



SmartGrowthAmerica Complete Streets and Environmental Justice

**Civil Rights Symposium for Hawaii Transportation
Airport Convention Center
January 28, 2015**

Complete Streets and Environmental Justice

Presentation:

Complete Streets in Hawaii

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Complete Streets and Environmental Justice of Select Honolulu Neighborhoods

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Senior Planner

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An aerial photograph of a city street grid, showing a complex interchange of roads and surrounding urban development. The image is in grayscale and serves as the background for the text.

Complete Streets and Environmental Justice

Complete Streets in Hawaii

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Complete Streets: State of Hawaii Act 54

In 2009, State Act 54 was passed requiring the State of Hawaii Department of Transportation and the county transportation departments to adopt a Complete Streets policy that reasonably accommodates convenient access and mobility for all users of the public highways. It established a temporary taskforce to review existing state and county design standards and guidelines

Counties:

- In September 2010 Kauai County passed Complete Streets Resolution and Complete Streets Bill 2465.
- Hawaii County's Complete Streets Resolution 171-11 went into effect in October 2011.
- In 2012, Maui County passed Complete Streets Resolution 12-34.
- Honolulu County Complete Streets Ordinance Bill 26 was signed into law in May 2012.

Complete Streets: *City and County of Honolulu*

May 25, 2012: Bill 26 signed into ordinance to implement a Complete Street policy for the City and County of Honolulu.

- Transportation - Land Use Connection:
- Under this policy, the city hereby expresses its commitment to encourage the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for all users.
- Every transportation facility or project, whether new construction, reconstruction, or maintenance, provides the opportunity to implement complete streets policy and principles.



Complete Streets: *County of Kaua'i*

September 15, 2010, the Council of the County of Kaua'i adopted Resolution No. 2010-48, establishing a Complete Streets Policy for the County of Kaua'i.

- The streets should be able to accommodate multi-modal circulation for bicycles, public transportation, vehicles, and pedestrians
- Under this amendment, the county hereby expresses its commitment to increase and improve curbs, gutters, and sidewalks in residential, industrial and resort districts
- Pedestrian ways should be 10 feet minimum width, and shall be required at intervals of every 450 feet, unless the Planning Commission finds the improvements unwarranted.



*Complete Streets: **County of Maui***

**In 2012, Maui County passed Complete Streets Resolution 12-34
To establish guidelines for creating more walkable communities
and providing paths for walking and biking.**



Complete Streets: *County of Hawaii*

Hawaii County's Complete Streets Resolution 171-11 went into effect in October 2011 to support a complete street policy.



Complete Streets: *Key Principles*

Multi-Modal Access



Add photos of modes in Hawaii: bikes, skateboard, cars, bus, walking, etc.

