study area includes: strategies, and expanded bus stops.

- University Avenue between Maile Way near the University of Hawaii at Manoa and Hihwai Street just before the Ala Wai Canal
- McCully Street from Beretania Street to Kalakaua Avenue
- Metcalf Street between University Avenue and McCully Street

In FY20, work was focused on the refinement of the thirty-percent design. The City and County of Honolulu had the opportunity to share the University Avenue Complete Streets project as part of a National Association of City Transportation Officials (NACTO) design charrette where the design team received critiques and recommendations from the cities of Seattle, St. Petersburg, and Oakland. Recommendations such as improving the bicycle connectivity under H1 will be addressed in FY21 prior to finalizing the thirty-percent design.

## Kaneohe Complete Streets // planning



The Kaneohe Complete Streets corridors are Kamehameha Highway from Likelike Highway to Kahekili Highway, Haiku Road, and Kahuhipa Street between Kahekili Highway and Kamehameha Highway, and Kaneohe Bay Drive between Mokapu Saddle Road and Mokapu Boulevard. Planned improvements include expanded and reconstructed sidewalks, curb extensions to shorten crossings, added street trees, narrowed travel lanes, new bike lanes, speed management strategies, and expanded bus stops.

With the second community meeting held in Q1 FY20, the bulk of FY20 was spent revising plans based on community comments.

## Kalihi Complete Streets // planning



The Kalihi Complete Streets corridors are North King Street from Liliha Street to Middle Street, Waiakamilo Road/Houghtailing Street from Nimitz Highway to School Street, North School Street from Queen Emma through its transition into Middle Street ending at Dillingham Boulevard.

The first Community Meeting was held in September 2019, setting priorities for the project. The design team is working to refine recommendations based upon guidance from the community meeting and two subsequent

Community Advisory Committee meetings. Improvements being considered include the addition of street trees, crosswalk enhancements, and new or upgraded bicycle facilities.

## Kapalama Canal // planning



Planning is underway to create a linear park along Kapalama Canal near the future Kapalama rail transit station. The project will include waterfront promenades, gathering places, Complete Streets improvements to Kokea and Kohou Streets, green infrastructure and water quality improvements, connections to Honolulu Community College and future developments, and a possible pedestrian bridge over the canal, while accommodating sea-level rise. In FY20, the City amended the planning consultant contract to adjust the design of the project to account for rising seas and FEMA provisional flood map revisions. This project can improve the resilience of both our island and the surrounding community.

## Pearl City Complete Streets // planning



The Pearl City Complete Streets project focuses on three corridors: Hoolaulea Street from Noelani Street to Waimano Home Road, Hoomalu Street from Hoolaulea Street to Waimano Home Road, and Waimano Home Road from Kamehameha Highway to Komo Mai Drive.

In FY20, work was focused on revising the Pearl City plans based upon community feedback to the proposed road diet on Waimano Home Road between Moanalua Road and Komo Mai Drive.

## Pearlridge Bus Transfer Center and Plaza // planning

The Pearlridge Bus Transfer Center and Plaza will provide a multimodal, mixed-use bus transit center and plaza at the Kalauao rail station. The development of a new bus transit station is a critical component in furthering Complete Streets and encourages both pedestrian and transit-oriented ridership by allowing for easier access to the City’s public transit systems.

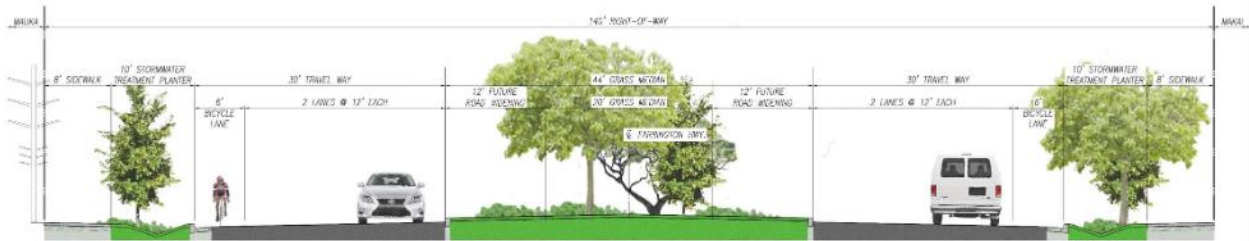
The project entered the design phase in FY20.

