



Bikeshare Hawaii: Introduction and Project Status

Exhibit A

Hawaii Community Development Association

Board Presentation, March 2016



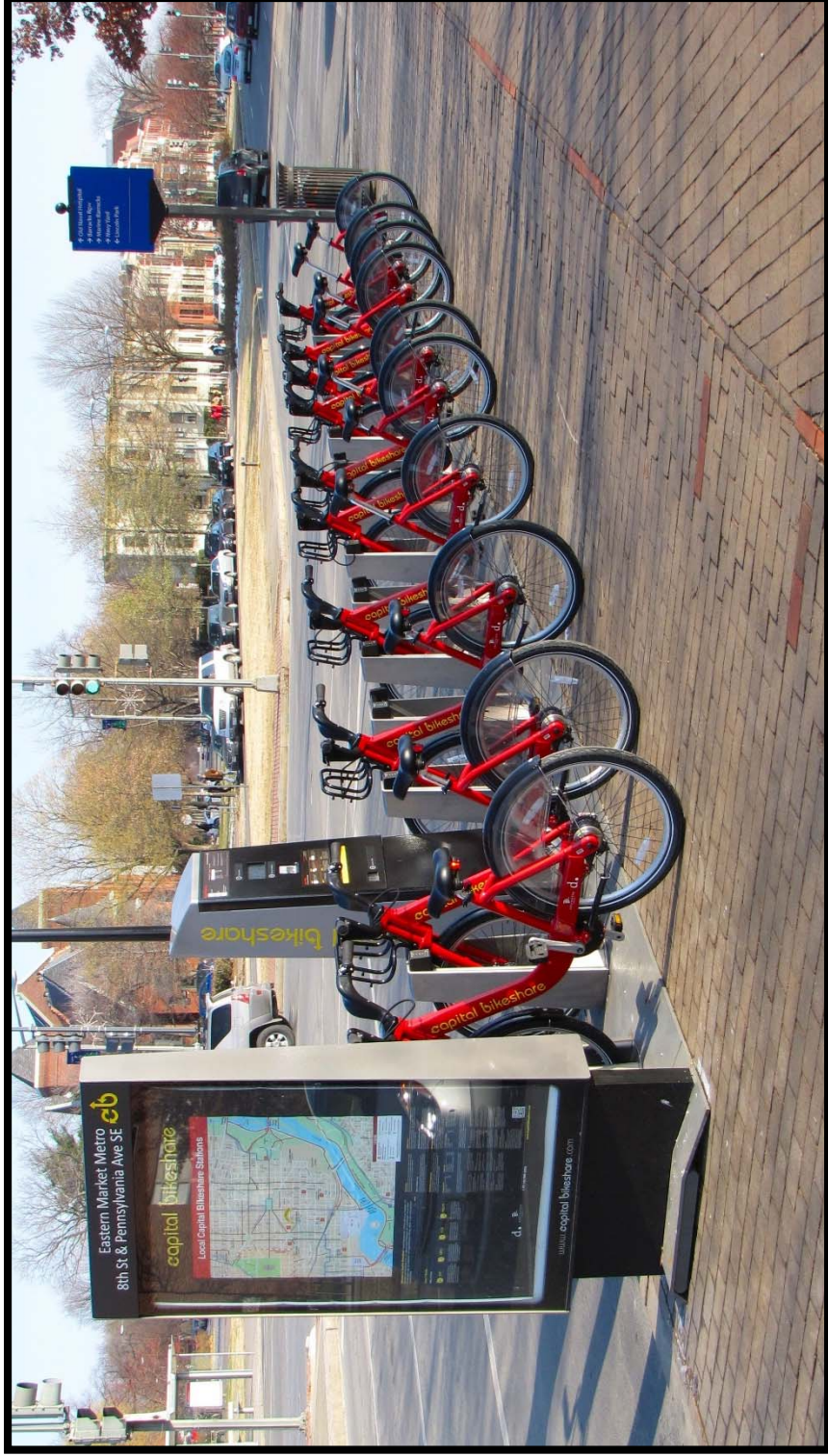


What is Bikeshare?





What is Bikeshare?



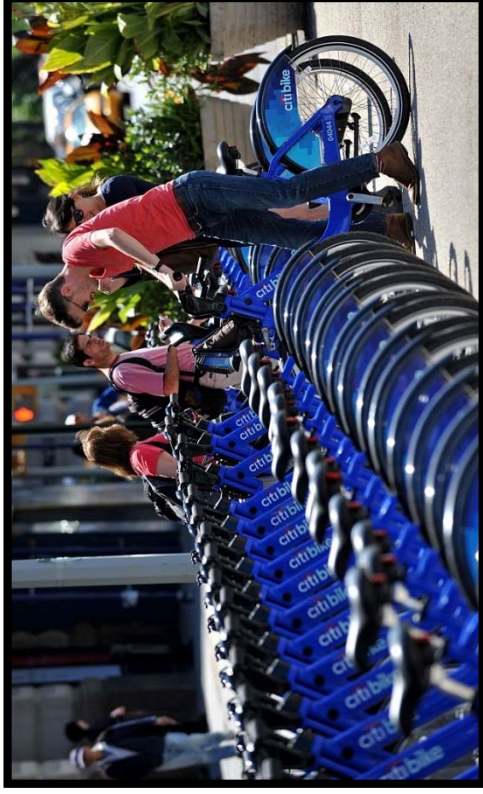


What is Bikeshare?

PERSONAL BIKE



NETWORK OF BIKES





What is Bikeshare?

OTHER CITIES WITH BIKESHARE:

Chicago (*Divvy*, 2013)

New York (*Citibike*, 2013)

San Francisco (*Bay Area Bike Share*, 2013)

Boston (*Hubway*, 2011)

Minneapolis (*Nice Ride*, 2010)

Paris (*Vélib'*, 2007)

200+ cities

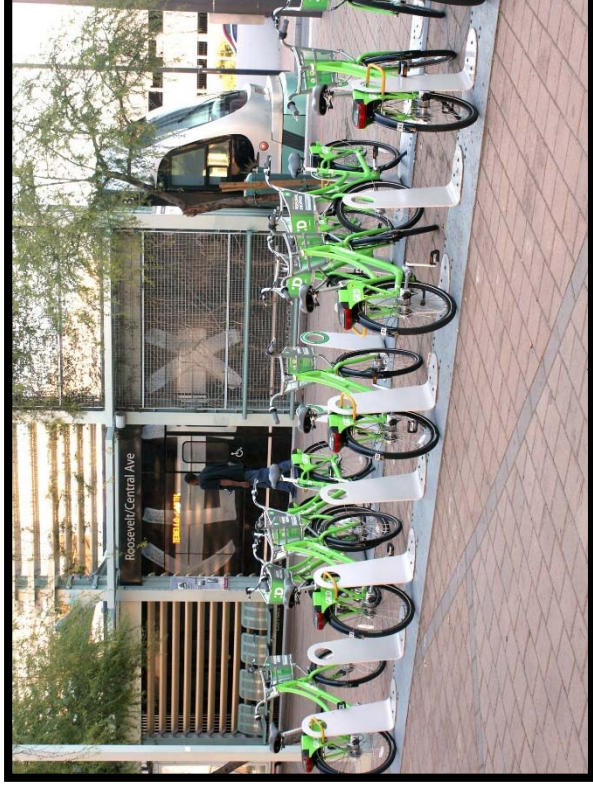




What is Bikeshare?

BIKESHARE IS MORE THAN JUST
BIKES...

At the end of the day, you have a more
connected place





History of Bikeshare in Hawaii

WHO IS BIKESHARE HAWAII?





History of Bikeshare in Hawaii





Kaka`ako TOD Planning

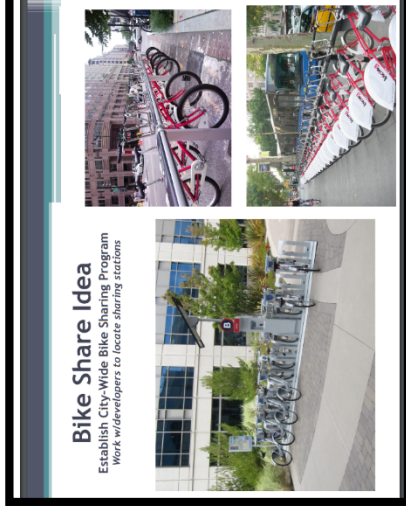
Bikeshare is a modern and mainstream urban concept that is reshaping the “modality hierarchy”

It contributes to a sense of community and place

It makes the physical landscape beautiful, purposeful, and inviting for all modes

.... Which get’s people out of cars!

- People are more active
- Local businesses and amenities are more accessible
- Less congestion on the road





Kaka`ako TOD Planning

TOD OVERLAY PLAN: MOBILITY AND ACCESS

The initiative encourages local residents to take short trips by bike instead of car, and ensures that dollars are being kept in the local economy instead of driven out of the community and spent elsewhere.

The program is funded by a \$72,000 grant from the Los Angeles County Department of Public Health through Project RENEW (Renew Environments for Nutrition, Exercise, and Wellness).

Open Street Events

HCDA could work with community organizations to sponsor one or more annual open streets events in the KCDD. As described in the call-out below, such events help encourage walking and cycling by taking over space from autos and will promote the value of Complete Streets in Kaka`ako.

Action MA13.3 Work with local partners to develop a bike share system in Kaka`ako and adjacent districts of Honolulu.

Providing publicly accessible bicycles around the KCDD and adjacent districts will give more people the opportunity to ride, even for just one trip. Public bike share bikes will encourage visitors to choose Honolulu and the Kaka`ako area over other vacation spots and to feel welcome in the area without a car. Bike sharing will facilitate connections to rapid transit and bus transit and replace short auto trips to local retail.

HCDA and many other community partners share a goal to create a comprehensive system of bike share stations in visible, on-street and off-street locations dispersed throughout the District and the City. An early system in KCDD could include 20 or more stations and 150-200 bicycles and would be most effective combined with a city system that also served Aloha Tower, Downtown, Ala Moana Center, Waikiki, University of Hawai`i and Honolulu's many popular parks and beaches.

Providing helmets and transit subsidy incentives to new users to incentivize trial use of both bike sharing and transit should be explored.