Complete Streets: *Key Principles*

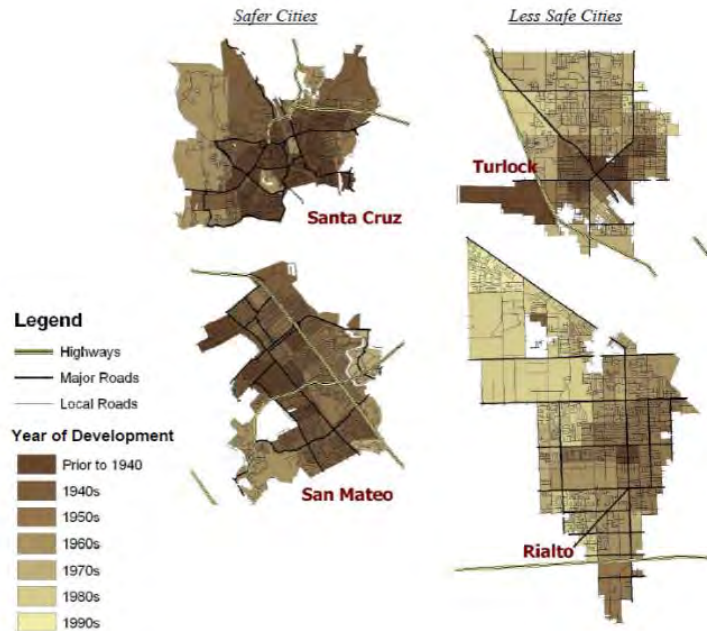
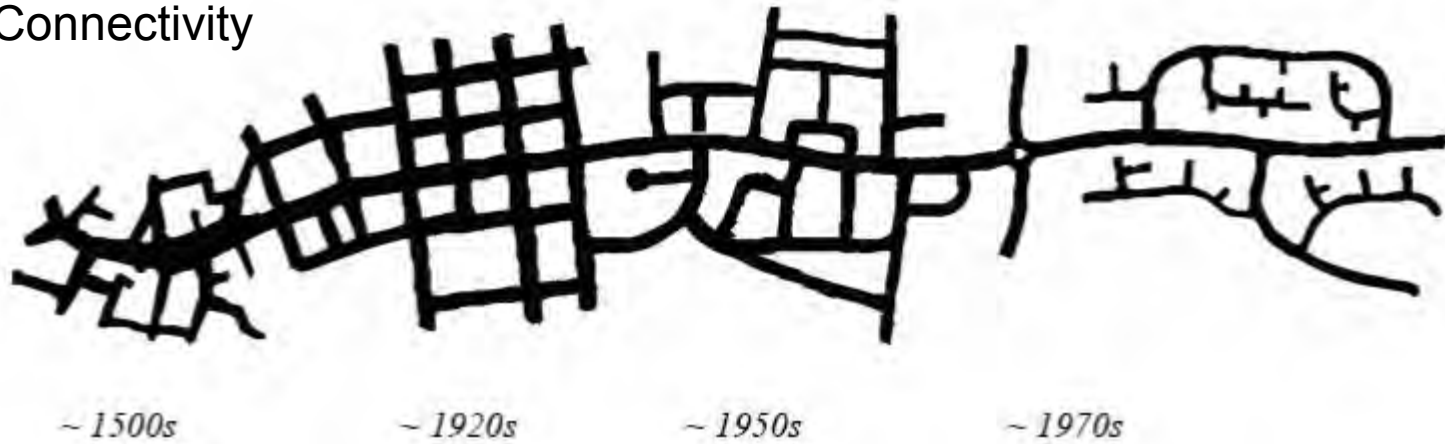
Universal Access



Add photos of various Hawaii people: seniors, cyclist, walkers, handicap, ethnic Diversity, children, etc.

Complete Streets: *Key Principles*

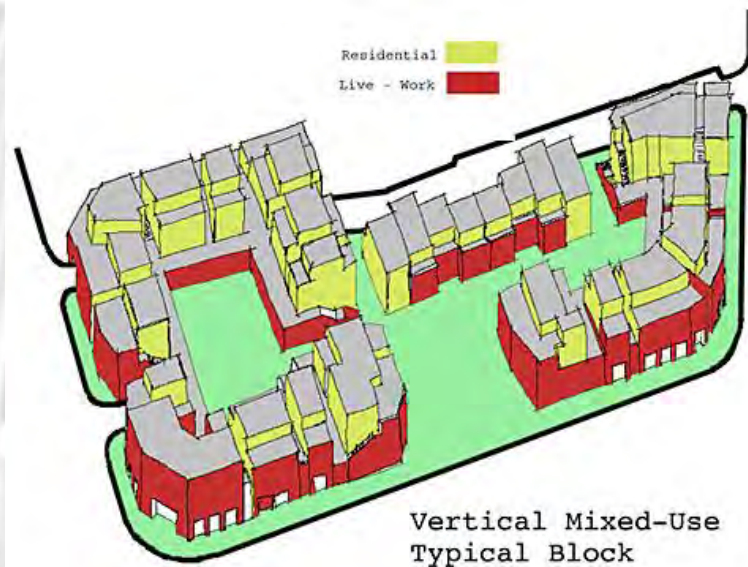
Connectivity



	Safer Cities	Less Safe Cities	Difference
Year of Incorporation (ave)	1895	1932	
Population (2000 ave)	65,719	59,845	-8.9 %
Population Density Per Sq.Mile	5,736	2,673	-53.4 %
Income (2000 ave)	\$ 59,989	\$46,408	-22.6 %
Vehicle Miles Traveled (ave VMT)	626,608	656,967	4.8 %
Total Fatal Crashes (ave/city/yr/100,000)	3.1	10.1	225.8 %
Fatal Crashes Not on Limited Access Hwy (ave/city/yr/100,000)	2.3	8.6	273.9 %