## Kailua Complete Streets // planning



The Kailua Complete Streets corridors are Kailua Road, Kalaheo Avenue, Kuulei Road, Mokulua Drive, Oneawa Street, Kihapai Street, and Mokapu Road. The translation of community priorities into design concepts was still being formalized in FY20, and a presentation was completed at the Kailua Neighborhood Board Transportation Committee. Plans propose a new roundabout, curb extensions, safer pedestrian crossings, bike lanes, and a Barnes Dance (or pedestrian scramble) at the intersection of Kailua Road and Hahani Street. Additional community outreach is on hold due to the ongoing coronavirus pandemic.

## Farrington Highway // planning



*Farrington Highway Improvements - Typical Roadway Section*

Farrington Highway is being widened from Old Fort Weaver Road to Kapolei Golf Course Road to accommodate future development and transportation demands. As part of the widening project, new sidewalks and bike lanes will be incorporated within the right-of-way. The project is planned to be completed in two phases: Phase 1 is from Kapolei Golf Course Road to the new East Kapolei High School access road (east of Kualakai Parkway), and Phase 2 is from the new high school access road to Old Fort Weaver Road.

The Environmental Assessment is planned for early FY21. Final design is scheduled to be completed in December 2020 with construction beginning early 2021. The project is being transferred from the City to the Hawaii Department of Transportation for final design and implementation.

Project Roadway	From	To	Type	Lane Miles
Farrington Highway	Old Fort Weaver Rd.	Kapolei Golf Course Rd.	Bike Lane	3 miles



## Other Projects

### Sky Ala Moana // in construction



Sky Ala Moana will be a mixed-use tower on Kapiolani Boulevard with ground-floor retail, affordable and market-rate housing, and hotel rooms. Widened sidewalks, bike facilities, bike parking, a bike share station, and car share are all planned as part of this project. The design also incorporates a 4,800 square foot plaza that can be used for programmed events. A monetary contribution to Complete Streets in the area was also a condition of approval. Construction began in FY20.

### Hoopili // in construction



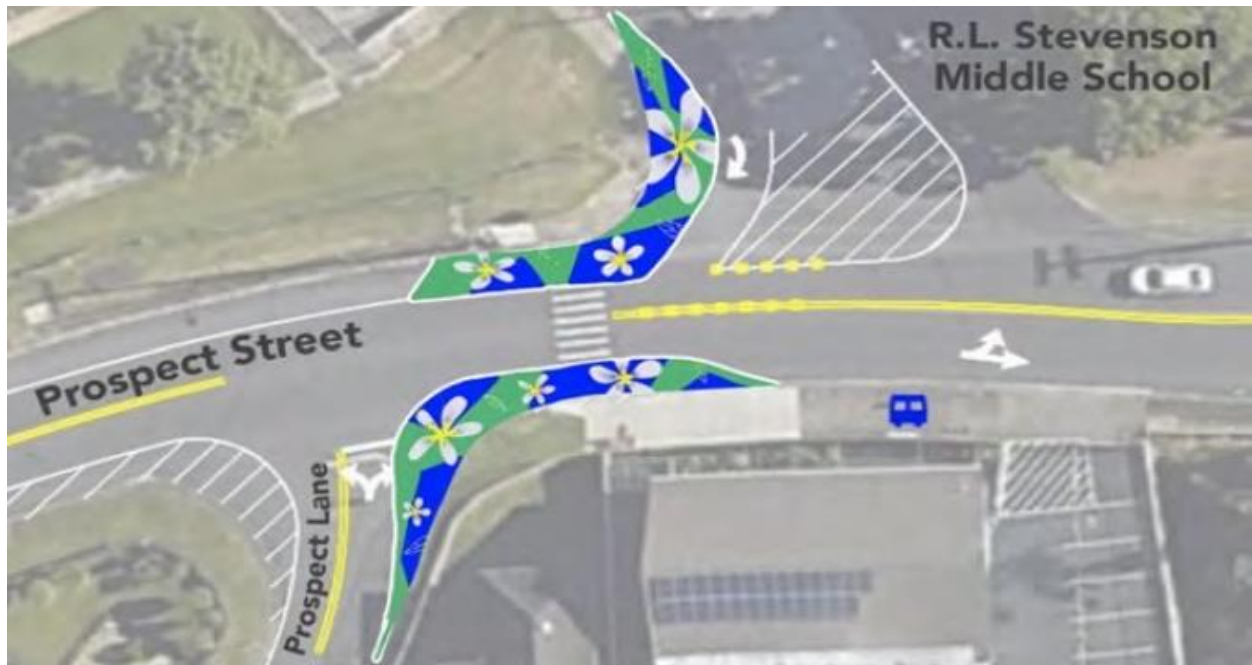
Hoopili is a new master-planned community near three future rail stops in East Kapolei. Hoopili will encompass approximately 1500 acres, including 5 schools (3 Elementary, 1 Middle, and 1 High School), and roughly 12,000 new homes. In the second phases of development, Hoopili has already produced 1.1 miles of sidewalks and multi-use paths, and 2.5 miles of sidewalks and multi-use paths and 1.4 miles of bike lanes are under construction in the next phase.

