



→ Hawai'i State Government Employee TDM Study

Inventory of Existing Conditions Technical Memo

September 11, 2024



**HAWAII
STATE
ENERGY
OFFICE**

TABLE OF CONTENTS

INTRODUCTION.....	1
BACKGROUND.....	1
DOCUMENT PURPOSE	1
METHODOLOGY	1
KEY FINDINGS	2
IMPLICATIONS FOR THE TDM STUDY	2
OPPORTUNITIES	3
POTENTIAL CHALLENGES	5
NEXT STEPS	5
EXISTING CONDITIONS	7
PROJECT AREA.....	7
Island of O‘ahu.....	7
Hawai‘i State Government Employees.....	8
STATE GOVERNMENT EMPLOYEE TRAVEL BEHAVIOR	13
Mode Share.....	13
Commuter Behavior.....	15
Commuting Costs.....	20
Traveler Choices.....	21
EXISTING COMMUTER BENEFITS.....	23
State Government Employee Commuter Benefits	23
O‘AHU’S MOBILITY MARKETPLACE.....	23
Travel Mode Availability.....	24
TDM Programs and Services Available on O‘ahu.....	26
TRANSPORTATION INFRASTRUCTURE	29
Major Roadways.....	29
Supportive Infrastructure.....	32
Electric Vehicle Charging.....	33
PUBLIC TRANSPORTATION (TRANSIT).....	34
TheBus.....	34
TheHandi-Van.....	40
Skyline.....	42
Transit Costs.....	47
ACTIVE TRANSPORTATION	49
Personally Owned Micromobility.....	49
Biki.....	49
GoX Scooter Rental.....	52
Active Transportation Safety.....	53
PARKING FACILITIES.....	57
State Employee Parking Lots	57
POLICY AND REGULATIONS.....	68
State Transportation Regulations.....	68
APPENDICES	70
APPENDIX A.....	70
Survey Results	70
APPENDIX B.....	81
Table of All State Employee Office Locations.....	81
BIBLIOGRAPHY	88

INTRODUCTION

BACKGROUND

The Oahu Metropolitan Planning Organization (OahuMPO) and the Hawai'i State Energy Office (HSEO) are leading the State Government Employee Transportation Demand Management (TDM) Study, with consultant support from ICF. The study will produce recommendations that increase transportation choices for state government employees while improving the diversity and efficiency of the state's transportation systems. The study recommendations may also increase employee retention, assist with hiring, and allow the state government to lead the way on TDM and help meet state climate and energy goals.

The State of Hawai'i employs over 46,000 people statewide, with the majority of employees on O'ahu. Given that the State is such a large employer, there is a tremendous opportunity to influence travel behavior for a significant part of the population by providing more transportation options, incentives, support strategies, and benefits to reduce vehicle miles traveled and associated greenhouse gas emissions. The State Governmental Employee Transportation Demand Management (TDM) Plan aims to develop recommendations to increase transportation choices for state government employees while improving the diversity and efficiency of the state's transportation systems.

Alongside the O'ahu Metropolitan Planning Organization (OahuMPO), the Hawai'i State Energy Office (HSEO) is actively co-managing this project, contributing to the non-federal share of this Federal Planning Grant via OahuMPO's Overall Work Program. HSEO seeks to leverage the insights gleaned from this study to advance initiatives aimed at reducing greenhouse gas emissions (GHG) and curtailing vehicle miles traveled (VMT) to contribute to meeting the State's carbon net-negative by 2045 law. Specifically, HSEO will utilize the study's findings to advocate for mode shift towards active and shared travel options among state employees, thus fostering sustainable transportation practices.

DOCUMENT PURPOSE

This document assesses the transportation landscape of O'ahu, including travel preferences, commute options, benefits, and challenges faced by state government employees. The document aims to provide a needs assessment report that identifies transportation gaps impacting state employee commuting by documenting current conditions. Through recommendations for enhancing mobility, accessibility, and environmental sustainability, the report aims to inform strategic decision-making in transportation planning and policy development.

METHODOLOGY

This document includes the synthesized findings from past transportation studies/plans on O'ahu, along with current data provided by the State, mobility marketplace research, and other relevant sources. Additionally, a survey was administered to state employees through Survey Monkey to gather insights into commuting experiences, preferences, and challenges. The survey was completed by 3,537 state employees on O'ahu. Additionally, 851 state employees partially completed the survey, resulting in a total of 4,388 participants. This strong response provides an excellent sample size to inform the existing conditions presented in this document. A complete copy of the survey is provided in Appendix A.

KEY FINDINGS

The Key Findings section presents the significant insights derived from analyzing current transportation conditions, commuter behaviors, and travel preferences among state employees on O‘ahu. This section synthesizes the data collected and the subsequent analysis to highlight the most significant takeaways that will inform transportation planning and policy decisions. These findings provide a comprehensive understanding of the current landscape and identify areas for improvement, which will be critical for developing strategies to enhance mobility, accessibility, and environmental sustainability for state employees. The insights gained here will guide the formulation of recommendations in the subsequent sections of this study.

IMPLICATIONS FOR THE TDM STUDY

The existing conditions analysis has revealed a transportation landscape on O‘ahu that relies heavily on single-occupancy vehicles, with significant variations in the availability and utilization of non-auto transportation modes. While urban areas, particularly around Honolulu, exhibit higher walkability and a more robust public transit system, rural and suburban regions face challenges in providing accessible and convenient transportation options. The infrastructure supports diverse travel modes, but there are evident gaps in sustainable mobility options and supportive facilities, particularly for active transportation and public transit. These findings will support the need for legislation and policy to benefit state employees on O‘ahu.

Key Takeaways

Key takeaways from the inventory of existing conditions analysis include:

- **High Dependency on Single-Occupancy Vehicles**
 - A significant majority of employees (around 70%) commute by driving alone, highlighting a strong dependency on personal vehicles. This is greater than the O‘ahu average for drive alone commuting, which is 62% (ACS, American Community Survey).
- **Cost and Convenience**
 - Convenience and ease of access emerged as the top priority for employees when choosing their mode of transportation, followed closely by cost and total travel time.
- **Moderate Travel Costs**
 - Most employees incur monthly travel costs between \$101 and \$300, with a notable segment experiencing higher travel expenses.
 - According to the survey the average monthly commuting costs are \$310 per month (\$3,720 per year). While this figure considers all travel modes and even those who telework and have no commuting costs, this reported figure is lower than the reported average cost to own and operate a vehicle on O‘ahu, which is \$8,100 per year. Therefore, it’s possible that some state employees who responded to the survey did not consider all costs associated with owning and driving a vehicle.
- **Diverse Travel Patterns**
 - There is a variety in commuting habits, with some employees engaging in active transportation modes (walking, biking) and others using public transit. However, these are less common than car travel. According to those who responded to the survey, 10.12% of employees carpool regularly when commuting to/from work. This amount is greater than

the US average of 8.6% (Commuting in the United States)¹, which illustrates demand for benefits that cater to the carpooling population.

- **Vehicle Ownership**
 - Most employees own two or more vehicles, indicating high car dependency, while a small percentage do not own any vehicles.
- **Parking Stalls Are in High-Demand**
 - Employee parking brings revenue for the state and is very valuable to employees. Most lots are fully utilized daily, and employees who do not have parking passes are put on a wait list.
 - Parking stalls are in high-demand, which is exacerbated by low costs of parking spaces, relative to market rates, due to a substantial subsidy provided by the state. Each state employee parking space is subsidized by an average amount of \$147 - \$238 per month, when compared to average monthly market costs in downtown Honolulu.
- **Low Existing-Benefit Usage**
 - The reported number of employees using existing transportation benefits is relatively low. Based on the survey, 10.84% of employees regularly use transit while only 2.22% of employees are actively using the pre-tax transit benefit.

OPPORTUNITIES

The inventory of existing conditions report has highlighted several key opportunities to enhance the transportation landscape for state employees on O'ahu. We can leverage these opportunities to develop targeted Transportation Demand Management (TDM) strategies that address employees' specific needs and preferences while promoting sustainable commuting options. Below are some opportunities illuminated through this report that will be further validated and explored throughout this project during the needs assessment and additional future tasks.

The analysis reveals that while many employees drive alone, there is already a significant interest in active and shared commuting options. Employees are particularly interested in cost-saving measures and opportunities to make their commuting experience more convenient. Given that most employees have commute times ideal for vanpooling, this presents a significant opportunity to expand vanpool programs. Additionally, the focus should be on first-mile solutions and group ride programs, as many employees live far from work locations. By addressing these opportunities through targeted TDM strategies, we can create a more efficient, sustainable, and employee-friendly transportation system for state employees on O'ahu.

Potential TDM Strategies to Consider

Incentives for Shared and Active Transportation

Financial incentives for using public transit, biking, walking, or carpooling can attract more employees to these sustainable commuting options. Equalizing support for all travel modes would be an equitable solution that does not restrict any current travel habits.

Preferred Parking for Carpool/Vanpool

Implementing a system for validating carpool parking can incentivize carpooling by offering preferred parking spots for employees who share rides. This can significantly reduce the number of single-

¹ <https://www2.census.gov/library/publications/2024/demo/acsbr-018.pdf>

occupancy vehicles and alleviate parking demand. Providing preferred parking spots for carpoolers and vanpoolers can make these options more attractive, enhancing convenience and reducing the appeal of single-occupancy vehicle travel.

Carpool Matching Programs

Enhancing carpool matching services can help employees find suitable carpool partners, making sharing rides more accessible and more appealing. While the higher-than-usual carpool use came about organically, enhancing these services may help travelers start carpooling, as carpool matching programs can make commuters aware of have potential carpool matches near their origin points. The current carpooling culture indicates that commuters may be willing to try carpooling, since 1 in 10 state employees already do so (according to the survey).

Vanpooling

With many employees having commute times of 30 minutes or more, vanpooling presents an ideal opportunity. Developing and promoting vanpool programs can cater to those with longer commutes, offering a cost-effective and convenient alternative to driving alone.

Guaranteed Ride Program (GRP)

Introducing a GRP can reassure employees who participate in carpool or vanpool programs, ensuring they have a reliable way to get home in case of emergencies or unexpected schedule changes.

First-Mile Solutions

Focus on improving first-mile solutions to make it easier for employees to access public transit. This includes expanding bike-sharing programs, improving pedestrian infrastructure, and offering shuttle services to major transit hubs.

On-Demand and Microtransit Services

Exploring the implementation of microtransit services can offer flexible and convenient transportation options for employees, particularly in areas with limited public transit coverage.

On-Demand Services

Developing on-demand transportation services can provide additional flexibility for employees, complementing traditional transit options and filling gaps in the transportation network.

Promoting Existing and Future Benefits

Some benefits are underutilized, such as the pre-tax transit benefit pilot program. The state should consider improving how they promote these benefits and increase engagement with commuters using shared travel modes.

Parking Cashout

Parking Cashout could be highly beneficial for state employees. By offering employees the option to receive a cash payment or other benefit like a transit subsidy in lieu of a subsidized parking space, this strategy incentivizes the use of shared and active modes such as public transit, biking, carpooling, and walking. Given that the state subsidizes each employee parking space by \$147-\$238, implementing a parking cashout program could lead to significant cost savings while also reducing the demand for parking spaces. Through parking cashout, state employees who shift travel modes can cash out of the subsidized parking. This approach not only promotes more sustainable commuting habits but also aligns with broader goals of reducing traffic congestion and lowering environmental impact.

Comparing Existing Benefits with National Standards

Comparing the current benefits offered to state employees with typical benefits across the country can identify gaps and opportunities for improvement. Adopting best practices from other regions can enhance the overall effectiveness of TDM strategies on O'ahu.

POTENTIAL CHALLENGES

The analysis of current conditions and survey results has identified several potential challenges that must be addressed to develop effective Transportation Demand Management (TDM) strategies for state employees on O'ahu. These challenges encompass various aspects of commuting behaviors, infrastructure limitations, and personal preferences. Based on the information collected throughout the existing conditions report, state employees may face several barriers and challenges that can be addressed through TDM strategies. These include:

Commute Distance and Time

With the average commute distance being 13 miles and the commute time between 20-40 minutes, many employees face considerable travel times. This underscores the need for first-mile solutions that facilitate access to public transit or other sustainable transportation modes, making it easier and more convenient for employees to opt for alternatives to driving alone. TDM strategies must improve the efficiency and appeal of active and shared transportation modes for these mid-range commutes. This can include enhancing public transit services, providing express bus routes, and improving the reliability and convenience of these options. Since cost and convenience are significant factors for commuting choices, these should be considered when enhancing the appeal of active and shared transportation options.

First-Mile/Last-Mile Connectivity

Effective first-mile and last-mile connectivity is essential to encourage the use of public transit and active transportation modes. This includes improving pedestrian and bicycle infrastructure and providing reliable and accessible connections between homes, transit stops, and workplaces. Many employees struggle with their commute's first and last miles, which often deter them from using public transit or active transportation modes. Addressing this challenge requires the development of comprehensive first-mile/last-mile solutions. This could involve expanding bike-sharing programs, improving sidewalk and bike lane infrastructure, marketing and promotion of TDM services like park and rides or ridematching services, and providing shuttle services to and from major transit hubs.

Parking Stall Availability

A significant issue identified is the high demand for parking stalls. There is a high dependency on single-occupancy vehicles, and employees must have a reliable parking space. The limited availability of parking stalls might be a barrier to implementing successful TDM strategies, but it can also create opportunities. Strategies need to be developed to manage parking demand, such as encouraging carpooling, offering incentives for using active and shared forms of transportation, and optimizing the use of existing parking resources by integrating preferred parking.

NEXT STEPS

The upcoming travel trends analysis will delve deeper into the survey data to uncover detailed insights into the commuting habits of state employees. This analysis will examine travel mode habits, exploring individual behaviors based on their chosen travel mode, including the daily routines of zero-vehicle households, biking habits, and transit commuter experiences. It will utilize Geographic Information

Systems (GIS) to create visualizations that provide a clearer picture of origin and destination patterns, trip-chaining behaviors, and the distribution of existing sustainable mobility options. The analysis will also focus on the availability and usage of sustainable mobility options, identifying gaps and opportunities for improvement. It will examine the practice of trip chaining, particularly how making multiple stops during a single trip affects commuting choices and travel times. By exploring these aspects, the travel trends analysis will offer a comprehensive view of the transportation dynamics on O'ahu, enabling more targeted and practical recommendations for enhancing transportation demand management (TDM) strategies for state employees.

