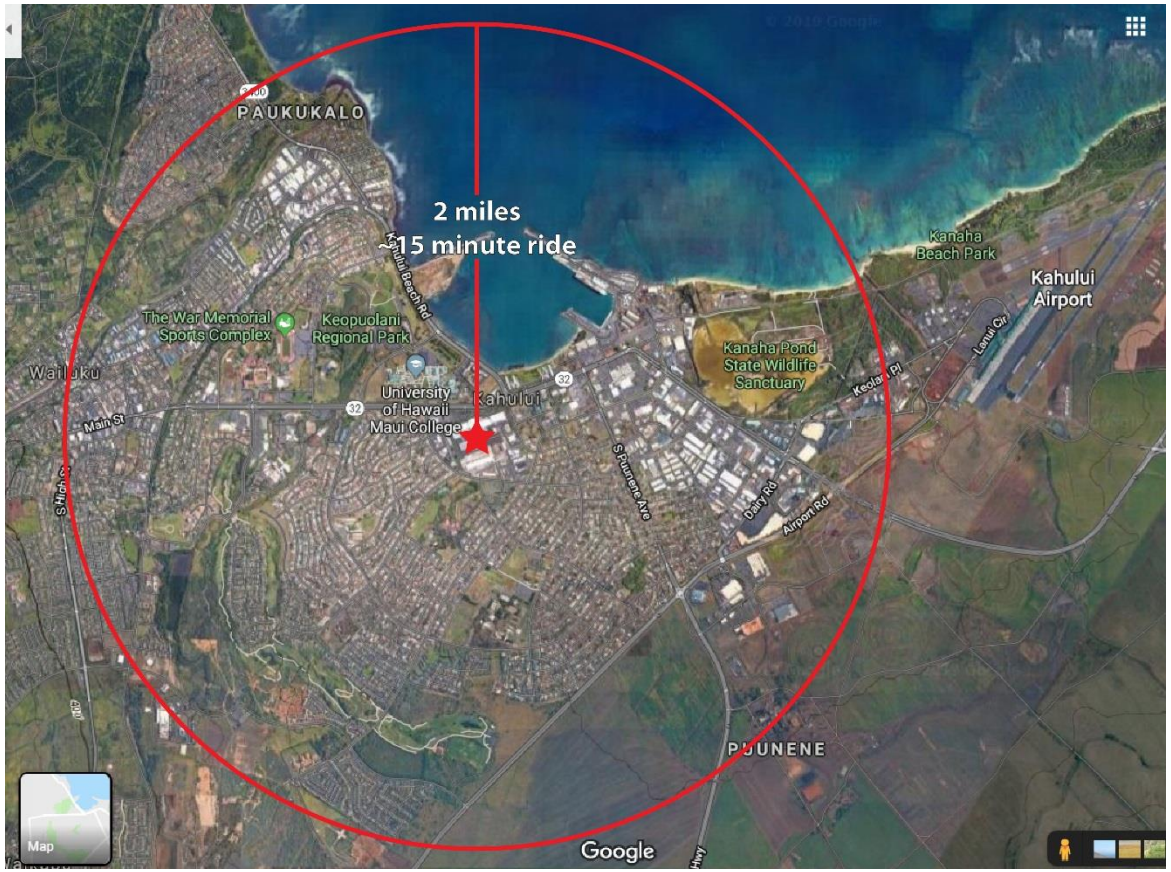
Quicker, Faster, Lighter