### 1500 Kapiolani // final design



Located directly across Ala Moana Shopping Center, 1500 Kapiolani is a mixed-use hotel-condominium project that will feature 500 residential condominiums with commercial space for retail stores and restaurants. Pedestrian improvements will include the installation of two all-way pedestrian crossings on Keeaumoku Street and lane modifications to improve safety and traffic flow and the construction and maintenance of a new bus shelter.

## Prospect Street Quick Build // design



The Stevenson Middle School leadership class partnered with Blue Zones Project Hawaii to develop a quick build project to improve safety for students walking to school as a part of the school's Safe Routes to School program. The project plans to construct decorative curb extensions at the crosswalk fronting the school's entrance on Prospect Street. The decorative curb extensions will enhance the streetscape, shorten crossing distances for pedestrians, slow the speed of turning vehicles, reduce illegal left turns out of the school driveway and encourage motorists to lower their speeds by visually narrowing the roadway.

The Stevenson Middle School leadership class is playing a prominent role in the project's development, including the mural design and safety evaluations. The project is receiving support from the City, Blue Zones Project Hawaii, Ulupono Initiative, and Austin Tsutsumi & Associates. Construction is anticipated to begin in FY20.

## California Avenue Quick Build // design



A quick build project plans to install decorative curb extensions at the signalized, mid-block crosswalk fronting the Wahiawa Shopping Center on California Avenue. Reflecting the history of the Wahiawa neighborhood and surrounding region, a pineapple pattern will decorate the existing extended curb area up to the bike lane on both the mauka and makai side of the crosswalk. The art design will improve the aesthetics of the roadway and visually draw attention to the crosswalk and pedestrians.

Blue Zones Project Hawaii is leading the quick build project with support from the City. Construction is anticipated to begin in winter 2020.

## Papipi Road Quick Build // design



Blue Zones Project Hawaii, non-profit organizations, schools, and local residents are preparing plans to implement a quick build project on Papipi Road in the Ewa Beach neighborhood. Papipi Road serves as a major route for public transit, beachgoers accessing the beach, and children walking to nearby Ewa Beach Elementary School and Ewa Makai Middle School. The quick build project will install delineator posts and art in existing curb extensions at the Haililpo Street intersections. These improvements intend to improve the visibility of the curb extensions and facilitate safer pedestrian crossings. Construction is anticipated to begin in FY21.

# Education and Encouragement

## Staff Training



Building Livable Communities with Transit



Source: NACTO

Complete Streets team had the opportunity to attend the National Association of City Transportation Officials (NACTO) Designing Cities Conference in Toronto and Rail~volution in Vancouver, where they were exposed to innovative approaches to transportation, mobility, and development to design and plan livable communities.



As part of the American Cities Climate Challenge, NACTO hosted full-day Pedestrian Safety Design Training in November 2019 for Honolulu City staff. At this training, staff from all four Complete Streets departments learned about standards and best practices in pedestrian safety to better inform planning and design.