Complete Streets: *Key Principles*

Mixed Uses



Add photos of Hawaii examples ie: KS in kakaako

Complete Streets: *Key Principles*

Compact Development



Add photos of Hawaii examples ie: KS in kakaako

Kaua'i

Multimodal Land Transportation Plan



PLANNING FOR A SUSTAINABLE TRANSPORTATION SYSTEM
IN KAUAI COUNTY THROUGH 2035

*Complete Streets: **Current Status- Kauai***

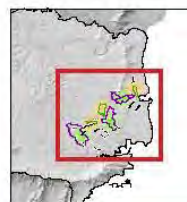
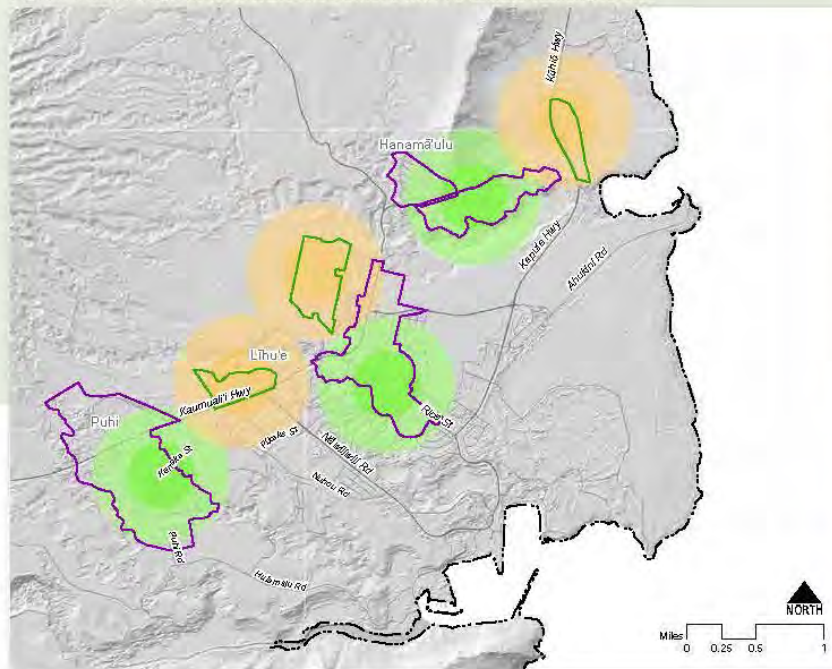
Lihue Community Plan



Complete Streets: *Current Status- Kauai*

Lihue Community Plan: Areas of Change

Figure 4-9 Existing and New Walkable Centers with 10-Minute Walking Radius



Legend

- New 5 Minute Walk Radius (1/4 mile)
- New 10 Minute Walk Radius (1/2 mile)
- Existing 5 Minute Walk Radius (1/4 mile)
- Existing 10 Minute Walk Radius (1/2 mile)
- New Walkable Center Boundaries
- Existing Walkable Center Boundaries
- Lihue Planning District
- Major Roads
- Roads

4.4.1 Areas of Change in Lihue

A. Lihue Town Core (including Ahukini Rd., Hardy Street, Civic Center, Rice Street, and the Former Lihue Mill site)

In keeping with the Lihue Town Core Urban Design Plan (UDP) (2009), the Lihue Town Core will be the primary focus of increased intensity and redevelopment, with a focus on mixed use and smart growth principles of compact development, walkability, revitalization, and place-making. The goal is to restore focus on the Lihue Town Core and particularly Rice Street as an attractive, pedestrian friendly gathering place and destination for the Island. Development in the Town Core will be directed by the design standards set forth in the UDP, and the County will explore incentives to encourage mixed use development that is affordable to island residents. The former Mill site has potential for redevelopment as a destination and an extension of the Town Core with high density mixed residential and commercial uses.



Garden Island Motors building on Kihuna Highway in Lihue



Lihue Civic Center area

Designation: Mixed Use Redevelopment.