The travel trends analysis, by exploring these aspects, will provide a comprehensive view of the transportation dynamics on O'ahu, enabling more targeted and effective recommendations for enhancing transportation demand management (TDM) strategies for state employees. These findings, along with the inventory of existing conditions, will form a crucial part of the needs assessment report. This report will play a pivotal role in clearly outlining state employee needs and potential areas for improvement, guiding the development of new programs, policies, or legislation that can enhance access to sustainable transportation options.

EXISTING CONDITIONS

PROJECT AREA

The Project Area Background section provides an overview of the Island of O‘ahu and its significance as the focus area for the transportation assessment. Additionally, it outlines the relevant information necessary to evaluate the commuting patterns of Hawai‘i state government employees residing on O‘ahu, offering context for understanding their transportation needs and challenges.

Island of O‘ahu

The geographic boundary of this study encompasses the entire Island of O‘ahu, the third largest Hawaiian island, spanning approximately 597 square miles. (Hawai‘i State Department of Business)². O‘ahu serves as the focal point of this assessment due to its significance as the administrative hub of the State of Hawai‘i, housing numerous state government buildings, offices, and agencies.

The concentration of state government facilities on O‘ahu makes it a critical area for transportation planning and management, as it directly impacts the commuting patterns and transportation needs of the state government employees residing on the island. Understanding the transportation dynamics within this area is essential for optimizing mobility solutions and enhancing transportation efficiency for the State’s workforce.

O‘ahu is characterized by diverse urban, suburban, and rural areas, with a mix of residential, commercial, industrial, and recreational zones. Key land use considerations include the distribution of government facilities, commercial centers, residential neighborhoods, and recreational amenities, all of which influence travel patterns and transportation demand across the island. (Hawaii State Office of Planning and Sustainable Development)³.

Below, Figure 1 presents a map providing a high-level visual representation of O‘ahu’s communities, geographical features, and infrastructure.



Figure 1. Map of O‘ahu (Hawaii Statewide GIS Program).

² https://dbedt.Hawai'i.gov/economic/reports_studies/county_report/

³ <https://planning.Hawai'i.gov/>

Hawai‘i State Government Employees

State government employees in O‘ahu encompass a diverse workforce representing various departments, agencies, and functions within the state government. According to the State of Hawai‘i Department of Human Resources (DHRD), as of May 2024, about 11,000 employees live and work on O‘ahu. Table 1 below is a summary of the approximate workforce headcount across the state’s various departments. This study is only focusing on those employees under the jurisdiction of DHRD, and therefore does not include Department of Education (DOE), University of Hawaii (UH), Judiciary, and Legislature.

Table 1. Headcount of Hawai‘i State Employees by Department (DHRD, May 2024).

Department	Number of Employees	Percentage of Employees
Department of Agriculture	179	1.66%
Department of Accounting and General Services	513	4.75%
Department of the Attorney General	568	5.26%
Department of Business, Economic Development & Tourism	316	2.92%
Department of Budget and Finance	274	2.54%
Department of Commerce and Consumer Affairs	423	3.91%
Department of Corrections and Rehabilitation	1,342	12.42%
Department of Defense	318	2.94%
Hawai‘i State Public Library System	494	4.57%
Governor’s Office	45	0.42%
Attorney General’s Office/Health Division	16	0.15%
Department of Hawaiian Homelands	115	1.06%
Department of Human Services	1,226	11.34%
Department of Human Resources Development	86	0.8%
Department of Health	2,012	18.62%
Department of Law Enforcement	267	2.47%
Department of Labor and Industrial Relations	419	3.88%
Department of Land and Natural Resources	419	3.88%
Lt. Governor’s Office	15	0.14%
Department of Taxation	268	2.48%
Department of Transportation	1,493	13.81%

The demographic composition of the state government workforce on O‘ahu reflects the island’s diversity, with individuals of various ages, ethnicities, genders, and backgrounds serving in different capacities. Figures 2 through 5 summarize the demographic background of state employees on O‘ahu, according to the 2024 State Government Employee Transportation survey.

State Employee Office Locations

Table 2 below presents a summary of the state employee locations organized by department and headcount. This table highlights the top 15 locations by headcount, while a comprehensive list of all 177 unique office locations can be found in Appendix B. There are 177 unique office locations. Departments that share building locations have their headcounts merged to reflect the true total at each location. The state uses department codes to simplify long department titles. For departments sharing office locations, the headcount for each department is listed in parentheses next to the department code, with the total headcount for that location shown in the *Total Headcount* column. To identify department codes, refer to Table 3 on the following page. This data is provided by DHRD.

Table 2. State Employee Office Locations with Headcount.

Department	Total Headcount	Location Street Address	City	Zip Code
LBR (416), TAX (268), AGS (9)	693	830 PUNCHBOWL ST	HONOLULU	96813
TRN (561), LAW (59), AGR (11)	631	300 RODGERS BLVD	HONOLULU	96819
HMS (189), TRN (130), ATG (125), HTH (104), LNR (21), AGS (8), HMS (5), LNR (1)	583	601 KAMOKILA BLVD	KAPOLEI	96707
HTH	580	45-710 KEAAHALA ROAD	KANEOHE	96744
AGS (304), LNR (237)	541	1151 PUNCHBOWL ST	HONOLULU	96813
DCR	478	2199 KAMEHAMEHA HIGHWAY	HONOLULU	96819
DCR	369	99-902 MOANALUA ROAD	AIEA	96701
CCA (311), AGS (3)	314	335 MERCHANT ST	HONOLULU	96813
HTH (306), AGS (2)	308	1250 PUNCHBOWL ST	HONOLULU	96813
HRD (86), BED (77), CCA (58), ATG (54), HTH (14), AGS (9), GOV (1)	299	235 S BERETANIA ST	HONOLULU	96813
DCR (188), LAW (95), HTH (9), AGS (2)	294	1177 ALAKEA ST	HONOLULU	96813
HMS (159), HTH (57), AGS (5)	221	1010 RICHARDS ST	HONOLULU	96813
BED (87), BUF (69), AGS (23), HTH (19)	198	250 S HOTEL ST	HONOLULU	96813
TRN (192), AGS (2)	194	869 PUNCHBOWL ST	HONOLULU	96813
ATG	189	425 QUEEN ST	HONOLULU	96813

Table 3 below provides the department codes and their corresponding full department names. This coding system can be used to identify the departments in the table of office locations (Table 2).

Table 3. Hawai'i State Government Department Codes and Corresponding Titles.

Department Code	Department Long Name
AGR	Department of Agriculture
AGS	Department of Accounting and General Services
ATG	Department of the Attorney General
BED	Department of Business, Economic Development & Tourism
BUF	Department of Budget and Finance
CCA	Department of Commerce and Consumer Affairs
DCR	Department of Corrections and Rehabilitation
DEF	Department of Defense
EDN-HSPLS	Hawai'i State Public Library System
GOV	Governor's Office
HEA	Attorney General's Office/Health Division
HHL	Department of Hawaiian Homelands
HMS	Department of Human Services
HRD	Department of Human Resources Development
HTH	Department of Health
LAW	Department of Law Enforcement
LBR	Department of Labor and Industrial Relations
LNR	Department of Land and Natural Resources
LTG	Lt. Governor's Office
TAX	Department of Taxation
TRN	Department of Transportation

Geographic Distribution of State Employees

Figure 2 presents the geographic distribution of the 4,388 state employees across the different islands throughout Hawai'i that have participated in the survey. These results illustrate that over 91.07% of state employees and respondents live on O'ahu, an overwhelming majority. This data came from question 1 on the survey, which asked *What island are you based on? Please select from the dropdown list below.*

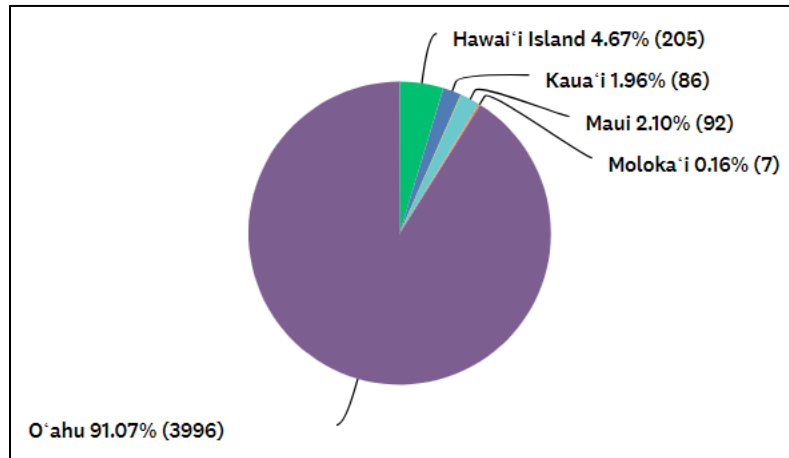


Figure 2. Geographic Distribution of State Employees.

While Figure 2 represents the distribution of state employees across the different islands, all data throughout this report separates O'ahu from the other islands. All statistics and analysis from the survey, DHRD, or DAGS data represents those state employees based on O'ahu only.

Age Distribution of State Employees on O'ahu

Figure 3 presents the age distribution of state employees living on O'ahu. The age distribution shows that more than half of survey respondents are in the 45-64 age range, with 26.30% aged 45-54 and 28.90% aged 55-64, indicating that middle-aged to older adults comprise the most significant segments of the survey respondents. However, those employees under 45 make up about 35% of respondents, and given they are farther from retirement eligibility, their travel preferences will also have a big influence on deciding which strategies will influence mode shift. This data came from question 20 on the survey, which asked *What is your age?*

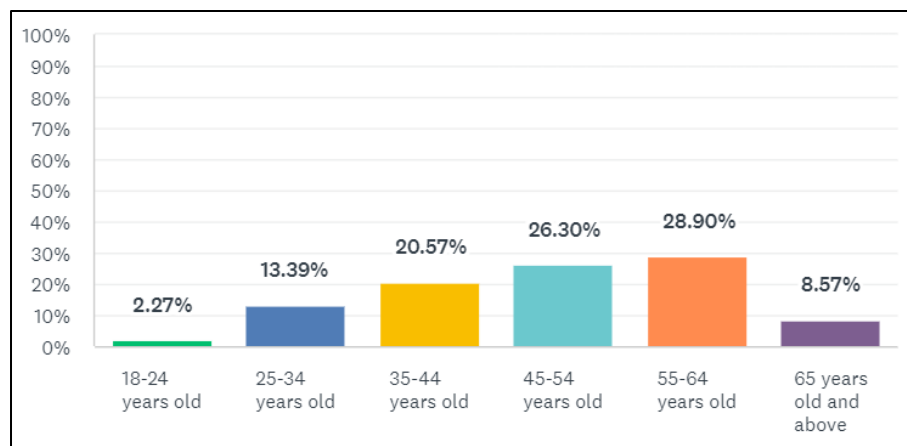


Figure 3. Age Ranges of State Employees on O'ahu.

Ethnic Composition of State Employees on O‘ahu

The ethnic composition of survey respondents is depicted in Figure 4, presenting a diverse population. This data is included in this study as it can be relevant to understanding commuting and travel patterns, as cultural factors and community ties can influence transportation choices, preferences for carpooling, and the use of public transit. Analyzing these patterns across different ethnic groups could provide insights into the specific mobility needs and behaviors within O‘ahu's diverse workforce.

The largest groups are Japanese (27.34%), followed by Filipino (15.69%), and Native Hawaiian (13.71%), indicating that these ethnicities are the most represented among the respondents. Smaller groups include Vietnamese (0.62%), Tongan (0.34%), and Black or African American (1.24%). This diversity reflects the multicultural makeup of O‘ahu’s state employees. This data came from question 22 on the survey, which asked *Which race or ethnicity best describes you? Please choose only one.*)

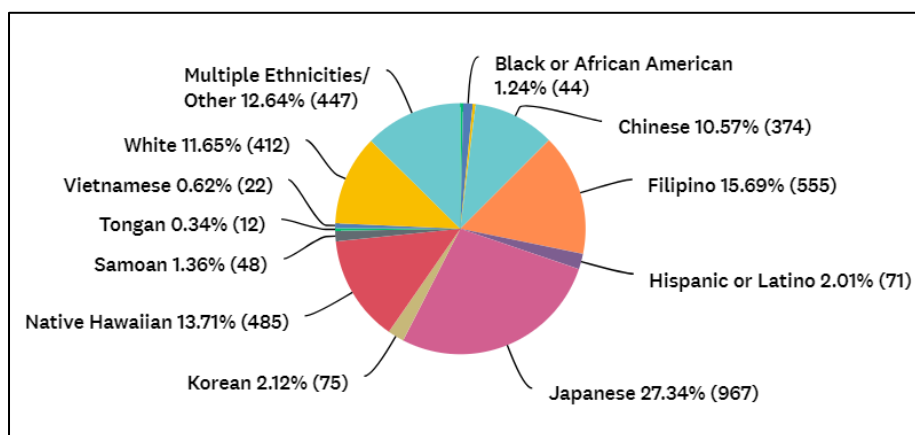


Figure 4. Ethnic and Racial Composition of State Employees on O‘ahu.

Gender Composition of State Employees on O‘ahu

The gender composition of survey respondents is illustrated in Figure 5. The majority are Female/Woman (65.14%), followed by Male/Man (31.55%). A small percentage of respondents identified as Gender-fluid/Non-binary (0.40%) or chose to self-describe (0.08%). Additionally, 2.77% of respondents preferred not to answer. This data came from question 21 on the survey, which asked *What gender do you identify with today?*

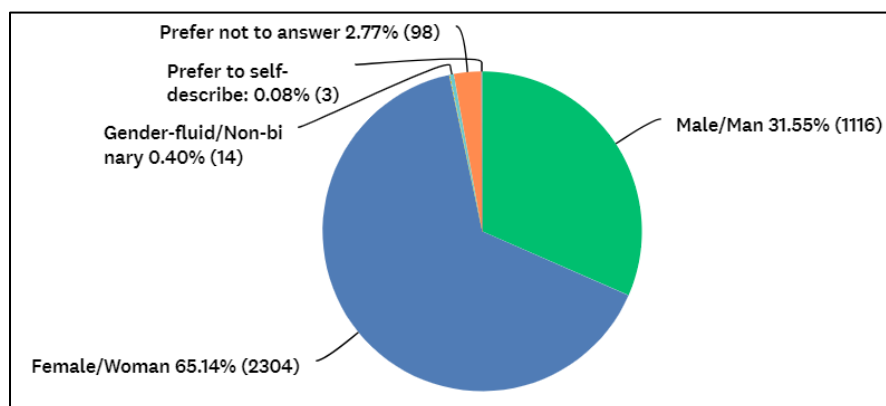


Figure 5. Gender Composition of State Employees on O‘ahu.