Keep Calm and Bike On

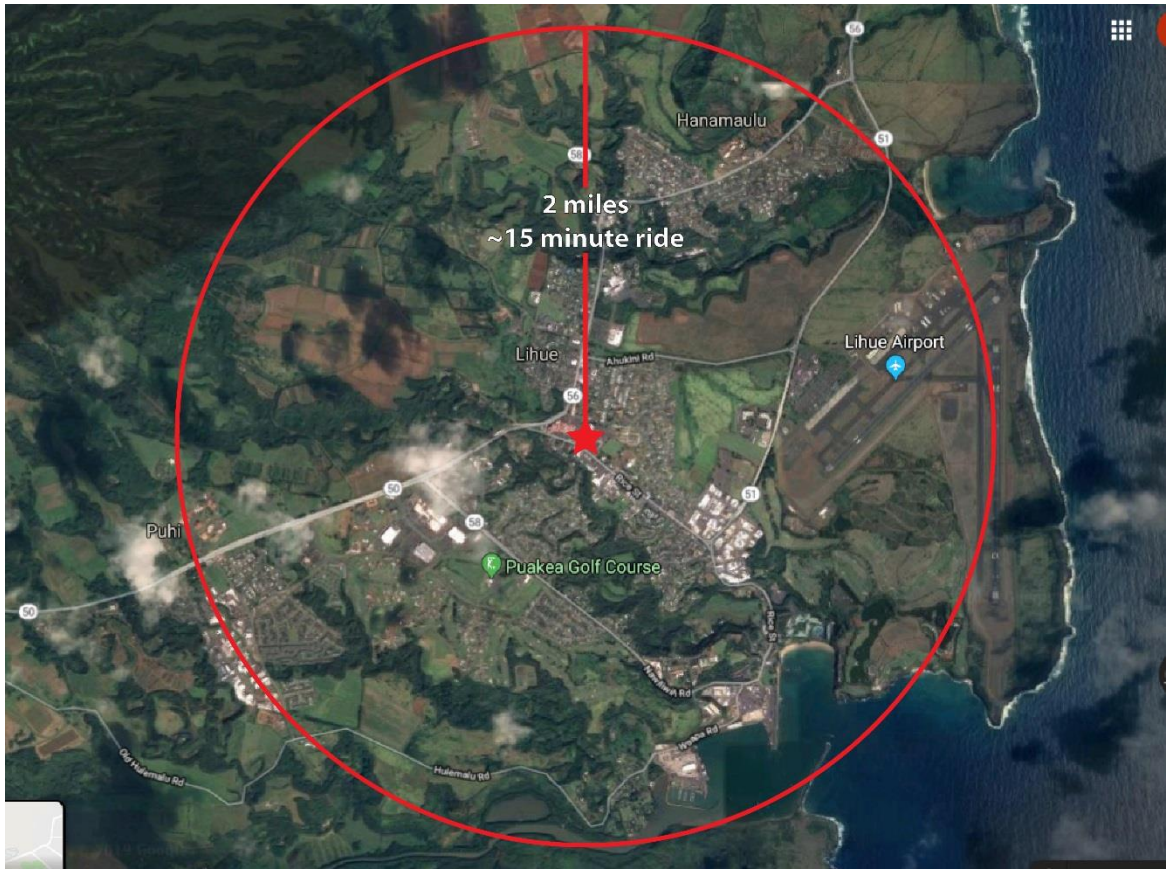
Why Bike?

