

# Vision, Goals and Objectives Report

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## O'ahu Bicycle Master Plan

Department of Transportation Services  
City & County of Honolulu

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August 2008



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Work Product No. 2.1.1

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## 1. Introduction

This report is a work product of the O'ahu Bicycle Master Plan (O'ahu Bike Plan) being prepared for the City and County of Honolulu, Department of Transportation Services. The *Draft Vision, Goals and Objectives Report* is identified as Work Product 2.1.1. This report presents evaluation, discussion, and refinement of the vision and goals and objectives statements for the O'ahu Bike Plan.

Several contemporary trends and factors influence the examination of the vision, goals, and objectives for the O'ahu Bike Plan; among these are public health, livable communities, sustainability, rising fossil fuel costs and major planned improvements to the island's transportation system. The call for more walkable, livable, and accessible communities has seen bicycling and walking emerge as indicators of the health and well-being of a community. In 2006, a proposed Charter amendment (Charter Question #8) to make O'ahu more pedestrian and bicycle-friendly received strong (72%) support of the voters. The Revised Charter of Honolulu now specifically mentions bikeways under the powers, duties and functions for the Director of Transportation Services, and a new section (Section 6-17) has been added that explicitly states the priority of making Honolulu pedestrian and bicycle friendly.

Public health concerns have grown as a guiding factor in creation of transportation plans, including bicycle plans, due to the recognized lack of physical activity among adult and adolescents both nationally and in our state. As an example, the State of Hawai'i Department of Health's *Hawaii Physical Activity & Nutrition Plan 2007-2012* includes several objectives and strategies that specifically support cycling as a way to increase physical activity among our citizens.

How people choose to move in and around their community entails more than economics. The environmental aspects of transportation choices are becoming increasingly visible as awareness of climate change, carbon footprints, and sustainability in general enter the popular culture. The rising cost of gasoline over the past year has made O'ahu residents acutely aware of the costs of auto ownership and the value in transit and bike and ped modes as evidenced by increased transit ridership and bike sales on the island and the drop in large vehicle sales. With the coming development of a high-capacity transit system and stations through O'ahu's southern corridor, there are many opportunities to increase bicycling as a transportation option. Quality of life for O'ahu's residents can be improved by providing safe, convenient, accessible, and attractive transportation options. These factors were all considered in the evaluation and formulation of the O'ahu Bike Plan's vision, goals, and objectives.

## 2. Methodology

The re-evaluation and refinement of the O'ahu Bike Plan's vision, goals, and objectives took the 1999 Honolulu Bikeway Master Plan (1999 Plan) as a starting point, and used

input received from the community through public workshops held between May 13-15 2008, input through a bicycling survey, and general comments submitted through the project website to confirm the validity of the existing statements. In addition, research of other communities' bicycle plans was conducted to ensure that the O‘ahu Bike Plan is in alignment with best practices across North America. Steps for this report included: literature review of other community bicycle plans' vision, goals, and objectives with synthesis of themes; review of public input with synthesis of themes; review of requirements for the League of American Bicyclists' (LAB) 'Bicycle-Friendly Community' designation; review of guidelines on preparing bicycle plans from an online bicycling resource center (bicyclinginfo.org); and evaluation of the existing 1999 Plan's vision, goals, and objectives in comparison with best practices and themes. Where necessary, the vision, goals, and objectives were revised to reflect differences in existing conditions and community concerns.

### **3. Vision**

A vision statement defines the course a transportation plan will take and determines what goals the plan should achieve. The vision, therefore, directly relates to the creation of goals and objectives that will support it through implementing actions or policy statements. A vision for a transportation plan must articulate what the community as a whole agrees upon and will support.

The vision for the O‘ahu Bike Plan provides the focus and meaning to the overall master plan. Individual projects which flow from the plan must be evaluated based on their contribution to making the vision a reality.

The vision statement developed for the 1999 Plan, which covered only urban Honolulu, was:

*“Honolulu is a bicycle-friendly city where bicycling is a viable and popular travel choice for residents and visitors of all ages.”*

#### **3.1 Public Input**

Workshop participants were asked to comment on the existing vision and give their input on what a bicycle-friendly O‘ahu looks and feels like to them. Responses included statements such as “I am able to ride right out my front door and bicycle wherever I want to go in a fast and safe manner” and “Bicycles have priority to cars on the island’s roadways.”