Research shows that gender plays a significant role in transportation behavior, with studies indicating that women are generally less likely to use public transit due to safety concerns, particularly when traveling at night or through areas perceived as unsafe. The fact that 65.14% of survey respondents are female suggests that gender-related issues, such as safety perceptions and caregiving responsibilities, may have a substantial impact on commuting choices among state employees. Understanding these factors can help contextualize the study and provide targeted recommendations to address potential barriers to transit use for women (Ouali 2020).

STATE GOVERNMENT EMPLOYEE TRAVEL BEHAVIOR

This section provides insights into the preferred travel modes and the factors influencing the current commuting patterns of state government employees on O‘ahu. The state employee survey data presents findings on mode share and commuter behavior.

Mode Share

Mode share refers to the distribution of different modes of transportation used by individuals within a given population for their daily commutes. It indicates the percentage of people using various types of transportation, such as driving alone, carpooling, public transit, biking, walking, and teleworking.

Understanding mode share is crucial in this context as it provides insights into the commuting patterns of state government employees on O‘ahu. Analyzing mode share helps identify the predominant transportation modes, assess the effectiveness of existing transit options, and highlight opportunities for promoting more sustainable and active transportation. By examining mode share, policymakers and planners can develop targeted strategies to improve transportation infrastructure, reduce traffic congestion, and enhance overall mobility and accessibility for employees.

State Employee Primary Commute Modes on O‘ahu

As revealed by the state employee survey, most employees, 69.02%, primarily commute by driving alone in their cars, making it the most common mode of transportation. Public transportation (transit), including bus or rail, is the second most popular and accounts for 10.84%. This figure shows a notable number of employees replying on these services for their daily commute. Carpooling closely follows public transportation in the mode share of state employees, with 10.26% of employee sharing rides with others for their commute. Compared to the national average of 8.60%, carpooling on O‘ahu, is above average.

Additionally, 3.05% of employees walk or roll to work, while another 1.68% use bikes or scooters, indicating some engagement with active transportation modes. Teleworking is utilized by 1.30% of employees, reflecting a 72.31% change since the "Work Where You Live" survey during the height of the COVID-19 pandemic (Work Where You Live 2021). Other modes, including transportation network companies, such as Uber and Lyft, and moped, make up 3.60% of the total. Vanpool was the least popular travel mode of survey respondents, with only 0.11% of employees choosing to regularly vanpool to work.

This distribution highlights the dominance of car travel, single-occupancy vehicles (SOV), and carpooling while pointing to some the use of active and shared transportation modes, like transit, walking, and biking. Active and shared travel options currently account for 27.13% of the mode share among state employees, demonstrating a notable, existing demand for and support of these travel modes. Only 0.11% of state employees surveyed reported that vanpooling is their primary commute mode. Figure 6 below shows the distribution of commute modes of state employees on O‘ahu. This

data came from question 5 on the survey, which asked *What is your primary travel mode for commuting?*

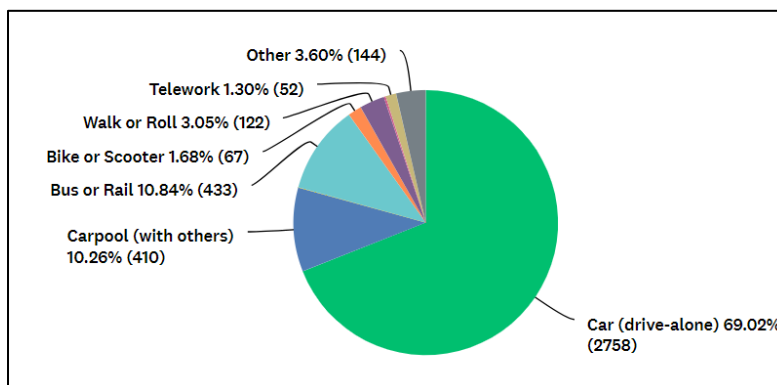


Figure 6. Distribution of Primary Commute Modes of State Employees on O'ahu.

Table 4 provides a detailed breakdown of state employee travel modes by day of the week. Based on the data, most state employees are in-office daily, with over 85% present on weekdays, and about 12-14% are teleworking or off work. These values for teleworking are different than those indicated in the distribution of primary commute modes above, possibly because 1.30% of state employees *primarily* telework, but a greater percentage may telework on some days during the week as part of a hybrid commuting schedule. The data highlights that most employees commute by driving alone, with over 60% of weekday trips being made in single-occupancy vehicles. Carpooling and public transit (bus or rail) are significant modes, with carpooling between 9.30% and 10.26% and bus or rail usage varying between 9.88% and 10.26% on weekdays. Active transportation modes such as walking, rolling, biking, or using scooters are less common but still present, especially on weekdays. The data also shows a high percentage of employees off work on weekends, with off-work rates of 85.82% on Saturday and 88.01% on Sunday. This data came from question 8 on the survey, which asked *Please indicate your primary travel mode for commuting each day of the week by checking the corresponding option in the matrix below. Select the commute mode that corresponds to the day of the week for each row. If you do not work on a given day, please select Off Work.*

Table 4. State Employee Travel Modes by Days of the Week.

Travel Mode	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Car (drive-alone)	61.61%	61.53%	61.33%	60.80%	58.99%	8.89%	7.27%
Carpool	9.30%	10.26%	9.73%	9.93%	9.40%	2.13%	1.98%
Vanpool	0.13%	0.10%	0.10%	0.10%	0.10%	0.05%	0.03%
Bus or Rail	9.98%	10.26%	9.88%	10.04%	9.93%	1.22%	1.17%
Bike or Scooter	1.52%	1.47%	1.50%	1.52%	1.47%	0.15%	0.10%
Walk or Roll	2.67%	2.97%	2.85%	2.79%	2.69%	0.30%	0.36%
Uber, Lyft, or Other	0.23%	0.28%	0.23%	0.18%	0.20%	0.10%	0.15%
Telework	10.67%	9.50%	10.77%	11.18%	13.44%	0.51%	0.25%

Off Work	1.14%	0.86%	0.86%	0.89%	1.24%	85.82%	88.01%
Other	2.74%	2.74%	2.74%	2.57%	2.52%	0.81%	0.69%

Commuter Behavior

This section examines the commuting behavior of state government employees on O‘ahu, primarily utilizing data from the state employee survey. Critical aspects discussed include vehicle ownership rates, preferred travel modes, and patterns in daily commuting. These results provide insights into how employees travel to work, the frequency and duration of their commutes, and any significant factors influencing their choice of transportation. A more in-depth analysis of travel patterns will be included in the subsequent Travel Trends Analysis Technical Memo.

Commuting from Home to Work

This section describes commuter behavior, specifically trips taken by employees commuting from *home to work*. Most state employees begin their commutes between 5:15 AM and 8:30 AM, with the average trip starting at 7:00 AM HST. The average commute distance is 13 miles, and the average trip duration is approximately 30 minutes. Notably, about 10% of employees live within 2 miles of their work destination, while 80% of origin trip distances are 5 miles or more. These metrics provide a comprehensive overview of the commuting patterns among state employees, highlighting the diversity in travel times and distances and underscoring the importance of efficient transportation options for longer commutes. Table 5 summarizes average commuter behavior when traveling from home to work. This data comes from questions 10, 11, and 12 of the survey, which asked (Q10) *What time do you start your trip from home to work?* (Q11) *On average, how long does it take you to commute from home to work?* (Q12) *Approximately, how far do you travel to commute from home to work, including any detours like picking up kids from school on the way home from work?*

Table 5. Commuting from Home to Work Summary Information.

Average Trip Start Time	Average Trip Distance	Median Trip Distance	Average Trip Duration (Time)
7:00 AM (HST)	13 Miles	12 miles	21-30 Minutes

Figure 7 presents the commute duration of survey respondents. The majority, 24.00%, have a commute time of 21-30 minutes, followed by 20.43% who commute for 11-20 minutes, and 18.33% with a 31-40-minute commute. A notable portion have longer commutes, as 13.47% travel for 41-50 minutes, while 9.23% have a commute of 51-60 minutes. Smaller percentages of respondents have commute times ranging from 1-10 minutes (6.15%) to over 81-90 minutes (1.09%). The average trip duration calculated from this data is approximately 21-30 minutes. This indicates that most state employees have short to moderate commute times, with only 23.79% of employees having a longer commute time.

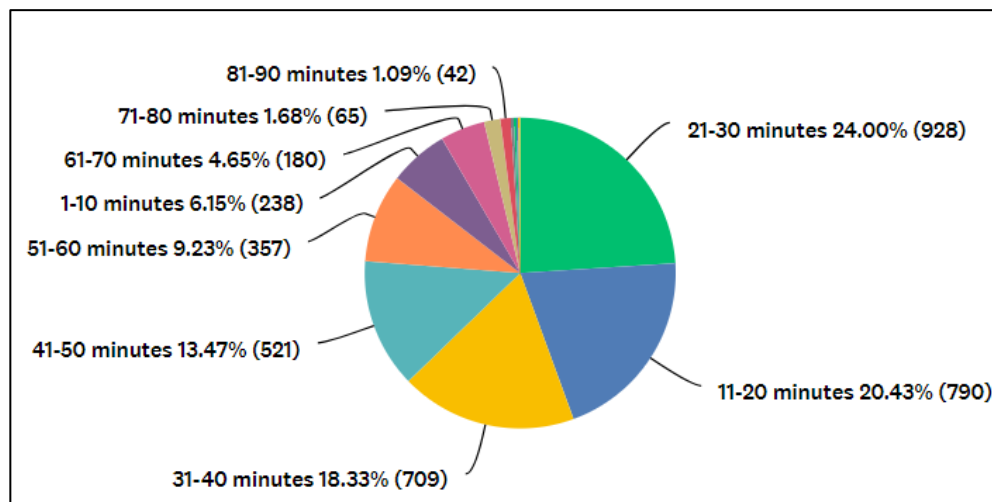


Figure 7. Commute Duration of State Employees on O'ahu (Home to Work).

Table 6 illustrates the distribution of commuting distances for state employees from home to work, based on their responses to the survey. The data reveals that a significant portion of employees, 27.20%, commute 5 miles or less to work. Further, 15.46% commute 3 miles or less, and 4.78% have a very short commute of 1 mile or less. This indicates that there is a substantial number of employees with trip distances that can convert to transit or active modes of transportation.

Table 6. Employees with the Greatest Opportunities to Shift Travel Modes (Home to Work).

Trip Distance	Percentage of Employees
1 mile or less	4.78%
3 miles or less	15.46%
5 miles or less	27.20%
Between 0-1 mile	4.78%
Between 2-3 miles	10.68%
Between 4-5 miles	11.74%

Additionally, 42.98% of employees regularly make at least one stop from work to home. These stops include familial obligations (21.44%), household errands (26.40%), social or personal activities (18.80%), and 5.74% for other reasons. Conversely, 57.02% of employees do not stop on their route from home to work. This percentage, representing over half of all state employees that responded to the survey, presents the greatest opportunity for potential mode shift. This data comes from question 9 of the survey which asked *Do you make any stops on your route from home to work? If so, please select all that apply.*

Commuting from Work to Home

This section describes commuter behavior, specifically trips taken while commuting from *work to home*. Most state employees begin their commutes from work to home between 3:00 PM and 5:00 PM, with the average trip starting at 3:30 PM. The average trip distance when commuting from work to home is 14 miles. The average trip distance is one mile longer when commuting from work to home

when compared to commuting from home to work. This is likely due to making stops on the way home from work by commuters, since the survey question asked respondents to indicate distance including other trips like running errands or familial obligations. The average trip duration from work to home is approximately 31-40 minutes. These metrics highlight the commute patterns and time investment required for employees traveling from their workplace to their residences. These figures are slightly higher than when commuting from home to work, with trip distance increasing by 1 mile and trip length increasing by 10 minutes (33%). Table 7 presents a summary of average commuter behavior when traveling from home to work. This data comes from questions 14, 15, and 16 of the survey, which asked (Q14) *What time do you start your trip from work to home?* (Q15) *On average, how long does it take you to commute from work to home?* (Q16) *Approximately, how far do you travel to commute from work to home, including any detours like picking up kids from school on the way home from work?*

Table 7. Commuting from Work to Home Summary Information.

Average Trip Start Time	Average Trip Distance	Median Trip Distance	Average Trip Duration (Time)
3:30 PM (HST)	14 Miles	12 Miles	31-40 minutes

Figure 8 illustrates the distribution of trip durations for state employees commuting from work to home. Shorter commutes of 1-10 minutes account for 4.84% of respondents, followed by 11-20 minutes (15%). Many employees commute between 21-30 minutes (18%) and 31-40 minutes (18%), with slightly fewer commuting for 41-50 minutes (14%). A notable portion of employees also experience longer commutes, with 13% traveling for 51-60 minutes and 9% for 61-70 minutes. This data highlights the diversity in commute times, with 43% of employees facing moderate to long commutes daily (41 minutes or more).

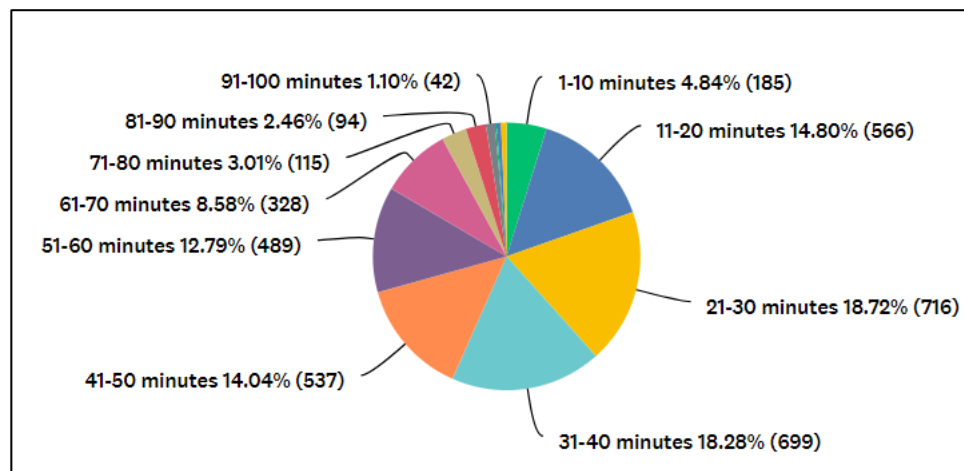


Figure 8. Commute Duration of State Employees on O'ahu (Work to Home).