Honolulu

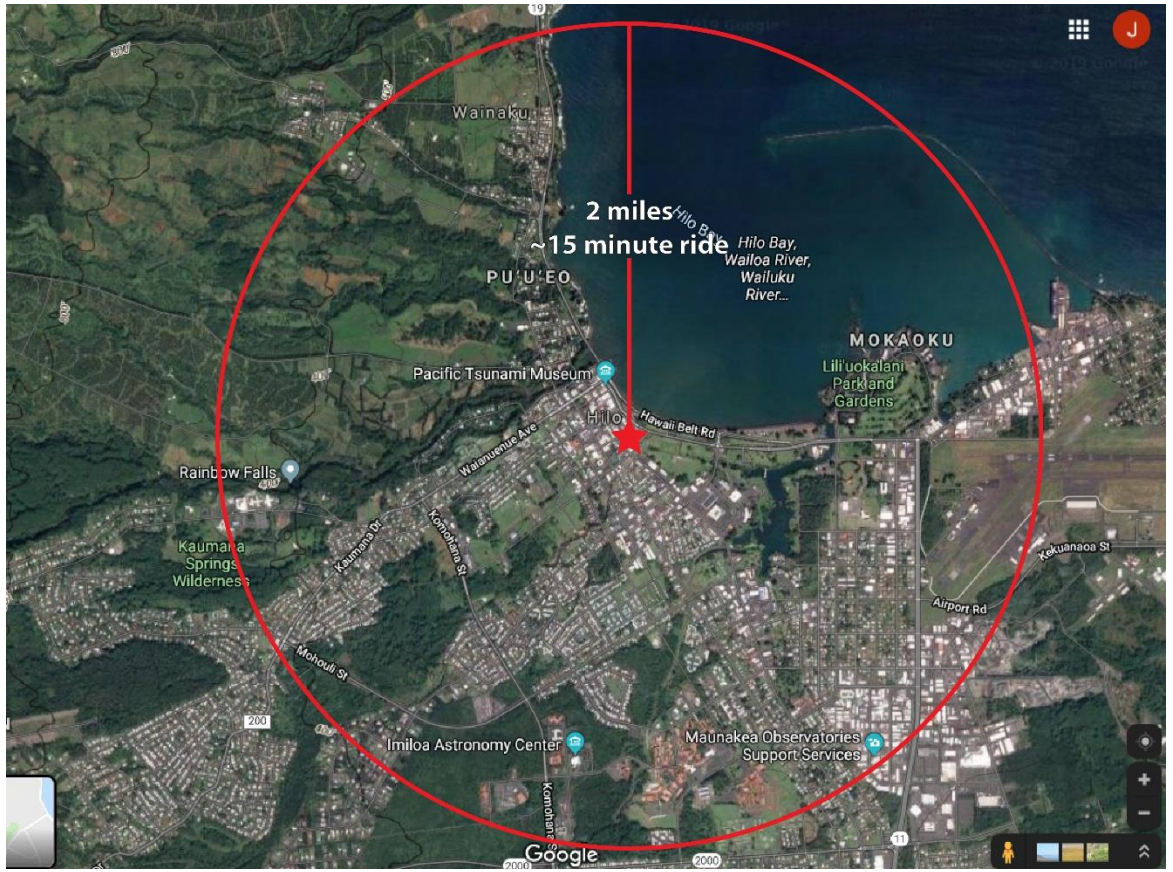


Kahului

Why Bike?