Demand for Bikeshare

Successful bike share systems are dependent on a variety of factors including population and employment density, proximity to schools, transit, and other destinations, availability of bicycle infrastructure, and proximity to tourist-based destinations. KCDD is well positioned to be a central station in a future regional bike sharing system. Bike share also has potential to provide local mobility as the area grows and services and destinations diversify.

Bike sharing in Kaka`ako, and the broader urban Honolulu area, will attract a variety of riders making trips for many different purposes. Bike share programs in other U.S. cities, particularly those operating in warmer climates and cities with high levels of tourism, are instructive as to the likely users markets in Kaka`ako and Honolulu as a whole. The following are some key markets and considerations for where each will create demand for bike share stations:

BICYCLE

What if Kaka`ako was Hawaii's most bike friendly district?

Hawaii Community Development Authority

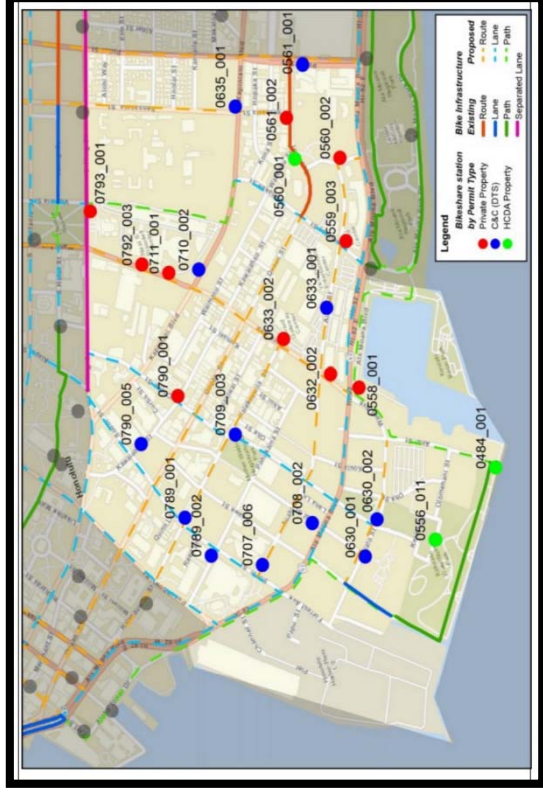
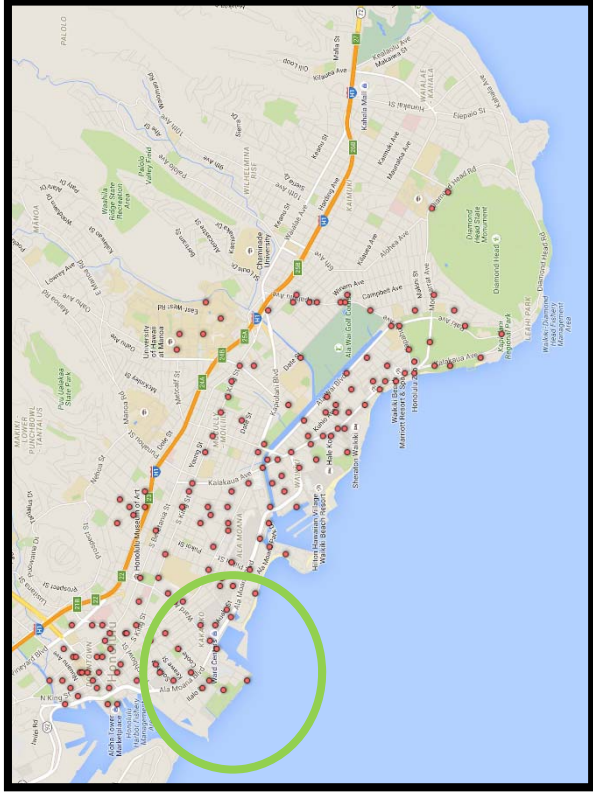




Kaka`ako TOD Planning

BIKESHARE HAWAII'S PHASE 1
SERVICE AREA

PROPOSED BIKESHARE STATIONS
IN KAKA`AKO

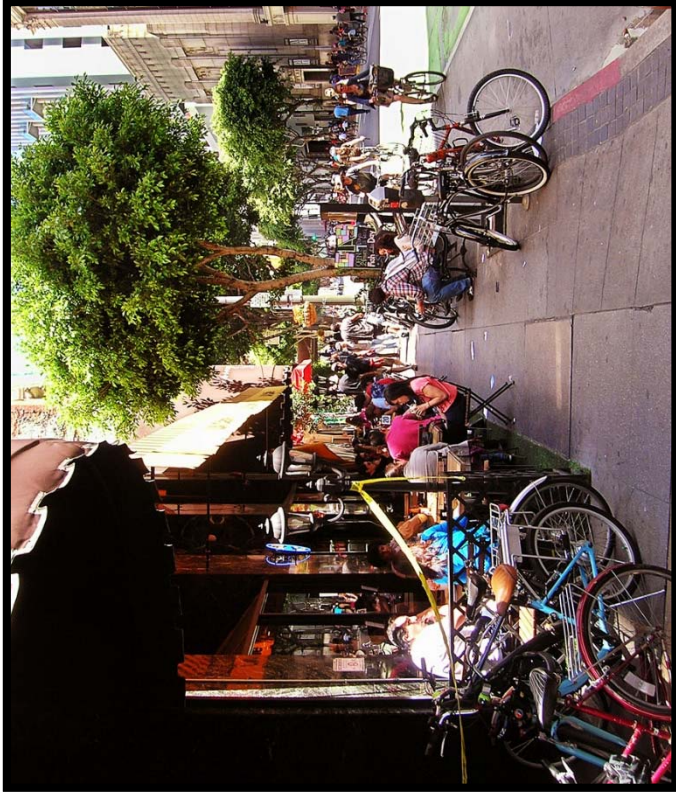
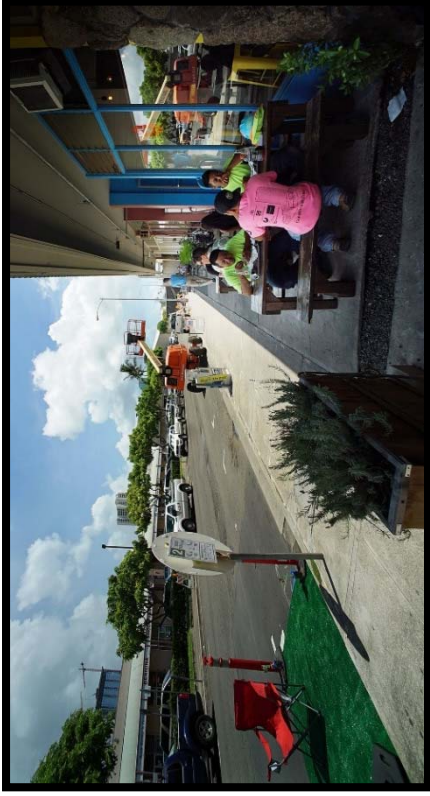






Kaka`ako TOD Planning

ACCESSIBILITY





Kaka`ako TOD Planning

WAYFINDING



with the area. Wayfinding informs people of the best way to reach key destinations and transportation nodes/facilities, depending on their mode of travel, using factors like time, comfort, destination access, and even pedestrian cut-throughs.

Action MA5-1 Establish a wayfinding program and study needs

The district will establish a formal wayfinding program, with staff time dedicated to the effort. It should begin by undertaking a detailed study of current wayfinding needs in the district and outlining the study's goals and objectives. The study should address all modes of transportation. The needs assessment and overall strategy must be updated on a regular basis as development occurs.

Action MA5-2 Implement a wayfinding strategy

Once needs are understood, the district can implement a comprehensive wayfinding strategy that addresses all modes of transportation. This strategy may include both static elements, including signs and maps, and, where needed dynamic elements, such as real-time transit arrival and/or parking availability information. In addition to providing information signage should be designed to support a sense of place in the district, including design elements that are culturally relevant to Kaka`ako. The strategy must be updated on a regular basis as development occurs.

• Bicycle and Pedestrian wayfinding: Maps, directional signs, and other elements should be provided highlighting safe bicycle and pedestrian paths of travel to key destinations. Signs should be provided to direct those on foot or on bike to the safest bicycle and pedestrian routes, as well as the location of bicycle parking spaces, showers, changing facilities, and other bicycle and pedestrian amenities.

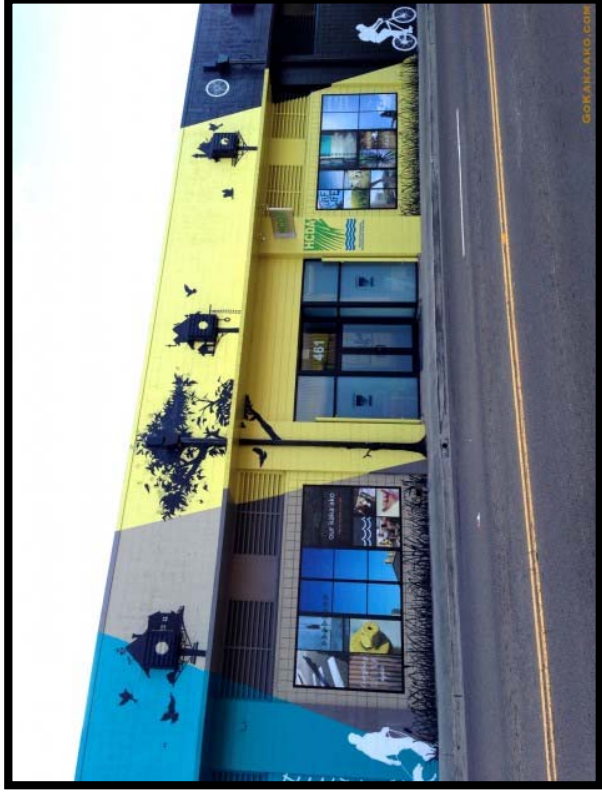
• Transit: Sign and maps should be provided, particularly at and around stations and key stops. Real-time transit arrival information should also be provided at the highest-demand stations and stops.