Table 6 illustrates the distribution of commuting distances for state employees from work to home, based on their responses to the survey. Similar to the trend seen in commuting from work to home, the data reveals that a significant portion of employees, 23.12%, commute 5 miles or less to work. Further, 13.84% commute 3 miles or less, and 4.11% have a very short commute of 1 mile or less. This indicates that there is a substantial number of employees with trip distances that can convert to transit or active modes of transportation.

Table 8. Employees with the Greatest Opportunities to Shift Travel Modes (Work to Home).

Trip Distance	Percentage of Employees
1 mile or less	4.11%
3 miles or less	13.84%
5 miles or less	23.12%
Between 0-1 mile	4.11%
Between 2-3 miles	9.72%
Between 4-5 miles	9.28%

Additionally, 65.19% of employees regularly make at least one stop from work to home. These stops include familial obligations (24.16%), household errands (53.34%), social or personal activities (24.95%), and 6.75% for other reasons. Conversely, 34.81% of employees do not stop on their route from home to work. This percentage, representing over a third of all state employees that responded to the survey, presents the greatest opportunity for potential mode shift. This data comes from question 13 of the survey which asked Do you make any stops on your route from work to home? If so, please select all that apply.

Automobile Commuter Behavior Information

This section presents detailed insights into the automobile commuter behavior of state employees. The following graphics provide an overview of vehicle ownership and the types of vehicles used for commuting. These metrics help understand commuting patterns, fuel usage, and potential impacts on transportation infrastructure and environmental sustainability.

Figure 9 illustrates the status of vehicle ownership among state employees. A significant majority, 64.06%, have two or more automobiles in their household, indicating a high reliance on personal vehicles for commuting. About 32.46% of employees have one automobile in their household, while only 3.48% do not have a car in their household. This data highlights the importance of personal vehicles in the daily commutes of state employees and suggests a substantial dependency on automobile transportation. This data comes from question 4 of the survey, which asked *How many automobiles are available to your household?*

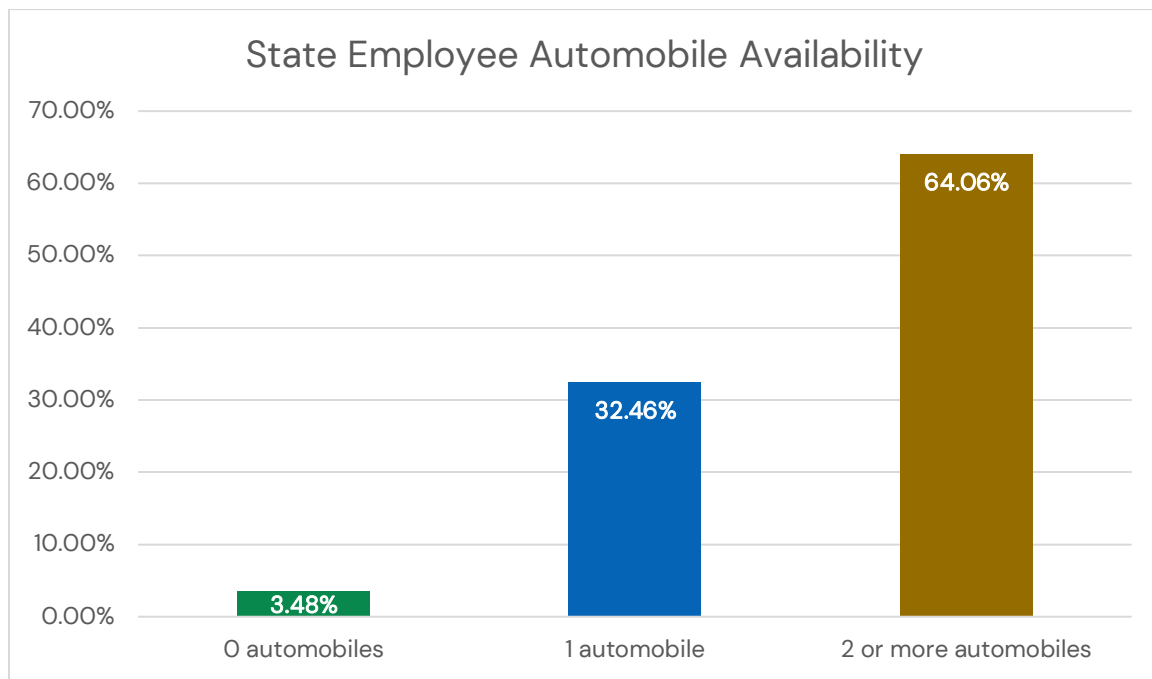


Figure 9. Automobile Ownership Data for State Employees on O'ahu.

Figure 10 provides a breakdown of the types of vehicles state employees use for commuting for those who regularly drive to work (either alone or carpool). SUVs and pick-up trucks powered by gas or diesel make up the largest category, accounting for 42.14% of vehicles, followed closely by sedans (41.74%). Hybrid electric vehicles (non-plug-in) represent 5.70% of the vehicles, while battery electric vehicles and minivans/vans each constitute 4.50% each. This distribution indicates a predominant use of larger vehicles and traditional sedans, with a smaller but notable presence of less carbon intensive options such as hybrid and electric vehicles. This data comes from question 6 of the survey, which asked *What type of vehicle describes what you normally use to commute?*

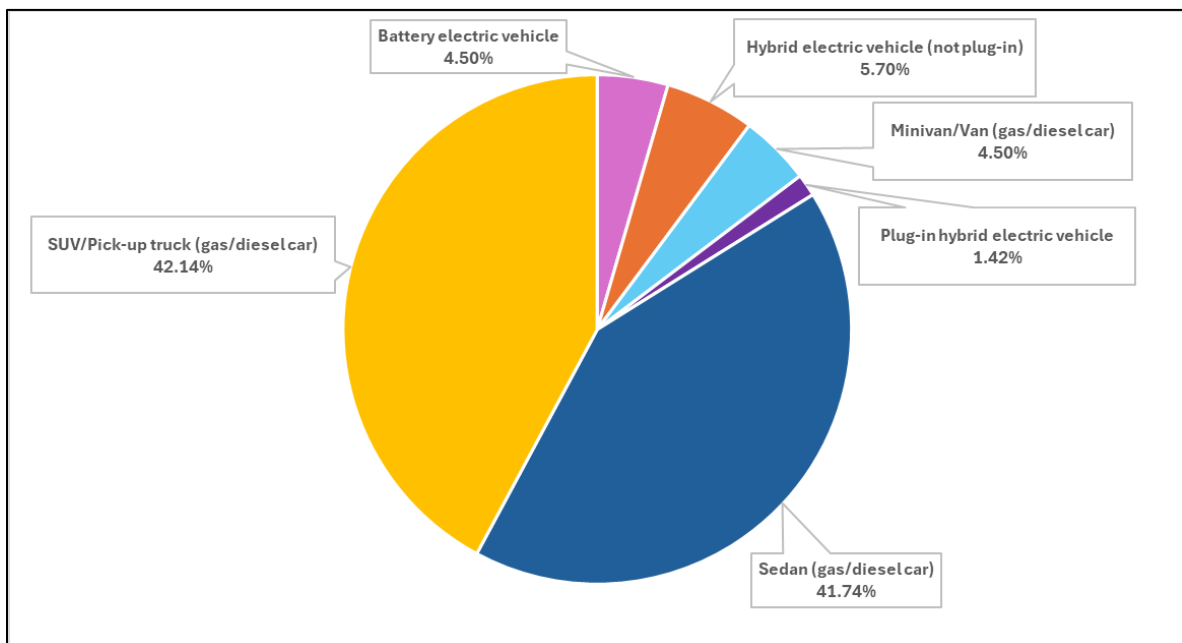


Figure 10. Types of Automobiles Driven by State Employees on O'ahu (who regularly drive).

Commuting Costs

This section delves into the monthly travel costs incurred by state employees and examines the factors influencing their commuting decisions. Understanding these costs and preferences can help develop strategies to reduce commuting expenses, enhance convenience, and improve employee travel's overall efficiency and sustainability.

Figure 11 illustrates the distribution of monthly travel costs for state employees. The average monthly travel cost for state employees, according to the survey, is \$310 (\$3,720 per year).

Most employees (46.47%) spend between \$101 and \$300 per month on travel, with 23.29% spending \$101-\$200 and 23.18% spending \$201-\$300. A significant portion, 16.47%, incurs costs between \$301 and \$450. Lower travel costs, ranging from \$0 to \$100, are reported by 19.50% of employees, while higher travel costs above \$450 affect 17.60% of employees. This data comes from question 16 of the survey, which asked *Approximately, how much do you spend per month on transportation costs? Include costs for parking, gas, electricity, insurance maintenance, etc.*

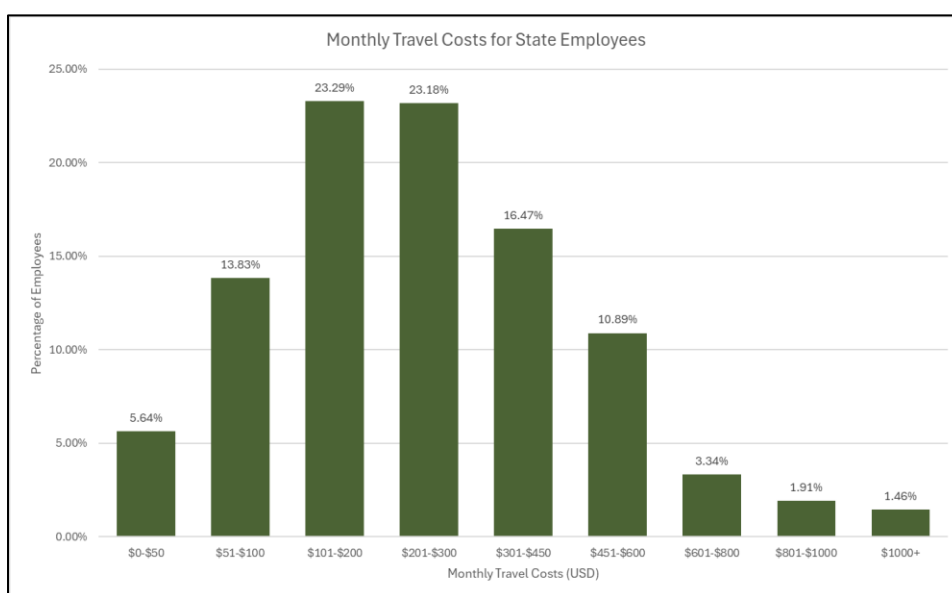


Figure 11. Monthly Travel Costs for State Employees (\$310 average).

When considering the broader costs associated with vehicle ownership, these figures appear lower than the reported costs of vehicle ownership in Hawai'i. Vehicle owners face several expenses to operate their vehicles, including the Manufacturer Suggested Retail Price (MSRP) and financing costs, repairs and maintenance, depreciation, insurance, and fuel. These expenses accumulate to more than \$8,100 per vehicle annually. With the average household owning two cars, these costs double to \$16,200 per year, representing about 20 percent of pre-tax median household income (The Costs of the Vehicle Economy in Hawaii)⁴. This discrepancy suggests that state employees may not fully account for all costs associated with vehicle ownership in their reported commuting expenses.

Additionally, the report highlights that in Hawaii, many households feel the necessity of owning a vehicle for work, with 91 percent of households owning at least one vehicle. The high costs of vehicle ownership, coupled with the necessity for personal transportation, indicate that the actual financial burden on employees is likely much higher than reported in the survey.

⁴ [The Costs of the Vehicle Economy in Hawaii | Ulupono Initiative](#)

Traveler Choices

Table 9 on the next page presents the percentage of state employees who ranked various travel attributes from 1 (most important) to 8 (least significant) when deciding what transportation to use for their commute. This data comes from question 18 of the survey, which asked *Please rank the following travel attributes based on what is most important to you when deciding what type of transportation you use to get to and from work. Please rank the travel attributes from 1-2, where 1 is most important and 8 is least important.* The primary takeaways from this table are:

- **Convenience and Ease of Access** are the most critical attributes for most employees, with 43.20% ranking it as their top priority. This highlights the vital need for easily accessible and convenient transportation options.
- **Cost** is also a significant factor, with 15.86% of employees ranking it as their most important attribute and many employees placing it in the top three ranks.
- **Total Time to Make the Trip** is another crucial attribute, with 26.54% of employees ranking it third and a significant percentage ranking it second and fourth.
- **Flexibility of Travel Time and Location** and **Avoiding Travel Stress** also emerge as important considerations, with a notable percentage of employees ranking these attributes in the middle ranges.
- **Using travel time productively is less critical to most employees**, with the highest percentage (27.37%) ranking it sixth in importance.
- **Safety** is an essential concern for some, with 13.4 ranking it as the most important but more commonly ranked as seventh (28.52%), indicating a diverse range of views on its importance.
- **Comfort** is primarily ranked as the least important attribute, with 43.12% of employees placing it in the eighth position, suggesting that while comfort is a consideration, it is not the primary driver of transportation choices for most employees.

Table 9. Ranking of Travel Attributes Based on Importance.

Attribute	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6	Rank 7	Rank 8
Convenience and Ease of Access	43.20%	21.35%	13.71%	8.58%	6.37%	4.08%	1.85%	0.86%
Cost	15.86%	19.59%	13.46%	11.20%	10.34%	10.68%	8.63%	10.23%
Total time to make the trip	12.11%	22.70%	26.54%	14.26%	10.10%	6.84%	4.86%	2.59%
Flexibility of Travel Time and Location	6.43%	13.49%	18.51%	26.01%	14.65%	11.17%	6.26%	3.48%
Avoiding travel stress	6.92%	9.68%	9.96%	14.46%	25.02%	15.34%	12.94%	5.68%
Using travel time productively	1.10%	2.79%	4.58%	7.45%	10.54%	27.37%	19.92%	26.26%
Safety	13.41%	6.79%	7.83%	9.99%	12.17%	13.52%	28.52%	7.78%
Comfort	0.97%	3.61%	5.41%	8.06%	10.81%	11.01%	17.02%	43.12%

EXISTING COMMUTER BENEFITS

This section outlines the current range of commuter benefits available to state government employees on O‘ahu, including pre-tax parking deductions and pre-tax transportation benefits

State Government Employee Commuter Benefits

Current employee benefits include some programs designed to support the commuting needs of state government employees. These benefits come from the Summary of Employee Benefits provided by the Department of Human Resources Development (DHRD, Summary of Employee Benefits)⁵ and include options to improve the convenience, affordability, and sustainability of commuting. For existing transportation benefits, DHRD does not have ad-hoc reporting capabilities.

Commuter benefits aim to reduce the transportation costs. These include parking options and transportation costs to be deducted from gross income before taxes, providing potentially significant tax savings. Two commuter benefits are available to Hawai‘i state government employees: the Flex Park Program and the Pre-Tax Transportation Benefit Pilot Program.