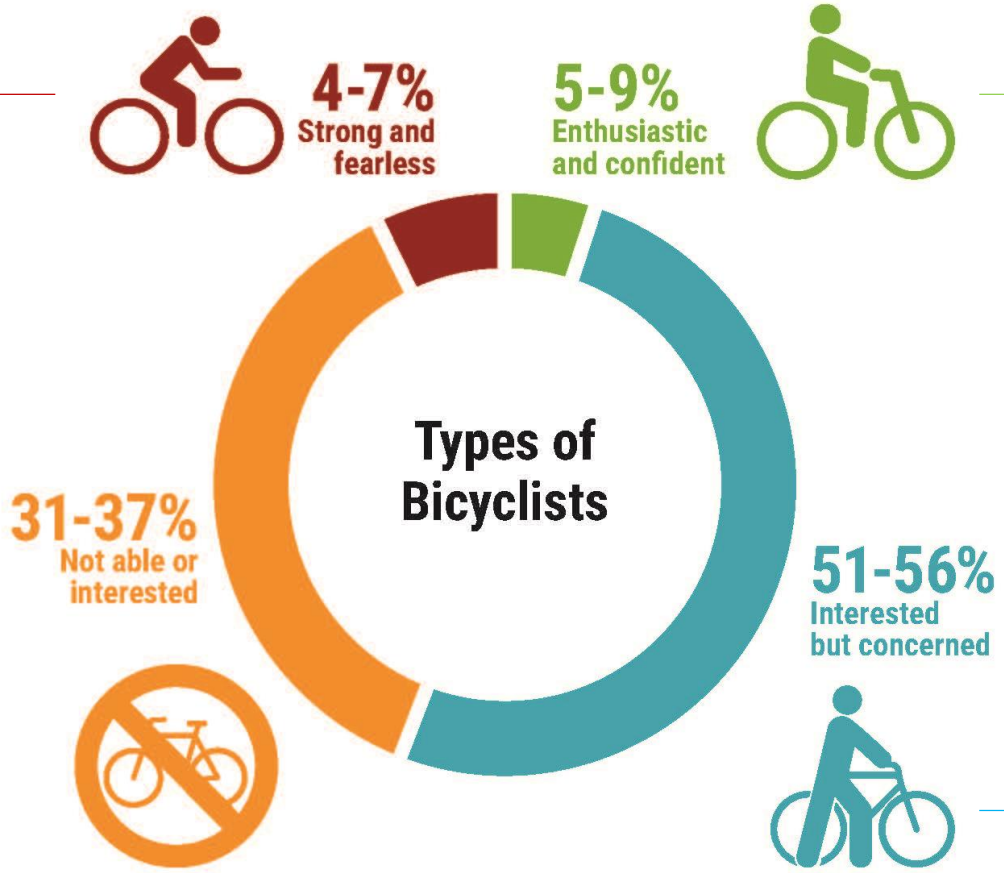
Lihue



Hilo

Who Are We Designing For?

Kapahulu Ave.

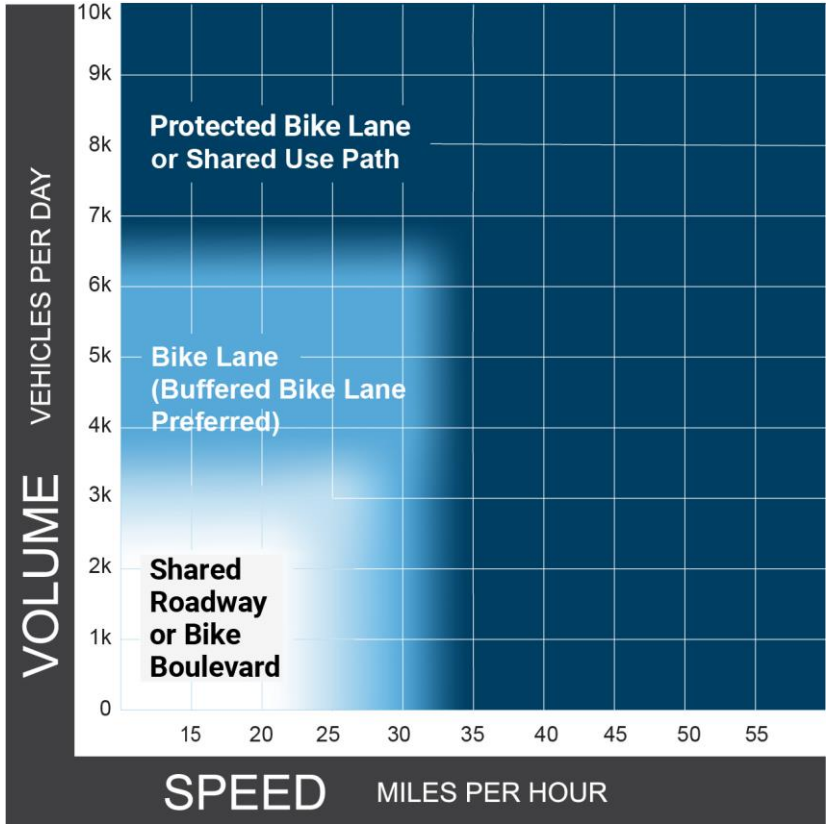


Nimitz Hwy.