The Honolulu Complete Streets program also partnered with the Hawaii Department of Health to host a public forum with internationally acclaimed city planner and advocate of walkable cities, Jeff Speck, drawing an audience of over 200 people.

## Kalakaua Open Street Sundays



The City, with the help of the Hawaii Bicycling League, launched a series of “Family Sundays” on Kalakaua Avenue. For four Sundays, beginning on June 14, 2020, the City closed Kalakaua Avenue between Kapahulu Avenue and Seaside Avenue to motorized traffic to allow people walking, jogging, and biking to enjoy outdoor exercise and active transportation while maintaining social distancing. Each Sunday brought out over 5,000 participants. The Kalakaua Family Sundays were aimed to reconnect kamaaina and merchants along Kalakaua Avenue.

## Safe Routes to School Program

Safe Routes to School (SRTS) is a program that encourages children in kindergarten through eighth grade to walk and bike to and from school by creating a safer, more convenient, and fun experience. The program takes a holistic approach and encourages school stakeholders such as parents, school staff, DTS staff, police, and community partners to come together and develop a SRTS Plan at the school level.

In FY20, SRTS efforts included pedestrian and bike safety education at Ala Wai Elementary School for their Walk to School Day in August 2019 and a walking field trip for Kindergarten classes to the McCully Fire Station in September 2019. SRTS provided a total of 96 reflective children's vests to both Pohakea Elementary School and Pearl City Elementary School for field strips and Walk to School Day in October. Additionally, youth and adult reflective vests were purchased for children and staff to emphasize the importance of being seen during these walks.

The City assisted at SRTS workshops at Wilson Elementary, Hawaii Department of Transportation Maui District Office, and Kapolei Middle School between August and September 2019. City staff also participated in Blue Zones' efforts towards creating an SRTS Plan at Robert Louis Stevenson Middle School.

Due to the coronavirus pandemic and the shift to virtual learning, walking school bus and encouragement initiatives were paused in 2020. Efforts have been on creating support materials for education and addressing programmatic challenges on equity and engagement which are core areas of the program.

## Pedestrian Program

The goal of this program is to educate drivers and pedestrians on pedestrian safety and reduce the overall number of crashes involving people walking. Community engagement and education take place in various venues: schools, senior centers, community meetings, and fairs.

In FY20, a number of strategies were employed to educate and engage with communities. Outreach efforts included participation in fairs, presentations, sign-waving events, campaigns to distribute educational materials, and pedestrian safety pledges. The program hosted WalkEd Pedestrian Safety info sessions at Summer Funs at seven district parks, which reached more than 1,200 people.

Outreach efforts also directly focused on engaging with children and seniors. A total of 25 pedestrian safety presentations were given at various schools, summer programs, community centers, and senior centers. The presentations reached more than 2,800 children and seniors. Pedestrian safety activities and games followed the presentations, and attendees received brochures, blinking lights, and reflective bracelets. Children were also able to reinforce their learning and understanding of pedestrian safety by practicing safe walking on walking field trips.

Due to the coronavirus pandemic, public outreach for seniors, students, and the general public has been postponed since March 2020.

## Bike Education Program



*Youth BikeEd:* BikeEd is a City-funded bike education program administered by the Hawaii Bicycling League (HBL) that teaches fourth graders around Oahu how to ride a bike, basic cycling safety, and laws of the road. The program reached 94 schools and over 6,000 students in FY20. Public outreach and community engagement were limited beginning in 2020 due to the coronavirus pandemic and social distancing.

*Adult BikeEd:* With support from the City, HBL offers a variety of free adult bike education workshops, including bicycling basics, senior cycling, road cycling, and bike maintenance. HBL has even partnered with Biki Hawaii to offer a course introducing residents to Honolulu’s bikeshare system. Over 2,600 residents participated in Adult BikeEd in FY20. Public outreach and community engagement were limited beginning in 2020 due to the coronavirus pandemic and social distancing.

# Honolulu

## COMPLETESTREETS

To learn more about the Honolulu Complete Streets Program, or to follow upcoming Complete Streets projects, please consider visiting our Community Resources page or signing up for our newsletter at <https://www.honolulu.gov/completestreets>. To reach us directly, you can email us at [completestreets@honolulu.gov](mailto:completestreets@honolulu.gov).

