

General Information

Project Title: Ala Wai Pedestrian and Bicycle Safety and Mobility Project

Project Location, street, zip code, and facility name: Ala Wai Boulevard between Kapahulu Avenue and Ala Moana Boulevard and bridge sited between University Avenue and Manoa/Palolo Stream, 96816

Project Length (miles) and location/termini: 1.9 miles on Ala Wai Boulevard between Kapahulu Avenue and Ala Moana Boulevard; and bridge approximately 300 feet over the Ala Wai Canal sited somewhere between Ala Moana Boulevard and Manoa/Palolo Stream

Applicant: Department of Transportation Services (DTS), City and County of Honolulu

Contact Person: Kelly Akasaki

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Project Sponsor Agency (if different):

Contact Person:

Telephone: Email

Project Screening Criteria

- ✓ Project is consistent with the regional goals and objectives of the ORTP
- ✓ Project is consistent with the City and County of Honolulu’s Complete Street Policy
- ✓ Project is one of the three eligible activities for OahuMPO’s TA program
- ✓ Project is directly related to the surface transportation system
- ✓ Project is within the planning area of the MPO and is open to public access

Budget Summary

Project Phase	Overall Budget Totals			
	Total Project Cost	Federal Funds		Local Match
		TAP	Other	
Planning	\$500,000	\$400,000		\$100,000
Engineering				
Design	\$500,000	\$400,000		\$100,000
Construction	0	0	0	0
Total	\$1,000,000	\$800,000	0	\$200,000
Overall Match Ratio				20%

This proposal is a request for Planning and Preliminary Design (PE-1) funds for Fiscal Year 2017 and Final Design (PE-2) for Fiscal Year 2019.

Planning and Preliminary Design (PE-1) require \$650,000 with \$500,000 for Planning and \$150,000 for Preliminary Design. The \$130,000 (20%) local match for \$520,000 in requested FY17 Planning and Preliminary Design funds will be provided by use of a portion of the \$1,400,000 budget item for Project Number 2017084 which is for Complete Streets improvements on Ala Wai Blvd. at McCully St. in the City’s Fiscal Year 2017 Capital Budget.

Final Design (PE-2) requires \$350,000. The \$70,000 (20%) local match for \$280,000 in requested FY19 Final Design funds will be provided by a future budget item in the capital budget. In recent years, the capital budget has normally included \$1,000,000 to \$2,000,000 in local funds for bikeway projects and

there is no reason to believe such funding levels will be significantly modified in FY19.

Construction funds will be sought for the project in either FY21 or FY22.

Project Information

1. Project Description

The Ala Wai Pedestrian and Bicycle Safety and Mobility Project (the project) will improve pedestrian and bicycle safety and mobility on Ala Wai Blvd and create a new connection across the Ala Wai Canal linking Waikiki and the Ala Moana and McCully/Moiliili neighborhoods. The project will perform planning, environmental compliance, and preliminary design (PE-1) with Fiscal Year 2017 funds and final design (PE-2) with Fiscal Year 2019 for the following:

- **New Ala Wai pedestrian and bicycle bridge** – A new bridge over the Ala Wai Canal connecting Waikiki and the Ala Moana and McCully/Moiliili neighborhoods. The bridge will be designed for pedestrian and bicycle traffic. The project will build on the Waikiki Regional Circulator Study (2013) and the three proposed pedestrian and bicycle bridge sites proposed in that plan to select a single bridge site. The project will consider alternatives to site the bridge at a location between Ala Moana Blvd and the Manoa/Palolo Stream to select a final location.
- **Ala Wai Blvd bicycle and pedestrian travelway** – Bicycle and pedestrian travelway improvements on an approximately 1.9-mile section of Ala Wai Boulevard between Kapahulu Avenue and Ala Moana Boulevard. Specifically, the project will consider a multi-use path or separate bicycle and pedestrian travelway on the canal-side of Ala Wai Boulevard through the project limits.
- **Pedestrian and bicycle improvements at Ala Wai Boulevard intersection with McCully Street** – Pedestrian and bicycle crossing and approach improvements to the Ala Wai Boulevard and McCully Street intersection. The project will build on the Complete Streets Implementation Study Location Report for the site.