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

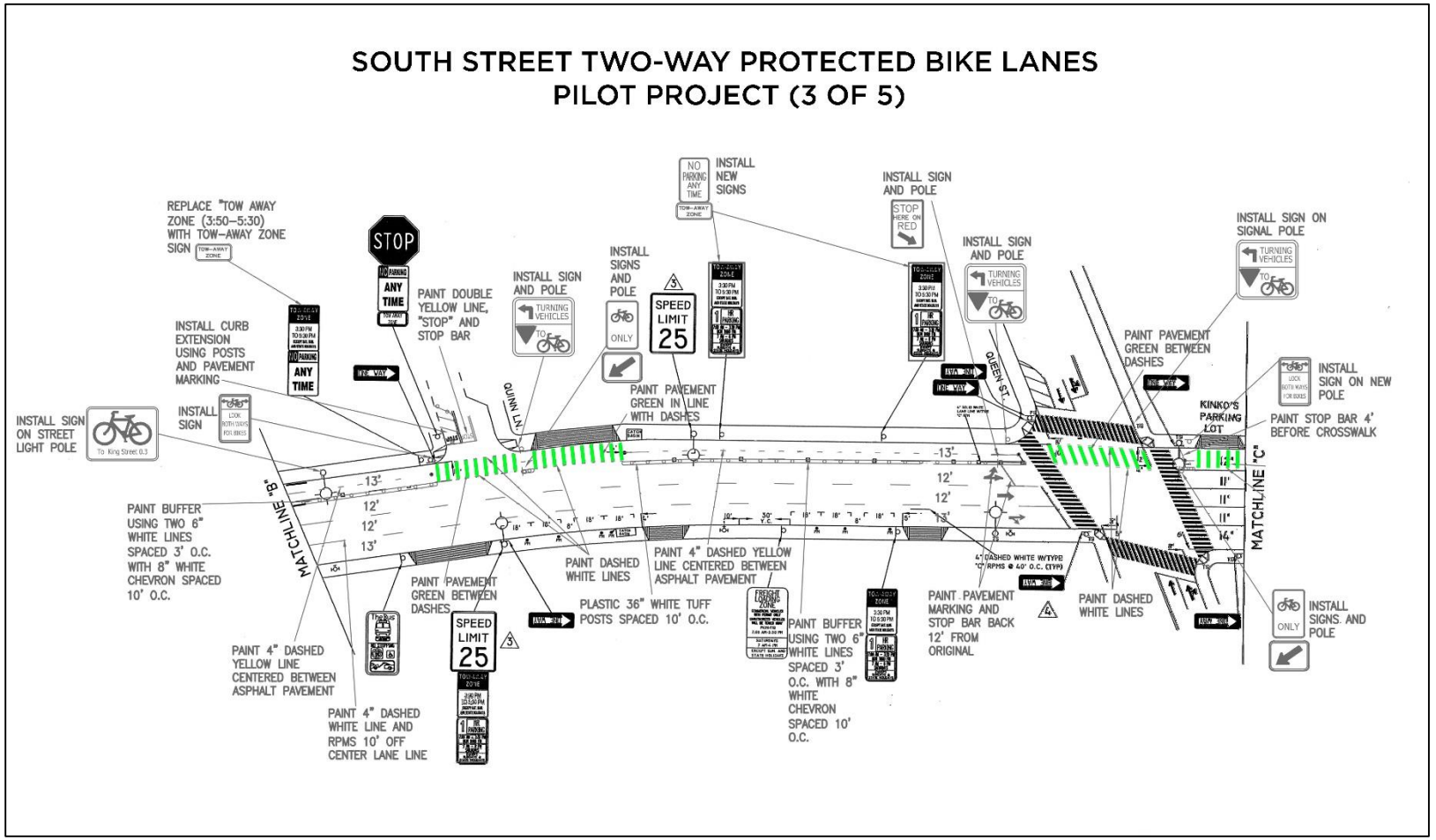
- May 2013
- Cyclovia Event (i.e., street closure)
- Demonstration Project including bike lanes, curb extensions and mini traffic circles
- 6 – 12 months of planning
- Bike lane to be installed in 2020