Kaka`ako TOD Planning

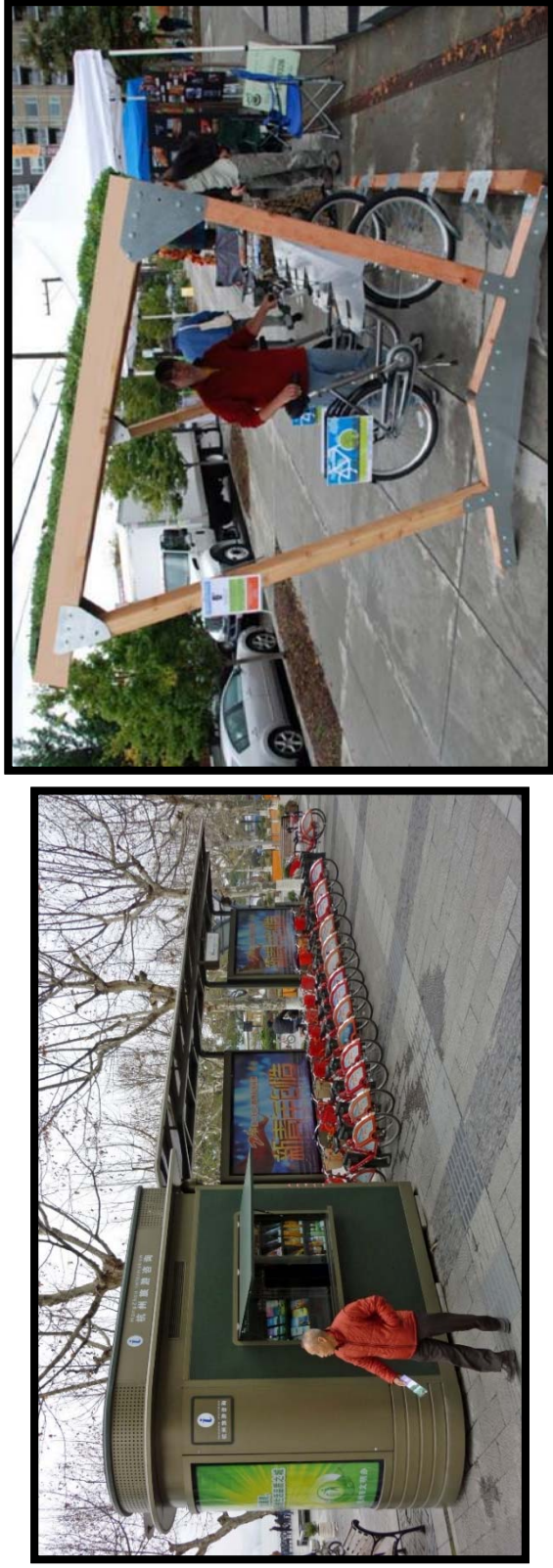
STATIONS CAN BEAUTIFY THE
PEDESTRIAN ENVIRONMENT





Kaka`ako TOD Planning

CREATIVE PLACEMAKING





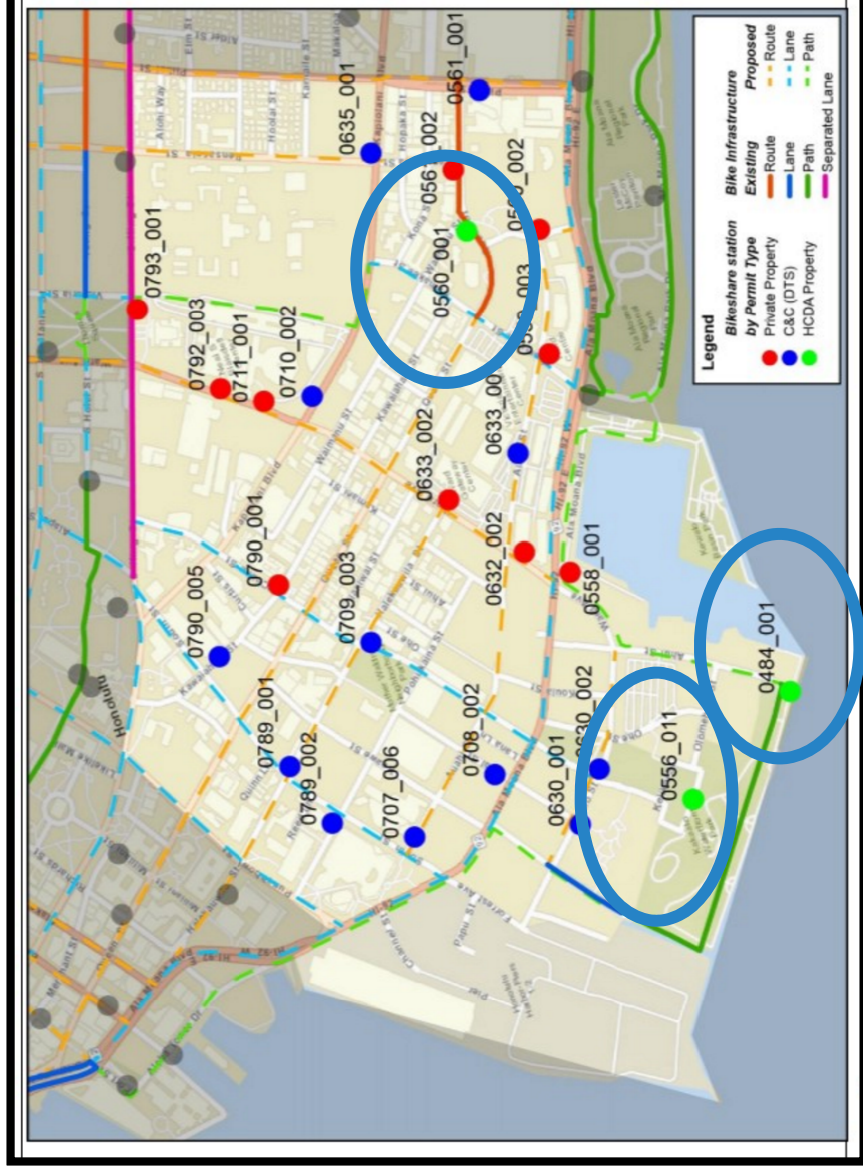
Hawaii Community Development Authority

PROPOSED BIKESHARE STATION SITING

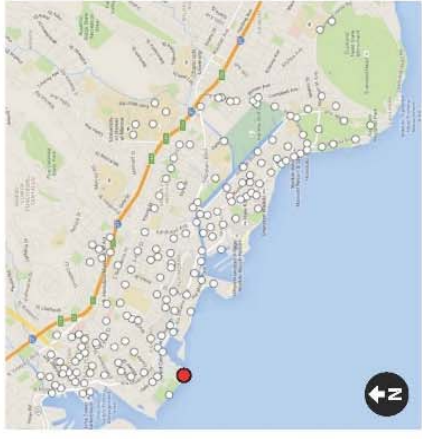




Hawaii Community Development Authority

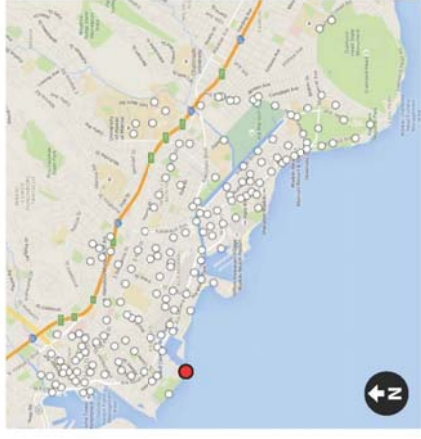


Off-street station on the northeast side of the Kakaako Waterfront Promenade, looking southeast from the path to Ahui Street



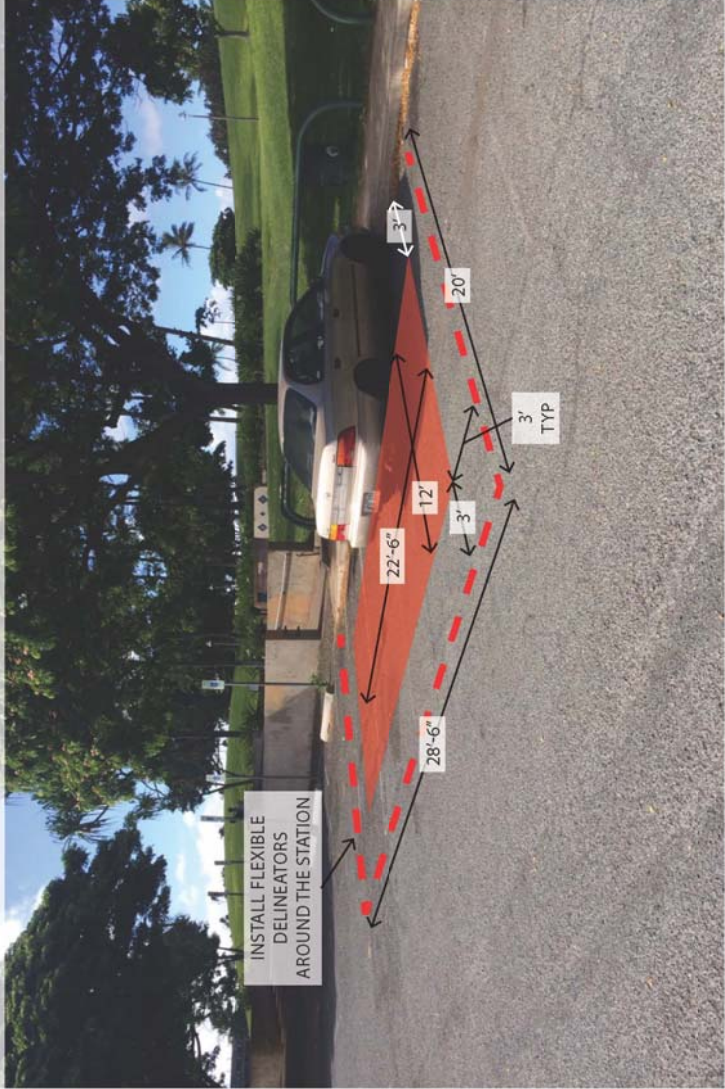
Location:	Northeast side of the Kakaako Waterfront Promenade, southeast of the path to Ahui Street	Power source:	Solar
Coordinates:	-157.861699°, 21.290915°	Orientation:	Bikes pull towards promenade, kiosk faces promenade
Type:	Off-street	Installation notes:	
Owner:	State of Hawaii, HCDA		
Size:	15 docks, 1 kiosk		
Station:	Flat-back station with 90 degree docks		