The project will 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 deemed necessary.

The project will be within the City owned right-of-way and occur within the existing roadway and sidewalks, except for the area over the Ala Wai Canal that is State jurisdiction. See Figure 1 for a project map.

The project will be joined with the McCully St./Ala Wai Blvd. Complete Streets project funded in the current (FY17) City and County of Honolulu (City) capital budget. The City budget has a line item for Project Number 2017084 with \$1,400,000 for Complete Streets improvements at the Ala Wai Blvd. and McCully St. intersection and a second location in Kalihi; the Kalihi project will proceed separately from the project. The McCully St./Ala Wai Blvd. improvements will build on the City's Complete Streets Implementation Study Location Report for the site.

The project will benefit from planned improvements at the Kalakaua Ave./Ala Wai Blvd. intersection. The City Department of Design and Construction (DDC) is planning on resurfacing a section of Kalakaua Ave. to include the Ala Wai Blvd. intersection. DTS is working with DDC to include Complete Streets improvements based on the City's Complete Streets Implementation Study Location Report for the intersection as part of the resurfacing project. This resurfacing project will be constructed in advance of the project and will be implemented in such a manner to complete a part of the larger project for bicycle and pedestrian improvements along Ala Wai Blvd. between Kapahulu Ave. and Ala Moana Blvd.

The noted McCully St./Ala Wai Blvd. Complete Streets Implementation Study Location Report is

available here – https://www.honolulu.gov/rep/site/dts/dts_docs/150918_CSIS_Ala_Wai_Draft_v2.pdf
 The Kalakaua Ave./Ala Wai Blvd. Complete Streets Implementation Study Location Report is available here – https://www.honolulu.gov/rep/site/dts/dts_docs/150918_CSIS_Kalakaua_Draft_v2.pdf



Figure 1 – Project Areas with Existing Multi-Use Paths and Bike Lanes

- Describe how the project will improve the public travel experience, travel options, and benefit the community.

The new pedestrian and bicycle bridge over the Ala Wai Canal, bicycle and pedestrian travelway improvements along Ala Wai Blvd., and pedestrian and bicycle improvements to the McCully St./Ala Wai Blvd. intersection will combine to dramatically improve surface transportation and safety for non-motorized users within Waikiki and between Waikiki and the University of Hawaii at Manoa, Ala Moana, McCully/Moiliili, and neighborhoods further west and north.

The bridge component of the project will significantly shorten travel distance for those walking/biking between areas of Waikiki and the Ala Moana and McCully/Moiliili neighborhoods. Depending on the exact location of the bridge, it will shorten route distance by as much as 1 mile. If the bridge is sited at the University Avenue terminus, the route distance between the University of Hawaii at Manoa (Dole St./University Ave.) and Waikiki (Kalaimoku St./Ala Wai Blvd.) would be shortened from 1.6 miles to 1 mile or a 44% reduction in trip length.

As shown in Table 1, the Waikiki, McCully/Moiliili, and Ala Moana neighborhoods have a very high level of residents that commute by means other than private automobile and households that do not own a car. In the case of Waikiki, households that don't own a car make over 1/3 of all households, compared to 1/10 of households at the Oahu-wide level. The University of Hawaii at Manoa (UHM) is a major destination that will benefit from the improved connection between Waikiki and McCully/Moiliili. UHM has combined population of staff, faculty, and students of approximately 28,000; based on their 2010 25% of the campus population walked as their primary mode and 9% biked as their primary mode.

	% of households that don't own a car	% of commuters that walk as their primary mode	% of commuters that bike as their primary mode
Waikiki (10 combined census tracts)	34.8%	27.8%	2.8%
McCully/Moiliili (8 combined census tracts)	21.3%	7.6%	3.6%
Ala Moana (6 combined census tracts)	28.6%	18.7%	4.3%
Oahu-wide	10.2%	5.1%	1.2%

3. Describe how the project provides a connection between modes, improves the transportation choices, or connects to land use services (such as job locations, a civic center, library, market, medical office, school, etc.). Include modes and list of specific land uses connected within ½ mile of the project.

