Priority 1: Ala Wai Pedestrian and Bicycle Safety and Mobility Project

The full application can be found here:
http://www.oahumpo.org/wp-content/uploads/2015/05/AlaWai_application.pdf

Description

The Ala Wai Pedestrian and Bicycle Safety and Mobility Project consists of three components:

1. Bridge over Ala Wai canal – This component will study a new bridge for pedestrians and bicylists over the Ala Wai Canal to connect the Waikiki, Ala Moana, and McCully/Moiliili neighborhoods. Building on recommendations from the *Waikiki Regional Circulator Study* (2013), which proposed three pedestrian and bicycle bridge sites, this component will consider alternatives and select a final location for a bridge between Ala Moana Blvd and the Manoa/Palolo Stream.

2. Travelway along Ala Wai Boulevard – This component will consider a multi-use path or separate bicycle and pedestrian travelway on the canal side of Ala Wai Boulevard between Kapahulu Avenue and Ala Moana Boulevard.

3. Intersection improvements at Ala Wai Boulevard and McCully Street – This component will consider pedestrian and bicycle crossing and approach improvements to the Ala Wai Boulevard and McCully Street intersection, building on recommendations for the site in the *Complete Streets Implementation Study Location Report* (2014).

While the three components are complementary, they are also independent of one another. The applicant is applying for TAP-U funding to support Planning and Preliminary Design (PE-1) and Final Design (PE-2), to include completing National Environmental Policy Act requirements, United States Army Corps of Engineers requirements, United States Coast Guard bridge approval requirements, and other federal, state, and local approvals. Based on the results of environmental and permitting studies, one or more components of the project will move into final design.

Benefits

The Ala Wai Pedestrian and Bicycle Safety and Mobility Project will improve pedestrian and bicycle safety and mobility on Ala Wai Boulevard and create a new connection across the Ala Wai Canal linking Waikiki and the Ala Moana and McCully/Moiliili neighborhoods.

The figures on the following page include a map of the planned study area and photos existing conditions.

Ala Wai Blvd canal-side sidewalk

Approach to McCully St Intersection

Ala Wai Blvd canal-side sidewalk

McCully St Bike Lane

Priority 2: Purchase of Bikeshare Equipment for Honolulu System Expansion

The full application can be found here:
http://www.oahumpo.org/wp-content/uploads/2015/05/Bikeshare_Application.pdf

Description

Bikeshare is a system of publicly accessible bikes that its customers can use for short trips between a network of unattended bike docking stations. A customer can rent out a bike from one docking station and return it at another docking station, when and where they need it. Bikeshare is typically used for short trips that customers can combine with other transportation modes. As of March 2016, bikeshare systems were operating in about 80 cities in the United States.

Bikeshare Hawaii is slated to launch in June 2017. At launch, the bikeshare system will consist of 1,236 bikes at 121 stations concentrated in a 5.41 square mile area that includes Downtown, Waikiki, and the UH Manoa campus.

The applicant proposes using TAP-U funding to purchase an initial 440 bikes and 66 bikeshare stations to expand the Bikeshare Hawaii system to its optimal density in the initial launch area, as identified in the *Honolulu Bikeshare Organizational Study* (2014).