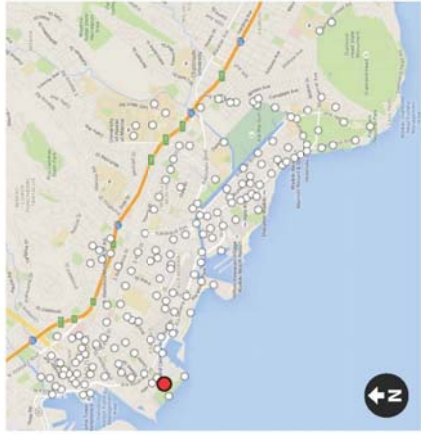
Off-street station on northwest side of Kakaako Waterfront Promenade, looking northwest from the path to Ahui Street



Location:	Northeast side of the Kakaako Waterfront Promenade, northwest of the path to Ahui Street	Power source:	Solar
Coordinates:	-157.861857°, 21.291039°	Orientation:	Bikes pull towards promenade, kiosk faces promenade
Type:	Off-street	Installation notes:	
Owner:	State of Hawaii, HCDA		
Size:	15 docks, 1 kiosk		
Station:	Flat-back station with 90 degree docks		

Off-street station on the northwest side of main parking lot for Kakaako Waterfront park (at the end of Cooke Street), looking south towards stairs at park entrance





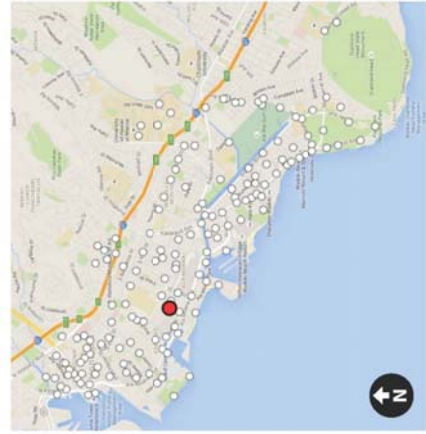
Location:	Northwest side of main parking lot for Kakaako Waterfront park (at the end of Cooke Street), northwest of stairs at park entrance	Power source:	Solar
Coordinates:	-157.863600°, 21.293890°	Orientation:	Bikes pull towards both sides, kiosk faces sidewalk
Type:	Off-street	Delineators:	5
Owner:	State of Hawaii, HCDA	Installation notes:	Replaces 4 parking spaces beginning immediately northwest of disabled parking stalls. Wheel stops may need to be removed if present.
Size:	17 docks, 1 kiosk		
Station:	Dual-sided station with 90 degree docks		





Off-street station in plaza on the north side of Queen Street, looking southwest from Waimunu Street





Location:	In the plaza on the north side of Queen Street, west of Waimunu Street	Power source:	Solar
Coordinates:	-157.850031°, 21.294143°	Orientation:	Bikes pull towards plaza, kiosk faces plaza
Type:	Off-street	Installation notes:	Install station beginning 5' from grass, leaving an 8' walkway between the station and the lamppost
Owner:	State of Hawaii, HCDA		
Size:	15 docks, 1 kiosk		
Station:	Flat-back station with 90 degree docks		





Project Status

BIKESHARE HAWAII'S RECENT ACCOMPLISHMENTS
AND CURRENT NEEDS





Project Status

CAPITAL REQUIREMENT TO
LAUNCH: \$10,000,000

\$6,000,000- Equipment Capital

\$1,000,000- Launch

\$3,000,000- Working Capital for
Operations





Project Status

CONFIRMED GRANTS AND
MATCHING FUNDS: \$2,442,000

Confirmed Grants: \$2,402,000

- \$150,000 from Ulupono Initiative (unrestricted)
- \$100,000 from the Hawaii State Legislature (Equipment Only)
- \$10,000 from Atherton Foundation (public outreach only)
- \$110,000 from Ulupono Initiative (unrestricted)
- \$1,000,000 from the City and County of Honolulu (launch and operations only)
- \$1,000,000 from the State of Hawaii Department of Health (launch and operations only)
- \$15,000 from Hawaii Tourism Authority through the CPEP Program (launch event only)
- \$10,000 in Adopt a Bike Donations
- \$7,000 from Office of Economic Development (outreach only)

Matching Funds: \$40,000

- \$40,000 in matching funds from Ulupono Initiative

REMAINING NEED: \$7,558,000

Current Requests: \$14,350,000

- \$100,000 from Ward Villages Foundation (for equipment)
- \$50,000 from HEI Foundation (for an all-electric maintenance fleet)
- \$6,200,000 loan from The Canadian Export Bank* (guarantors and down payment being sought - cash from bank is ~\$5.2M, down payment is approximately \$1M)
- \$8,000,000 in special purpose revenue bonds from Hawaii State Legislature* (SB2996 and HB2562)



Project Status

CURRENT REQUESTS:

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OTHER MAJOR FUNDING SOURCES BIKESHARE IS ELIGIBLE FOR

- Hawaii Department of Transportation TAP Funding
 - Transportation Alternative Program
- Sponsorship Revenue
 - Valued by IMG at ~\$1,000,000/year
 - IMG is prospecting several international brands
 - Potential hui of local entities... No single local entity appears to be big enough to handle that on their own



Project Status

NEXT STEP

Secure warehouse space for storage, assembly, and operations



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Lucy McGarry, CEO
Benjamin Thomas, President & COO
Board of Directors
Chris Glick, Chair
Dr. Geoffrey Brumby
Brian Copley
Mark Fennig, Board Observer

TEMP SPACE FOR DELIVERY, ASSEMBLY AND SYSTEM STAGING

- Term: Temporary 2 months, e.g. May to June 2016.
- Primary Use: Delivery, Storage, Assembly and deployment of system equipment
- Required indoor footprint: 9,000 sq. ft., concrete (for assembly and storage)
- Additional required indoor or outdoor footprint: 6,000 sq. ft., concrete (for assembly and equipment awaiting deployment)
- 24 hour Access: Yes
- Broadband Access: No
- Restroom Access: Yes
- Vehicle Access: flatbed / boom truck loading zone, easy ingress and egress to the property with excellent access to thoroughfares.
- Parking for 2-3 vehicles
- Location: Urban Honolulu, preferably between Chinatown and Waikiki, Makai of H1, street level
- Post-launch- Storage (50 bikes), Bike repair/maintenance, Administrative offices, Small retail

PERMANENT WAREHOUSE

- Term: Minimum 5 year lease starting in 2016 e.g. June 2016.
- Primary Use: Headquarters for Operations, Repair, Maintenance, Administration and Call Center HQ, Bike Mechanic
- Required indoor footprint: 3,000-5,000 sq. ft., concrete
- Parking: 2 vans / trucks, 2 maintenance vehicles, 2 automobiles
- 24 hour Access: Yes
- Broadband Access: Yes
- Restroom Access: Yes
- Vehicle Access: flatbed / boom truck loading zone, flat, easy ingress and egress to the property with excellent access to thoroughfares.
- Location: Urban Honolulu, preferably between Chinatown and Waikiki, Makai of H1, street level
- Preferred: Partial AC, Kitchen, Retail / office areas, Separate electric meter



Questions?

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BEN TREVINO, COO & PRESIDENT: BEN@BIKESHAREHAWAII.ORG





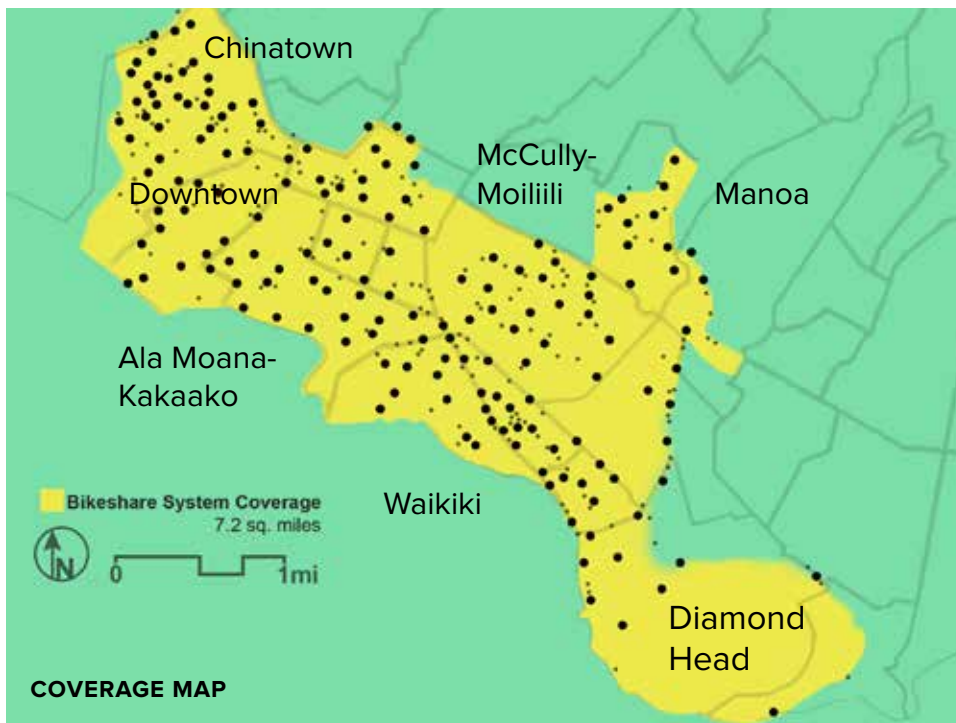
Bikeshare is a system of publicly accessible bikes that its customers can use for short trips between a network of unattended bike docking stations. Bikeshare is growing rapidly around the world and is in place or expected to launch in most major US and international cities in the next few years. Of the top ten visitor destinations in the country, Honolulu is the only one that does not have a bikeshare system. It is low cost, on-demand and flexible.

WHO IS BIKESHARE HAWAII?

Bikeshare Hawaii is a non-profit 501c3 organization that was created out of the joint efforts of the City and County of Honolulu, the State of Hawaii, the EPA, Ulupono Initiative and Hawaii Pacific University. With guidance from this original team and a board of directors, CEO Lori McCarney and President and COO Ben Trevino have been leading the organization since they came on board in November 2014. Current financial support includes a \$2 million dollar grant from the City and County of Honolulu and the State of Hawaii, underwriting of the station siting process by the EPA, and major seed funding from the Ulupono Initiative.