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%

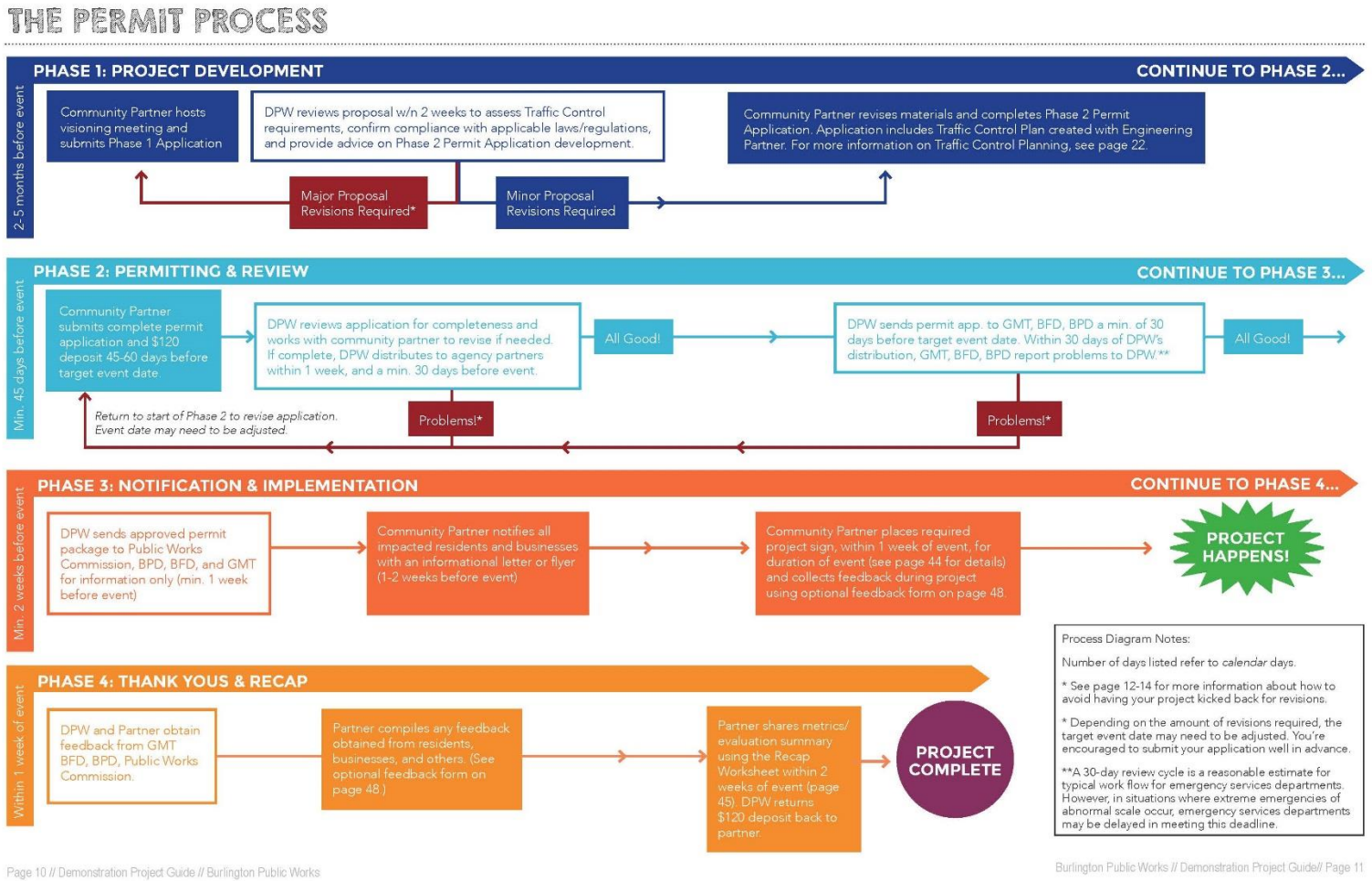
South Street Protected Bike Lane

- 