



PROGRESS REPORT

Fiscal Year 2021

December 2021

Prepared for:
City Council
City and County of Honolulu


Prepared by:
Department of Transportation Services
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Honolulu COMPLETE STREETS

Annual Progress Report for Fiscal Year 2021





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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 2021 (July 1, 2020, through June 30, 2021), including pedestrian safety improvements, transit enhancements, traffic calming, and new bicycle facilities. The last section of 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 O'ahu.



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

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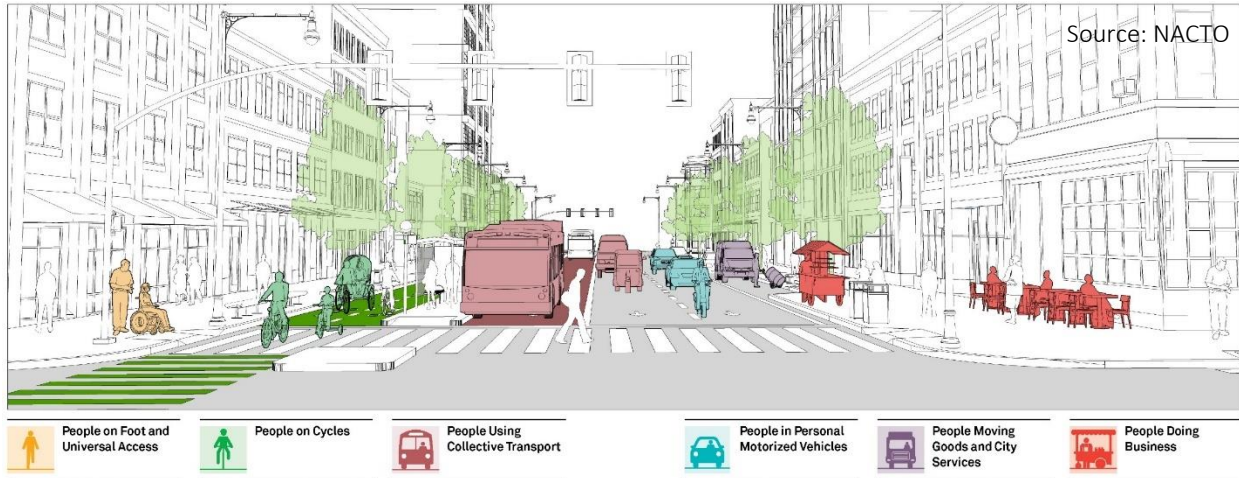
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What are “Complete Streets”?



Complete Streets are streets that work for all of us. Many of our streets were planned and designed to move vehicles quickly and efficiently but lack pleasant sidewalks, safe crossings, low-stress bike lanes, or accessible bus stops. 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 (ROH 14-33) 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 and guidelines, piloting quick-build design solutions, and incorporating roadway changes that have proven to improve safety as part of all roadway and transportation projects, including routine maintenance, repaving, and rehabilitation.

This document is an annual report to the City Council of progress towards achieving the goals of the Complete Streets law and making O’ahu 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

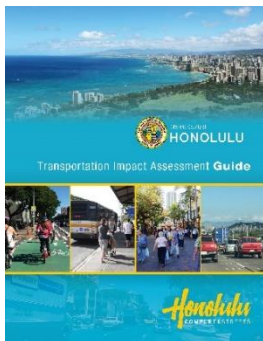
The Honolulu Complete Streets ordinance (ROH 14-33) identifies the following objectives for Complete Streets on O'ahu:

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 identify elements that can be incorporated into a roadway project to support the transportation needs of all roadway users. In FY21, the Complete Streets Core Team drafted, and is now piloting, a revised checklist to be used earlier in project development to maximize Complete Streets opportunities and implement the Pedestrian Priority Network in the new O'ahu Pedestrian Plan.

Transportation Impact Assessment Reports



The City published its Transportation Impact Assessment (TIA) Guide in November 2020, which provides a consistent and straightforward approach to evaluating the impacts of proposed roadway changes on all transportation modes. The TIA scores a project's benefits to 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



In 2016, the *Honolulu Complete Streets Design Manual* was published, setting forth modern roadway guidelines specific to Honolulu. This manual helps transportation planners, designers, and developers provide multimodal solutions to accommodate all users of the City’s transportation infrastructure. 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.

Several revisions to the Manual were incorporated in FY21. Section 5.3.1 was updated to provide a policy on where to mark crosswalks at stop-controlled intersections based on the Pedestrian Priority Network in the new Draft Oahu Pedestrian Plan. Section 6.6.5 added specificity to the use of green pavement treatments for bicycle facilities.

Land Use Ordinance Update: Parking

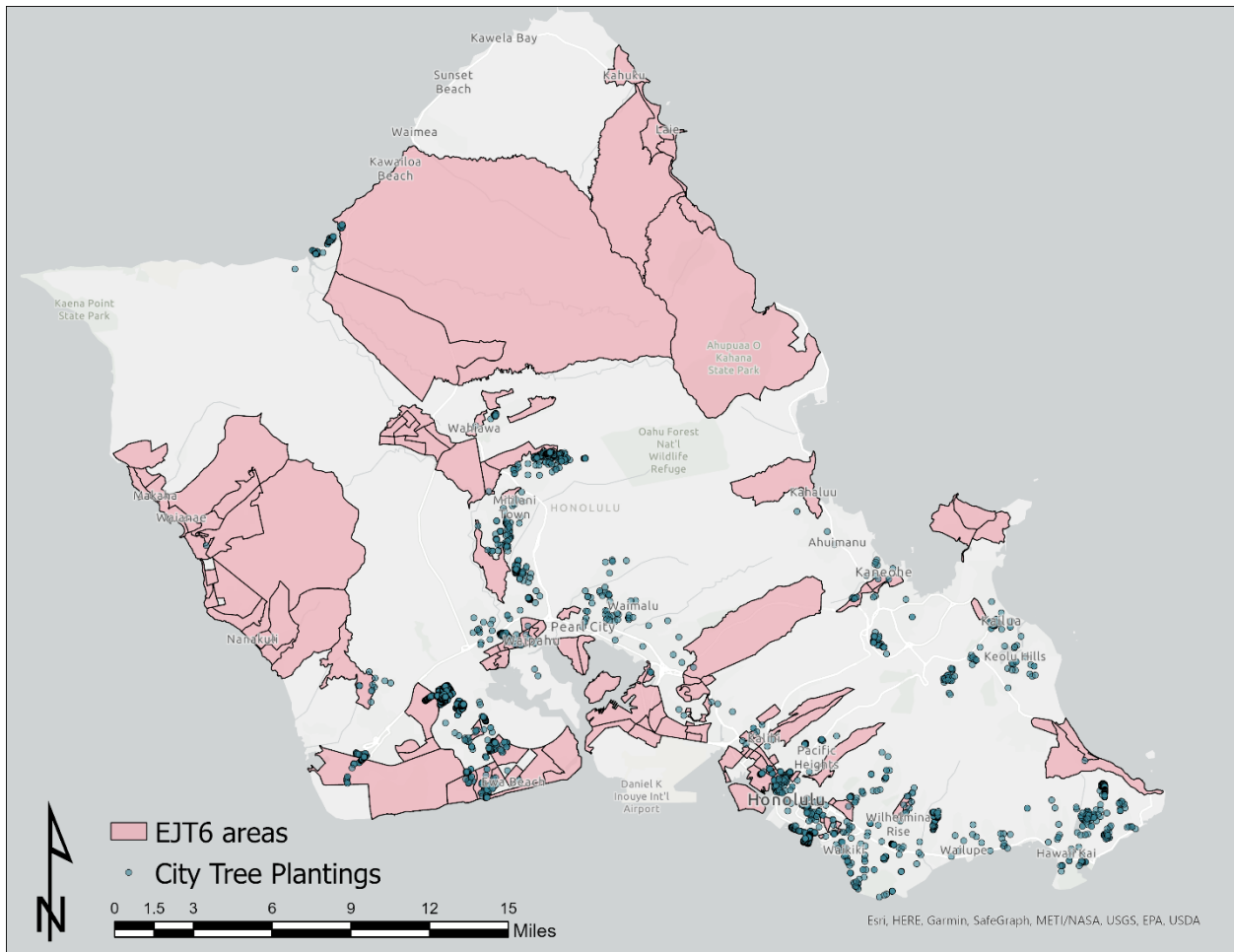
The Department of Planning and Permitting, with support from the Department of Transportation Services and Ulupono Initiative, helped to achieve the passing of the Bill 2 (2020), CD1, FD2, and a critical update to Honolulu’s decades-old parking and land use regulations. The Ordinance eliminates the minimum parking requirement for new homes and businesses in areas well served by transit, and lowers minimums in other areas. Parking minimums require new buildings to provide a minimum amount of off-street parking space. This update enables developers to “right size” parking to meet market demand and supports transportation options, such as walking, bicycling, and transit use.