Flex Park Program

This program allows state employees to deduct eligible parking fees before calculating federal, state, and FICA taxes. As of June 30, 2023, there are 4,022 participants in the Flex Park program, representing about 90% of eligible employees. Notably, 17% of these participants are paying post-tax for their parking benefits (DHRD, Summary of Employee Benefits)⁶. While this benefit reduces commuting costs for employees who drive to work, it may inadvertently encourage single-occupancy vehicle use and does not promote or incentivize active and shared travel modes.

Pre-Tax Transportation Benefit Pilot Program

This pilot program enables eligible employees to deduct the cost of an adult monthly bus pass for TheBus through payroll deduction before federal, state, and FICA taxes are calculated. The program offers the convenience of loading the monthly pass onto their HOLO card. As of April 19, 2024, there are 241 participants in this program (DHRD, Summary of Employee Benefits)⁷. There is a notable disparity between the survey respondents who indicated they are regular transit users and reported number of participants in the program. Approximately 10.84% employees indicated they take transit regularly for commuting, while only 2.22% of employees (241) are currently using the pre-tax transportation benefit. Therefore, many employees that are commuting via transit are not using the pre-tax transit benefit. This may be due to gaps in awareness, which could be addressed through promotion and commuter engagement.

O‘AHU’S MOBILITY MARKETPLACE

This section offers a comprehensive inventory of the travel options available on O‘ahu, highlighting the current mobility landscape and the opportunities for enhancing commuting experiences and promoting sustainable transportation practices among state employees. The mobility marketplace summarizes the range of transportation modes accessible to residents and expressly to state employees, including transit services, active transportation options, and shared mobility solutions.

⁵ <https://dhrd.hawaii.gov/state-employees/employee-benefits/>

⁶ <https://dhrd.hawaii.gov/state-employees/employee-benefits/>

⁷ <https://dhrd.hawaii.gov/state-employees/employee-benefits/>

Travel Mode Availability

Table 10 provides an overview of the travel modes and TDM services available to commuters on O‘ahu, including public transportation, on-demand transportation, shared mobility services, and micromobility options. The travel modes and services included in this table are discussed in further detail throughout the report.

O‘ahu’s public transit system consists of TheBus and its paratransit affiliate, TheHandi-Van, serving the entire island together. The Skyline rail service, although still under construction, has also opened to riders west of Honolulu. Numerous taxi services, transportation network companies (TNCs), and shuttle services operate across the island, providing flexible transportation options for residents and visitors.

Micromobility options are also available, with Biki providing widespread bikeshare services around Honolulu and other vendors offering electric scooters and various micromobility vehicles. However, previous scooter-sharing vendors like Bird and Lime had to cease operations due to regulatory issues defining electric scooters as mopeds.

Shared mobility services on O‘ahu include traditional car rental services, peer-to-peer car-sharing platforms like Turo and Zipcar, and business or location-centered car-sharing options such as Hui Car Share and Enterprise CarShare for Business. Carpool matching is facilitated by HDOT’s HI RideShare tool, and several companies, including Enterprise, offer vanpool organization and vehicle leasing services. Despite previous formats of subsidized vanpooling, the latest program expired in 2021 and has not yet been replaced.

On-demand microtransit has been evaluated by the Department of Transportation Services (DTS) but has not been implemented on the island.

Table 10. Current Transportation Options and TDM Programs on O'ahu.

Category	Travel Mode	Service Name(s)
Public Transportation	Fixed-Route Bus	TheBus
Public Transportation	Paratransit	TheHandi-Van
Public Transportation	Train	Skyline
Micromobility	Bike-sharing	Biki
Micromobility	Electric Scooter Sharing	GoX Scooter Rental
Micromobility	Sharing- Various micromobility vehicles	Helbiz
On-Demand Transportation Services	Shuttles	Aloha Airport Shuttle Executive Chauffeur Hawai'i Flash Shuttle Services Fly Shuttle & Tours GO 808 Express Honolulu Airport Transfer Roberts Hawai'i Airport Shuttle SpeediShuttle
On-Demand Transportation Services	Taxi Services	Charley's Taxi Hello Cab Hawai'i TheCAB Hawai'i
On-Demand Transportation Services	Transportation Network Companies (TNCs)	Holoholo Jayride Lyft Uber
Shared Mobility Services	Carpool Matching	HI RideShare
Shared Mobility Services	On-demand car rental (from vendor sites)	Hui Car Share
Shared Mobility Services	On-demand car rental (from subscribed businesses/location's sites, for employees or other associated users)	Enterprise CarShare for Business Envoy Hawai'i
Shared Mobility Services	Peer-to-peer car-sharing	Turo Zipcar
Shared Mobility Services	Vanpooling	Commute with Enterprise Eco Ride KAK Vanpool Services
Shared Mobility Services	Car Rental	Avis Hertz

TDM Programs and Services Available on O‘ahu

This section explores the Transportation Demand Management (TDM) programs and services available on O‘ahu. TDM refers to strategies and policies designed to reduce travel demand, particularly during peak times, and to encourage the use of active and shared transportation modes. TDM programs usually aim to enhance the transportation system's efficiency, reduce traffic congestion, and promote sustainable commuting options.

Past TDM programs

Vanpool Hawai‘i

From 1994 to 2011, the Hawai‘i Department of Transportation subsidized commuters participating in the Vanpool Hawai‘i program, which VPSI, Inc. operated⁸. The program consisted of approximately 300 vans transporting about 1,400 riders on O‘ahu, with significant participation from Department of Defense (DoD) employees, including Hickam Air Force Base servicemembers. When the program stopped being subsidized in 2011, the monthly cost to riders jumped from \$65 to \$140 and \$164, which saw participants leave the program. However, state and DoD employees could still apply for transportation benefits from their employers to participate in Vanpool Hawai‘i⁹. According to Hawai‘i News Now, subsidizing Vanpool Hawai‘i was costing HDOT around \$264,000 a month, as they paid to reduce the cost of each of 300+ vanpools from \$1,300/month to less than \$450/month¹⁰. Vanpool Hawai‘i was eventually terminated, possibly due to high costs to commuters.

Starting in 2016, the City and County of Honolulu rebooted vanpooling efforts through a different mechanism. The Vanpool Incentive Program provided up to \$500/month towards each vanpool’s operation cost, contracting with Enterprise to run this service. As of March 2021, the program had 57 active vanpools. Funding for the program and the City and County’s contract with Enterprise expired in mid-2021 and was not extended. However, the City and County of Honolulu have added \$500,000 for vanpooling subsidies for the new Honolulu Connect project, which is set to start later this year.

Active TDM Programs

HI Rideshare

HI RideShare is a carpool matching service operated by the Hawai‘i Department of Transportation (HDOT). Participants can enter their home/pickup address, work/drop-off address, and the days and times of their commute to be matched with others making similar trips offering carpools. Participants can also create their own carpool and accept or decline prospective members. HI RideShare has messaging functionality for participants to set up carpool details but does not manage communications and other logistics between carpool participants. The service does not explicitly encourage using park and ride lots as carpool origin points.

Active Transportation Initiatives

Several organizations promote active transportation on O‘ahu. Currently, the Hawai‘i Bike Challenge is led by Love to Ride and will last for the month of May. Riders who log their trips during the challenge are eligible for prizes. Outside of the month-long challenge, Love to Ride operates an app designed to encourage travel behavior change to biking and partner with employers for employee outreach,

⁸ <https://www.Hawai‘ifreepress.com/Articles-Main/ID/4529/Life-Without-Subsidies-Vanpool-Hawai‘i-Announces-New-Group-Rate>

⁹ <https://www.Hawai‘inewsnow.com/story/15161599/vanpool-Hawai‘i-participation-drops-as-fees-rise/>

¹⁰ [POLICY GUIDELINES AND PROCEDURES FOR \(Hawai‘i.gov\)](#)

encouraging biking to work. The Hawai'i Bicycling League¹¹ hosts its Bike Month events in July and organizes other rides year-round. HBL also hosts educational events and offers resources for cyclists on its website, including a map of bikeable streets on O'ahu.



Figure 12. Hawai'i Bicycling League O'ahu Bike Map¹².

In the past, the Hawai'i Bike Challenge has been led by the Blue Planet Foundation, which in August 2023, partnered with OahuMPO to head the Hawai'i Commute Challenge (tagline: Go Multimodal!!). This behavior change initiative was hosted on the RideAmigos platform and functioned as an interactive challenge, incentivizing participants to complete alternative trips and log them to compete for prizes. The Challenge's dashboard shows that around 7,400 alternative trips were completed (HI

¹¹ <https://hbl.org/>

¹² www.hbl.org/wp-content/uploads/2017/05/O'ahuBikeMap_COMPLETE_14x28in_04.02.17Reduced.pdf

Commuter Challenge 2023)¹³. Blue Planet Foundation also heads O‘ahu’s Clean Cities Coalition and Sustainable Transportation Coalition of Hawai‘i (STCH). STCH promotes travel demand reduction and management, sustainable modes of transportation, and the use of alternative fuels for transportation. It also acts as a liaison with the U.S. Department of Energy.

The Ulupono Initiative is an organization that supports multi-modal transportation on O‘ahu. While not an active transportation program itself, the Ulupono Initiative is one of several organizations on O‘ahu that invest in sustainability-focused projects. One of its focus areas is clean transportation, where the firm invests in projects and initiatives (such as the Hawai‘i Commute Challenge) and advocates for bills in the state legislature.

Complete Streets

The City and County of Honolulu operates their Honolulu Complete Streets program, which is wide-ranging as it seeks to incorporate complete streets principles into new developments, roadway projects, and mobility policies. A principal goal of complete street design is to make roadways more accommodating to active modes of transportation and transit users and vehicles. The Honolulu Complete Streets program has successfully improved street infrastructure, prioritized safety, and enhanced accessibility for all users, including pedestrians, bicyclists, transit riders, and motorists. Specific achievements include pedestrian safety enhancements, transit upgrades, expanded bicycle facilities, community engagement, and a data-driven approach to identify priority improvement areas.

As a component of the City and County of Honolulu Complete Streets program, the Oahu Pedestrian Plan is a long-term initiative to create safe, accessible, and vibrant streets for all ages and abilities. It includes an assessment of current conditions, identifies safety issues, and prioritizes improvements to facilitate walking and multimodal travel, aligning with Honolulu’s Complete Streets law. The plan was developed through extensive data collection and community engagement, with public input playing a crucial role (Oahu Pedestrian Plan)¹⁴.

Planned TDM Programs

HNL Connect

The 2023 Honolulu Transportation Demand Management (TDM) Plan outlines the establishment of HNL Connect, a comprehensive program designed to enhance sustainable transportation practices across Honolulu. Managed by the City’s Department of Transportation Services (DTS), HNL Connect is the umbrella brand under which various recommended strategies and initiatives would be implemented. The program would aim to reduce single-occupancy vehicle trips, promote active and shared travel modes, and improve overall transportation efficiency in alignment with the city’s sustainability and mobility goals and strategies through services and supporting initiatives, including vanpooling subsidies (\$500,000 in vanpool subsidy funds) and formation.

¹³ <https://hicommutechallenge.rideamigos.com/#/>

¹⁴ https://www.honolulu.gov/rep/site/dts/dts_docs/20230525_Ped%20Plan%20Final%20Report_noappendices_compressed.pdf

TRANSPORTATION INFRASTRUCTURE

The Transportation Infrastructure section provides an overview of the foundational elements supporting transportation on O‘ahu, detailing the major highways, local roads, and areas prone to commuter bottlenecks. It also examines the existing infrastructure for various transportation modes, including bus and bike lanes, and the availability and distribution of electric vehicle charging stations across the island.

The supportive infrastructure system on O‘ahu is a critical component of the island’s transportation network, providing the framework for efficient travel and commuting.

Major Roadways

O‘ahu’s transportation infrastructure is anchored by several major highways, including the H-1, H-2, and H-3 freeways, which facilitate east-west and north-south travel across the island. These highways connect urban centers in Honolulu and residential areas, playing a vital role in the daily commutes of state government employees.

Local roads supplement the major highways, providing access to specific destinations, including state government buildings. Key government offices and facilities are predominantly located in downtown Honolulu, with other significant locations in Kapolei and along the H-1 corridor. The network of local roads ensures connectivity to these buildings, facilitating the movement of employees and visitors. Figure 13 below illustrates the significant roadways on O‘ahu.



Figure 13. Major Roadways on O'ahu¹⁵.

Commuter Bottlenecks

Despite the comprehensive road network, several areas on O'ahu are prone to commuter bottlenecks, particularly during peak travel times. Notable congestion points include the H-1 freeway during morning and evening rush hours, the merge areas around Middle Street, and sections of the H-1 and H-2 interchange. These bottlenecks can significantly impact travel times and commuter experiences. A list of major commuter bottlenecks can be found below.

- Farrington Highway, Hakimo Road to Kalaeloa Boulevard
- Farrington Highway, Fort Weaver Road to Waiawa Interchange
- Interstate H-1, Makakilo Interchange to Waiawa Interchange
- Interstate H-1, Waiawa Interchange to Hālawā Interchange
- Interstate H-1, Hālawā Interchange to Ke'ehi Interchange
- Interstate H-1, Ke'ehi Interchange to University Interchange
- Interstate H-201 (Moanalua Freeway), Hālawā Interchange to Ke'ehi Interchange
- Pali Highway, Highway 83 (Kamehameha Highway) to H-1
- Kunia Road, Wheeler Airfield to Royal Kunia
- Kamehameha Highway, Mililani to Waiawa Interchange
- Kamehameha Highway, Waiawa H-1 Interchange
- Interchange H-2, Mililani to H-2
- Kahekili Highway, Kāne'ohe to 'Āhuimanu

¹⁵ https://geoportal.Hawaii.gov/datasets/3b4c860eff0245969f616f349517f92f_3/explore

Additionally found in this section are Figure 14 and Figure 15, which present the AM and PM Peak Congestion based on the OahuMPO travel demand forecasting model (2020 Congestion Management Process Report)¹⁶. These figures provide context for specific roadways and areas on O'ahu that may have the most significant needs for TDM strategies.