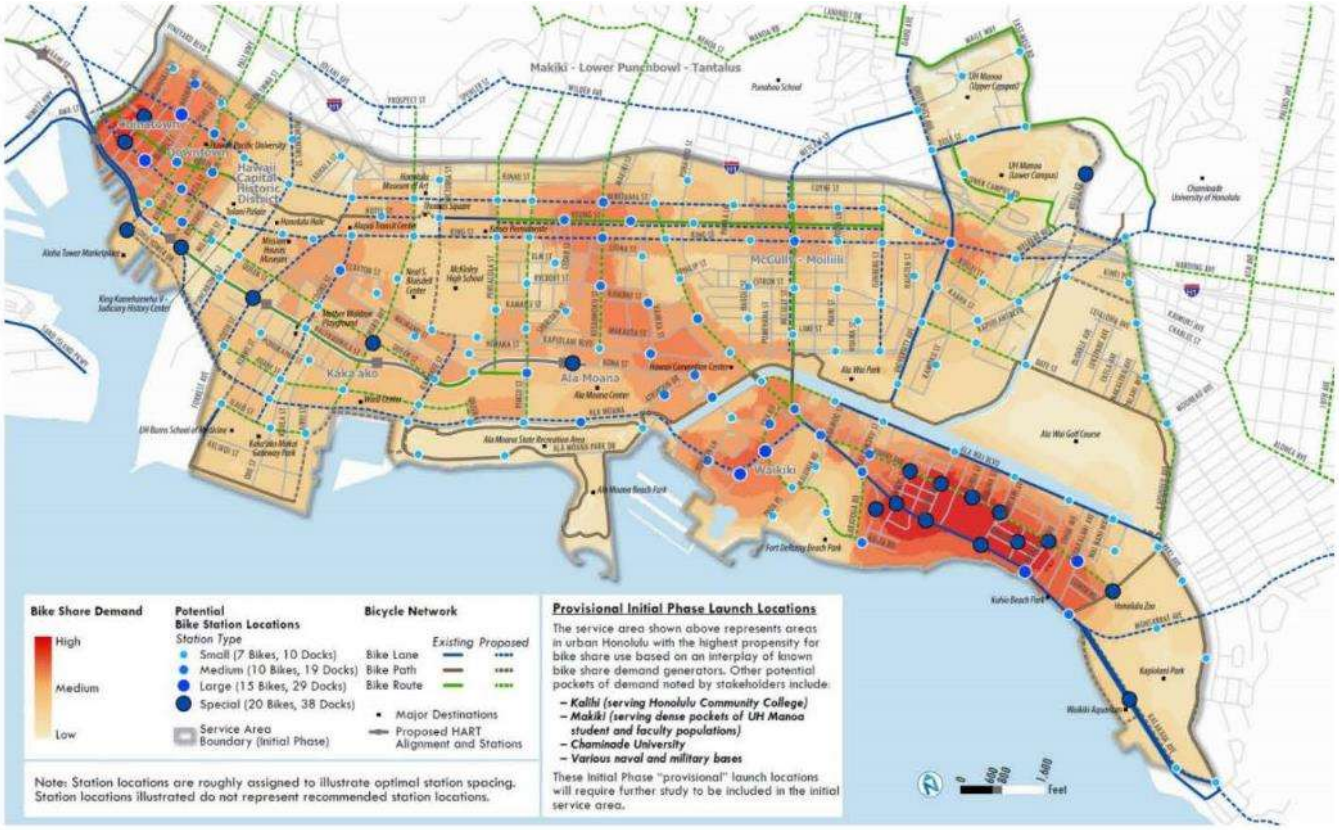
Benefits

In cities across the U.S., bikeshare has demonstrated the ability to improve local environmental health, energy sustainability, quality of life, public health, and economic activity.

The Bikeshare Hawaii system will be available to all residents and visitors who wish to sign up for a membership. However, Bikeshare Hawaii's operational financing model relies on the revenue generated by short-term visitors and thus, the system at launch would favor placement of stations and station density in visitor-rich areas.

The system expansion that would be funded by TAP-U would have specific benefits to residents, because equipment would be placed in more residential areas. The TAP-U funded stations help Bikeshare Hawaii fulfill the mission to offer affordable and equitable transportation services with equity and utility in mind for residents.

Expansion of bikeshare to its optimal density will substantially increase the utility of the full network as more stations come online, increasing revenue projections for every previous station. The figures on the following page include a map of the initial launch area and pictures of bikeshare equipment from systems operating in other cities.