WHAT IS BIKESHARE HAWAII?

- Initial area of operation will be from Diamond Head to Chinatown, primarily makai of H1, but including Makiki and the University of Hawaii at Manoa.
- Approximately 200 bike docking stations and 2000 bikes in this initial phase.
- Requires \$7-\$8 million in capital for bikes, stations, technology and set-up.
- Designed to be self-sustaining through ridership, sponsorship and donations.
- Combines resources from public agencies, private sector sponsors, foundations and individuals.
- One of the largest and most convenient systems in the country. Stations will be only 800 to 900 feet apart.
- A model for systems that can be rolled out across Oahu and the State.



COST

Specific pricing plans are being explored. The mission is to have you say, “that’s a good deal, it makes sense, that works for me.” We do not want pricing to be the reason you don’t utilize bikeshare.



CURRENT PROGRESS TOWARDS OUR 2016 LAUNCH

- Funding of \$2 million secured. Seeking other financial support through sponsorship, financing, and/or donations for our initial capital requirement of \$7-\$8 million.
- Reviewing four finalist equipment vendors, expecting to finalize negotiations in the fourth quarter of 2015.
- Actively pursuing sites for 200 docking stations on the public right of way and with other landowners. Basic requirement is a 40'x6' concrete pad with space to remove bikes without impeding pedestrians or creating a hazard.



BIKESHARE HAWAII BENEFITS

- An affordable, fun and flexible transportation option for residents and visitors.
- A healthy way to get from place to place.
- A bikeshare station is always just steps away (in our service area).
- You enjoy the benefits of owning a bike without the hassle or worry. Use it, dock it, forget it.
- Stimulates business at the street level.
- Creates new jobs—expect 25-35 at Bikeshare Hawaii alone.
- Reduces the use of fossil fuels.
- Easier to get from place to place. A 20-minute walk is about a 5-minute bike ride.
- Reduces or eliminates parking, gas, and other personal car expenses.
- Opens up neighborhoods where parking or traffic has reduced visits.
- Will connect to other forms of transportation—The Bus, Rail.

BIKESHARE HAWAII EQUIPMENT FEATURES

- Solar powered and ballast weighted stations can be moved if necessary.
- Sign up online, via a mobile app, or at a station kiosk.
- Check out a bike with a credit card, RFID card or key fob.
- Bikes lock securely into stations and parts do not fit regular bikes.
- Bikes easily adjust to fit riders from 4'10" to 6'4" and are designed for novice riders wearing regular clothes, including dresses and heels.
- Pedal-powered lights on the front and back.
- Baskets for your stuff.

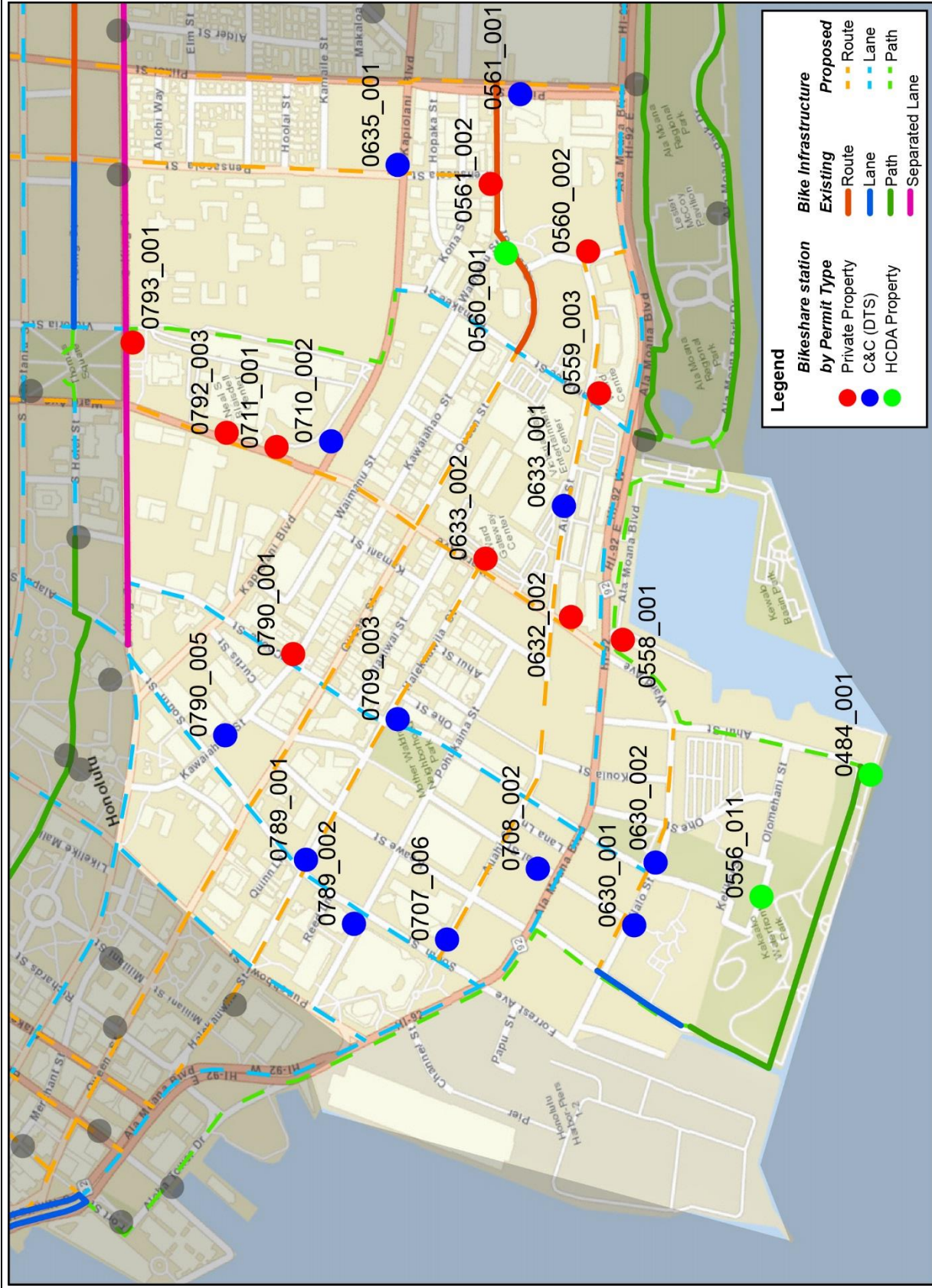


For More Information, visit bikesharehawaii.org or follow us on:



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Ben Trevino, President & COO
808-225-4725 / ben@bikesharehawaii.org



Hawaii Bike Share

Date: Version: 001

Designed: Reviewed:

Proposed Bikeshare Stations in the Kakaako District



Hawaii Bike Share

Date:
 Version: 001

Proposed Bikeshare Stations on HCDA Property

Designed:
 Reviewed:



Off-street station located on the Kakaako Waterfront Promenade near Point Panic

Location: Kakaako Waterfront Park near Point Panic

Type: off-street station

Owner: State of Hawaii, HCDA

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards walkway

Installation notes: Another station possible near the waterfront picnic areas?



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

**Site 0484_001 (Alternative 1)
Point Panic**



Off-street station located on the Kakaako Waterfront Promenade near Point Panic

Location: Kakaako Waterfront Park near Point Panic

Type: off-street station

Owner: State of Hawaii, HCDA

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards walkway

Installation notes: Another station possible near the waterfront picnic areas?



Hawaii Bike Share

Designed:
Reviewed:

Date:
Version: 001

**Site 0484_001 (Alternative 2)
Point Panic**

Off-street station located on a new concrete pad adjacent to the Point Panic Parking lot near the Ahui Street entrance



Location: adjacent to the Point Panic Parking lot near the Ohe Street entrance

Type: off-street station, new concrete pad required

Owner: State of Hawaii, HCDA

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: TBD

Installation notes: Due to dense vegetation, it was difficult to discern the topography of the site. A new concrete pad would likely require some grading.



Hawaii Bike Share

Designed:
Reviewed:

Date:
Version: 001

**Site 0484_001 (Alternative 3)
Point Panic (Parking Lot)**



Twin stations at the entrance to Kakaako Waterfront Park from the main parking lot at the end of Cooke Street

Location: Main entrance to Kakaako Waterfront Park at the end of Cooke Street Type: off-street station Owner: State of Hawaii, HCDA Size: TBD Station: two standard stations with 90-degree docks		Power Source: solar Orientation: bike share bikes pull away from wall Installation notes: Rearrange moped/bike parking to be one side of aisle and bike share station on the other side.			Hawaii Bike Share			Site 0556_011 (Alternative M) Kakaako Waterfront Park
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Location: Main parking lot at the Kakaako Waterfront Park at the end of Cooke Street Type: off-street station Owner: State of Hawaii, HCDA Size: 16 docks, 1 kiosk Station: double sided stations with 90-degree docks				
	Hawaii Bike Share	Date: Version: 001	Designed: Reviewed:	Site 0556_011 (Alternative 2) Kakaako Waterfront Park