The project will provide increased pedestrian and bicycle connectivity in Waikiki and between Waikiki and the Ala Moana and McCully/Moiliili neighborhoods. Waikiki has an extremely high density of overnight population (residents and tourists) and jobs. Waikiki is home to approximately 32,144 residents and hosts a large portion of the 90,000-120,000 tourists staying on Oahu on any given day. As part of being Hawaii's tourism hub, Waikiki is a major employment center. The project will better connect residents in the McCully/Moiliili, Ala Moana, and neighborhoods further west and north to Waikiki jobs and major destinations. Due to Waikiki's linear geography, the project will be within 1/2 mile of all residences and major destinations in Waikiki and thereby will provide a new walking and bicycling facility for a large portion of trips within and to and from Waikiki. The project will also improve the walking and biking connection between Waikiki and the planned terminus of the rail at Ala Moana Center. The project will provide a primary bicycling spine to service the planned bikeshare system that will provide a network of approximately 150 stations and 1,500 bikes between Kapahulu and Chinatown, with a large portion of the stations and bikes in Waikiki, Ala Moana, and McCully/Moiliili.

4. Describe how the project relates to an adopted plan such as the Statewide Pedestrian Master Plan, Oahu Bike Plan, the Hawaii State Bike Plan, the Hawaii Strategic Highway Safety Plan, or a future rail transit access connectivity plan.

The project is supported by the Bike Plan Hawaii (2003), Primary Urban Center Development Plan (2004), Oahu Bike Plan (2012), the Waikiki Circulator Study (2013), the City's draft Protected Bike Lane Network Conceptual Map (2015), and the Ala Moana Neighborhood Transit-Oriented Development Plan Draft Final Plan (2016).

The Primary Urban Center Development Plan (2004) proposes a multi-use path on the canal side of Ala

Wai Blvd. between Kapahulu Ave. and Ala Moana Blvd. as a core part of the bicycle and pedestrian network and piece of the Lei of Parks concept of linking park and beach lands with multi-use paths. A key component of the Lei of Parks is addressing pedestrian and bicycle connectivity and safety at roadway crossings, including the McCully St./Ala Wai Blvd. intersection.

The Bike Plan Hawaii (2003) includes a multi-use path on the canal side of Ala Wai Blvd. between Kapahulu Ave. and Ala Moana Blvd. by way of carrying forward the proposed facilities in the Honolulu Bicycle Plan (1999).

The Oahu Bike Plan (2012) includes a priority 1 project for a bike route on Ala Wai Blvd. between Keoniana St. and Kalakaua Ave. In 2015, DTS began the work of updating the Oahu Bike Plan to include protected bike lanes and published the Draft Protected Bike Lane Network Map in September 2015 that included a proposed short-term (or near-term) project for protected bike lanes on Ala Wai Blvd. between Kapahulu Ave. and Kalakaua Ave.

The Waikiki Regional Circulator Study (2013) proposes a bicycle and pedestrian network improvements to provide multi-modal mobility in coordination with planned transit improvements. The plan proposes three new bridges over the Ala Wai Canal between Ala Moana Blvd. and Manoa/Palolo Stream and a pathway on Ala Wai Blvd. between Kapahulu Ave. and Ala Moana Blvd. as a core part of a 7-mile network serving Waikiki and connecting it to surrounding neighborhoods.

The Ala Moana Neighborhood Transit-Oriented Development Plan Draft Final Plan (2016) proposes bike lanes on Ala Wai Blvd. between Kalakaua Ave. and Ala Moana Blvd.; this is at the edge of the geographic area covered by the plan and therefore the plan doesn't cover areas further east on Ala Wai Blvd. While beyond the geographic scope the Ala Moana TOD plan, the project will improve bicycle and pedestrian access along a key corridor connecting planned terminus rail station at Ala Moana Center with Waikiki. The route distance between the Ala Moana Center station and the project's nearest point is approximately ½ mile, meaning the project will enable walking to destinations in Waikiki within an easily walkable 1-mile distance of the rail station and biking to destinations in Waikiki within an easily bikeable 3-mile distance of the rail.