Map showing the initial phase system plan (optimal density scenario)

Bikeshare systems in Washington DC, Portland OR, and Santa Monica, CA (clockwise from above)

Priority 3: East Kapolei Rail Station Multimodal Access Improvements

The full application can be found here:
http://www.oahumpo.org/wp-content/uploads/2015/05/East_Kapolei_Multimodal.pdf

Description

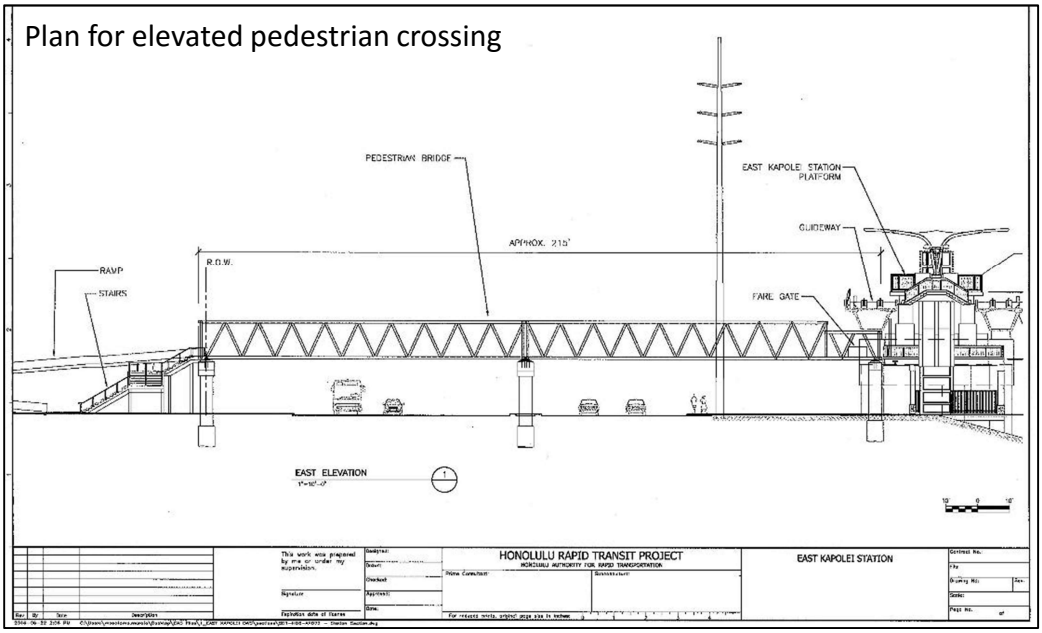
The East Kapolei station is the western-most station on the Honolulu Rail Transportation project. The East Kapolei Rail Station project proposes planning, designing, and constructing multimodal access improvements to the East Kapolei Rail Station. Improvements would include the following:

- a pedestrian crossing at Kulalakai Parkway
- bus pullouts and stops for TheHandi-Van, and
- pedestrian and bicycle connections.