The bill was adopted by the Honolulu City Council as Ordinance 20-41 and went into effect in December 2020.

Revisions to the Public Works Construction Details and Specifications

In December 2020, revisions to the City and County of Honolulu Public Works Construction Details and Specifications for New Construction and Reconstruction were adopted. Local engineers, designers, developers, and contractors have been using details and specifications that were created and last updated in 1984 and 1986, respectively. These standards were sorely in need of updating to reflect new Complete Streets approaches, an increased focus on storm water quality goals, and the emerging impacts of sea level rise and climate change. These updated details and specifications incorporate the latest design criteria, technologies, materials, and construction methods that meet community needs and environmental concerns.

Advancing the City's Commitment to Tree Canopy



In an effort to mitigate the heat island effect on O’ahu and to provide shade for people walking and biking, Complete Streets projects 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%. Under Mayor’s Directive 20-14, City agencies continue efforts toward two tree goals: 1) counting newly planted trees towards a goal of planting 100,000 trees by 2025 across Oahu and 2) increasing canopy cover in urban areas to 35% by the year 2035. Both targets will be difficult to achieve without incorporating street trees as called for in the Complete Streets ordinance.

In FY21, the Division of Urban Forestry planted 859 street trees on City-owned streets. In addition to ongoing street tree planting activities, the City is encouraging community stakeholders to participate in tree planting activities. Based on the [CCSR/DPR tree counter](#), a total of 48,634 trees out of the 100,000 goal has been planted by the City and community stakeholders.

Related Planning Efforts

O'ahu Pedestrian Plan



The O'ahu 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. Published in FY21, the Draft Pedestrian Plan is O'ahu's first.

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. The O'ahu Pedestrian Plan includes an inventory of existing pedestrian conditions (including over 900 miles of missing sidewalks), identifies locations with high pedestrian crash history, and prioritizes safety projects to facilitate walking and travel consistent with Honolulu's Complete Streets law. The Plan was developed based on extensive data analysis and community input.

TABLE 10: PROJECT LIST - WALKWAYS						
PROJECT ID	STREET	EXTENTS	TOTAL SCORE	MAJOR STREET	SCHOOL ZONE	
TIER 1						
1-1	Auwalimu St	Lusitana St-Kapahu St	78.25	X	X	
1-2	California Ave	Ohai St-Kamehameha Hwy	85.5	X		
1-3	California Ave	Plum St-Uuku St	67.75	X	X	
1-4	Citron St/Kuikahi St	Waiola St-McCully St	81	X	X	
1-5	Date St	Laua St-Manoa/Palolo Stream Bridge	91	X	X	
1-6	Date St	Palolo Stream Bridge-Lukepane Ave & Ekela Ave-Kamuela Ave	77.5	X	X	
1-7	Dole St	St Louis Dr-Kanewai St	81	X	X	
1-8	Dole St	Halekula Way-Metcalf St	77.5	X	X	
1-9	E Manoa Rd	Manoa Rd-Oahu Ave	77.5	X	X	
1-10	Hamakua Dr	Kailua Rd-Hekili St	95.5	X	X	
1-11	Harding Ave	17th Ave-21st Ave	73	X	X	
1-12	Honomanu St	Kaamilo St-Moanalua Rd	76.5	X	X	
1-13	Iolani Ave	Magellian Ave-Pele St & Miller St-Alapai St	81	X	X	
1-14	Kailua Rd	Hahani St-Wanaao Rd	73	X	X	
1-15	Kaimuki Ave	Kapiolani Blvd-Kapahulu Ave	76.5	X	X	
1-16	Kaimuki Ave	Kapahulu Ave-6th Ave	95.5	X	X	
1-17	Kanoa St	Palama St-Pua Ln	67.75	X	X	
1-18	Kapiolani Blvd	Date St-Maunawai Pl	102	X	X	
1-19	Keaahala Rd	Kahekili Hwy-Kamehameha Hwy	68.5	X	X	
1-20	Kilani Ave	Anoni St-Kaliiponi St	76.5	X	X	
1-21	Kilauea Ave	6th Ave-9th Ave	67.5	X	X	
1-22	Kuaahelani Ave	Kaloapau St-Kipapa Dr	82	X	X	
1-23	Kuulei Rd	Malunui Ave-Kainalu Dr	86.5	X	X	
1-24	Kuulei Rd	Kainalu Dr-Kalahelo Ave	73	X	X	
1-25	Lanakila Ave	Keola St-Iholenā St	82	X	X	
1-26	Lehua Ave	A Rd-1st St & 3rd St-4th St	81	X	X	
1-27	Liliha St	Bates St-Ihe St	120	X		
1-28	Luualualei Homestead Rd	Midway St-Ihuku St	67.5	X	X	
1-29	Makaha Valley Rd	Farrington Hwy-Lahaina St	86.5	X	X	
1-30	Manoa Rd	E Manoa Rd-Oahu Ave	68.5	X	X	
1-31	Metcalf St	Dole St-University Ave	73	X	X	
1-32	Nehoa St	Keeaumoku St-Makiki St & Anapuni St-Punahou St	86.5	X	X	

Oahu Pedestrian Plan – Excerpt of Tier 1 Priority Missing Walkways Table

O'ahu Bike Plan



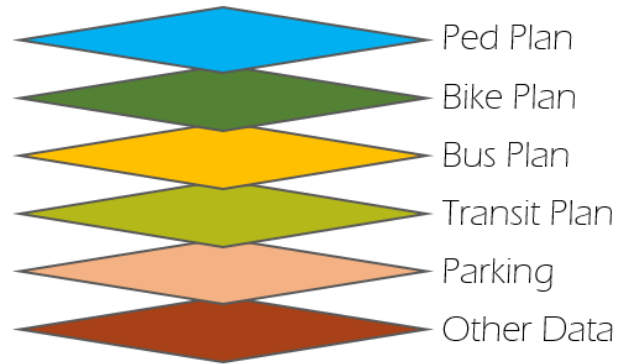
The O'ahu Bike Plan identifies a future network of low-stress bicycle facilities to support bicycling as a safe, convenient, accessible, affordable, and healthy transportation option.

The most recent O'ahu Bike Plan update was adopted by the Honolulu City Council in September 2020. The plan will primarily implement bicycle facilities through stand-alone bicycle projects executed by the Department of Transportation Services, such as the Pensacola Street Bikeway, and through routine roadway pavement repair and rehabilitation projects by the Departments of Facility Maintenance and Design and Construction. Such projects will continue to experiment with new design treatments and materials to make our bikeways safe, durable, and visually appealing. Additionally, coordination with private developers will be robustly pursued wherever possible to implement much-needed bicycle facilities.