While the Pedestrian Master Plan (2013) only identified specific areas of concern on Hawaii Department of Transportation facilities and therefore did not consider the project area in this selection process, the project area would rate highly on all four of the criteria for determining areas of concern:

1. *Gaps in the pedestrian system* – The project will create a new pedestrian connection between Waikiki and the McCully/Moiliili and Ala Moana neighborhoods and improve the pedestrian environment along a heavily used segment of road.
2. *High concentrations of pedestrian-oriented populations (elderly, youth, low-income, and households with no access to vehicles)* – The percentage of households that own a motor vehicle in Waikiki (34.8%), Ala Moana (28.6%), and McCully/Moiliili (21.3%) far exceeds the Oahu-wide level. As described further in Question 5, Waikiki, Ala Moana, and McCully/Moiliili also have a greater proportion of the population below the poverty level and over the 65 years of age than the Oahu average. The project will provide an important non-motorized transportation option for these populations.
3. *Pedestrian hot spots (pedestrian crashes)* – The Hawaii Department of Health database of Emergency Medical Services traffic injury response data 2007-2014 shows 43 pedestrian injuries on Ala Wai Blvd. between Kapahulu Ave. and Ala Moana Blvd.
4. *Needs for improved accessibility to pedestrian attractors, such as schools, shopping centers, employment centers, community centers, hospitals, and tourist destinations* – The project is within ½ mile of all residents, hotels, and major destinations in Waikiki. It will provide improved pedestrian access to the many pedestrian attractors in Waikiki. It will also directly link to Jefferson Elementary School.
5. Describe to what extent the project will improve mobility for disadvantaged populations, including elderly, disabled, minority, and low-income populations.

According to American Community Survey data, the Waikiki, Ala Moana, and McCully/Moiliili neighborhoods have proportions of the population below poverty level and over the age of 65 in excess of the Oahu average (see table below). The project will provide a non-motorized transportation to many people traveling within Waikiki and between Waikiki and Ala Moana, McCully/Moiliili and neighbors further west and north. Through providing transportation alternatives the project will provide people the opportunity to reduce their transportation costs via walking or biking for a trip that otherwise must have been taken by private automobile or bus.

	Percentage of population below in poverty	Percentage of population over 65 years of age
Waikiki (10 combined census tracts)	15.1%	17.8%
McCully/Moiliili (8 combined census tracts) – 30,959	14.4%	25.2%
Ala Moana (6 combined census tracts) – 21,172	12.3%	21.4%
Oahu-wide	9.8%	15.8%

6. Identify the safety issues addressed by the project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed, high volume, etc.)

Ala Wai Blvd between Kapahulu Ave. and Ala Moana Blvd.

Ala Wai Blvd. is a one-way road between Kapahulu Ave. and Kalakaua Ave., with 3 lanes between Kapahulu Ave. and Keoniana St. and 4 lanes between Keoniana St. and Kalakaua Ave. Between the Kalakaua Ave. and the road’s dead-end near Ala Moana Blvd. the road is two-way with 2 lanes. The posted speed limit in the one-way section is 35mph, except for an approximate 200-foot segment preceding Kalakaua Ave. where it reduces to 25mph. The posted speed in the two-way section is 25mph. Traffic volumes vary throughout the segment - 18,800 average daily traffic (ADT) near Ohua Ave., 35,300 ADT near Kalaimoku St., and 30,100 ADT between McCully St. and Kalakaua Ave. Traffic volumes aren’t available for the two-way section.

The pedestrian environment varies throughout the length. The project area has a concrete sidewalk on both sides along the full length of the project area. The sidewalk on the side opposite the canal is generally 5 feet in width with numerous driveways. The sidewalk on the canal-side varies by section – between Kapahulu Ave. and McCully St. the sidewalk varies between 5-8 feet width, there is no guardrail or vertical element immediately next to the canal which renders a portion of this paved area unusable; between McCully St. and Ala Moana Blvd. the sidewalk is generally 5 feet in width and there is a stone rail on the canal-side.