Location: north side of Waimanu Street, east of Queen Street

Type: off-street station

Owner: State of Hawaii, HCDA

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards plaza

Installation notes: Leave an 8’ pedestrian walkway

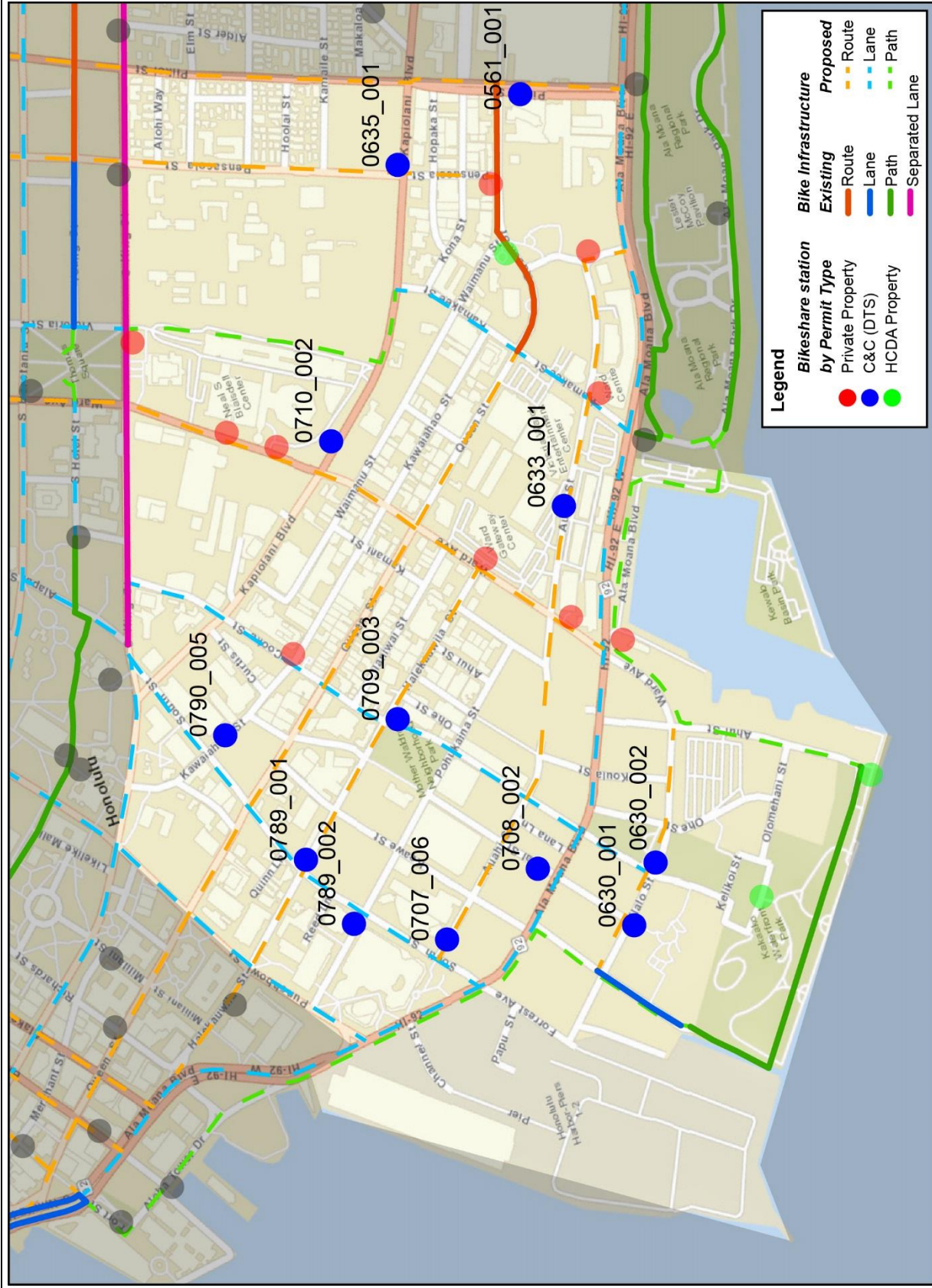


Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0560_001
Waimanu & Queen



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

**Proposed Bikeshare Stations
on C&C (DTS) Right Of Way**



Location: North side of Ilalo Street, east of Cooke Street

Type: Wide sidewalk

Owner: City and County of Honolulu, DTS

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards the sidewalk

Installation notes: Install station 6" from edge of concrete



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0630_002
Ilalo and Cooke (Kakaako Gateway Park)



Location: Makai side of Ilalo Street at the intersection with Coral Street

Type: Wide sidewalk

Owner: City and County of Honolulu, DTS

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards the sidewalk

Installation notes:



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0630_001
Ilalo and Coral

On-street station on the Ewa side of Coral Street, looking north from Ala Moana Street



Location: Ewa side of Coral Street between Ala Moana and Auahi

Power Source: solar

Type: on-street station in place of parking (1 stall)

Orientation: bikes pull towards drive aisle

Owner: City and County of Honolulu, DTS

Installation notes: Install station 10' from fire hydrant, 6" off face of curb. Could potential move the station further from the hydrant, but would likely require taking 2 parking stalls instead of 1.

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks



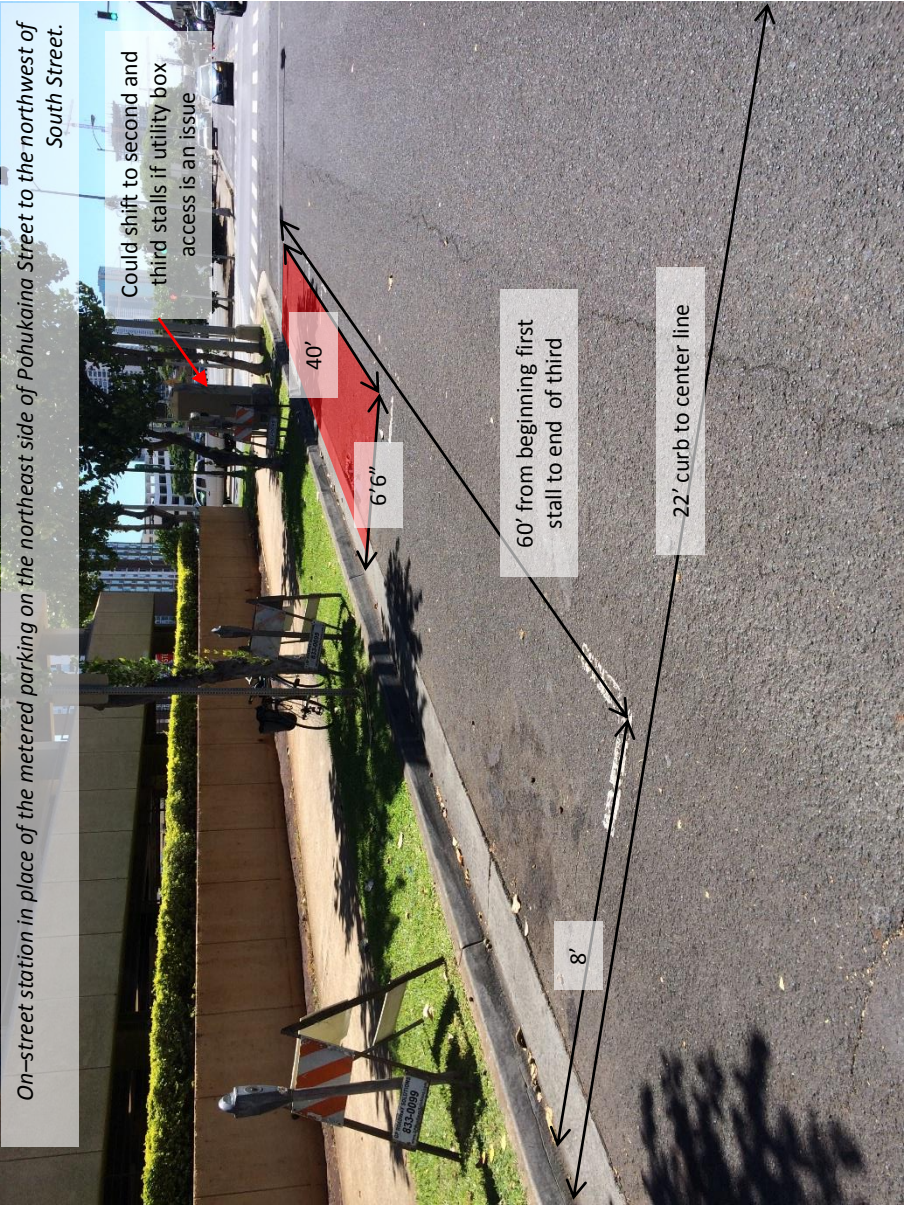
Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0708_002
Coral and Ala Moana

On-street station in the parking restricted area on the mauka side of Auahi Street, looking towards South Street 22' curb face to center line 17'6" 6'6" 12' 64' curb cut to curb cut (40' station with 12' to curb cut on each side)	Location: mauka side of Auahi Street, between Keawe and South Type: on-street station in parking restricted area Owner: City and County of Honolulu, DTS Size: 15 docks, 1 kiosk Station: standard station with 90-degree docks Power Source: solar Orientation: bikes pull towards the street Installation notes: Install station at least 5' from driveway curb cuts; 6" off face of curb.	Hawaii Bike Share Designed: Reviewed: Site 0707_006 Auahi and South
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Location: Northeast side of Pohukaina Street to the northwest of South Street.

Type: on-street station in place of parking

Owner: City and County of Honolulu (DTS)

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards street

Installation notes: Install 6" off curb face; requires removal of two metered parking spaces. If access to the utility box is an issue, could move the station into the second and third parking spots.



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0789_002
Pohukaina and South



DRAFT

Location: north side of Halekauwila Street, east of South Street

Type: sidewalk station

Owner: City - DPP

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull into sidewalk

Installation notes: Install flush with edge of concrete

Site



Hawaii Bike Share

Designed: AW
Reviewed: AW

Date: 04/15/15
Version: 001

Site 2 0789_001
Halekauwila & South



On-street station in the parking restricted area on the northeast side of Kawaiahao Street to the southeast of South Street, at the 801 South condo

Location: northeast side of Kawaiahao Street southeast of South Street, at the 801 South condo

Type: on-street station in parking restricted area

Owner: City and County of Honolulu (DTS)

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards street

Installation notes: Install 6" off curb face; install 10' from curb cut; there is a manhole that is 5' off of the curb face, and the back tire of a bike would be on the manhole.



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0790_005
Kawaiahao and South (801 South)



Location: southeast side of Cooke Street to the southwest of Halekauwila Street

Type: Off-Street wide sidewalk

Owner: City and County of Honolulu ?

Size: 12 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards sidewalk

Installation notes: Install along edge of sidewalk panels; TMK shows that the area where the proposed station is located is part of the public right of way.



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0709_003
Cooke and Halekauwila



Wide sidewalk station on the northeast side of Kapiolani Blvd. to the southeast of Ward Ave.

Location: northeast side of Kapiolani Blvd. to the southeast of Ward Ave.

Type: Off-Street wide sidewalk

Owner: City and County of Honolulu (DTS)

Size: 11 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards sidewalk

Installation notes: Install 1' from the edge of the curb and 1' from the water valve cover; could move the station further from the curb and extend towards the hydrant if more docks are needed.