Review and Update of Planned Rights-of-Way

The City is undertaking a comprehensive review and update of the entire island’s planned street widening maps based on observed use, current plans, best practice planning models, and updated forecasts regarding trip generation by different means of travel. The *Right-of-Way Widths and Setback Lines for Planned Street and Public Transit Improvements* was last adopted in 1986. To ensure the implementation of the goals and requirements of the Complete Streets ordinance, the update identifies how street rights-of-way (ROW) are allocated in the City’s various transportation plans, compares the planned improvements to the ROW available, and outlines a process to prioritize use of the ROW by ‘Street Type’, as defined in the *Honolulu Complete Streets Design Manual*.



In FY21, the project team shared updates with the Oahu MPO Community Advisory Committee and most neighborhood boards and drafted a visual story map for public comment. The project is scheduled to be completed in FY22.

TOD Wayfinding Master Plan



The TOD Wayfinding Master Plan (Phase 2) details a set of wayfinding tools to be implemented along with rail opening, including Information Hubs at and near stations, pedestrian signage, vehicular signage, and digital tools. A successful wayfinding

program provides clear and consistent information in key locations, helping people understand and navigate the neighborhoods along the rail corridor.

Phase 2 tasks completed in FY21 included the documentation of pedestrian wayfinding signs, base maps, and vehicular trailblazer signs for the areas around the rail stations in the initial rail operating segment. The design details, sign locations and messaging, and map artwork for these first nine rail stations are expected to be completed in FY22. A separate, complementary digital wayfinding app to support bus and rail ridership is also under exploration.

Storm Water Management



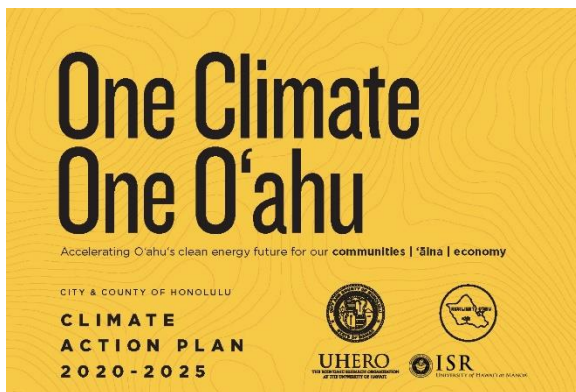
Location: N Pauahi St at Smith St

As part of its commitment to improving the quality of storm water runoff from City streets, the Department of Facility Maintenance is continuing its efforts to establish a fee-based Storm Water Utility on O’ahu. Recent Revisions to the Public Works Construction Standard Details and Specifications were finalized and completed in December 2020, which help standardize low-impact development design strategies within the City right-of-way. DFM is also in the very beginning stages of developing a long-term storm water strategic plan for our island.

The City received its reissued National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit that went into effect on September 1, 2020 and is scheduled to expire on August 31, 2025. A revised Storm Water Management Program Plan is in development and scheduled for completion in FY22.

Future storm water quality projects that are being evaluated include repairing and retrofitting existing catch basins along University Avenue, the McCully, Ala Moana and Kapahulu neighborhoods, and the Pearl City Industrial Park area. Retrofitting existing catch basins will include either automatic retractable screens that prevent larger debris and trash from entering the storm drains or converting the catch basin to a water quality treatment device such as a tree box filter or bioretention basin (i.e. rain garden).

O’ahu Climate Action Plan



The O’ahu Climate Action Plan (CAP) is a science-based community driven strategy for O’ahu to combat climate change and eliminate fossil fuel emissions—the root cause of global warming. The CAP lays out a detailed list of programs, policies, and actions that our island can take, alongside state and federal actions, to reduce greenhouse gas (GHG) emissions by 45 percent over the next five years and put us on the path to carbon neutrality by 2045. This CAP and its adoption is required by

the City’s Climate Action Policy outlined in Ordinance 20-47 and is a requirement to remain in the Paris climate agreement.

Among the nine strategies and 47 actions the CAP outlines for the City and County of Honolulu to pursue, actions related to multimodal transportation are a major component. Specific actions relate to new facilities for non-motorized travel and transit priority lanes, among others.

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 greenhouse gas emissions.

Projects supported in FY21 include adoption of Honolulu’s first-ever *Climate Action Plan*, launch of the City’s efforts to “benchmark” and reduce energy use among City buildings, passage of a policy to transition the City vehicle fleet to renewable sources by 2035. With support from the Climate Challenge, the Complete Streets team also completed the City’s first bus-only lane in over three decades along King Street and a “Shared Streets” pilot in the McCully/Mō’ili’ili neighborhood to deploy new quick-build strategies to provide safe and comfortable streets for people walking and biking.

City Projects

City-led Complete Streets projects are outlined on pages 12 through 34. The following is a brief snapshot of this year’s fully completed projects, as well as an analysis of project activities in Title VI/Environmental Justice communities.



Crossing Improvements

Seven crossing upgrades completed on City streets, including pedestrian refuge islands and curb extensions (91 accessible curb ramps and many more crossing upgrades are contracted for construction or in final design)



Bikeways

3.2 miles of new protected bikeways (and one new mini street sweeper to keep them clean!) and another 3.2 miles of new bike lanes and sharrows



Transit Priority

One mile of new bus-only lane created – the first in over 30 years



Roadway Repaving

53 miles of roadway repaved



Traffic Calming

Eleven traffic calming projects installed



Street Trees

859 street trees planted on City streets



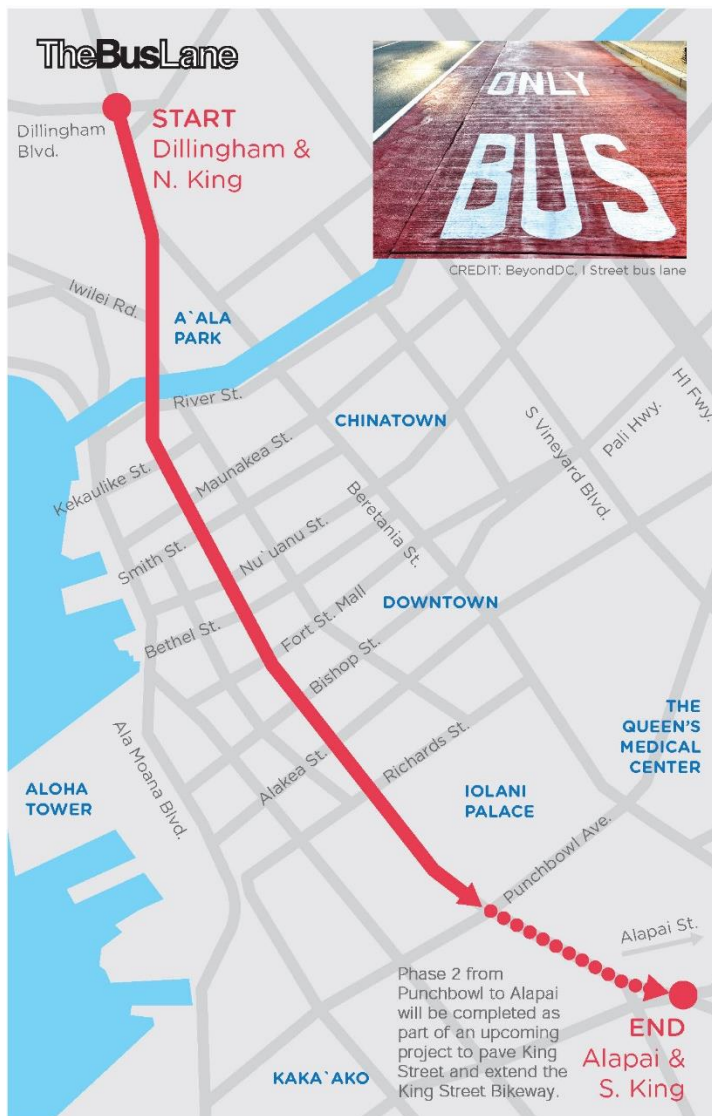
Equity

Of the 43 active City-led projects in FY21, 47% are located in “equity” communities (these Title VI/Environmental Justice areas represent roughly 30% of O’ahu’s population).