The bicycle environment varies significantly through the length. There is a one-way bike lane next to parking between Ainakea Way and Keoniana St. The 4.5-foot width of the bike lane next to parking is less the minimum AASHTO standard of 5 feet for a bike lane next to parking; which place bicyclists within the “door zone”. The dedicated bicycle facility ends at Keoniana Street at the location where an additional lane is added to the road; a “Bikes May Use Full Lane” sign is placed at this location. The section between Keoniana St. and McCully St. is particularly challenging as Ala Wai Blvd. has a double right turn lane at McCully St. requiring bicyclists that want to continue straight on Ala Wai Blvd. to be in the second lane from the right. The 35mph posted speed and heavy traffic volumes add to poor cycling

environment. A second double right turn lane at Kalakaua Avenue creates a similarly poor cycling environment. Between Keoniana Street and the dead end near Ala Moana Blvd the street has no bicycle facility or signage. Bicycling on the sidewalk is illegal throughout the project area by City ordinance. Observations find frequent people cycling on the canal-side sidewalk

The Hawaii Department of Health database of Emergency Medical Services traffic injury response data 2007-2014 shows 43 pedestrian and 38 bicyclist injuries. Based on a limited analysis of bike and pedestrian injury rates (based on the EMS data) on the other roadways on Oahu, the number of both bicycle and pedestrian injuries are relatively high. Of the total injuries documented on Ala Wai Blvd. between Kapahulu Ave. and Ala Moana Blvd., the McCully St./Ala Wai Blvd. intersection accounted for 4 pedestrian and 4 bicyclist injuries.



Figure 2 - Typical configuration of Ala Wai Blvd canal-side sidewalk



Figure 3 – Typical configuration of Ala Wai Blvd canal-side sidewalk



Figure 4 – Just west of bike lane end at Keoniana Street



Figure 5 – Approach to McCully St intersection



Figure 6 – Kalakaua Ave. sidewalk



Figure 7 – McCully St. sidewalk



Figure 8 – McCully St. bike lanes

Access Points to Waikiki

There are four existing connections between Waikiki and surrounding neighborhoods – Ala Moana Blvd. Bridge, Kalakaua Ave. Bridge, McCully St. Bridge, and Kapahulu Avenue (the only land connection). These connections points are for all modes and provide varying accommodations for pedestrians and bicyclists. The Ala Moana Blvd. Bridge has approximately 8-foot width sidewalks on both sides and no bike lanes. The Kalakaua Ave. Bridge has approximately 6-foot width sidewalks on both sides and no bike lanes. The McCully St. Bridge has approximately 6-foot width sidewalks on 4-foot bike lanes on both sides. Kapahulu Ave. provides access to Waikiki via Ala Wai Blvd., Kuhio Ave., and Kalakaua Ave. Along Kapahulu Ave. between Ala Wai Blvd. and Kalakaua Ave. there is a 10-foot width multi-use path on the east-side of the street and the west-side has a 5-foot width sidewalk between Ala Wai Blvd. and Cartwright Rd., and then expands to approximately 10-foot width sidewalk between Cartwright Rd. and Kalakaua Ave.

The four connection points create limited connectivity between Waikiki and surrounding neighborhoods. The largest unconnected area is between Kapahulu Ave. and the McCully St. Bridge, a distance of 1.4 miles with no connection across the Ala Wai Canal.

7. Describe how the project addresses the issues identified.

The project will include a new pedestrian and bicycle bridge over the Ala Wai Canal, bicycle and pedestrian travelway improvements on Ala Wai Blvd. between Kapahulu Ave. and Ala Moana Blvd. and intersection improvements at McCully St. and Ala Wai Blvd. Depending on exact location of the bridge, the project will reduce route distance by as much as 1 mile for those walking and biking between locations within Waikiki and locations within McCully/Moiliili and Ala Moana. Giving the importance of distance in walking and bicycling trips, the project should have a strong positive impact in making travel by these modes more attractive for many trips. The impact for bicycle safety will be positive, as cyclists will be separated from motorized traffic and the likelihood of a car-bike collision significantly reduced. Given the high speeds (posted at 35mph along most of the project area) and high traffic volumes (up to 35,300 ADT), separate accommodations for bicyclists are needed, a determination consistent with the plans described in Question 4. In the case a multi-use path design is selected, the pedestrian environment will be improved through providing a consistent minimum 10-foot width travelway. In the case separate bicycle and pedestrian travelways are selected, the pedestrian environment will be improved through removing the frequent bicyclists that share the existing sidewalk, which does not meet the minimum standards for a multi-use path. The pedestrian and bicycle improvements at the intersection of McCully St./Ala Wai Blvd. will address safety at an intersection that receives very high pedestrian, bicycle, and vehicle volumes (the Average Daily Traffic at the McCully St. Bridge crossing is 34,000).

