

Information and Discussion re: Bikeshare Hawaii

Staff Report

March 2, 2016

Background: Bikeshare systems are described as a “low-cost, flexible public transportation service that provides on-demand access to a network of publically rentable bicycles...distributed across a service area at fixed destination-based station locations.” (Bikeshare Hawaii) (see Exhibit A). Bikeshare systems have quickly become mainstream transportation infrastructure, since the first system was implemented in 1965, with an estimated 600 bikeshare systems now operating globally today - including over 60 cities across North America. Aside from a small 4-year bikeshare pilot project in Kailua coordinated by the State Department of Health, Hawaii remains one of the last places in the United States to implement such a concept.

Bikeshare Hawaii is a nonprofit organization that was established in 2014 through joint efforts of the City and County of Honolulu, the Environmental Protection Agency, Ulupono Initiative, and Hawaii Pacific University. The initial effort was championed by the Hawaii Clean Energy Initiative and the State Department of Health as a key strategy for reducing vehicle miles traveled and achieving healthy outcomes.

An extensive community outreach process began in summer 2013 engaging over 200 stakeholders from the public, private businesses, advocacy groups, public safety and health care institutions, and governing agencies – including the Hawaii Community Development Authority (HCDA). Stakeholder input addressed various issues for a bikeshare system to:

- Elevate quality of life in Honolulu, creating livable, clean, and quiet neighborhoods.
- Enable residents to live healthier, happier more social lives.
- Expand transportation options, increasing walking, bicycling, and enabling more people to use transit.
- Align with State energy goals and reduce oil consumed for transportation.
- Fill gaps in the transit system and reduces crowding on TheBus.
- Seamlessly integrate with TheBus and the future HART rail system - aiding the City's goals for transit-oriented community development.
- Stimulate public support for expanding bicycle infrastructure.

- Expand to other satellite locations and counties, spreading the benefits of bikeshare to many Hawaii residents.
- Stimulate local economic development, business enterprise, and retail sales.
- Provide a tourist amenity that many visitors have come to expect in destination cities.
- Create an intergenerational bicycling culture in Honolulu that normalizes the bicycle for transportation and recreation.
- Help reduce traffic congestion and improve automobile and transit travel times.

A public presentation of bikeshare at the HCDA in 2014.



Image from Nelson\Nygaard

An organizational study completed by the City and County of Honolulu in June 2014 provided recommendations for optimal organizational structure, service area, initial phase start-up and operations. That study also concluded that the proposed system size and ridership would offer many health, environmental and economic benefits, such as:

- 141-173 million calories and 45,000 pounds of fat burned each year,
- 3.9-4.3 million estimated pounds of carbon saved annually from reduction in vehicle miles traveled,
- 33-36 new jobs created directly by bikeshare operations,
- \$195,000.00-\$255,000.00 net increase in retail spending near stations, and
- \$2.5 million in potential annual savings from reduced driving.

Similarly, the American Planning Association has recently underscored the value of bikeshare as one neighborhood street-scale feature capable of implementing placemaking and

Complete Street strategies (see Exhibit B). Bikeshare stations become one element – that can be combined with other elements like wayfinding, street furniture, bus shelters, greenways, rain gardens, public art, etc. – that create a sense of place and offer myriad of public benefits including physical health, social cohesion, crime prevention, traffic safety, and economic development. Extensive literature review affirms that bikeshare, as part of placemaking and Complete Street improvements, can have profound positive impact on a community’s health and livability (see Exhibit B).

Following the recommendations made in the organizational study, Bikeshare Hawaii is proposing to launch in 2016 an initial phase of approximately 2,000 bikes and 200 kiosk docking stations across a service area spanning Diamond Head to Chinatown as well as Makiki and Manoa, and including all of the Kakaako Community Development District (KCDD). Following best practices from other cities, Bikeshare Hawaii is proposing an initial dense network where stations are located approximately 800 feet apart.

Within the KCDD, 25 stations are proposed to be located either on-street in place of existing parking stalls, or in accessible and visible areas on private and public land. Where the docking stations do not require physical utility connection they can be relocated as necessary. Consequently there is flexibility in the system to meet current and future needs as redevelopment in the KCDD progresses; for example, future completion of new high-rise developments or rail stations will likely warrant locating docking stations near these high-user destinations. It is anticipated that Bikeshare Hawaii will submit for a Conditional Use Permit to be issued by the HCDA to sufficiently permit the proposed off-street locations and effectively provide for needed flexibility. A Conditional Use Permit allows for the Authority to impose unique conditions as necessary, and to renew an initial two-year permit duration with unlimited two-year extensions. The siting of proposed docking stations is based on set of criteria, including:

- Prioritize safety, system use, and operational efficiency,
- Prioritize integration with existing and planned bicycle infrastructure,
- Prioritize integration with public transit including existing bus stops, transit centers, and future rail stations,
- Unrestricted public access, and adequate visibility for pedestrians and traffic, and
- Avoid areas that will create conflicts with loading zones, driveways, hydrants, or emergency access.

The proposed bikeshare system has strong consistency with current plans and presentations made by the HCDA. The Draft Transit-Oriented Development (“TOD”) Overlay for the

KCDD specifically identifies a bikeshare system as an integral component in a multi-modal transportation network, and an opportunity to leverage station siting with placemaking strategies on sidewalks, parks and public spaces. The Draft TOD Overlay also highlights that a bikeshare system promises to be an economic development tool for the KCDD, where stations at landmark destinations “would put Kakaako at the nexus of many leisurely tourist trips with improved bicycle facilities and connections to regional greenway trails” (Mobility & Access, 5-62). The Draft TOD Overlay Plan recommends that “HCDA should provide further incentives and requirements to ensure sufficient space is provided for bikeshare stations” and “HCDA should retrofit auto parking facilities and commercial areas to meet bicycle parking needs. The HCDA should develop a program that helps to fund installation of basic bike parking” (Mobility & Access, 5-67). The Draft TOD Overlay Plan recommends the HCDA to “work with the City and County to fund and construct the Kakaako element of the citywide bicycle network” and “provide incentive for inclusion of bike share facilities” (“Action MA13.5”).

Attachments: Exhibit A – Bikeshare Hawaii Presentation
Exhibit B – The Benefits of Street-Scale Features for Walking and Biking
2015. APA