King Street Bus-Only Lane Project: Phase 1 // complete



In October 2020, the City converted one mile of the rightmost travel lane on King Street through Downtown to a bus-only lane from Dillingham Boulevard to Punchbowl Street. The intent of this project was to gain local experience with creating new red-paint bus-only lanes, including the physical and operational elements required. Other objectives were to reduce bus delays; prioritize high-efficiency travel modes; enable social distancing; reduce operating expenses; and improve bus passenger safety. Phase 2 of the project, which will extend the bus-only lane to Alapa'i Street, will begin in FY22.



Pensacola Street Protected Bikeway // complete



New protected bike lanes on Pensacola Street were completed in early FY21, adding 1.8 lane miles of protected bike lanes and extending protected bike routes into the high-density residential community of Makiki from Kapi'olani Boulevard to Wilder Avenue.

Ward Avenue Protected Bike Lanes // complete



In coordination with a recent Rehabilitation of Streets project, 1.4 miles of protected bikeways were installed along Ward Avenue, connecting the South King Street Bikeway to Ala Moana Boulevard—a much-needed mauka to makai connection in Honolulu's growing protected bikeway network. The bike lanes along Ward Avenue are the City's first directional protected facilities, traveling on each side of the street. Construction was completed in late FY21 following asphalt resurfacing and repair of existing concrete sidewalks.

Waikīkī Sidewalk Improvements: Phase 2 // complete



Waikīkī Sidewalk Improvements Map



Having begun construction in 2018, and continuing through 2021, the Waikīkī 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 along Kalākāua Avenue (see map above). In FY21, construction was completed for all project phases.

McCully Shared Streets Pilot // complete



With support from the American Cities Climate Challenge, the City piloted Shared Streets and quick-build strategies in the spring of 2021 to quickly provide safer streets for people walking and rolling in the McCully/Mō'ili'ili neighborhood. Over one third of McCully/Mō'ili'ili residents commute by walking, biking, or transit, and 75.5% of households own one or zero vehicles. Shared Streets aimed to immediately provide low-stress connections through the McCully/Mō'ili'ili neighborhood to key destinations and existing bikeways along King Street and the Ala Wai Canal.

The installations provided dedicated space for non-motorized travel and discouraged cut-through traffic and speeding using temporary traffic control materials. A pop-up bike/walk lane was installed along the Diamond Head-side of Hau'oli and Pumehana Streets, and in-road signage was used along Waiola Street. The temporary project lasted for 60 days starting May 1, 2021.

The Shared Streets pilot project demonstrated a clear need for paved and protected space for pedestrians, wheelchairs, strollers, scooters, skateboards, bikes, and so on. The City is now considering semi-permanent walk/bike lanes on Hau'oli and Pumehana Streets and is piloting a traffic circle at the Waiola/Wiliwili Street intersection.

Hobron Lane Curb Extensions // complete



In February 2021, the Department of Facility Maintenance installed quick-build curb extensions at the intersections of Hobron Lane/Ena Road and Hobron Lane/Līpe'epe'e Street following emergency pavement repair work. Using striped markings and flexible delineators, these elements calm traffic and facilitate safer pedestrian crossings.

Pāpipi Road Pedestrian Improvements // complete



In FY21, the City installed a new crosswalk across Pāpipi Road at the Hailipo Street/Kapolei Parkway intersection and installed modular curbing and vertical posts to protect striped curb extensions to keep vehicles out of the pedestrian space and slow turning drivers. Following those basic improvements, Blue Zones Project Hawai'i and local non-profit organizations, schools and residents painted beautiful murals in the curb extension areas. Pāpipi Road serves as a major route for public

transit, beachgoers, and children walking to nearby Ewa Beach Elementary School and Ewa Makai Middle School. These improvements enhance the visibility of the intersection and facilitate safer pedestrian crossings. Construction was completed in December 2021.

North King Street Quick-Build Pedestrian Refuge Island // complete



In FY21, the Department of Facility Maintenance (DFM) installed an interim pedestrian refuge on North King Street at Morris Lane in Kalihi. The pedestrian crossing improvement, designed by in-house traffic engineering staff, uses modular materials to create a median space that limits pedestrian exposure and allows pedestrians to focus on crossing one direction of traffic at a time.

California Avenue Quick-Build Pedestrian Refuge Island // complete



In FY21, the City also installed a pedestrian refuge island along the busy, and wide, stretch of California Avenue near Makani Street. The interim solution uses low-cost materials to quickly improve pedestrian safety. Design for more permanent improvements, and a potential road diet, are programmed, pending the availability of funds.

Nu'uaniu Avenue Bike Lanes // complete



In FY21, the City added new bike lane and sharrows markings along Nu'uaniu Avenue from Beretania Street to School Street, following roadway repaving. These facilities improve the ride between the Nu'uaniu neighborhood and Downtown Honolulu. In addition, the mauka-bound lane will be extended to Kuakini Street as part of the future Nu'uaniu Avenue Complete Streets project.

Mānoa Road Bicycle Sharrows // complete



As part of a periodic roadway repaving project, 3.2 miles of bike sharrows were installed along Mānoa Road, East Mānoa Road, Pakanu and Pawaina Streets to warn motorists that these are important cycle routes. Sharrows also encourage cyclists to use more of the travel lane where there is potential danger in riding too close to the curb.

Wai'alae Avenue Street Tree Beautification Project // complete



The Department of Parks and Recreation completed a street tree beautification project along Wai'alae Avenue. Two Tulipwood and seven White Tecoma trees were planted between 11th and Koko Head Avenues on both sides of Wai'alae Avenue.

The street trees were planted in September 2020, with planning and design completed in-house.

Oneawa Street Tree Beautification Project // complete



Credit: Lani-Kailua Outdoor Circle

The Lani-Kailua Outdoor Circle approached the Department of Parks and Recreation (DPR) and requested replacement trees between Kuilei Road and Kawainui Street on both sides of Oneawa Street, a three-block area in downtown Kailua's central business district. The street tree beautification project planted six new Silver Trumpet and two new White Tecoma trees in August 2020, with planning and design completed in-house.

South King Street Protected Bikeway Repairs // complete



Over the last year, the Department of Facility Maintenance began installing a new type of modular curbing along the South King Street Protected Bikeway. The original asphalt curbing is increasingly in need of repair after years of being hit by vehicles. The first pilot locations were fronting Straub Hospital and the Interstate Building. This materials test will help inform the design of future protected bikeway projects.

Pearl Harbor Bike Path Bridge Repairs // complete



In March 2021, the Kalauao Stream Bridge along the Pearl Harbor Bike Path was reopened to the public after being closed for reconstruction in September 2020. Railings on the bridge were reconstructed by the Department of Facility Maintenance to ensure safe bicyclist and pedestrian crossings.

Pākī Avenue Shared-Use Path Improvements // in construction



The City is reconstructing the shared-use pathway along Pākī Avenue from Kapahulu to Monserrat Avenues. The project is replacing the existing asphalt pathway with a wider, concrete sidewalk, while addressing tree roots and branches that are immediately impacting the pathway. These improvements are intended to benefit pedestrian and bicycle circulation in this busy area and make the path more accessible. No tree removals are anticipated.

Construction began in May 2021 and is expected to be completed in FY22. A separate project to address the half-mile stretch of the pathway from Monsarrat Avenue to Poni Mōʻī Road is expected to begin within a year.

Pauahi Street Curb Extensions // in construction



As part of a major paving of downtown streets, the City is upgrading the existing bulb-outs in Chinatown along North Pauahi Street at the Maunakea Street, Smith Street, and Nuʻuanu Avenue intersections. These upgrades include permeable pavers, decorative metal bollards, and tactile warning devices for pedestrians with disabilities. Construction began in late FY20 and is expected to be completed in FY22.