8. Describe how the project meets the criteria identified in the OahuMPO TAP Guide.

Transportation and Mobility (20 points)	The project will dramatically improve pedestrian and bicycle mobility within Waikiki and connecting to surrounding neighborhoods. The new bridge will shorten many trips, increasing the attractiveness of making these trips by foot or bike. The bicycle and pedestrian travelway improvements on Ala Wai Blvd. will create a high quality facility that serves all of Waikiki.
Intermodal Connection (20 points)	As described in Question 4, the project will create a walking and biking facility for a portion of connection between the rail terminus station at Ala Moana Center and Waikiki. The project will serve as a core bikeway network facility for the area to be served by the planned bikeshare system, which will help maximize use of this new public transportation amenity.
Readiness and Likelihood of Success (20 points)	This proposal includes a multi-year program for completion of the project, with funding in FY17 for planning, environmental, and preliminary design (PE-1) and in FY19 for final design (PE-2). DTS anticipates seeking funds for construction in FY21 or FY22.
Legal Obligation (20 points)	While no specific legal obligation exists to complete the project, it will help fulfill the City's directives to create safe and complete network of pedestrian and bicycle facilities under the City Charter Amendment 8 (2006) and the Complete Street ordinance (2012).
Safety (20 points)	The project will improve the bicycle and pedestrian travelway on Ala Wai Blvd. and make crossing improvements to the McCully St./Ala Wai Blvd. intersection, which will directly address bicycle and pedestrian safety along a section of road that has documented pedestrian and bicycle injuries as described in Question 6. The project will create a pedestrian and bicycle bridge and reduce the need to use the existing bridges that provide limited pedestrian and bicycle accommodations and have high traffic volumes.
Equity (15 points)	As described in Question 5, relative to the Oahu averages, Waikiki, Ala Moana, and McCully/Moiliili have both a high percentage of residents living below the poverty level and residents over the age of 65. The project will enable more bicycling and walking, which could reduce household transportation costs that are most impactful on lower-income populations.
Financial Factors (15 points)	The project estimate is realistic, within the available TAP funds, and the local match is met by either existing approved funds or within normal funding levels. A total of \$650,000 is needed for planning, environmental and preliminary design (PE-1). This proposal is for FY17 TAP funds for \$520,000 (80%) for planning, environmental, and preliminary design. The 20% local match of

	\$130,000 is included in the City's finalized FY16 capital budget. A total of \$350,000 is needed for Final Design (PE-2). This proposal is for FY19 TAP funds for \$280,000 (80%) for final design. The 20% local match of \$70,000 is well within the normal annual \$1,000,000-2,000,000 capital budget allocation for bikeway projects.
Human Environment and Quality of Life (10 points)	The project will enable walking and bicycling to a major employment center, shopping areas, parks, beaches and many other destinations.
Viability	The project will have significant benefits to the community. The planning, environmental and preliminary design phase will include community outreach and engagement. The project will build on previous master planning efforts described in Question 4 and the Complete Streets Implementation Study Location Reports described in Question 9.
Inclusion in existing plan	As described in Question 4, the project is supported by the Bike Plan Hawaii (2003), Primary Urban Center Development Plan (2004), Oahu Bike Plan (2012), the Waikiki Regional Circulator Study (2013), the City's draft Protected Bike Lane Network Conceptual Map (2015), and the Ala Moana Neighborhood Transit-Oriented Development Plan Draft Final Plan (2016).

9. Readiness and likelihood of success:

- *Design at 70% or higher* – This request for funding is for planning, environmental, and preliminary design in FY17 and final design in FY 19.
- *Right-of-way acquisition complete or not needed* – The project will occur entirely within City owned right-of-way, with the exception of the bridge over the Ala Wai Canal that is State jurisdiction.
- *Environmental permits approval* – Environmental permits approvals are anticipated to include National Environmental Policy Act Environmental Assessment, United States Army Corps of Engineers approvals, United States Coast Guard bridge approvals; these and other federal, state, and local approvals deemed necessary will be completed as part of the planning, environmental, and preliminary design phase of the project. The project budget was developed to include the above items.
- *Widespread community support demonstrated* – As described in Question 4, the proposed project is included in multiple plans, all of which went through their own public engagement process. At their April 2016 meeting the Waikiki Neighborhood Board passed a motion in support of the City seeking funds for implementation of Waikiki Regional Circulator Study. As described in Question 1, the project will be joined with the McCully St./Ala Wai Blvd. pedestrian and bicycle improvements project, which is based on Complete Streets Implementation Study Location Reports that was developed through a process that included the involvement of area elected officials, neighborhood board members, and community stakeholders.

