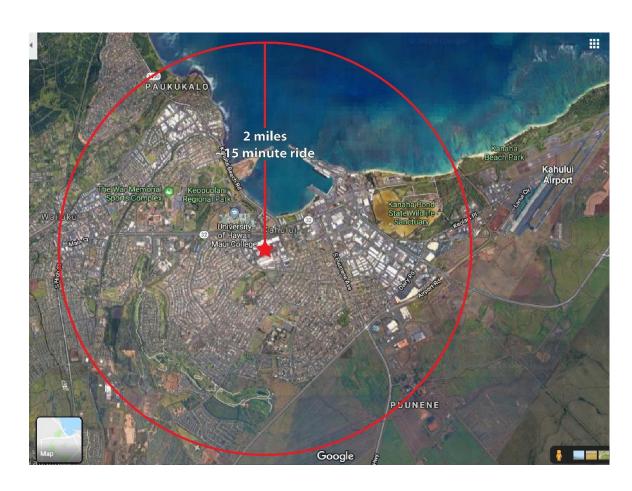


Why Bike?

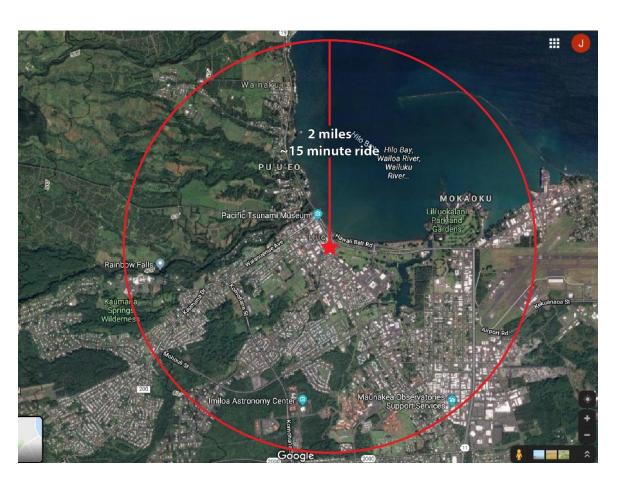




Honolulu Kahului

Why Bike?



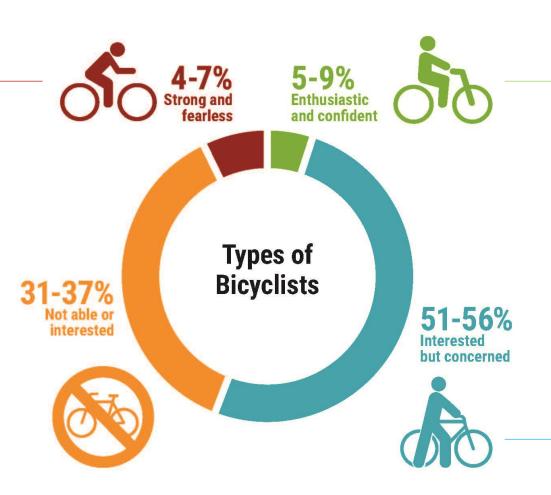


Lihue Hilo

Who Are We Designing For?



Kapahulu Ave.



These percentage values are typical ranges for most US communities.

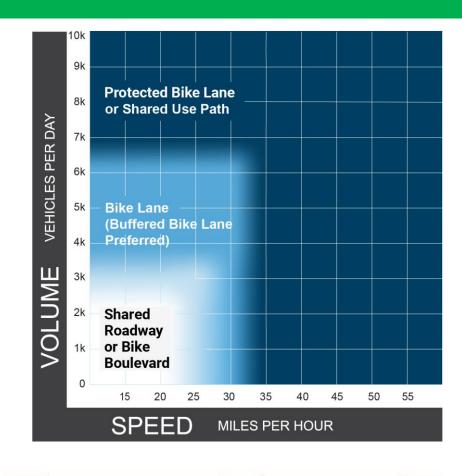
Nimitz Hwy.



South St.

Bicycle Facility Selection

- Separation and dedicated space should increase with traffic volume and speed.
- Intersection treatments are critical to maintaining a level of comfort.