Village Park – Kupuna Loop // 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 is ongoing and is expected to be completed in FY22.

East Kapolei Rail Station Multimodal Access Improvements // in construction



The East Kapolei Rail Station Multimodal Access Improvements project will improve pedestrian and bus rider access to the Kualaka'i (East Kapolei) and Keone'ae (UH West O'ahu) rail transit stations in East Kapolei. When complete, the project will include crosswalk improvements at the intersection of Kualaka'i Parkway and Keahumoa Parkway, four new bus stops with HandiVan pickup and dropoff, wayfinding signs leading to the rail

park and ride facilities, a three-mile long concrete multi-use path from Kapolei Parkway to Farrington Highway, trailblazer wayfinding signs that lead to the Park & Ride at the Keone'ae rail station, and crosswalk enhancements at the East Kapolei Middle School.

In FY21, Phase 1 of the project commenced with the installation of the four bus stops, the construction of the 15-foot wide multi-use path, and installation of wayfinding signs. Phase 2 of the project, which will incorporate lighting improvements, will begin in early FY22.

Kalāheo Avenue/Kailua Road Intersection // contracted for construction



A pilot roundabout using low-cost materials was installed at the intersection of Kalāheo Avenue and Kailua Road in 2018 to test its use to improve both roadway safety and traffic flow. The results of the pilot proved to be effective in calming traffic, while also preventing traffic buildup.

In FY21, the Departments of Transportation Services and Facility Maintenance completed final design of an upgrade of the roundabout with permanent materials including sidewalks in the immediate project vicinity and drainage infrastructure to mitigate frequent storm water ponding. Water quality features include permeable pavements, trench drains, pre-treatment tanks, and rain gardens. Construction has been awarded to a contractor and is expected to begin in early FY22.

Salt Lake Boulevard // contracted for construction

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.

The construction contract for Phase 3A, which will include sidewalk, curbing, and bikeway improvements, has been awarded. The construction project is anticipated to start in 2022. The design and construction of the Phase 3B improvements which will include the remaining improvements in the original design including additional traffic lanes, completing the drainage system improvements, traffic signals, various utility relocations, and mauka curb and gutter, sidewalk, and bikeway.

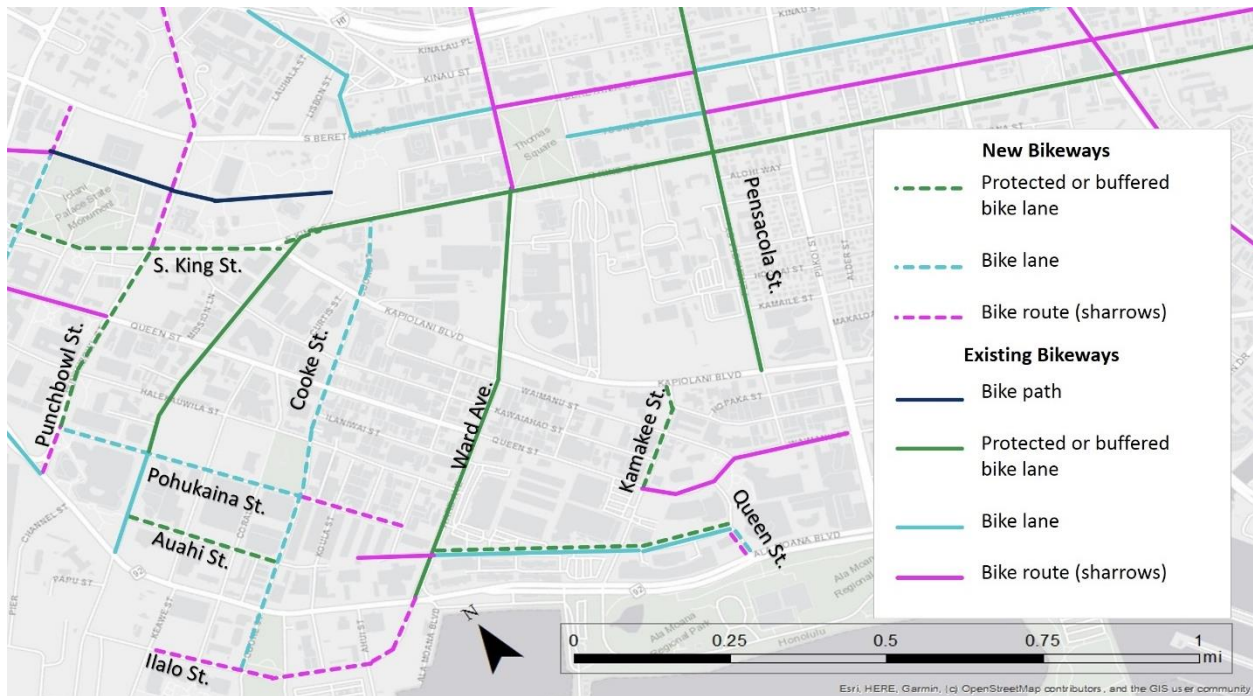
Downtown Protected Bikeways // contracted for construction



New bikeways are coming to downtown Honolulu as part of a much-needed roadway rehabilitation project. The project will extend the South King Street protected bikeway from its current terminus at Alapai/South Street to Alakea Street (from there bikers can connect to Hotel Street with a new one-block mauka-bound bikeway along Alakea Street, shown at left). Punchbowl Street will have a new protected bike lane along its 'Ewa side, makai of King Street, and Richards Street will provide a protected facility between Hotel and Halekauwila Streets. A bikeway along Bishop Street is no longer being pursued at this time. Construction is estimated to begin in 2022 subject to staffing availability.

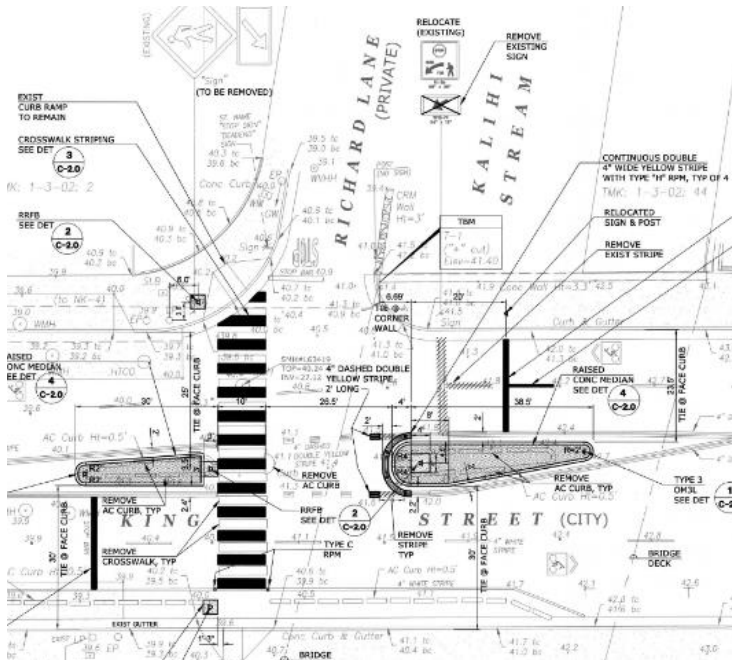
Kaka'ako Bikeway Improvements // contracted for construction

In coordination with a road rehabilitation project, the following bike facilities will be installed in Kaka'ako on Pohukaina, Auahi, Queen, Ilalo, Cooke, and Kamake'e Streets. In FY21, the project completed design and its construction contract was executed. Construction is anticipated to begin in FY22.



Honolulu Urban Core Bicycle Map

North King Street/Richard Lane Crossing Upgrades // contracted for construction



At a similar uncontrolled crossing of North King Street at Richard Lane in Kalihi, the City will also install pedestrian crossing beacons (RRFBs) and a concrete median to improve the visibility of crossing pedestrians. In FY21, a contract for project construction was executed, with construction expected to begin in FY22.

