



HONOLULU, HI

TOTAL POPULATION

988,650

POPULATION DENSITY

1657

TOTAL AREA (sq. miles)

596.7

OF LOCAL BICYCLE FRIENDLY BUSINESSES

2

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Honolulu
High Speed Roads with Bike Facilities	35%	8%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	9%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	2%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 78K	1 PER 198K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.3 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.6 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.6 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.2 /10

KEY OUTCOMES

	Average Silver	Honolulu
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	2.02%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	126
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	2.8



KEY STEPS TO SILVER



» Your application indicated that Honolulu is currently updating a bicycle master plan. This is a great step to continue improving conditions for bicycling and to further institutionalize processes for continued improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities.

» Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/ cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.

» Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.

» Encourage the University of Hawaii at Manoa to apply to the Bicycle Friendly University program to help identify more ways the campus and administrators can support bicycling safety and promotion to students, staff, faculty, neighboring residents, and visitors. It would be the first Bicycle Friendly University in Hawaii!

» Continue efforts to improve data-driven road safety operations and Vision Zero activities.