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0710_002
Kapiolani and Ward (Blaisdell)



Location: north side of Auahi Street, at the east end of Murukai Market Place

Type: on-street station in place of parking

Owner: City and County of Honolulu (DTS)

Size: 11 docks, 1 kiosk

Station: standard station with angled docks

Power Source: solar

Orientation: bikes pull towards street

Installation notes: Check condition of pavement edge prior to installation; install 10' from hydrant and 6" from face of curb; install delineators around station

Parking restrictions: 2-hour parking



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0633_001
Murukai Market Place/Ward Theatre



Location: north side of Kapiolani, east of Pensacola (Honolulu Design Center)

Type: off-street station

Owner: City and County of Honolulu (DTS)

Size: 12 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards sidewalk

Installation notes: Install 1' off curb face; install 3' from concrete edge and 3' from street light pole.

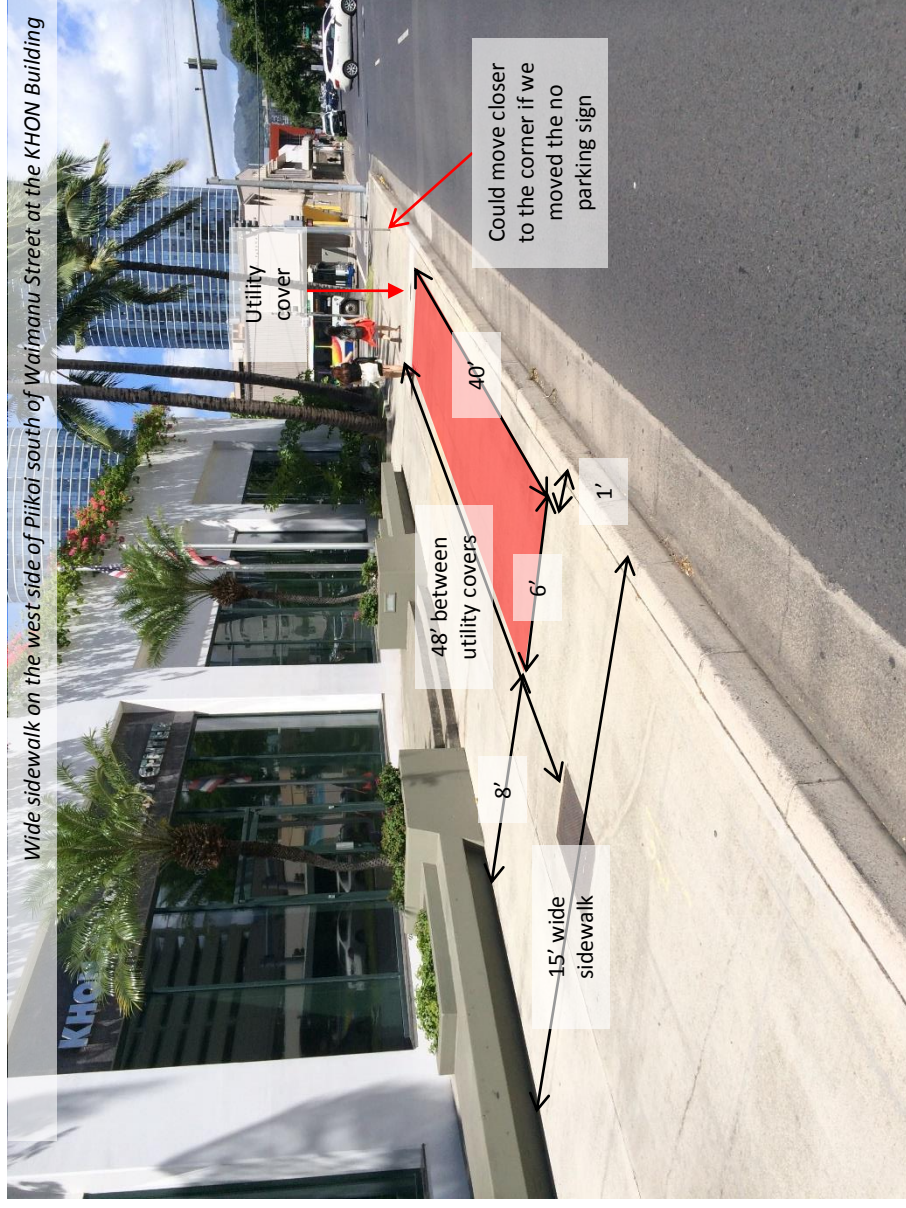


Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0635_001
Kapiolani and Pensacola (HDC)



Location: west side of Piikoi south of Waimanu Street (KHON Building)

Type: Wide Sidewalk

Owner: City and County of Honolulu (DTS)

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards sidewalk

Installation notes: Install 1' off curb face; alternate location would be to move closer to Waimanu Street and move the existing no parking sign.