Types of Uses:

- Ground level commercial with upper level residential
- Walkable retail & restaurants
- Civic Center
- Convention Hall
- Museums & attractions
- Historic monuments and buildings
- Recreational parks and public gathering places
- Arts incubator & performance space
- Creative technology center & innovation hub
- Pedestrian malls and paths
- Urban bike paths
- Regional transit hub

Densities: R-10 to R-20.

Estimated Housing: 780 units

Lihue Community Plan: **Future Multimodal Network**

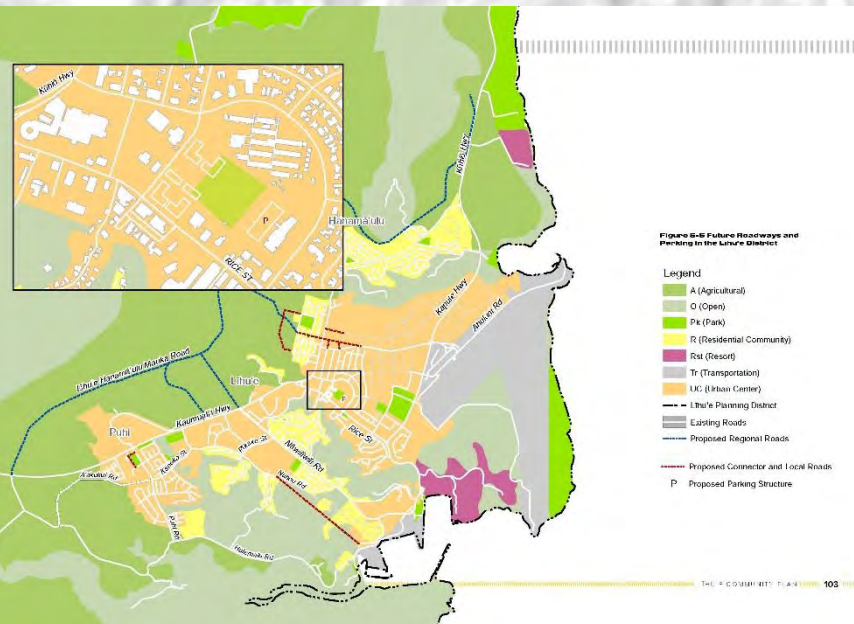
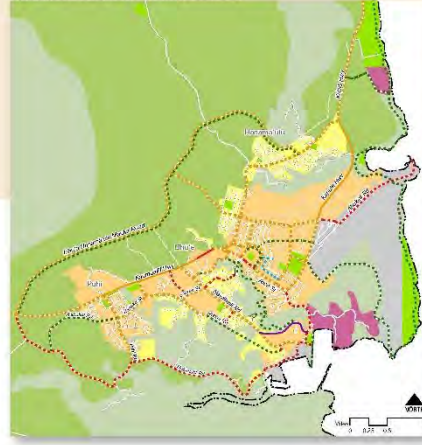


Figure 5-7 Future Bicycle Facilities in the Lihue District



5.4.3 Bicycle Facilities

The proposed bicycle facilities network shown in Figure 5-7 promotes regional connectivity to East Kauai for the coastal trail system, makes access that bypasses Lihue from Hanalei to Pali and a canal barge trail that traverses southern portions of the Lihue District along Lihue Road. The proposed facilities will accommodate a range of users, including commuters, recreational cyclists, and cyclists of all ages. The pedestrian/bicycle bridge, canopy, and planned footpath with a sign, as well as a multi-use path inside the gulch. These trails and facilities are shown and will provide regional connectivity for residents and visitors. The rest of the bicycle network provides connectivity throughout the Lihue District areas along major roads and local streets and connects trail stations with the greater community.

3.4.4 Pedestrian Facilities

Volatility is a key component of the vision for the Trade District, which encompasses concrete, strategic, community-oriented goals. The district's vision is to:

- Increase the vibrancy of the district through a mix of uses.
- Increase the walkability of a diverse range of businesses through a mix of uses.
- Increase the walkability to key destinations through a mix of uses.
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The district's vision is to increase the walkability of a diverse range of businesses through a mix of uses. The district's vision is to increase the walkability of a diverse range of businesses through a mix of uses. The district's vision is to increase the walkability of a diverse range of businesses through a mix of uses.