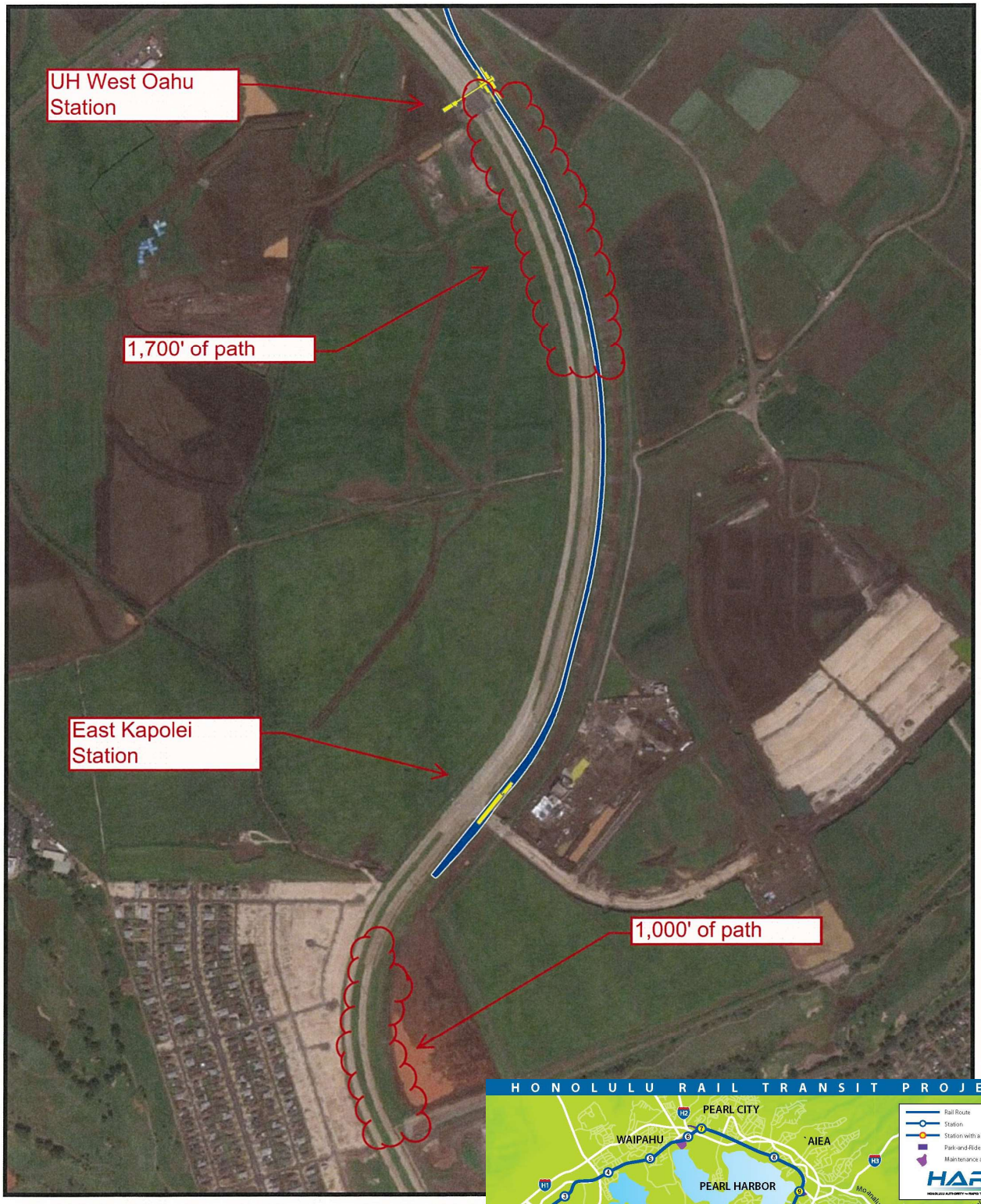
The pedestrian crossing - which could be either an elevated bridge or an at-grade crossing – will connect the East Kapolei Station to the mauka side of Kualakai Parkway, where a park-and-ride lot is planned. Pedestrian and bicycle connections will include installing 2,700 feet of concrete bike path to connect existing multi-use path segments along Kualakai Parkway. Pedestrian connections would also be built from Department of Hawaiian Homelands housing.

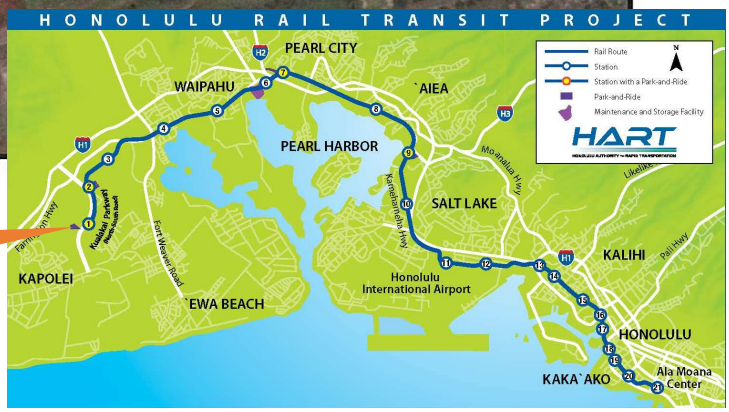
Benefits

The project will connect several neighborhoods, a major shopping center, and the City of Kapolei to the rail service by providing facilities for regional bus routes. The pedestrian and bicycle improvements will promote active and healthful transportation options. The multimodal options may increase the number of people choosing to ride the bus and rail, thus reducing demand for automobiles. The project will enhance bus and TheHandi-Van facilities, thus improving mobility for disadvantaged communities who rely on transit services.



Aerial photo showing bicycle and pedestrian path locations





East Kapolei Station