10. Describe how the local community and other agencies have been involved in the planning process for the project. List any opposition to the project and how it was addressed.

The project is supported by the Bike Plan Hawaii (2003), Primary Urban Center Development Plan (2004), Oahu Bike Plan (2012), the Waikiki Circulator Study (2013), the City's draft Protected Bike Lane Network Conceptual Map (2015), and the Ala Moana Neighborhood Transit-Oriented Development Plan Draft Final Plan (2016). All of these plans involve significant community and agency involvement.

At their April 2016 meeting the Waikiki Neighborhood Board passed a motion in support of the City seeking funds for implementation of Waikiki Regional Circulator Study, specifically identifying “especially the full Pedestrian/Bicycle Network including bridges over the Ala Wai canal for pedestrians and bicyclists.”

This proposal is to fund planning, environmental, and preliminary design in FY17 and final design in FY19. The planning, environmental, and preliminary design phase will involve community meetings, agency and stakeholder outreach. In each of three components of the bridge – the new pedestrian and bicycle bridge, Ala Wai Blvd. bicycle and pedestrian travelway improvements, and the McCully St./Ala Wai Blvd. pedestrian and bicycle improvements – the project will consider alternatives that will address community values and concerns, environmental impacts, historical properties, and other factors.

11. Describe how the project improves public health and increases physical activity.

The project will dramatically improve the pedestrian and bicycle network within Waikiki and connecting Waikiki to Ala Moana, McCully/Moiliili and neighborhoods further west and north. Waikiki is major employment center, high density residential, and has many popular destinations. Due to Waikiki’s linear geography the project will be within ½ mile of all residences and major destinations in Waikiki. The bridge component of the project will reduce walking and bicycling travel distance for many trips between Waikiki and surrounding neighborhoods. The project will improve walking and biking access to Ala Wai Community Park, Kapiolani Regional Park, Ala Moana Regional Park, and Waikiki beaches. In total, the project will have tremendous benefit in improving pedestrian and bicycle mobility and safety and thereby enable more walking and bicycling for transportation and recreation.

12. Describe how the project includes design elements that are context-sensitive and contribute to the quality of life.

The project is responsive to the neighborhood context where very high levels of households don’t own a car and very high levels of commuters walk or bicycle as their primary commute mode. In this context, there is strong need for a well-connected network on walking and bicycling facilities. The project is responsive to bicycle and pedestrian safety concerns as shown in the Department of Health traffic injury database. The project is responsive to the desire for additional walking and bicycling connectivity between Waikiki and surrounding neighborhoods, as included in the Waikiki Regional Circulator Study and supported by the Waikiki Neighborhood Board. The project is responsive to the observed high levels of people bicycling on the canal-side sidewalk of Ala Wai Blvd., for which the sidewalk is not currently sufficient width and the bicycling on this sidewalk is illegal under City ordinance.

Other Information

You may use this space to provide additional project information considered pertinent.

Required Submittals

Required documents (.pdf files and three hard copies) must be submitted to the OahuMPO:

X	OahuMPO Transportation Alternatives Program Application
See Question 1 of application	Project map
	Certification from the licensed design professional
Not available	Permits, clearances, proof of NEPA and SEPA compliance, if available
Not available	Utility and access easements

See Question 1 of application	ROW information, as applicable
Project schedule in Appendix 1, See project budget in application for cost estimate,	Project cost estimates and project schedule
NA	Letter of commitment from sponsor agency
See Appendix 2	Documentation of commitment of up-front cash by the project sponsor
	Sponsor statement showing experience with Federal-aid grant oversight
NA	Memorandum of Agreement
	Project Management Plan