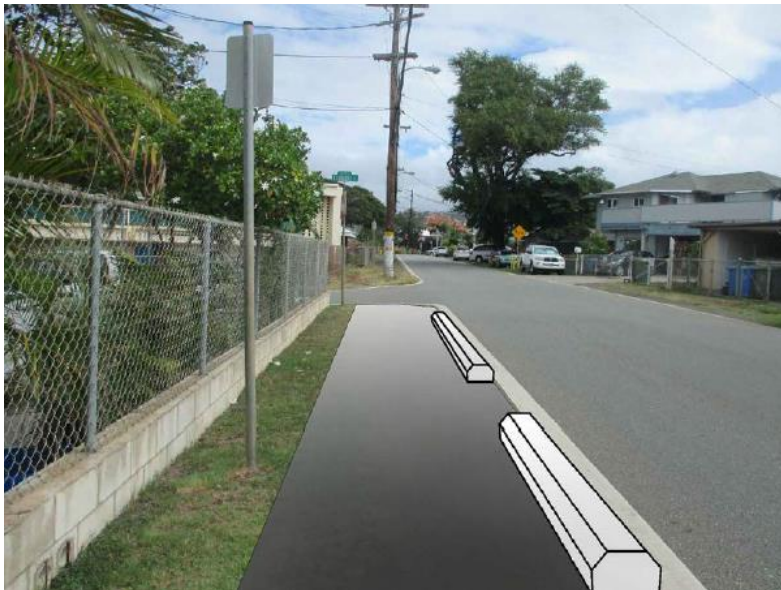
Kamehameha Highway/Pāhia Road Crossing Upgrades // contracted for construction

In response to a history of pedestrian crashes at the uncontrolled crossing of Kamehameha Highway in Kaneohe at Pāhia Road, the City will install pedestrian crossing beacons, known technically as rectangular rapid-flashing beacons (RRFBs). This crossing is identified as a Tier 1 High Pedestrian Injury location in the new O’ahu Pedestrian Plan, so this crossing improvement is much anticipated. In FY21, the project was put out to bid, and construction activities are expected to commence in FY22.

Nu’uanu Avenue // final design

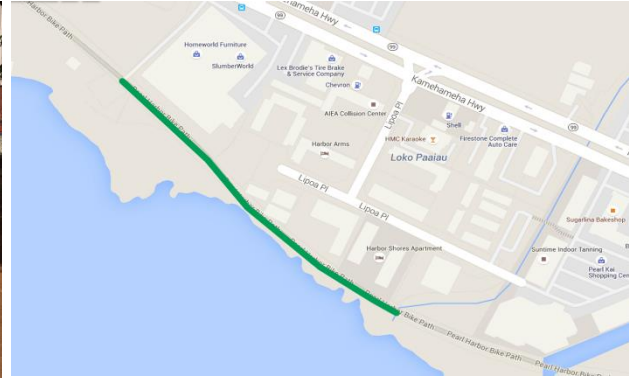
This project is focused on the mauka-makai corridor of Nu’uanu Avenue from Wyllie Street to North School Street. Plans for this corridor include new street trees, new concrete sidewalks, striped medians, improved pedestrian crossings, new bike lanes, shared lane markings, and curb extensions. Sixty-percent design was completed in FY21, shared with the community, and uploaded to the project website. The project has been put on hold, pending completion of the ninety-percent design documents for future permitting and construction.

Fern Elementary Safe Routes to School Project // final design



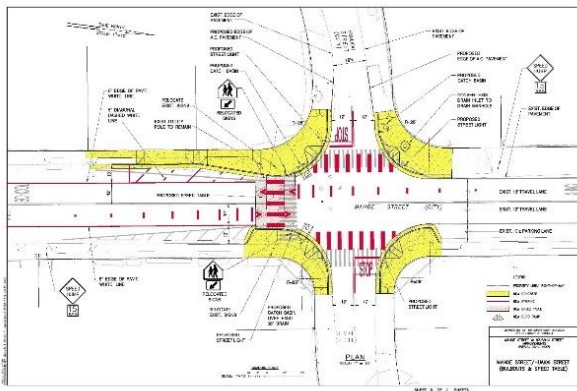
Delivered through the City’s Safe Routes to School program, upcoming Kamehameha IV Road and Kahauiki Street improvements include installation of an asphalt walking path with modular tuff curbs and delineators, curb ramps, and intersection improvements to make walking to and from Fern Elementary School safer for children and their parents. Construction was put out to bid and is expected to begin construction in early FY22.

Pearl Harbor Bike Path Improvements // final design



This project will revitalize a section of the Pearl Harbor Bike Path with poor lighting and pavement quality. Proposed improvements, which should benefit the overall sense of safety and aesthetics, include new lighting, widening the path to 12 feet where possible, and upgrading the path surface to concrete. Final design work was ongoing in FY21 and is expected to be completed and ready for contract bidding by FY22.

Māhoe Street Improvements // final design



The design phase for Māhoe Street (Waipahu Street to Halelehua Street) improvements was ongoing in FY21 and anticipated for completion in FY22. 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.

Goodale Avenue Multi-Use Path // final design



The Goodale Avenue Multi-Use Path project will incorporate pedestrian and bicycle upgrades 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. Construction was put out to bid in May 2021 and is anticipated to start in FY22.

Kamehameha Highway (Hale'iwa) Shoulder Improvements // final design



The Kamehameha Highway roadway rehabilitation project is proposed to incorporate pedestrian improvements and green infrastructure along a one-mile segment between the Anahulu and Ōpa'eula Stream Bridges. The shoulder will be upgraded with permeable paver blocks to provide pedestrians an accessible and dedicated space and address storm water ponding. In FY21, a public survey was conducted to garner feedback from the community on the specific materials that will protect the new walkways, and the design was

revised to use raised curbing instead of bollards for this purpose. Final design is ongoing and is estimated to be completed in 2023.

Curb Ramp Improvements // final design



In FY21, the City was developing designs for 91 new accessible curb ramps across our island to assist those with mobility challenges, as well as bicyclists and those using strollers and other wheeled devices on our sidewalks.

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 transit 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. The project's Draft Environmental Assessment was completed and published for public review in March 2021. Design work for the first phase of the project is sixty percent complete.

Kalauao Bus Transit Center and Mobility Hub // design



The Kalauao (Pearlridge) Bus Transit Center and Mobility Hub will provide a multimodal, mixed-use bus transit center directly adjacent to the Kalauao rail transit 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. In November 2020, the project team shared updates and received feedback from community members at the 'Aiea and Pearl City Neighborhood Board meetings. Thirty-percent design was completed in December 2020. The Final Environmental Assessment was published in February 2021. Pre-final design is scheduled to be completed in early FY22.

Pearl City Complete Streets // design



The Pearl City Complete Streets project is focused on three corridors: Ho'olaule'a Street from Noelani Street to Waimano Home Road, Ho'omālū Street from Ho'olaule'a Street to Waimano Home Road, and Waimano Home Road from Kamehameha Highway to Komo Mai Drive.

In FY21, the plans for Waimano Home Road were revised based upon community feedback to the proposed road diet. A virtual community meeting was held in March 2021 to seek community feedback on the updated plans. The community overwhelmingly supported installation of two new pedestrian crossing beacons along Waimano Home Road between Moanalua Road and Komo Mai Drive as part of an upcoming paving project. This plan has moved into the design phase under the Department of Design and Construction.

Ala Wai Bridge // design



The primary purpose of the Ala Wai Bridge project is to improve multimodal connectivity and public safety for people walking and bicycling across the Ala Wai Canal between Ala Moana Boulevard and the Mānoa/Pālolo Stream. The project consists of a new pedestrian and bicycle crossing of the Ala Wai

Canal in the vicinity of University Avenue, connecting to the Ala Wai Promenade on the makai side and the Ala Wai Park Path and University Avenue on the mauka side.