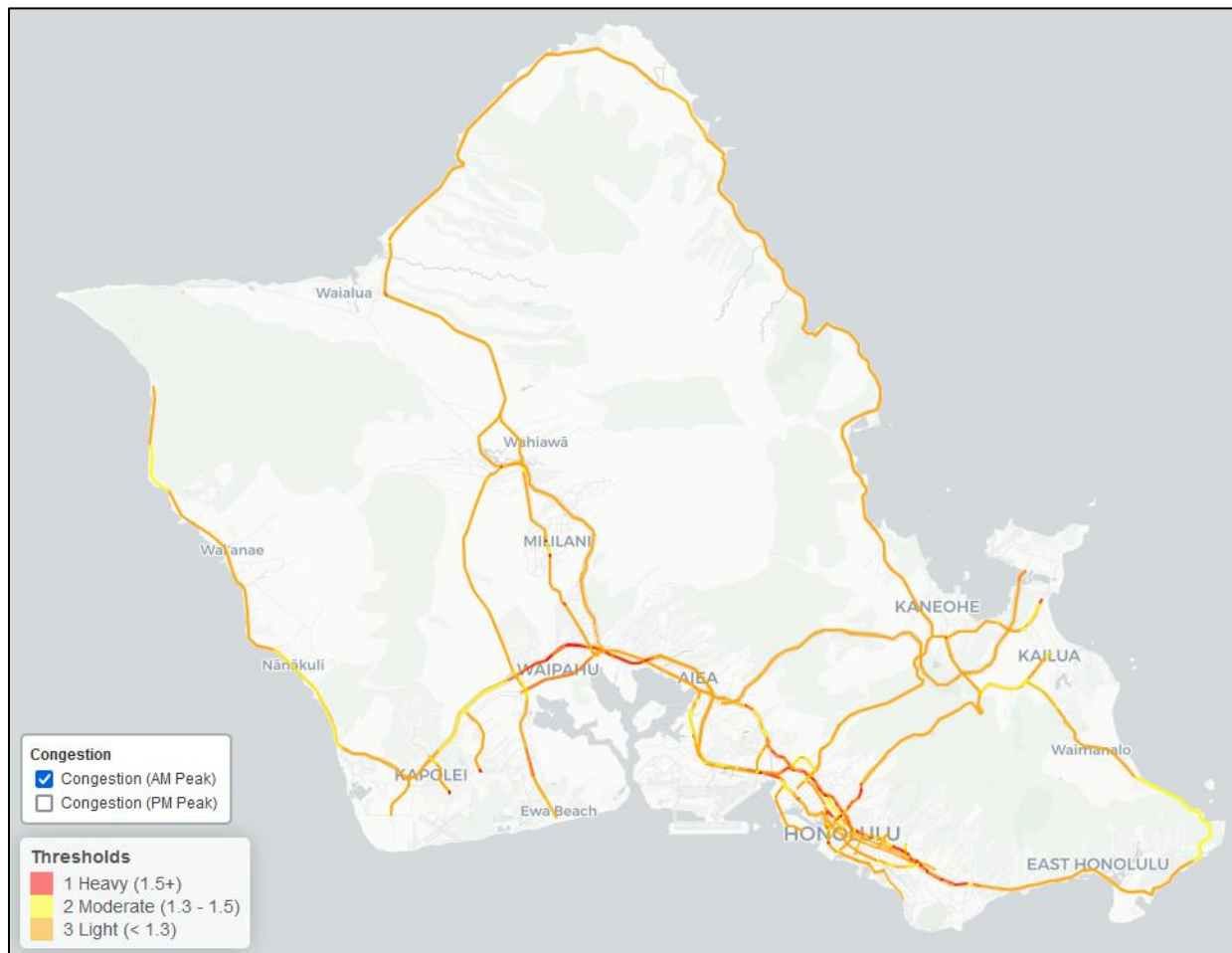


Figure 14. AM Peak Congestion From OahuMPO Travel Demand Management Forecasting Model.

¹⁶ [The 2020 Congestion Management Process Report \(arcgis.com\)](https://arcgis.com)



Figure 15. PM Peak Congestion From OahuMPO Travel Demand Management Forecasting Model.

Supportive Infrastructure

Supportive infrastructure refers to the comprehensive network of roads, bus lanes, bike lanes, and sidewalks on O'ahu that enables efficient and diverse transportation options for private vehicles, public transit, biking, and walking. The existing infrastructure on O'ahu supports a diverse range of transportation modes. Based on the mobility marketplace, the infrastructure can accommodate private vehicles, public transit, biking, and walking. The island's extensive road network supports private car use, while dedicated bus lanes and bike lanes enhance the viability of public transit and active transportation options.

Bus Lanes

To promote the use of public transportation, O'ahu has implemented dedicated bus lanes on several key routes, including Hotel Street and a portion of King Street. These lanes are designed to improve bus services' efficiency and reliability, reduce travel times, and encourage more residents to opt for public transit. The recently installed King Street bus-only lane reduced bus travel times by 20-30% and improved bus reliability by 11-17%¹⁷.

¹⁷ <https://www8.honolulu.gov/completestreets/project-archive/>

Bike Lanes

O‘ahu has also invested in bike lanes to support active transportation. In fiscal year 2023, the City and County of Honolulu added 4.9 miles of new bikeways, including 0.3 miles of new shared-use paths, 0.2 miles of new protected bike lanes, 3 miles of new bike lanes, and 1.4 miles of new “sharrows”¹⁸. Bike lanes on central and local roads encourage cycling as a viable mode of transport, contributing to the island’s sustainability goals by reducing reliance on private vehicles and lowering carbon emissions. Honolulu received recognition from the American League of Cyclists, earning a Bronze ranking as a Bicycle Friendly Community.

Electric Vehicle Charging

Figure 16 and Figure 17 present the public electric vehicle charging currently available on O‘ahu. The information below can be used to interpret these figures. (Alternative Fuels Data Center 2024).

Station Location: A station location is a site with one or more EV charging ports at the same address. Examples include a parking garage or a mall parking lot (Alternative Fuels Data Center 2024).

EV Charging Port: An EV charging port provides power to charge only one vehicle at a time, even though it may have multiple connectors. The unit that houses EV charging ports is sometimes called a charging post, which can have one or more EV charging ports. EV charging ports are sometimes called electric vehicle supply equipment (EVSE) ports (Alternative Fuels Data Center 2024).

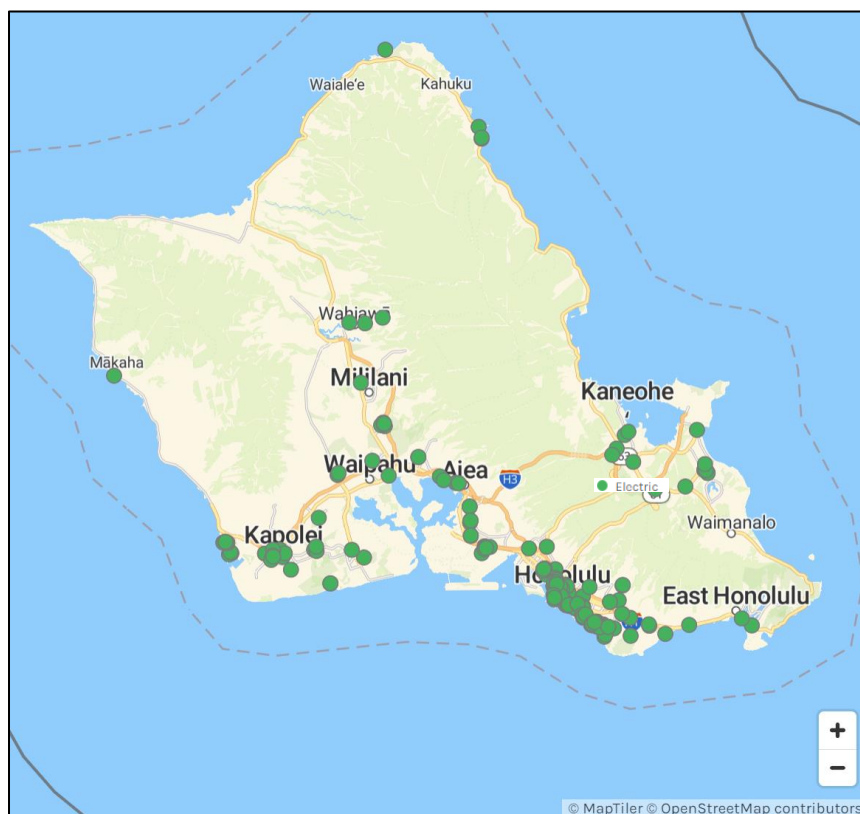


Figure 16. Level 2 EV Charging Stations on O‘ahu(Energy.Gov)¹⁹.

- Level 2 charging stations: 221 station locations, 486 EV charging ports.

¹⁸ <https://www8.honolulu.gov/completestreets/wp-content/uploads/sites/37/2024/03/FY23-CS-Annual-Report-FINAL.pdf>

¹⁹ [Alternative Fuels Data Center: Alternative Fueling Station Locator \(energy.gov\)](https://afdc.energy.gov/stations/)

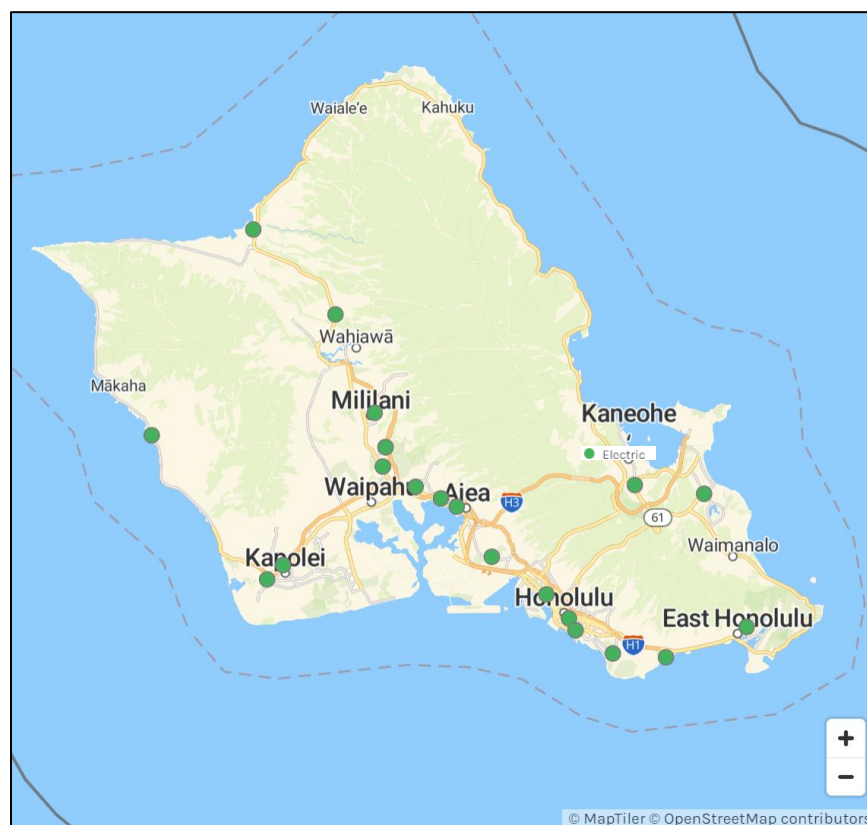


Figure 17. DC Fast EV Charging Stations on O'ahu²⁰.

- DC Fast (level 3) charging stations: 25 station locations, 56 EV charging ports.

PUBLIC TRANSPORTATION (TRANSIT)

This section presents a detailed overview of public transportation options available on O'ahu, encompassing bus services, paratransit, the light rail metro system, and bikeshare rentals. It outlines the fleet, routes, hours of operation, fares, ridership data, and service regulations, all providing connectivity and convenience for residents and visitors alike.

TheBus

TheBus is the primary option for public transportation on O'ahu, providing bus services to residents and visitors across the island. As of January 2024, TheBus boasted a ridership of 24,152,451 annually, averaging around 126,132 passengers on weekdays. (Oahu Transit Services)²¹. Its extensive fleet includes 518 buses and 207 paratransit vehicles, serving commuters across 117 routes, encompassing three rapid transit and two limited express routes. (The City and County of Honolulu and Honolulu DTS presents O'ahu's new fleet of eBuses and charging stations)²². Notably, all buses feature bike racks. TheBus operates Monday-Sunday, and hours vary by route. Most prominent routes run between 4 am and 12 am.

²⁰ https://afdc.energy.gov/stations#/analyze?region=US-HI&fuel=ELEC&show_map=true&ev_levels=2

²¹ https://www.thebus.org/Performance/Performance_Bus.asp

²² <https://www.instagram.com/p/CaSOJ8Kg5SL/>

TheBus Bike Racks

TheBus provides convenient accommodation for people biking by equipping all its buses with a 2- or 3-capacity bike rack. However, there are specific guidelines to ensure the safety and efficiency of this service. Only single-seat, standard-sized bikes that adhere to the rack specifications are permitted on board. Tandem, stretched-out, custom bikes, and those with oversized wheels, three or more wheels, trailers, or gasoline engines are prohibited. Electric bikes with a sealed battery compartment, meeting the rack specifications and safety standards, are allowed. Additionally, bikes equipped with child seats, saddle bags, or accessories that obstruct the driver's visibility or headlights, along with large handlebars that interfere with the windshield or wiper function, are not permitted on TheBus for safety reasons. These regulations ensure a smooth and secure travel experience for people biking and passengers aboard TheBus. Figure 18 provides a detailed explanation of the bike rack specifications on TheBus fleet.

Three Types of Bike Racks on TheBus

Bike Rack Specifications

		
• Capacity: 2 Bikes • Max Tire Width: 2.35 inches • Max Wheel Base: 44 inches • Wheel Diameter: 20"-29"	• Capacity: 3 Bikes • Max Tire Width: 2.35 inches • Max Wheel Base: 44 inches • Wheel Diameter: 20"-29"	• Capacity: 3 Bikes • Max Tire Width: 3 inches • Max Wheel Base: 46 inches • Wheel Diameter: 16"-29"

Figure 18. Types of Bike Racks on TheBus ²³.

²³ <https://www.thebus.org/howtoride/How%20to%20Use%20the%20Bike%20Rack.pdf>

TheBus Routes

Figure 19 below presents TheBus routes on O'ahu.



Figure 19. Map of O'ahu, Honolulu Area Transit Map, 2019²⁴.

²⁴ <https://www.thebus.org/SystemMap/TheBus2019SystemMap.pdf>

Monthly Pass Discounts

Riders can purchase monthly passes that offer unlimited rides on TheBus within a month, providing a cost-effective option for frequent commuters.

Employer-Sponsored Programs

Some employers offer transit benefits programs that subsidize or fully cover the cost of monthly bus passes for their employees. This not only reduces commuting costs for employees but also promotes the use of public transportation.

Senior and Disability Discounts

TheBus provides discounted fares for seniors, individuals with disabilities, and Medicare cardholders, making public transit more affordable for these groups.