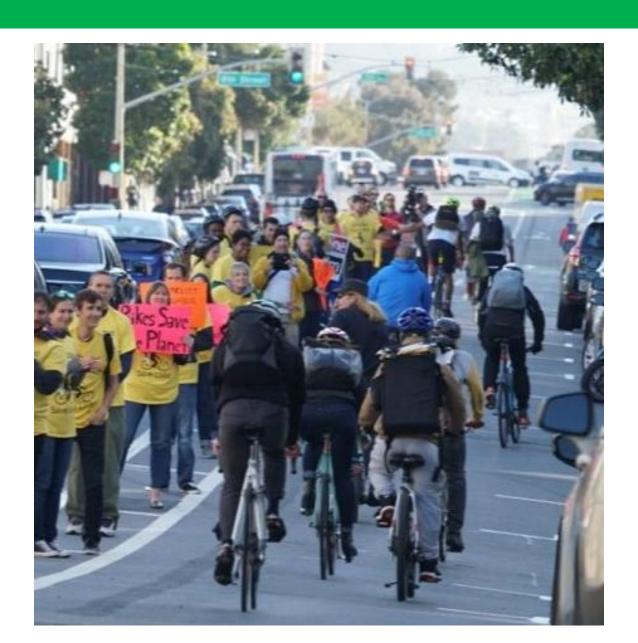




Bicycle Demonstration Projects







Hele On Kaka'ako – Cooke Street Demonstration

- May 2013
- Cyclovia Event (i.e., street closure)
- Demonstration Project including bike lanes, curb extensions and mini traffic circles
- 6 12 months of planning
- Bike lane to be installed in 2020



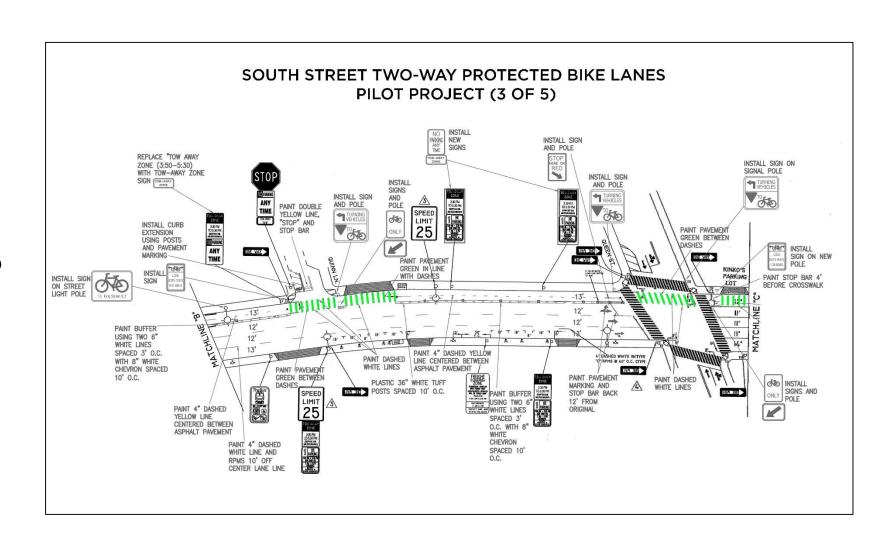
King Street Protected Bike Lane

- Pilot Project opened in December 2014
- Approximately 1 year for design (DTS) and installation (DFM)
- 126% increase in ridership (2017)
- Sidewalk riding down from 67% of bicyclists to 5%



South Street Protected Bike Lane

- Pilot Project opened in May 2017
- Approximately 2 year for design and installation
- 500% increase in ridership (2017)
- No asphalt curbs, delineators and paint only



Challenges

- Uncertain permitting process
- Parking removal/ repurposing
- Vehicle level of service to multimodal level of service
- Aesthetic concerns