The Draft Environmental Assessment was published in March 2021, and a virtual community meeting was held to provide an overview of the project, to review alternatives considered, to share progress in the environmental review process, and to seek feedback on the Draft Environmental Assessment. Community members had an opportunity to participate in various breakout sessions based on specific areas of interest – transportation, infrastructure, and utilities; historic, cultural, and archaeological resources; recreation and Section 4(f); views and aesthetics; public services; natural environment. Consultation continues under the Section 106 National Historic Preservation Act.



Waipi’o Point Access Road Multi-Use Path // design



This community-initiated project will upgrade Waipi’o Point Access Road from Farrington Highway to the Pearl Harbor Historic Trail, fronting Waipahu High School and the Waipahu Clubhouse. The lack of pedestrian and cyclist infrastructure presents accessibility challenges for the vulnerable populations that frequent this area. Overgrown vegetation, abandoned vehicles, and a lack of drainage also detract from their experience. Improvements in the works include a new multi-use path on the high-school side of the street, a

raised crossing near Farrington Highway, new street trees, and low-impact drainage infrastructure. The project is being designed by a team led by the SHADE Institute.

ADA Bus Stop Improvements // design



DTS is nearing the completion of final design for accessibility and comfort upgrades at fifteen bus stops. Improvements include new bus stop shelter roofs and pads, seating, concrete sidewalks, and trash receptacles. The integration of transit amenities helps to make transit a more feasible and attractive transportation option.

Kāne’ohe Complete Streets // planning



The Kāne’ohe Complete Streets corridors that are coming up for roadway rehabilitation are Kamehameha Highway from Likelike Highway to Kahekili Highway, Ha’ikū Road, and Kaneohe Bay Drive between Mōkapu Saddle Road and Mōkapu Boulevard. Planned improvements that will be done as part of this paving project include expanded and reconstructed sidewalks, curb extensions, new street trees, traffic calming, new bike lanes, and upgraded bus stops.

In FY21, the plans were finalized based on community feedback and published online for public review. Additionally, in response to community requests, walkway improvements along the east side of Kea’ahala Road between Kaneohe Community Park and Kamehameha Highway are being explored.

Improvements to Kahuhipa Street between Kahekili Highway and Kamehameha Highway are on hold for now, pending available resources, since the roadway was recently resurfaced.

Kailua Complete Streets // planning



The Kailua Complete Streets planning project covers Kailua Road, Ku‘ulei Road, Oneawa Street, South Kainalu Drive, Kalaheo Avenue, and portions of Mokulua Drive and Kihāpai Street. In May 2021, a virtual community meeting was held to present the proposed roadway safety concepts, which include new sidewalks and paths, safer pedestrian crossings, protected bicycle lanes, a new roundabout, and a “Barnes Dance” (or pedestrian scramble) at the intersection of Kailua Road and Hahani Street. Based on extensive community feedback, the Complete Streets team is revising the roadway plans and identifying next steps given the available resources.

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. Improvements being designed based upon community feedback include the addition of pedestrian crossing beacons, pedestrian refuge islands, curb extensions, street trees, and protected bike lanes.

Work is ongoing to refine recommendations based upon guidance from the first community meeting and two subsequent Community Advisory Committee meetings. A final community meeting is scheduled in early FY22 to present design concepts.

Kapālama Canal // planning

Central Canal: Section E @ Raised path (SLR +6')



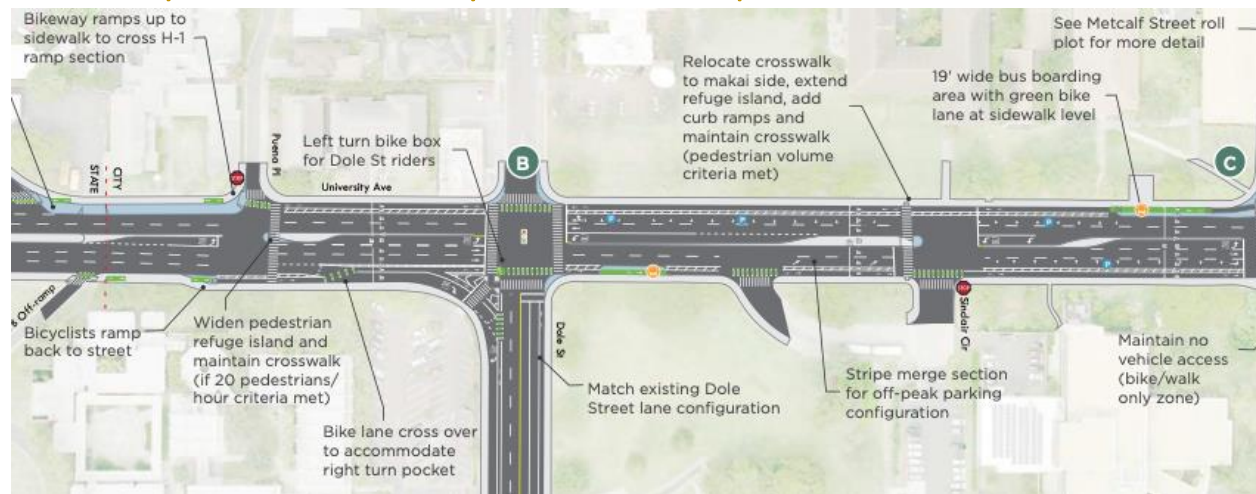
Fig. 5-7 Central Canal SLR +6.0'; Section E, at Raised Path (2020 Master Plan)

Planning is underway to create a linear park along Kapālama Canal near the future Niuhelewai rail transit station. The project will include waterfront promenades, gathering places, Complete Streets improvements to Kōkea 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 and resilience.

In FY21, the City adjusted the design of the project to account for future rising sea levels and FEMA provisional flood map revisions, and conducted additional technical analysis, hydraulic modeling, and dredging analysis. The Final Environmental Impact Statement, as required by HRS Chapter 343 was completed and published, with the final master plan and report nearly complete. Additionally, the Department of Planning and Permitting is exploring preparation of NEPA documentation.

University Avenue / McCully / Metcalf Complete Streets // planning

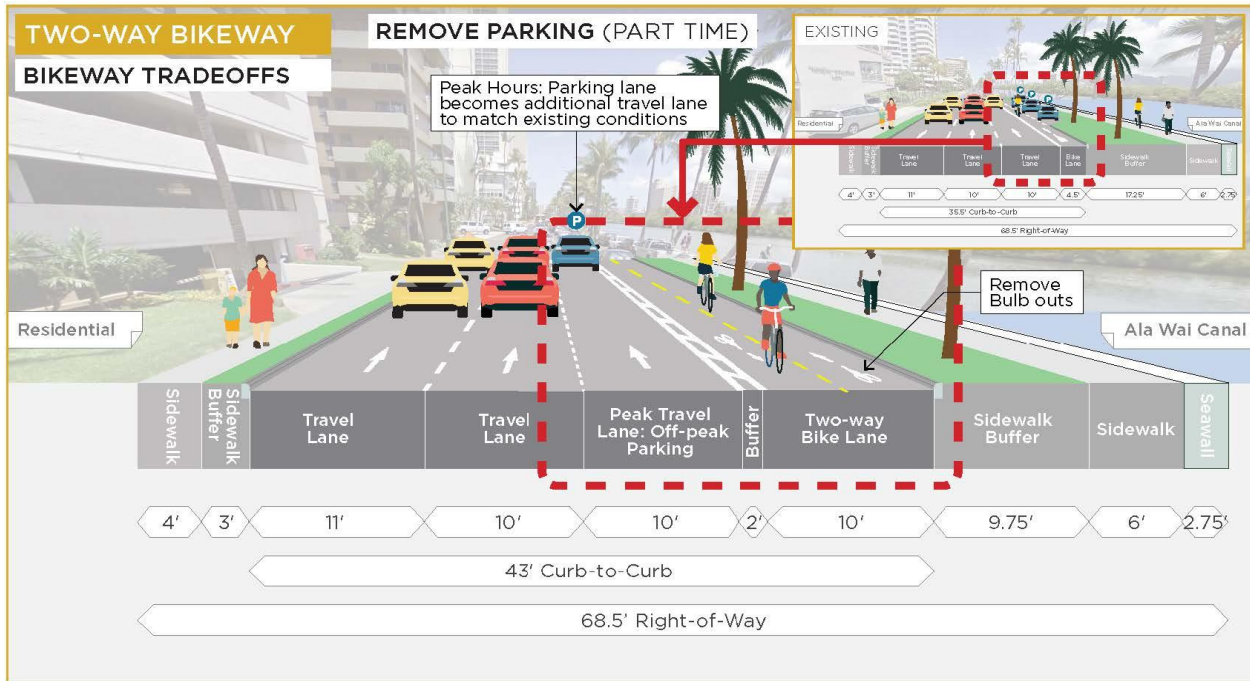


The study area of this project includes:

- University Avenue between Maile Way near the University of Hawai'i at Mānoa and Hīhīwai Street just before the Ala Wai Canal
- McCully Street from Beretania Street to Kalakaua Avenue
- Metcalf Street between University Avenue and McCully Street

In FY21, work was focused on the refinement of the thirty-percent designs, particularly bicycle connectivity along University Avenue under the H1 Freeway and the intersection with Dole Street.

Ala Wai Boulevard // planning



In coordination with the Ala Wai Bridge and the University/McCully/Metcalf Complete Streets projects, the City is evaluating potential Complete Streets improvements along Ala Wai Boulevard, including pedestrian crossing upgrades and a two-way protected bikeway, as recommended in the O’ahu Bicycle Plan, which would be the first protected, low-stress bikeway in Waikīkī. A kick-off virtual community meeting was held in April 2021 to present preliminary design concepts. The roadway changes will be incorporated as part of an upcoming roadway paving project.

Ala Wai Promenade Crossing // planning



The Ala Wai Promenade is a walking and bicycling path that extends along the mauka side of the Ala Wai Canal from Ala Moana Boulevard to McCully Street. The promenade forms part of the Lei of Parks walking and bicycling route, providing a valuable transportation and recreation source for many residents and visitors.

The City has begun to explore various alternatives for a new pedestrian and bicycle crossing where the promenade intersects with Kalākaua Avenue. If feasible, this new crossing would improve safety, access to the promenade, and better connect the Lei of Parks.

Ke'eaumoku Complete Streets // planning



The City and County of Honolulu kicked-off a Complete Streets project for Ke'eaumoku Street in FY21 with data collection, community outreach, and exploration of design alternatives. As a major thoroughfare providing mauka-makai connections between Makiki, Ala Moana and the future Honolulu Rail Transit station at Ala Moana Center, Ke'eaumoku Street needs a design that better balances the needs of all those using the roadway, whether walking, using a wheelchair, on a bike, riding transit, or in a car.



The study area encompasses Ke'eaumoku Street from Kapi'olani Boulevard to Wilder Avenue. Potential improvements under consideration include safer pedestrian crossings, shade trees, improved transit stops, and protected bicycle lanes.



Other Projects

Waialae Avenue Parklets // complete



To promote safe shopping and dining for struggling businesses during the COVID-19 pandemic, the Department of Transportation Services assisted several local businesses and non-profits in transforming three on-street parking stalls into shared public outdoor spaces, or parklets, in the Kaimuki community along Wai‘alae Avenue.

The project was organized by Better Block Hawai‘i, a non-profit community organization. The parklets were constructed out of reclaimed materials by Re-use Hawai‘i and Kupu, with trees provided by Trees for Honolulu’s Future.

Prospect Street Quick Build // complete



The Stevenson Middle School leadership class partnered with Blue Zones Project Hawai‘i 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 constructed 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 played 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 Hawai‘i, Uluono Initiative, and Austin Tsutsumi & Associates. Construction was completed in May 2021.

Kamake'e Street Crossing Improvements // complete



In March 2021, a pedestrian refuge island and rectangular rapid-flashing beacons (RRFBs) on Kamake'e Street was installed by Howard Hughes Corporation. This pedestrian crossing improvement, creates a median space that limits pedestrian exposure at a previously uncontrolled crosswalk and allows pedestrians to focus on crossing on direction of traffic at a time.

The Park on Ke'eaumoku // in permitting



The Park on Ke'eaumoku will be two mixed-use towers on Ke'eaumoku Street with ground-floor retail, affordable and market-rate housing, widened sidewalks, bicycle parking, and a bike share station are all planned as part of this project. The project also incorporates a 0.5 acre public-private park. A monetary contribution to Complete Streets in the area was also a condition of approval. In FY21, the

project was approved by the Honolulu City Council in Resolution No. 19-24, CD1 and is awaiting the submittal of building permits.

Education and Encouragement Staff Training



In FY21, the Complete Streets team had the opportunity to attend the National Association of City Transportation Officials (NACTO) Designing Cities 2020 virtual conference in December 2020, where they were exposed to innovative approaches to transportation, mobility, and development to design and plan livable communities, with particular emphasis on equitable community recovery during the COVID-19 pandemic.

Additionally, the Complete Streets team had the opportunity to attend Project for Public Spaces Walk/Bike/Places 2021 virtually in June 2021. At this training, staff attended multiple workshops on standards and best practices in pedestrian safety, bicycle network design, and place-making to better inform planning and design.

Website Upgrades & ADA Improvements

Throughout FY21, the Honolulu Complete Streets website was transformed and upgraded. The new site presents a fresh aesthetic and an easier way to learn about upcoming and completed projects. The site is also being improved for accessibility and ADA compliance. Additionally, the Honolulu Complete Streets program website published new webpages for Waikīkī Complete Streets, the Kalauao Bus Transit and Mobility Hubs Center, and the Kalia Transit Plaza at Ala Moana.



Kalākaua Open Street Sundays



The City, with the help of the Hawaii Bicycling League, launched a series of “Family Sundays” on Kalākaua Avenue. For five Sundays, beginning on June 14 through July 5, 2020, the City closed Kalākaua 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 Kalākaua Family Sundays were aimed to reconnect kama’āina and merchants along Kalākaua 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 December 2020, the SRTS Program assisted Blue Zones Project Hawai’i with the construction of the quick-build curb extension on Papipi Road. Additionally, the SRTS Program awarded a mini-grant to the Robert Louis Stevenson Middle School and participated in constructing the school’s quick-build curb extension on Prospect Street in May 2021. The SRTS Program also assisted in planning the implementation of traffic calming at the intersection of Kunehi Street and Kapolei Parkway next to the Hookele Elementary School, which was completed in June 2021. The SRTS Program also supported the Honolulu Complete Streets program in conducting outreach to the King William C. Lunalilo Elementary School and Washington Middle School to notify each school of the McCully Shared Streets pilot project.

Additionally, the SRTS program helped organize the City and County of Honolulu’s Summer Fun program in June 2021, where students were invited to draw a place you want to walk or bike in. There were approximately 1,587 submissions.

Bike Education Program



Youth BikeEd: BikeEd is a City-funded bike education program administered by the Hawaii Cycling League (HBL) that teaches fourth graders around O’ahu how to ride a bike, basic cycling safety, and laws of the road. Participation in the *Youth BikeEd* program was reduced due to social distancing restrictions at schools.

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 Hawai’i to offer a course introducing residents to Honolulu’s bikeshare system. The *Adult BikeEd* program saw full-volume participation.

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.

Due to the COVID-19 pandemic, most FY21 community outreach events were canceled. Some new strategies were implemented to encourage people to adhere to pandemic restrictions, including a virtual meeting and informational brochures for seniors. During the fiscal year DTS engaged with eight Summer Fun programs, reaching a total of 551 children and 101 adults.



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.