Youth Pass

Discounted bus passes are available for youth, encouraging younger populations to use public transit and fostering long-term transit habits.

U-Pass Program

This program offers university students discounted or unlimited access to TheBus services, promoting transit use among students and reducing the need for parking on campuses.

TheBus Park & Ride Lots

Park & Ride facilities at TheBus transit stations allow bus patrons to drive to the station, leave their car during the day, and catch TheBus, offering an alternative to driving in congested urban areas. Strategically positioned near major transit hubs and busy commuter routes, they not only alleviate traffic congestion but also reduce parking expenses and contribute to lower greenhouse gas emissions. This initiative aligns with sustainability objectives, fosters employee satisfaction, and strengthens the efficiency of O'ahu's transportation network. No fees are associated with using TheBus park and ride lots on O'ahu. No specific information is available indicating there are EV charging stations at TheBus park and ride lots on O'ahu. Figure 21 presents a summary of TheBus park and ride lots.

Location	Parking Stalls	Serves Routes
Hawaii- Kai 240 Keahole St Honolulu, HI	134	1 - Kaimuki/ Kalihi 1L - Kalihi/Hawaii Kai Limited 23 - Ala Moana/Hawaii Kai/Sea Life Park 80 - Hawaii Kai Park & Ride Express 82 - Hawaii Kai P & R/Kalama Valley Express PH6 - Hawaii Kai/Pearl Harbor Express
Mililani 95-1101 Ukuwai St Mililani, HI 96789	176	52 - Honolulu/Mililani/Haleiwa 98 - Wahiawa/Mililani Park & Ride 98A - Wahiawa/Mililani Transit Express 501 - Mililani Mauka PH2 - Mililani Town/Pearl Harbor Express
Royal Kunia 94-640 Kupuohi St Waipahu, HI	149	97 - Village Park Express 444 - Hoaeae - Village Park - Royal Kunia
Wahiawa Located at Hawaii National Guard Facility, across Wheeler Air Force Base <i>Shared use with Hawaii National Guard.</i>	50	51 - Honolulu/Wahiawa 52 - Honolulu/Mililani/Haleiwa 83 - Wahiawa Town Express 84 - Mililani Express – North 84A - Mililani Express – South 88A - North Shore Express 98 - Wahiawa/Mililani Park & Ride Express 98A - Wahiawa/Mililani Transit Express 503 - Mililani/Launani Valley PH3 - Wahiawa Heights/Pearl Harbor Express
Haleiwa Located at Waialua Community Association Facility in Haleiwa Town <i>Shared use with Waialua Community Association.</i>	20	52 - Honolulu/Mililani/ Haleiwa 60 - Kaneohe - Haleiwa 83 - Wahiawa Town Express 88A - North Shore Express 521 - Waialua/Haleiwa

Figure 21. TheBus Park and Ride Lots ²⁶.

The Middle Street-Kalihi Transit Center, also known as Kahauiki Station, is a partially active, under-construction Transit hub in Honolulu, scheduled to fully open in summer 2025. While not included in the list of TheBus' park and rides above, this multimodal transit center functions as a park-and-ride as there are parking spaces that are available to transit users as well as secure bike parking. The station will be included as part of the second phase of the Skyline route, and the station will be able to accommodate eight bus stands and two platforms. The station is designed to facilitate connections between active and shared travel modes, making it an option for commuters who wish to park their cars and use public transit for the remainder of their journey (TOD Honolulu)²⁷. The list below includes

²⁶ <https://www.thebus.org/CS/parkride.asp>

²⁷ <https://www.honolulu.gov/tod/neighborhoods/kalihi/middle-street-station.html>

the bus routes that service the Middle Street-Kalihi Transit Center, supporting Honolulu's integrated transportation network (Moovit)²⁸.

- Route 1: Kalihi Transit Center – Hawaii Kai
- Route 1L: Kalihi Transit Center – Hawaii Kai
- Route 2: Kalihi Transit Center – Waikiki
- Route 2L: Kalihi Transit Center – Waikiki
- Route 32: Kalihi Transit Center – Foster Village – Pearlridge
- Route 43: Waipahu – Honolulu –Alapai (Weekday Only)
- Route 61: Kalihi Transit Center – Kaneohe – Aikahi
- Route 301: Kalihi Transit Center – Tripler Army Medical Center
- Route 302: Kalihi Transit Center – Moanalua Valley (Weekday Only)
- Route 303: Kalihi Transit Center – Airport – Hickam
- Route 306: Kahauiki Village – Kalihi
- Route 40: Makaha Beach – Ala Moana Center

TheHandi-Van

TheHandi-Van serves as a public transit option for individuals with disabilities who cannot use the city's bus service, TheBus. Operating during the same hours and days as TheBus, it covers areas within three-fourths of a mile of TheBus routes. The fare for a one-way passenger trip is \$2.25, payable in cash or via pre-purchased tickets available at the Transit Pass Office. Reasonable accommodations can be requested to ensure accessibility, with an appeal process available for disputed decisions.

To utilize TheHandi-Van, one must be ADA paratransit certified. This certification involves an in-person interview to assess one's ability to use fixed-route services. Visitors can access TheHandi-Van service for up to 21 days per year or through the standard eligibility process. Reservations for rides must be made 1 to 3 days in advance by calling (808) 456-5555, with passengers picked up and dropped off at the nearest safe curbside point. Door-to-door service is available for those needing additional assistance (The Handi-Van)²⁹.

TheHandi-Van Ridership

TheHandi-Van's average weekday ridership for March 2024 demonstrated a notable increase from the previous year, with ridership up by 4.36% (Paratransit Monthly Performance Report for January 2024)³⁰. Comparative trip length analysis revealed that a substantial portion of TheHandi-Van trips, including those exceeding an hour, were completed in similar or shorter times than comparable fixed-route trips, showcasing the efficiency of the service.

²⁸ https://moovitapp.com/index/en/public_transit-Kalihi_Transit_Center-Honolulu_HI-site_18559597-1144

²⁹ <https://www8.honolulu.gov/dts/thehandivan/>

³⁰ <https://www.thebus.org/Performance/Van/The%20Handi-Van%20-%202024-01%20Performance.html>

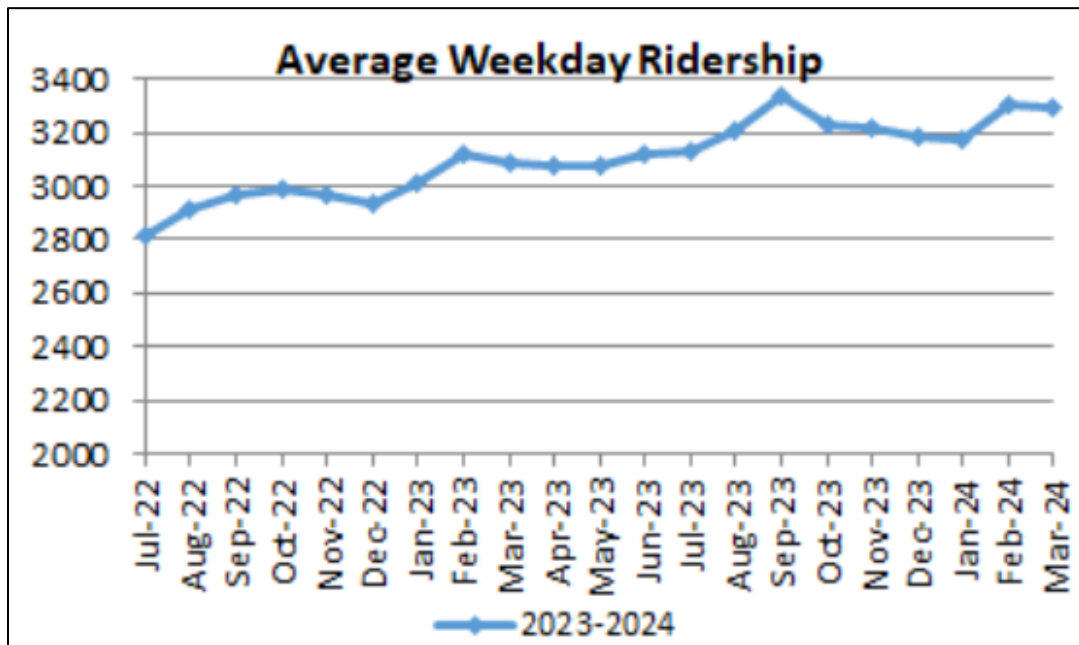


Figure 22. TheHandi-Van Average Weekday Ridership, January 2024 ³¹.

³¹ <https://www.thebus.org/Performance/Van/The%20Handi-Van%20-%202024-01%20Performance.html>

Skyline

Skyline, a groundbreaking 18.9-mile-long light rail metro system, is transforming transportation on the island of O‘ahu. Phase 1 of this project commenced operations on June 30, 2023, connecting East Kapolei on the ‘Ewa Plain to Aloha Stadium. Phase 2, slated for completion by mid-2025, will extend the network to Pearl Harbor and Daniel K. Inouye International Airport before culminating at Middle Street. Looking ahead, segment 3 aims to traverse Urban Honolulu, terminating at Civic Center, with an expected opening in 2031. With a monthly ridership of 614,800 recorded in 2023, Skyline promises enhanced connectivity and convenience for residents and visitors alike, reshaping the transportation landscape of O‘ahu (The Skyline Rail Project: Revolutinizing Rapid Transportation in Honolulu, Hawaii). Figure 23 presents a map of the Skyline routes, and Figure 13 presents information about the routes. Skyline operates seven days a week: Monday to Friday from 5 AM to 7 PM and on weekends/City holidays from 8 AM to 8 PM.

Skyline Routes

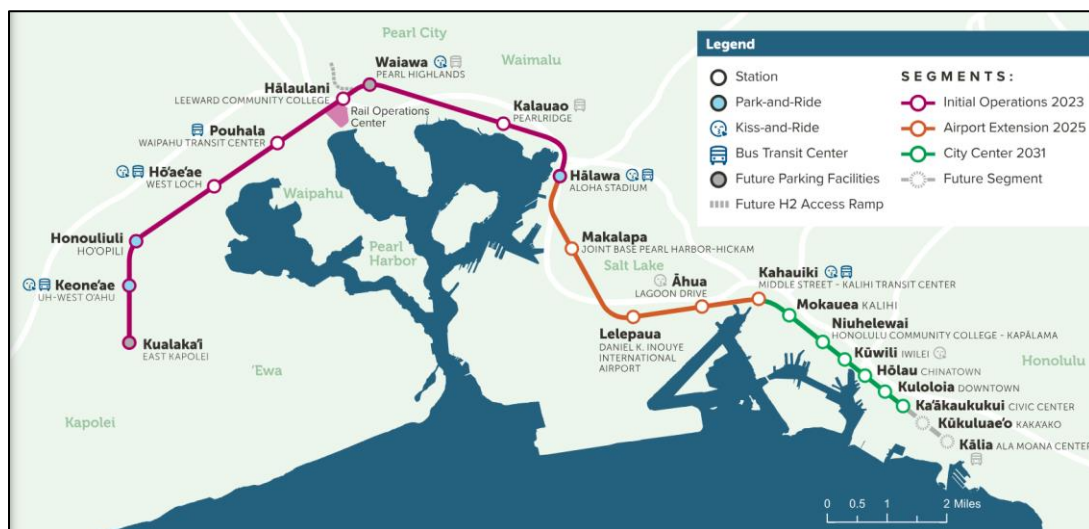


Figure 23. Skyline Route Map³².

1 Kualaka'i EAST KAPOLEI Kualaka'i Parkway (North-South Road) and Keahumoa Parkway (next to the Kroc Center) 	4 Hō'ae'ae WEST LOCH Farrington Highway and Leoku Street 	7 Waiawa PEARL HIGHLANDS Kamehameha Highway and Kula Street
2 Keone'ae UH-WEST OAHU Kualaka'i Parkway (North-South Road) and UH West Oahu Entrance (aka Campus Drive) 	5 Pouhala WAIPAHU TRANSIT CENTER Farrington Highway and Mokuola Street 	8 Kalauao PEARLRIDGE Kamehameha Highway and Kaonohe Street
3 Honouliulu HO'OPII At the intersection of minor East-West Street approximately 300 feet from Farrington Highway 	6 Hālaulani LEEWARD COMMUNITY COLLEGE Leeward Community College Campus 	9 Hālawā ALOHA STADIUM Kamehameha Highway and Salt Lake Boulevard

Figure 24. Skyline Route Information³³.

³² <https://honolulutransit.org/about/route-map/>

Skyline Stations

Nine stations are currently operational along the Skyline, with ten slated to open upon completion of the rail line terminating at Ala Moana Center. While TheBus provides connectivity to all stations except for Station 3: Honouliuli – Ho‘opili and Station 6: Hālaulani – Leeward Community College, each of the nine existing stations offers essential bicycle racks for parking convenience. People biking are welcome aboard Skyline, with wheel gutters provided alongside stairs leading to platforms, facilitating easy rolling of bikes. Moreover, vertical bike racks are available onboard the trains for secure bicycle storage during travel.

Table 11. Skyline Station Information³⁴.

Station Number	Station Name	Areas Served
1	Kualaka‘i – East Kapolei	Serving the Kapolei, Makakilo, ‘Ewa Beach, and outlying residential areas
2	Keone‘ae – University of Hawai‘i West O‘ahu	Serving the UH West O‘ahu campus and outlying residential areas
3	Honouliuli – Ho‘opili	Serving the residential communities of Ho‘opili and outlying residential areas
4	Hō‘ae‘ae – West Loch	Serving the West Loch, ‘Ewa Beach, Waipahu, and outlying residential areas
5	Pouhala – Waipahu Transit Center	Serving the Waipahu, Waikele, and outlying residential areas
6	Hālaulani – Leeward Community College	Serving the Leeward Community College Campus, Waikele, and outlying residential areas
7	Waiawa – Pearl Highlands	Serving Pearl Highlands Center, Pearl City, and outlying residential areas
8	Kalauao – Pearlridge	Serving Pearlridge Center, Pearl City, Waimalu, ‘Aiea, and outlying residential areas
9	Hālawa – Aloha Stadium	Serving Aloha Stadium, ‘Aiea, Salt Lake, Moanalua, and outlying residential areas

³⁴ <https://www8.honolulu.gov/dts/skyline-stations/>

Park and Ride at Skyline Stations

Table 12 presents information about the free Skyline park-and-ride facilities. Commuters can park at these locations and ride the Skyline. These lots include a total of 1,238 parking spaces. All stations (excluding Honouliuli – Ho’opili station) will have TheBus stops, Handi-Van, and ride-share vehicle drop-off areas.