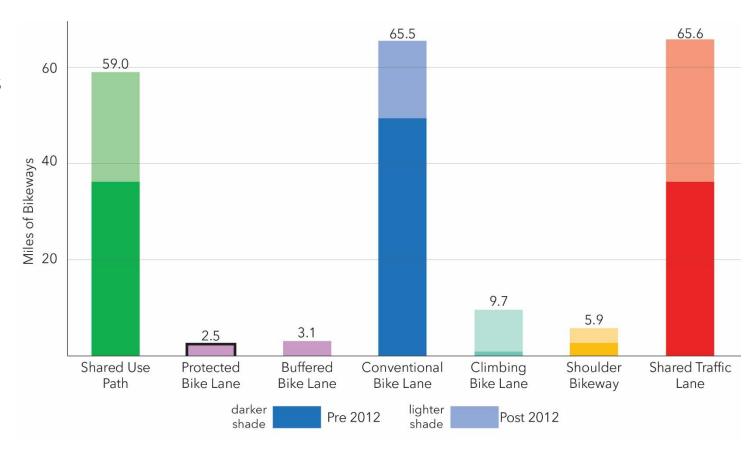
THE PERMIT PROCESS **PHASE 1: PROJECT DEVELOPMENT CONTINUE TO PHASE 2..** DPW reviews proposal w/n 2 weeks to assess Traffic Control Community Partner revises materials and completes Phase 2 Permit requirements, confirm compliance with applicable laws/regulations, Application, Application includes Traffic Control Plan created with Engineering submits Phase 1 Application and provide advice on Phase 2 Permit Application development. Partner. For more information on Traffic Control Planning, see page 22 Revisions Required **PHASE 2: PERMITTING & REVIEW CONTINUE TO PHASE 3.** DPW reviews application for completeness and DPW sends permit app. to GMT, BFD, BPD a min. of 30 works with community partner to revise if needed. days before target event date. Within 30 days of DPW's If complete, DPW distributes to agency partners distribution, GMT, BFD, BPD report problems to DPW.** within 1 week, and a min. 30 days before event. Return to start of Phase 2 to revise application Problems!* Event date may need to be adjusted. **CONTINUE TO PHASE 4.** PHASE 3: NOTIFICATION & IMPLEMENTATION DPW sends approved permit package to Public Works Commission, BPD, BFD, and GMT for information only (min. 1 week before event) Process Diagram Notes: Number of days listed refer to calendar days. **PHASE 4: THANK YOUS & RECAP** See page 12-14 for more information about how to avoid having your project kicked back for revisions. Depending on the amount of revisions required, the DPW and Partner obtain target event date may need to be adjusted. You're feedback from GMT **PROJECT** encouraged to submit your application well in advance BFD, BPD, Public Works COMPLETE **A 30-day review cycle is a reasonable estimate for typical work flow for emergency services departments lowever, in situations where extreme emergencies of abnormal scale occur, emergency services departments may be delayed in meeting this deadline.

Burlington Public Works // Demonstration Project Guide// Page 11

Opportunities

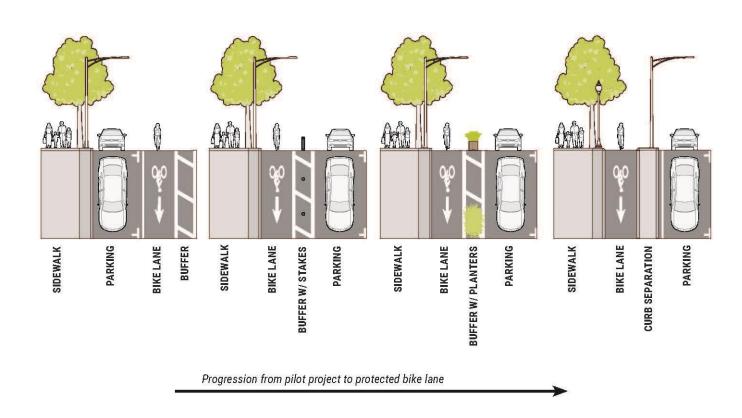
- Empower community stakeholders
- Improve Safety for all roadway users
- Demonstrate technical feasibility
- Evaluate and refine design solutions
- Take advantage of roadway rehabilitation projects





Permanent Installation

TASK	TIMEFRAME	CAPITAL NEEDED
Planning	3 months to a year	\$
Demonstration (install project; collect traffic data; and gather public feedback)	1 week to 3 months	\$-\$\$
Analyze data	1 month	\$
Interim design	1 to 3 years	\$\$
Permanent installation	1 to 5 years	\$\$\$



Mahalo

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