Police

- Implement the programs and policies outlined in the Kasey Multi-modal Land Transportation Plan that are applicable to Lufkin District.
- Provide more transit connections between Lufkin, Hamdenburg, and Puff through a priority transit corridor and new commuter routes.
- Increase funding for public transit in accordance with the MTP's goal of maintaining or increasing vehicle miles traveled (VMT).

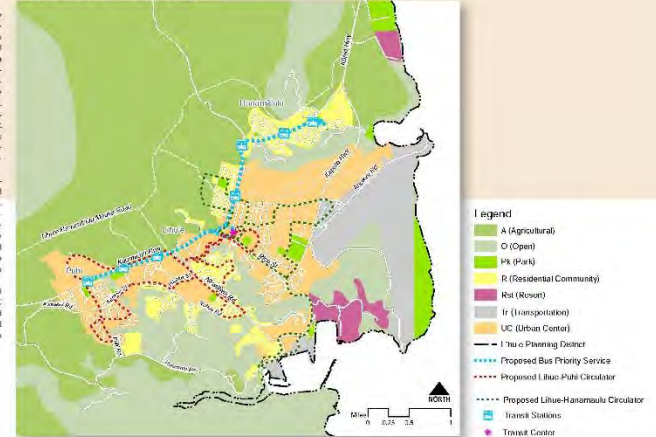
5.4.2 Bus Transit

The prototype bus network is composed of two parts: a prior transit or trunk line, and a series of connectors that provide local services. These are shown in Figure 5.8 and described below. The trunk line connects Bu, Mahab, Uluwé and Manambulu, each a prior transit corridor. The prior transit corridor system may feature dedicated lanes, limited stops, frequent headways, and enhanced features to facilitate fast boarding and alighting of passengers. The trunk line is proposed to help focus development along this corridor so that, near both ends, along it can benefit from rapid and efficient access to places, jobs, goods, and services. The trunk line will serve its hub in the need to the CVC Center where a transit mall will provide transfers to other bus routes.

The second part of the network, one bus per calculator, that provide local service between Uhle's Puh-Nhoo-Nordoli, and Uhle's and Hamar's. The Uhle's Calculator will pick up priority center transfers from a main transit mall in the Chuk Center District. It will circulate through all of the existing Uhle's neighborhoods, Wailani, the airport, town center and industrial areas. The Puh-Nhoo, Calculator will pick up transfers at the Puh Nord Station and circulate through Puh, Nordoli, and Nordoli to Uhle's.

The inbound from East and North Kanto will travel on the Kōhō - Gakumai Transitway to KCC before returning. Similarly, the inbound from South and West Kanto will access the transitway and turn around at Hamamatsu. The inbound routes will add bus trips to the frequency of the transitway.

Figure 3-6 Future Bus Transit in the Lihue District



- Improve pedestrian access and safety along routes to major bus stops, including sidewalks and lighting.
- Plan for placement of new transit facilities in areas with high transit demand and encourage a more hospitable walking environment.
- Implement new recommendations from the Urban Center Planning and ADRT studies to improve transit connectivity. These include a Urban Center Multimodal Access and Circulation Plan, completion of Streetcar Planning and Design, and the implementation of the Urban Core Center and Grand Avenue Transit Corridor and a new approach to a River Street Transit Corridor.
- Design new neighborhoods to be walkable, with a mix of building types and mixed uses. But, provide a market-led solution still in a market scale of more than 100,000 sq ft.
- Design from centers to the edge: dense uses, a focal point of edge place, close access, a neighborhood scale, more transit, more people.
- Develop the Urban Transitway Multimodal Access as the regional connector to relieve traffic congestion along Kellen and Grand Avenues.
- Transition Kellen Highway between the River Street and Arden Road to become a County Road, and provide a transitway to connect the transit line. Use design to calm traffic and make the roadway more pedestrian-friendly and walkable.
- Provide services to the entire urban core to thriving, including shuttle service to resorts, access to retail, local service activities and other services.