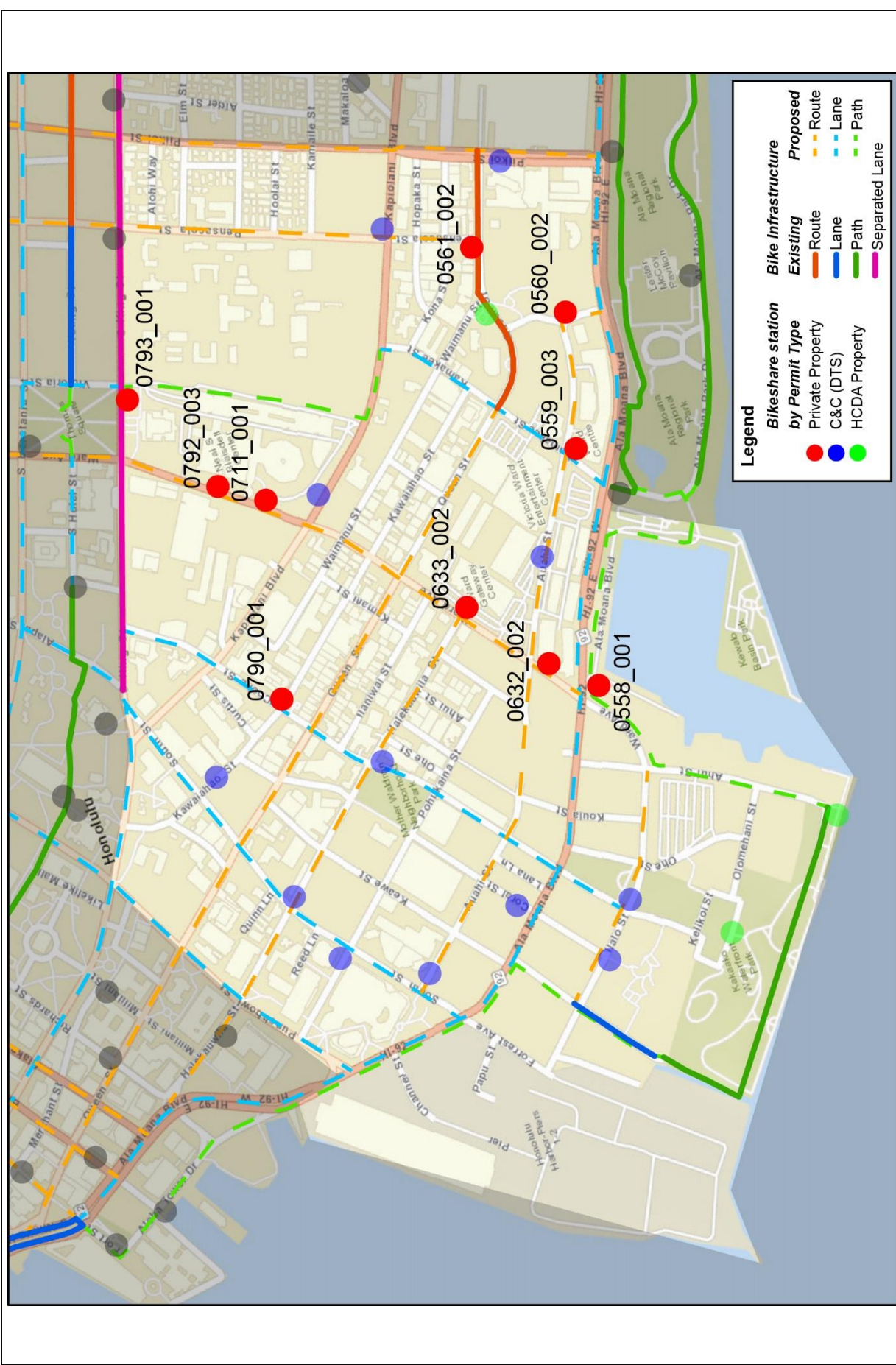


Hawaii Bike Share

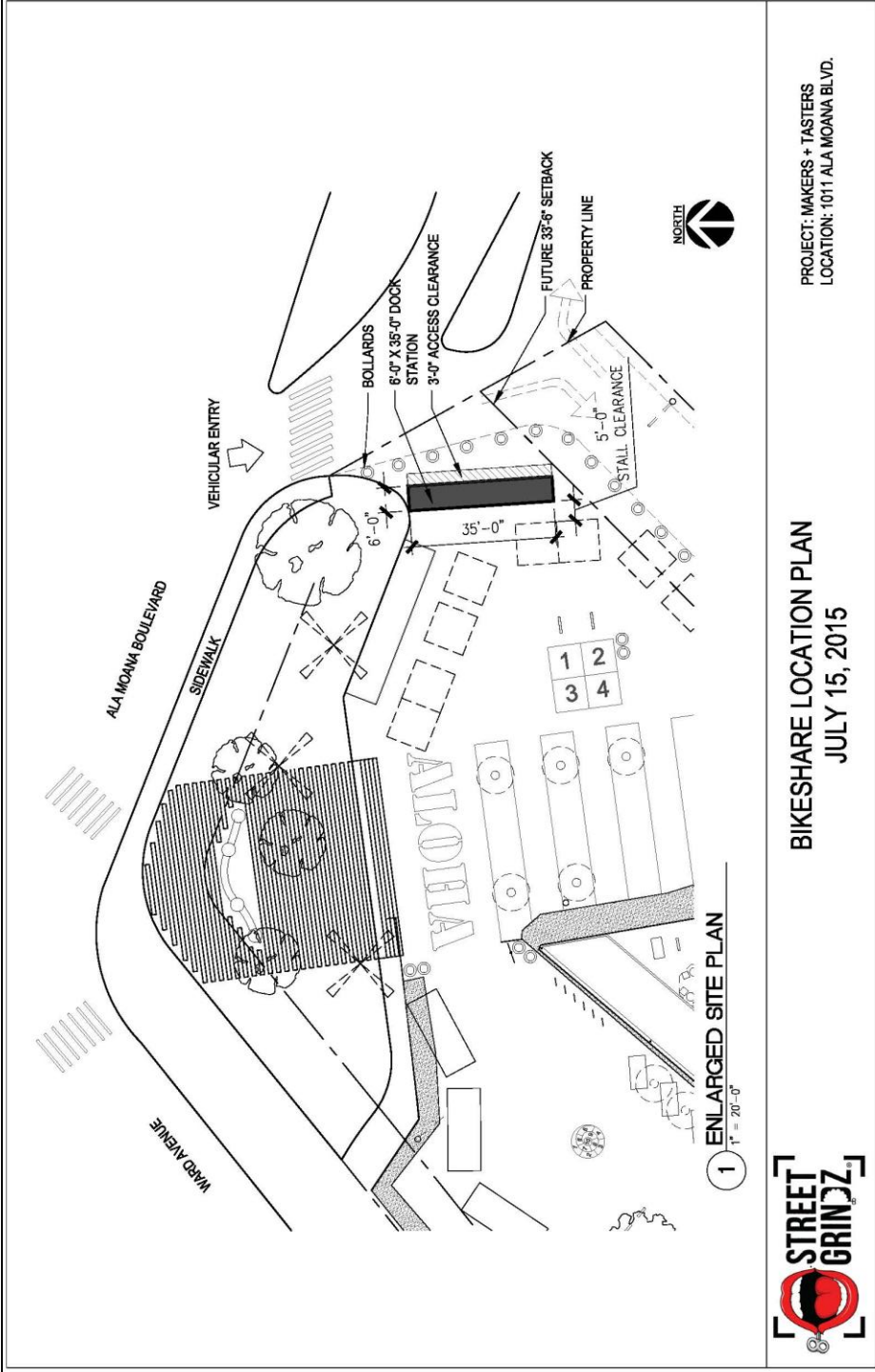
Date:
Version: 001

Designed:
Reviewed:

Site 0561_001
Piikoi and Waimanu (KHON)



	Hawaii Bike Share	Date: Version: 001	Designed: Reviewed:	Proposed Bikeshare Stations on Private Property
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Location: east side of Ward Avenue, Ala Moana Boulevard

Type: off-street station

Owner: Office of Hawaiian Affairs

Size: 12 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards bollards

Installation notes: M&T has identified a location for a bikeshare station in their site plan. Includes a 6' by 35' area for the station footprint plus an additional 3' of clear space behind the bikes.

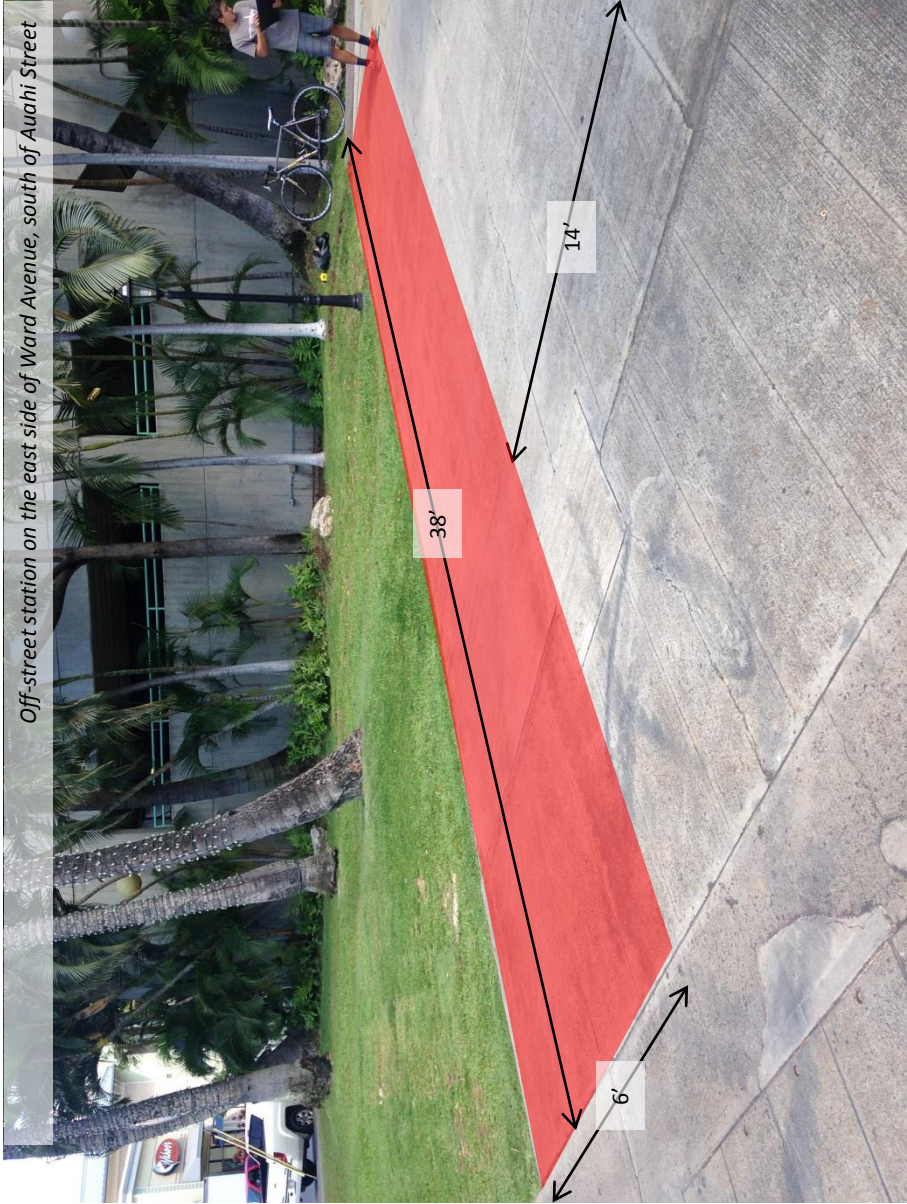


Hawaii Bike Share

Designed:
Reviewed:

Date:
Version: 001

Site 0558_001
Makers and Tasters (Kewalo Harbor)



Off-street station on the east side of Ward Avenue, south of Auahi Street

Location: east side of Ward Avenue, south of Auahi Street

Type: off-street station

Owner: Howard Hughes Corporation

Size: 14 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards walkway

Installation notes:



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0632_002
Ward & Auahi



Off-street station on the east side of Ward Avenue, north of Auahi Street, outside Sports Authority

Location: east side of Ward Avenue, at the intersection of Halekauwila Street Type: off-street station Owner: Howard Hughes Corporation Size: 11 docks, 1 kiosk Station: standard station with 90-degree docks	Hawaii Bike Share Date: Version: 001 Designed: Reviewed: Site 0632_002 Sports Authority (Ward and Halekauwila)
Power Source: solar Orientation: bike share bikes pull out right Installation notes: Rearrange moped/bike parking to be one side of aisle and bike share station on the other side.	



Walkway is 12'6" wide by 50' long

50'

40'

6'6"

9

2'

Location: northeast side of Kawaiahao Street to the southeast of Cooke Street

Cooke Street

Type: off-street station (private property)

Owner: Imperial Plaza

Size: 11 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull out right towards walkway

Installation notes: Install along edge of concrete? Need to discuss location with landowner

discuss location with landowner



Hawaii Bike Share

Site 0790 001

Kawaiahao and Cooke (Imperial Plaza)

Designed:
Reviewed:

Reviewed:

Date:
Version: 001

Version: 001



Off-street station on the east side of Ward Avenue in the parking lot near the Blaisdell Box Office

Location: east side of Ward Avenue in the parking lot near the Blaisdell Box Office

Type: off-street station

Owner: City and County of Honolulu DTS

Size: 16 docks, 1 kiosk

Station: double sided station with 90-degree docks

Power Source: solar

Orientation: bike share bikes pull out both directions

Installation notes: Would require the removal of 4 parking stalls; need to discuss with DES; alternate location could be on the other side of the parking lot or at site 0792_003



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0711_001
Blaisdell Box Office



Location: east side of Ward Avenue at the entrance to Blaisdell Center

Type: off-street station

Owner: City and County of Honolulu (DES)

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bike share bikes pull out towards sidewalk

Installation notes: 22' of a clear walkway from the sidewalk to the entrance would remain; need to clear with DES; alternative location could be located at site 0711_001



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0792_003
Blaisdell Center



Location: south side of King Street between the bus stop and the entry to Blaisdell Center Parking Lot

Type: off-street station needing hardscape improvements

Owner: City and County of Honolulu (DES)

Size: 12 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bike share bikes pull out towards sidewalk

Installation notes: Hardscape improvements would be required; need to clear with DTS; approximately 20' from the bus stop.



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0793_001
Blaisdell Center



Location: south side of Auahi Street in the driveway entrance to Ward Center parking garage
Type: off-street station in Driveway
Owner: Howard Hughes Corporation
Size: 12 docks, 1 kiosk
Station: standard station with 90-degree docks

Power Source: solar
Orientation: bike share bikes pull out towards driveway
Installation notes: Install in restricted parking area; discuss acceptability with Howard Hughes



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0559_003
Auahi and Kamakee (Ward Center)



Location: east side of Queen Street, opposite Auahi Street

Type: off-street station

Owner: Hokua

Size: 15 docks, 1 kiosk

Station: standard station with 90-degree docks

Power Source: solar

Orientation: bikes pull towards drive aisle

Installation notes: Install station 8' from driveway intersection;
6" off face of curb; need to discuss with the landowner



Hawaii Bike Share

Date:
Version: 001

Designed:
Reviewed:

Site 0560_002
Queen & Auahi (Hokua)



This block has been demolished for the rail and is owned by HART. They will be making it a parking lot and have discussed interest in locating a station at the site. I'll take some current pictures of the site. 0561_002