#### **Recurring Themes**

During the workshops' discussion, a number of recurring themes emerged in the discussion of what a bicycle-friendly O‘ahu would look and feel like, including:

- improved safety
- bicycle amenities;
- connectivity and accessibility;
- education;
- enforcement; and
- social acceptance.

**Improved Safety.** Safety concerns range from maintenance of bicycle facilities to safety when interacting with automobile traffic. Many participants related the need for bicycle paths that are separated from automobiles; others focused on sharing the roadways between bicyclists and motorists.

**Bicycle Amenities.** This category includes actions such as installing safe and secure bicycle racks and shower facilities. Many participants envisioned a bikeway network with all of the necessary support facilities at their destinations.

**Connectivity and Accessibility.** Bicyclists generally want to go to the same places as motorists. A bicycle network that is easily accessible and offers direct routes to destinations can increase the convenience of using a bicycle thus encouraging people to use a bicycle instead of an automobile to make the same trip. Ensuring that bicycle facilities create a connected network is important as well.

**Education.** Education on bicycle safety and rules and regulations is important for all members of society; cyclists need to know and follow the rules of the road, just as automobile drivers need to know and follow the rules of the road, especially as they pertain to interaction with cyclists.

**Enforcement.** For greater safety of all transportation modes (i.e. automobiles, bicycles, pedestrians), the rules and regulations need to be enforced.

**Social Acceptance.** One suggested vision statement envisioned O'ahu as a place where, "motorists treat cyclists as legitimate users of the road and as equals." Bicyclists envision a bicycle-friendly O'ahu as a place where they are accepted and can ride with respect from all members of the community.

### 3.2 A Vision for O'ahu

This section introduces the recommended vision statement for O'ahu. The vision statement for the O'ahu Bike Plan is rooted in the discussions from small group meetings, public workshops, and comments received about hopes for the future of O'ahu as a bicycle-friendly community. The plan uses the 1999 Plan as a starting point, and the public input process validated the general intent of the 1999 Plan's vision. Since the study area now encompasses the entire Island of O'ahu, the vision

was changed to reflect this; otherwise the vision is unchanged from the 1999 one. (New language is underlined, deleted language is crossed out.)

O'ahu's twenty-year vision:

*~~Honolulu~~ O'ahu is a bicycle-friendly city community where bicycling is a safe, viable, and popular travel choice for residents and visitors of all ages.*

***“O'ahu is a bicycle-friendly community...”*** Bicycle-friendliness suggests a community where it is easy to ride a bicycle. Fear is not a factor when riding a bicycle on O'ahu because the roads are shared, and animosity between motorists and bicyclists does not exist

***“where bicycling is a safe...”*** Safety is a key component to both those who ride bicycles and those who are considering become bicycle riders.

***“viable...”*** Viable indicates a bicycle system that is easily accessible. The bicycle network on O'ahu is comprehensive and continuous, making it convenient to fulfill a range of transportation needs.

***“and popular...”*** The word “popular” connotes social acceptance; not only is bicycling a viable choice, but lots of people are bicycling as well. It implies that people will use a bicycle for a variety of reasons: commuting to school or work, recreation, exercise, and other trip purposes.

***“travel choice...”*** Bicycling is not the only way to get from one point to another. However, it is one of a variety of transportation modes that O'ahu offers.

***“for residents...”*** A bicycle-friendly community makes it easier for residents to choose to ride a bicycle. It benefits the community by reducing congestion and pollution as well as increasing the safety on roadways.

***“and visitors...”*** Bicycling not only benefits residents, but it is a choice that tourists have as well.

***“of all ages.”*** This captures the essence of the plan where riding a bicycle is for everyone. O'ahu offers bikeways that are safe for all types of people: a child or college student riding to school, someone commuting to work, or an elderly person riding to the post office.

The vision is short and succinct. It subtly addresses all of the issues discussed in the “Recurring Themes” section. It has been changed from the 1999 Plan's Vision to encompass the entire island of O'ahu, not only the urban core of Honolulu. It is a vision that will support bicycle projects through the goals and objectives, focusing on

the areas of education, engineering, enforcement, evaluation and planning, and encouragement (the five E's).