Figure 5-8 Future Pedestrian Facilities in the Lhu'e District

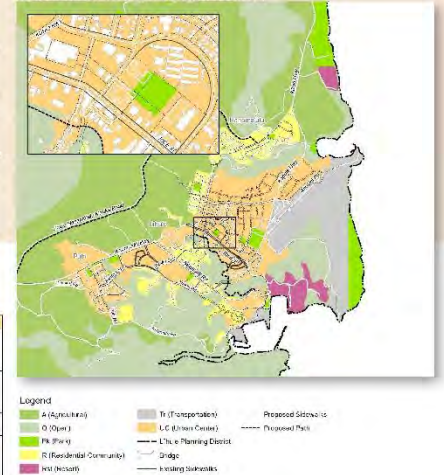


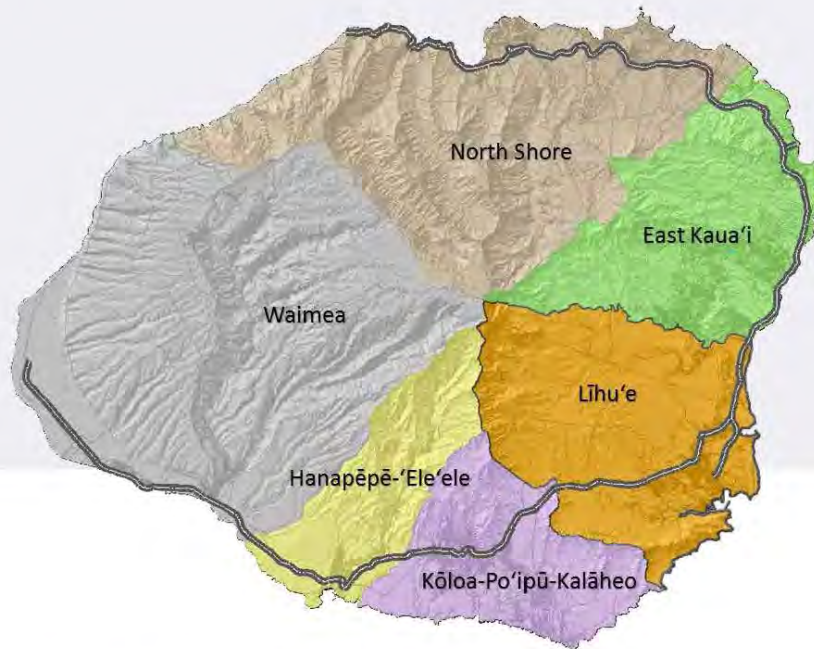
Table 5-2 Walk Scores for Lihu District Communities

[illegible]

Complete Streets: *Current Status- Kauai*

Kauai General Plan

1.0 INTRODUCTION AND PROCESS USED TO DEVELOP THIS PLAN



1.3 REGULATORY FRAMEWORK

This section describes the regulatory mechanisms that provide the authority and implementation mechanisms for the Lihu'e Community Plan.

1.3.1 Kauai General Plan

The Kauai General Plan states the County's 20-year vision for Kauai and sets forth policies for achieving that vision. The Community Plans each focus on a particular region, guiding land use regulations, the location and character of new development and facilities, and planning for County and State facilities and services with active and ongoing input from the

community. Kauai's six Planning Districts are shown in the map inset. The policy guidance for Community Plans set forth in the Kauai General Plan (which refers to them as Development Plans) is as follows:

(b) A Development Plan is intended to direct physical development and public improvements within a specific geographic area of the County within the framework of the General Plan. In accordance with the County Charter, a Development Plan shall be submitted to the Planning Commission for review and recommendation and to the County Council for adoption by ordinance.

