Bikeshare Hawaii: Introduction and Project Status

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

- **2010**: HCEI VMT Working Group
- **2012**: Community and stakeholder work, C & C Bikeshare Study
- **2014**: Hire CEO & President, 1 year of equipment due diligence and fundraising, community conversations
- **2016**: Equipment selection and planned launch in Summer
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

Building Community & Place in Kakaako

AKA Transit Oriented Development (TOD) or Pedestrian Oriented Development (POD)

Bike Share Idea

Establish City-Wide Bike Sharing Program

Work with developers to locate sharing stations
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 spent in the local economy instead of driven out of the community and spent elsewhere.

The program is funded by a $100,000 grant from the Los Angeles County Department of Public Health through Project H:first (Healthy Environments for Nutrition, Exercise, and Wellness).

Open Street Events

HCDCA could work with community organizations to sponsor one or more annual open streets events in the KCCD. 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 MAKE 3 Work with local partners to develop a bike-sharing system in Kaka`ako and adjacent districts of Honolulu.

Providing pedestrian accessible bicycles around the KCCD and adjacent districts will give more people the opportunity to ride, even for just one stop.

Public bike-share bikes will encourage visitors to choose Honolulu, but the lack of bike-share station representation for bike riders in the area could be improved.

Bike sharing will facilitate connections to local retail.

HCDCA and many other community partners share a goal to create a comprehensive system of bike share stations in viable, on-street and off-street locations throughout the district and the City. A network of stations in the KCCD would include 20 or more stations and 3,000 or more bicycles and would be more efficient combined with a city system that also serves John A. Burns, Downtown, Ala Moana Center, Waikiki, University of Hawai‘i and Honolulu’s many popular parks and beaches.

Providing helmets and transit subsidies to new users to incent trial use of both bike sharing and transit is explored.

Demand for Bike Sharing

Successful bike-sharing systems are dependent on a variety of factors including population and employment density, proximity to transit modal transfer points, availability of bicycle infrastructure and proximity to transit-based destinations. KCCD is well positioned to be a central destination in a larger regional bike-sharing system. Bike sharing is potential for providing and 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 increasing 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:
Kaka`ako TOD Planning

BIKESHARE HAWAII’S PHASE 1 SERVICE AREA

PROPOSED BIKESHARE STATIONS IN KAKA`AKO
Kaka`ako TOD Planning

INCREASING HOUSING CAPACITY

NEW COMMERCIAL ACTIVITY & ECONOMIC GROWTH
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 H1a: 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 developing a comprehensive program to meet those needs, addressing all modes of transportation. The needs assessment and overall strategy must be updated on a regular basis as development occurs.

Action H1b: 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 should include multilingual and accessible materials, including those addressing the needs of individuals with disabilities, including those with vision and visual impairments.

• Bicycle and Pedestrian wayfinding: Maps, directional signs, and other elements should be provided highlighting safe bicycle and pedestrian paths of travel to key destinations. High-visibility areas for pedestrians and bicyclists can direct these 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.
Kaka`ako TOD Planning

STATIONS CAN BEAUTIFY THE PEDESTRIAN ENVIRONMENT
Hawaii Community Development Authority

PROPOSED BIKESHARE STATION SITING
**Site 0484_001**

**Point Panic**

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Power source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast side of the Kakaako Waterfront Promenade, southeast of the path to Ahi Street</td>
<td>Solar</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Coordinates</th>
<th>Orientation</th>
<th>Installation notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>-157.861699°, 21.290915°</td>
<td>Bikes pull towards promenade, kiosk faces promenade</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Owner</th>
<th>Size</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-street</td>
<td>State of Hawaii, HCDA</td>
<td>15</td>
<td>Flat-back station with 90 degree docks</td>
</tr>
</tbody>
</table>
Site 0484_002
Point Panic

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
Coordinates: -157.861857°, 21.291039°
Type: Off-street
Owner: State of Hawaii, HCDA
Size: 15 docks, 1 kiosk
Station: Flat-back station with 90 degree docks

Power source: Solar
Orientation: Bikes pull towards promenade, kiosk faces pomenade
Installation notes:
# Site 0556_001

**Kaka`ako Waterfront Park**

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**Location:** Northwest side of main parking lot for Kakaako Waterfront park (at the end of Cooke Street), northwest of stairs at park entrance

**Coordinates:** -157.863600°, 21.293890°

**Type:** Off-street

**Owner:** State of Hawaii, HCDA

**Size:** 17 docks, 1 kiosk

**Station:** Dual-sided station with 90 degree docks

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**Power source:** Solar

**Orientation:** Bikes pull towards both sides, kiosk faces sidewalk

**Delineators:** 5

**Installation notes:** Replaces 4 parking spaces beginning immediately northwest of disabled parking stalls. Wheel stops may need to be removed if present.
Site 0556_002
Kaka`ako Waterfront Park

Location: South and West sides of the entrance plaza (at the top of the stairs) to Kakaako Waterfront Park from the main lot at the end of Cooke Street
Coordinates: -157.863438°, 21.293597°
Type: Off-street
Owner: State of Hawaii, HCDA
Size: 15 docks, 1 kiosk
Station: Split flat-back station with 90 degree docks

Power source: Solar
Orientation: Bikes pull towards plaza, kiosk faces plaza
Installation notes: Only one set of docks will have a kiosk. The set that lacks a kiosk will be available to annual members only.
**Site 0560_001**  
**Waimanu and Queen**

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

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

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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

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 outdoor footprint: 6,000 sq. ft., concrete (for assembled equipment awaiting deployment)
- 24 hour Access: Yes
- Broadband Access: Yes
- 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?

LORI MCCARNEY, CEO: LORI@BIKESHAREHAWAII.ORG
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.

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.

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.
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.

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.

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

Lori McCarney, CEO
808-347-0833 / lori@bikesharehawaii.org
Ben Trevino, President & COO
808-225-4725 / ben@bikesharehawaii.org
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?
**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?
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.
<table>
<thead>
<tr>
<th><strong>Location:</strong></th>
<th>Main entrance to Kakaako Waterfront Park at the end of Cooke Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type:</strong></td>
<td>off-street station</td>
</tr>
<tr>
<td><strong>Owner:</strong></td>
<td>State of Hawaii, HCDA</td>
</tr>
<tr>
<td><strong>Size:</strong></td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Station:</strong></td>
<td>two standard stations with 90-degree docks</td>
</tr>
<tr>
<td><strong>Power Source:</strong></td>
<td>solar</td>
</tr>
<tr>
<td><strong>Orientation:</strong></td>
<td>bike share bikes pull away from wall</td>
</tr>
<tr>
<td><strong>Installation notes:</strong></td>
<td>Rearrange moped/bike parking to be one side of aisle and bike share station on the other side.</td>
</tr>
</tbody>
</table>
**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

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**Power Source**: solar

**Orientation**: bikes pull in both directions

**Installation notes**: Would take the place of four parking spaces.

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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

*Site 0560_001 Waimanu & Queen*
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
**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:**
Location: Ewa side of Coral Street between Ala Moana and Auahi
Type: on-street station in place of parking (1 stall)
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 drive aisle
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.
**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.
**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.
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
**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.
**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.
**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.
**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
**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.
**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.
Proposed Bikeshare Stations on Private Property

Hawaii Bike Share

Date: Version: 001
Designed: Reviewed:

Legend:
- Private Property
- C&C (DTS)
- HCDA Property

- Route
- Lane
- Path
- Separated Lane
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.
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:
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

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

Site 0792_003
Blaisdell Center
**Location**: south side of King Street between the buss 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.
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

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
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