## 4. Goals and Objectives

Goals and objectives form a framework through which the plan can be implemented. The goals and objectives of the O'ahu Bike Plan were formulated based on the stated vision for O'ahu. They were constructed from the recurring themes woven throughout the public comments received and from a review of other communities' bicycle plans.

### Bicycle plans of other communities

The bicycle plans of Portland, Oregon, San Francisco, California, and Vancouver, British Columbia were examined, as these three major cities are at the forefront of bicycle planning in North America. These cities do not have a specific 'Vision' statement, but use the term 'goals' to indicate guiding principles or concepts. Additional examination of the principles (goals and objectives) of the bicycle plans for Seattle, Washington, Davis, California, and Boulder, Colorado, revealed the following themes:

- increase in mode share;
- connectivity and accessibility;
- increased safety;
- support facilities;
- environment;
- public health;
- implementation; and
- funding.

### 4.1 Evaluation of Goals

While public input was not directed specifically towards the development of new goals, information gathered at the workshops, through the bicycle survey, from website comments, and small group meetings has been used in the evaluation of existing goals. Identified themes were used as a basis for the evaluation of goals compared to the 1999 Plan's goals and to other communities' goals. (New language is underlined, deleted language is crossed out.) The goals are discussed further in section 4.3.

~~Three~~Four goals are recommended for the O'ahu Bicycle Master Plan:

Goal #1: To increase the mode share of bicycle trips.

Goal #2: To enhance cooperation between roadway users.

Goal #3: To encourage and promote bicycling as a safe, convenient, and pleasurable means of travel.

Goal #4 To be recognized by LAB as a Bicycle-Friendly City.

## 4.2 Evaluation of Objectives

Workshop participants were asked to vote on the objectives of the 1999 Plan to determine if they are still relevant, and if any needed to be added or deleted. (New language is underlined, deleted language is crossed out.)

Based on community input (workshop, survey, and e-mail) and a review of other communities' plans the recommended objectives for the O'ahu Bike Plan are presented below, along with the specific goals they support:

Goal #1: To increase the mode share of bicycle trips.

Objective #1: Increase the number of people who ride bicycles.

Objective #2: Increase the number of bicycle trips.

Objective #3: Provide and maintain a continuous bicycle network.

Objective #4: Provide and maintain bicycle support facilities (e.g. showers and bicycle racks).

Goal #2: To enhance cooperation between roadway users.

Objective #5: Increase the awareness of bicyclists, motorists, and pedestrians of their rights and responsibilities.

Objective #6: Enforce the traffic code.

Objective #7: Update existing traffic laws and statutes where necessary.

Goal #3: To encourage and promote bicycling as a safe, convenient, and pleasurable means of travel.

Objective #8: Provide a variety of bikeways.

Objective #9: Reduce the number of traffic crashes involving bicycles.

Objective #10: Reduce the number of bicycle thefts.

Objective #11: Increase the number of ~~tourists~~ people who rent bicycles.

Objective #12: Ensure integration of bicycles with transit.

Goal #4 To be recognized by LAB as a Bicycle-Friendly City.

Objective #13: Implement the O'ahu Bicycle Master Plan.

Objective #14: Provide funding to achieve the goals of the Plan.

### 4.3 Discussion of Goals and Objectives

Goal #1 focuses primarily on increasing the number of trips that are made by bicycles. Objectives 1 through 4 support this goal, and are primarily engineering and design oriented, recognizing the themes of better facilities, improved safety, bicycle amenities, and connectivity and accessibility.

Goal #2 has objectives based on the themes of improving safety, education, enforcement, and social acceptance.

Goal #3 incorporates the themes of access and connectivity including integration with transit, social acceptance, and improving safety through measures of encouragement for all people on the island, not only tourists.

Goal #4 focuses on achieving an accepted 3<sup>rd</sup> party standard of excellence for a community's support of cycling. The LAB designates communities as "bicycle friendly" when they demonstrate an established high level of support for bicycling related to the five E's. Attainment of Bicycle-Friendly Community designation is a way to measure progress, track achievements in the five E's, and evaluate the County's efforts against other communities recognized as premier places for cycling. The City and County of Honolulu applied for Bicycle-Friendly status in 2007, and received an Honorable Mention. Objectives #13 and #14 focus on areas identified in LAB's feedback for improvement in order to achieve the Bicycle-Friendly designation.

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