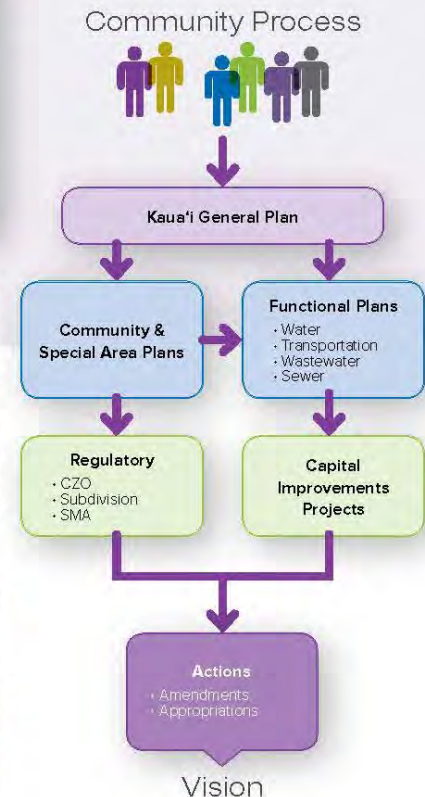
1. Depending on its purpose, a Development Plan may be long-range and comprehensive, or it may be limited in scope and timeframe.
2. A Development Plan may contain detailed guidance for land use and zoning, circulation systems, street design, architectural design, specific public facilities, or other matters relating to the physical development of the District.

A Development Plan may recommend the establishment of a special treatment district, a change to the zoning map, or other changes to the CZO. Actual land use regulations, however, shall be adopted as part of the CZO and the zoning maps.

Collectively, the General Plan and Development Plans are direction-setting, policy documents. They are not intended to be regulatory, but are used in concert with regulatory mechanisms such as zoning codes and capital investment priorities to guide public and private development activity. Figure 1-1 shows the Development Plans in the context of the County of Kauai's planning system.



Figure 1-1 Kauai County Planning Process



Source: County of Kauai General Plan (2006)

*Complete Streets: **Current Status- Kauai***

Hardy Street at Umi Street, Līhu'e, Kaua'i (Before)



*Complete Streets: **Current Status- Kauai***

Hardy Street at Umi Street, Līhu'e, Kaua'i (Proposed)



Complete Streets: *Current Status- Kauai*

Michael Moule, Doug Haigh, Public Works Building Division Chief, Larry Dill, County Engineer, and 5 Public Works engineers explore options for more walkability on Hardy Street.



Assessing and discussing possible improvements for the Kawaihau/Hauaala Road intersection and making a safe route to schools for Kapaa Elementary and High Schools

Complete Streets: *Current Status*

Hawaii Island Complete Streets and Hilo Multi-Modal Plan

This measure highlights actions that promote a variety of transportation options such as public transit, shuttle service, park-and-ride options, private vehicles, pedestrians, scooters, bicycles, and rollerblades. Downtown Hilo should be an area of “complete streets” which are designed and operated to enable safe access for all users. Actions will receive this icon if they promote alternative modes of transportation that decrease traffic congestion in the downtown urban core. It also includes actions that support the ability of pedestrians, bicyclists, motorists, and bus riders of all ages and abilities to safely navigate downtown streets.



Complete Streets: *Current Status- Oahu*

Complete Streets Implementation Study: Design Manual and Performance Measures

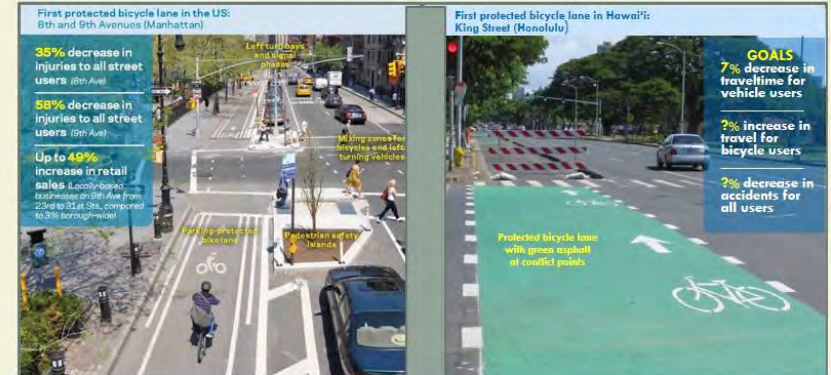


Honolulu Complete Streets Design Manual

HONOLULU COMPLETE STREETS IMPLEMENTATION STUDY

TASK FOUR: PERFORMANCE MEASURES

(DRAFT 1)