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



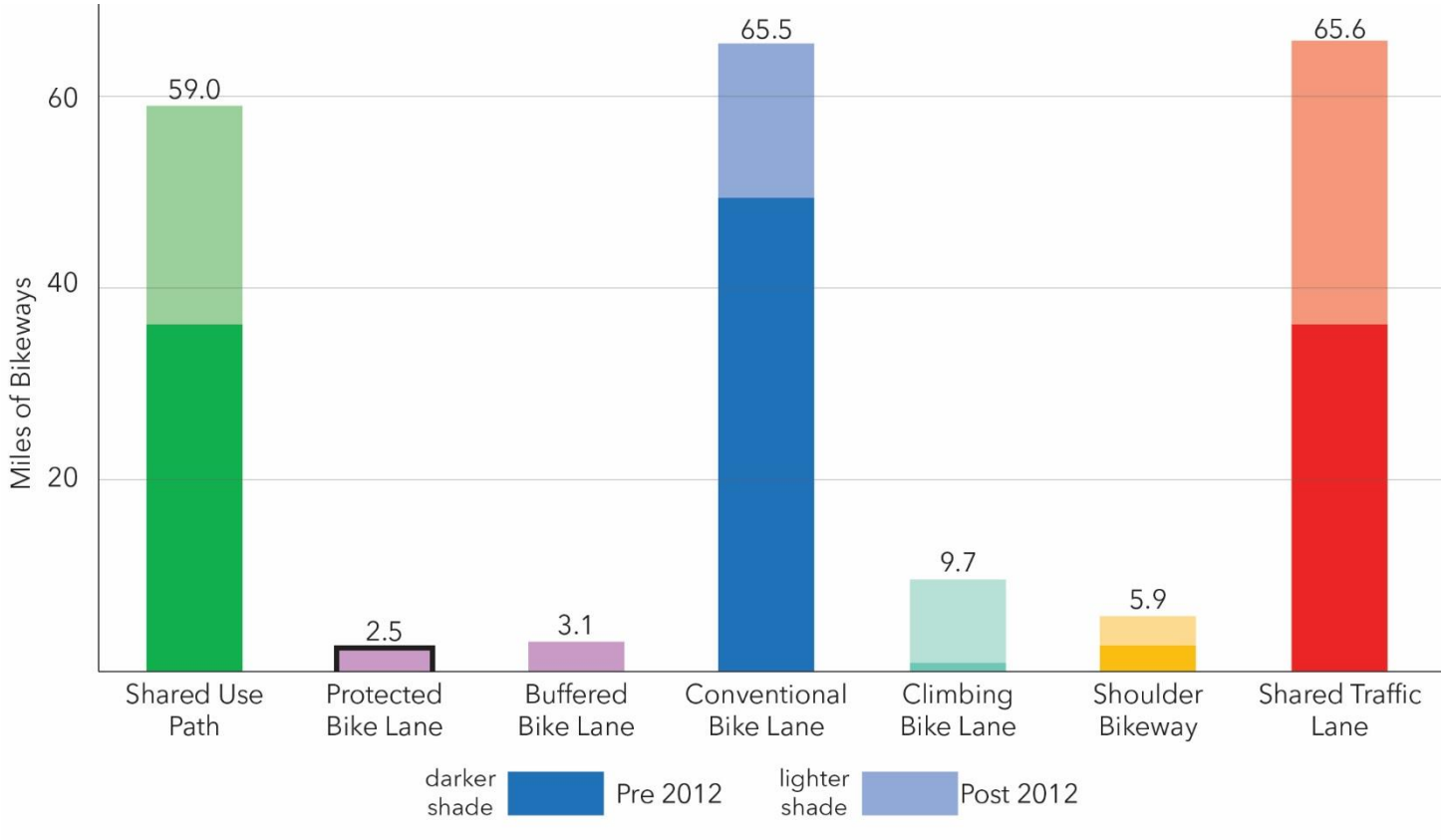
Challenges

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



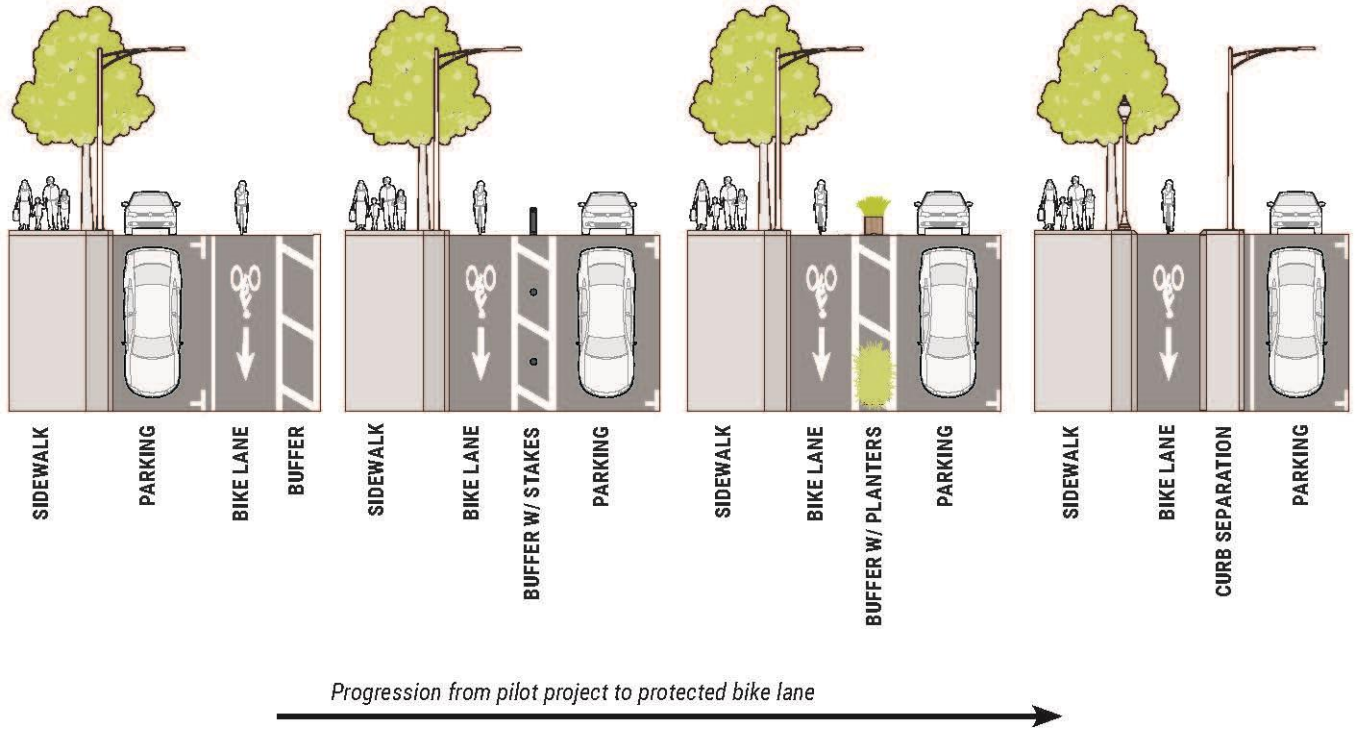
Opportunities

- 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

John Hagihara

jhagihara@hhf.com

HHF PLANNERS
places for people