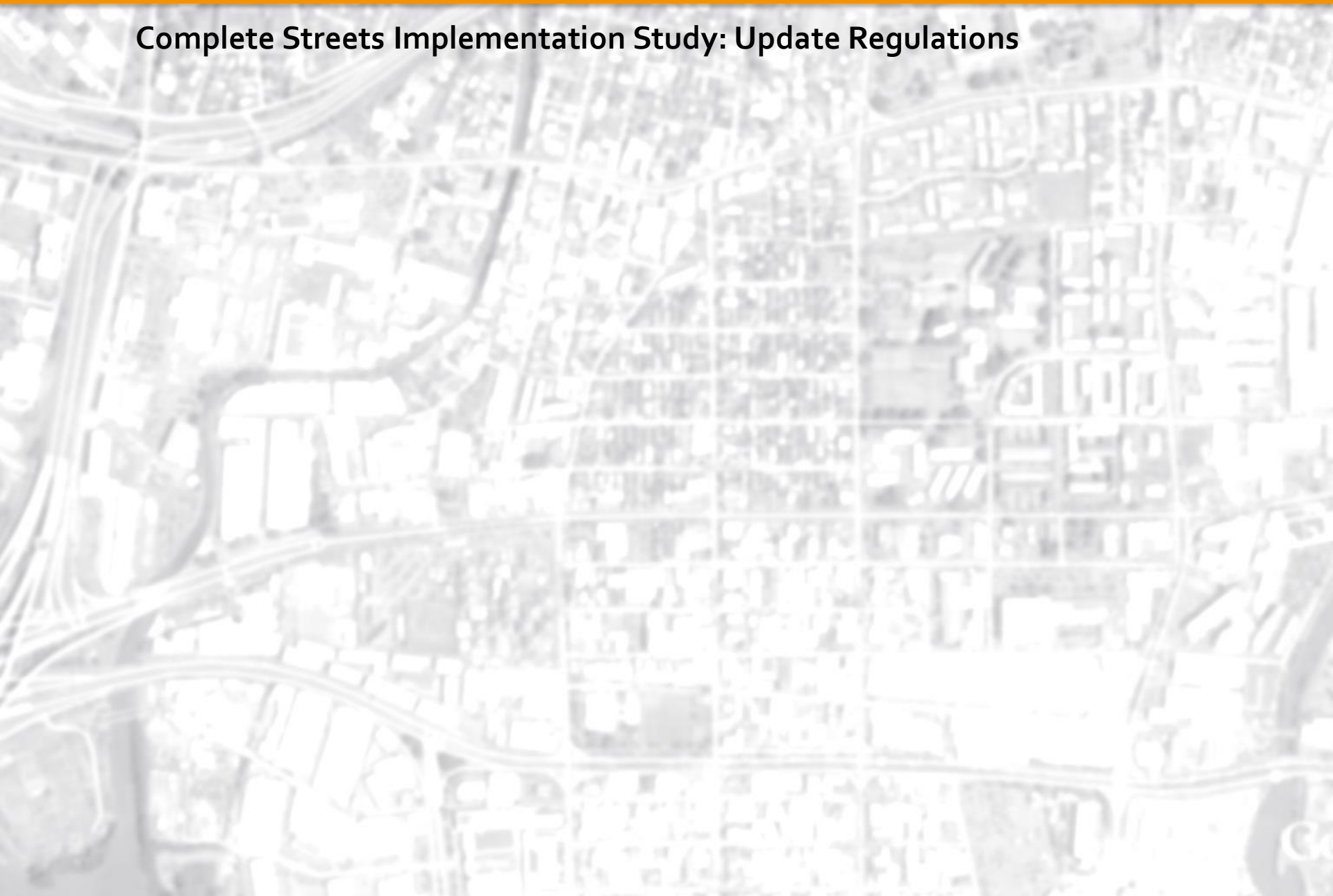
City & County of Honolulu
Department of Transportation Services

Prepared by
SSFM International
SSFM
INTERNATIONAL

with
WESLIN
Consulting Services, Inc.

*Complete Streets: **Current Status- Oahu***

Complete Streets Implementation Study: Update Regulations



Complete Streets: *Current Status- Oahu*

Complete Streets Implementation Study: Demonstration Projects