Table 12. Park and Ride Lots at Skyline Stations³⁵.

Station Number	Station Name	Operating Hours	Entry Location
2	Keone‘ae – UH West O‘ahu Park-and-Ride	3:50 AM to 12:30 AM	Enter from Ho‘omohala Avenue off Kualaka‘i Parkway
3	Honouliuli – Ho‘opili Park-and-Ride	4:00 AM to 8:00 PM	Enter from Kamālie Mua Street off Ho‘omohala Avenue
9	Hālawa – Aloha Stadium Park-and-Ride	3:30 AM to 2:00 AM	Enter from Salt Lake Boulevard

³⁵ <https://www8.honolulu.gov/dts/skyline-parking/>

Skyline Ridership

This figure presents the Skyline Ridership Summary for March 2024, showing daily rider counts. The total monthly ridership for Skyline during this period is 94,867, with weekdays generally exhibiting higher ridership than weekends.

Day	Date	Riders	Monthly
Friday	3/1/2024	3,411	
Saturday	3/2/2024	2,525	
Sunday	3/3/2024	2,174	
Monday	3/4/2024	3,472	
Tuesday	3/5/2024	3,636	
Wednesday	3/6/2024	3,652	
Thursday	3/7/2024	3,612	
Friday	3/8/2024	3,352	
Saturday	3/9/2024	2,472	
Sunday	3/10/2024	2,155	
Monday	3/11/2024	3,587	
Tuesday	3/12/2024	3,691	
Wednesday	3/13/2024	3,707	
Thursday	3/14/2024	3,531	
Friday	3/15/2024	3,288	
Saturday	3/16/2024	2,631	
Sunday	3/17/2024	2,443	
Monday	3/18/2024	3,337	
Tuesday	3/19/2024	3,334	
Wednesday	3/20/2024	3,725	
Thursday	3/21/2024	3,384	
Friday	3/22/2024	3,438	
Saturday	3/23/2024	2,440	
Sunday	3/24/2024	2,370	
Monday	3/25/2024	3,540	
Tuesday	3/26/2024	2,588	
Wednesday	3/27/2024	3,631	
Thursday	3/28/2024	3,427	
Friday	3/29/2024	2,168	
Saturday	3/30/2024	2,346	
Sunday	3/31/2024	1,800	
			94,867

Figure 25. Skyline Ridership³⁶.

Accessibility on the Skyline

The Skyline tries to accommodate State employees of all abilities, including all reasonable-sized wheeled devices. With the exception of mobility aids like wheelchairs and scooters, passengers should walk alongside wheeled devices while inside stations and on trains. Gasoline-powered vehicles or machinery are not allowed onboard. State Employees using mobility devices, carrying luggage, pushing bicycles or scooters, or traveling with children should use the wider ADA gates located on the left or right side of the fare gates at each station. (City Provides Tips for Safe and Comfortable Skyline Experience)³⁷.

Skyline Park and Ride Lots

Park-and-ride lots are free for transit riders and are beneficial for local commuters. They offer convenient access to public transportation, reduce traffic congestion, and enhance connectivity with

³⁶ <https://www.honolulu.gov/cms-dts-menu/site-dts-site-articles-2/54285-skyline-ridership.html>

³⁷ <https://www.honolulu.gov/transportation/news-releases/54141-city-provides-tips-for-a-safe-and-comfortable-skyline-experience.html>

TheBus, Handi-Van, and ride-share services at all stations except Honouliuli - Ho'opili. This supports cost-effective and environmentally friendly commuting.

Table 13. Skyline Park and Rides ³⁸.

Lot Name	Spaces	Enter From	Open	Closed
Keone'ae - UH West O'ahu	304	Ho'omohala Avenue off Kualaka'i Parkway	3:50 AM	12:30 AM
Honouliuli - Ho'opili	334	Kamālie Mua Street off Ho'omohala Avenue	4:00 AM	8:00 PM
Hālawa - Aloha Stadium	590	Salt Lake Boulevard	3:30 AM	2:00 AM

³⁸ <https://www.honolulu.gov/cms-dts-menu/site-dts-site-articles-2/48789-interim-rail-park-and-rides.html>

Transit Costs

Skyline and TheBus Fares

Fares of local transit are essential to state employees as they directly impact their commuting costs and overall affordability of public transportation, influencing their transportation choices. Table 11 below presents TheBus Fares as of January 2023.

Table 14. TheBus Fares as of 1/1/2023³⁹.

Fare	Fare Details
Single Fare \$3.00	Fare is to be paid upon each boarding. Includes 2.5 hours of unlimited transfers. One (1) Child 5 years and under is FREE when riding with a fare-paying rider and not occupying a seat.
HOLO Card Fee \$2.00	Fee for initial and replacement cards. "HOLO Card" is a contactless, reusable, reloadable electronic fare card ("smart" card) that is linked to a fare account containing stored value.
One semester (5.5 months) Cost: \$225.00 (\$350.00 value)	TheBus University Bus Pass Program or U-PASS is a reduced-rate bus pass tailored to the needs of Hawai'i's University students.
Day Cap \$7.50	There are no additional payments for the day when this amount has been paid.
7-Day Pass \$30.00	N/A
Month Cap \$80.00	When this amount has been paid, there are no additional monthly payments.
Month Pass \$80.00	Valid 1st day of the month to the last day of the month.
Annual Pass \$880.00	It starts on the month purchased and ends 12 months later. Passes purchased after the 20th of the month will be active starting on the 1st day of the month.

³⁹ <https://www8.honolulu.gov/dts/fares-adult/>

HOLO Cards

The HOLO card is a critical component of public transit on O‘ahu, providing significant convenience and potential cost savings for riders of both TheBus and Skyline. As a versatile and reusable smart card, the HOLO card stores fare value and transit passes, allowing for a seamless tap-and-go experience when boarding participating transit services. This system is designed to streamline the payment process, eliminate the need for cash transactions, and integrate smoothly across different modes of transportation.

HOLO cards can be easily acquired at transit stations, convenience stores, various retail locations, and online through the HOLO card website. There is an initial purchase fee of \$2.00 for the card, separate from the fare value that needs to be loaded. Reloading the HOLO card is straightforward and can be done at transit centers, retail locations, or online, with options for setting up automatic reloads for added convenience.

Using the HOLO card is simple: riders tap the card on the reader upon boarding, and a green light indicates successful fare payment. If a transfer is needed, tapping the card again on the next bus or rail service will automatically apply any applicable transfer rules, with a 2.5-hour transfer period from the first tap.

One of the standout features of the HOLO card is fare capping, which ensures riders never spend more than the cost of a daily or monthly pass. This feature provides flexibility for those uncertain about the number of trips they will take in a day or month and rewards frequent riders by allowing them to ride free for the remainder of the period once the pass cost is reached. Figure 26 and Figure 27 below further illustrate how HOLO fare capping works (HOLO Card)⁴⁰.



Figure 26. Explanation of HOLO Single-Day Fare Capping⁴¹.

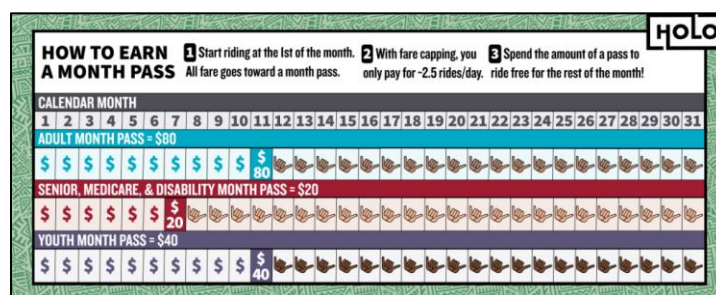


Figure 27. Explanation of HOLO One-Month Fare Capping⁴².

⁴⁰ <https://www.holocard.net/>

⁴¹ <https://www8.honolulu.gov/dts/fare-cap/>

⁴² <https://www8.honolulu.gov/dts/fare-cap/>

ACTIVE TRANSPORTATION

Active transportation includes human-powered modes like bicycles, electric bikes, wheelchairs, scooters, skateboards, and walking. It offers versatile commuting options and active alternatives to conventional vehicles, aiming to promote energy independence, physical activity, and safer urban mobility.

Bike share programs, such as Biki, are designed for short, point-to-point trips within a network of stations, ideal for quick urban commutes or errands. Users can pick up a bike from one station and drop it off at another.

Personally Owned Micromobility

Error! Reference source not found. illustrates the distribution of micromobility choices among state employees who commute to work using bikes or scooters. The largest segment, 47% (32 employees), use personally owned bicycles. Biki/Bikeshare services are the next most popular option, utilized by 25% (17 employees) of the respondents. Electric scooters and electric bikes account for 21% (14 employees) of micromobility users, while motorcycles and mopeds are the least common choice, used by 7% (5 employees). This distribution highlights state employees' preference for personally owned and bikeshare options, indicating potential areas for targeted improvements and support for these commuting modes. This data comes from question 7 of the survey, which asked *What type of vehicle describes what you normally use to commute?*

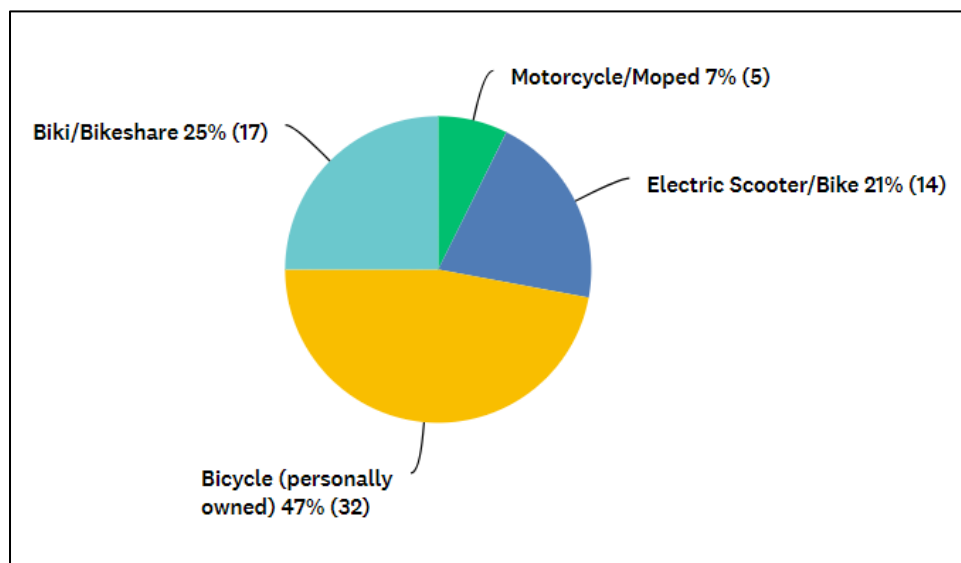


Figure 28. Micromobility Choices for State Employees who Bike or Scooter to Work.

Biki

Biki is Honolulu's bike-share program featuring 1,300 bikes at 130+ conveniently located solar-powered Biki Stops found throughout Honolulu. Biki offers convenient access to bicycles for short-term use. Users can rent bikes from various stations throughout the city, typically near popular destinations, transit hubs, and residential areas. Biki bikes are designed for short trips, making them ideal for commuting, running errands, or exploring the city. Riders typically pay for usage on a per-ride basis or through subscription plans, allowing flexibility in accessing the service. Biki promotes sustainable transportation options and aims to reduce Honolulu's traffic congestion and carbon emissions. Biki operates all year, 365 days, 24/7 (except for extreme weather or other emergencies). Biki stations are located from Iwilei through Kapi'olani Community College and Kaimukī.

The 2023 Honolulu Transportation Demand Management (TDM) Plan⁴³ features the Biki Employer Plan, which encourages businesses to promote the use of the Biki bike-share program among employees through discounted memberships and corporate accounts. This initiative aims to support sustainable commuting, reduce carbon emissions, and promote employee health. Participating employers benefit from reduced parking costs, improved employee satisfaction, and alignment with corporate social responsibility goals. The plan offers flexible membership options and comprehensive support to ensure successful implementation. The State does not offer a Biki Employer Plan, thus if a state employee uses Biki to work, they must pay for their membership out of pocket.

Biki Costs

Table 15 presents the Biki plan options and Table 16 presents the Biki single-ride costs.

Table 15. Biki Subscription Plan Options.

Subscription Plan	Cost	Details
The Commuter	\$25.00/month	An unlimited number of rides per month. Each ride may be up to 30 minutes. Best for riders who use Biki for short and regular trips.
The Voyager	\$30.00/month	An unlimited number of rides per month. Each ride may be up to 45 minutes. Best for riders who use Biki regularly, but don't ever want to rush.
The Free Spirit	\$55.00/each	A bank of 300 minutes to use in any increment for one year. Best for occasional, flexible Biki trips over days, weeks or months.
The Trekker	\$240/year	An unlimited number of rides per month. Each ride may be up to 45 minutes. Best value when using Biki regularly, but don't ever want to rush (\$120 annual saving compared to similar monthly plan - The Voyager).

Note: If riders exceed the time limit included in their membership plan or walk-up fare, they will be charged \$5.25 for each additional 30 minutes or fraction thereof, of overtime use. For example, if a user rides for 45 minutes they will be billed \$5.25 additional for that ride. If a user rides for 67 minutes an additional charge of \$10.50 will be added for that trip (two 30-minute intervals).

Note: Users must adhere to regulations mandating safety practices and timely returns to designated docking stations, failure of which may incur penalties.

⁴³ https://www.honolulu.gov/rep/site/dts/TDM_Plan_Final_20230710Reduced.pdf

Table 16. Biki Visitor and Single Ride Options.

Visitor or Single Ride Plan	Cost	Details
One-Way	\$5.00/per bike	For one single ride, up to 30 minutes. Pick up a Biki from one Biki Stop and return to any other. Up to four bikes on one charge.
The Jumper	\$20.00/each	An unlimited number of rides for 24 hours. Each ride may be up to 30 minutes.
The Getaway	\$45.00/each	An unlimited number of rides for 3 days. Each ride may be up to 30 minutes.
The Multi-Stop	\$55.00/each	A bank of 300 minutes to use in any increment for one year. Best for occasional, flexible Biki trips over days, weeks or months.

GoX Scooter Rental

Go X scooters are available for rent and return at over 50 partner locations across Waikīkī, making them an option state employees. Each Cruiser scooter travels at 15 mph and has a range of 30 miles. These advanced electric scooters provide a smooth and efficient way to get around. GoX is the only 24/7 scooter rental available on the island, and you can easily rent a scooter by downloading the Go X app. (GoX). GoX offers dockless scooter rentals where users can begin and end a ride at any location within the GoX service area.

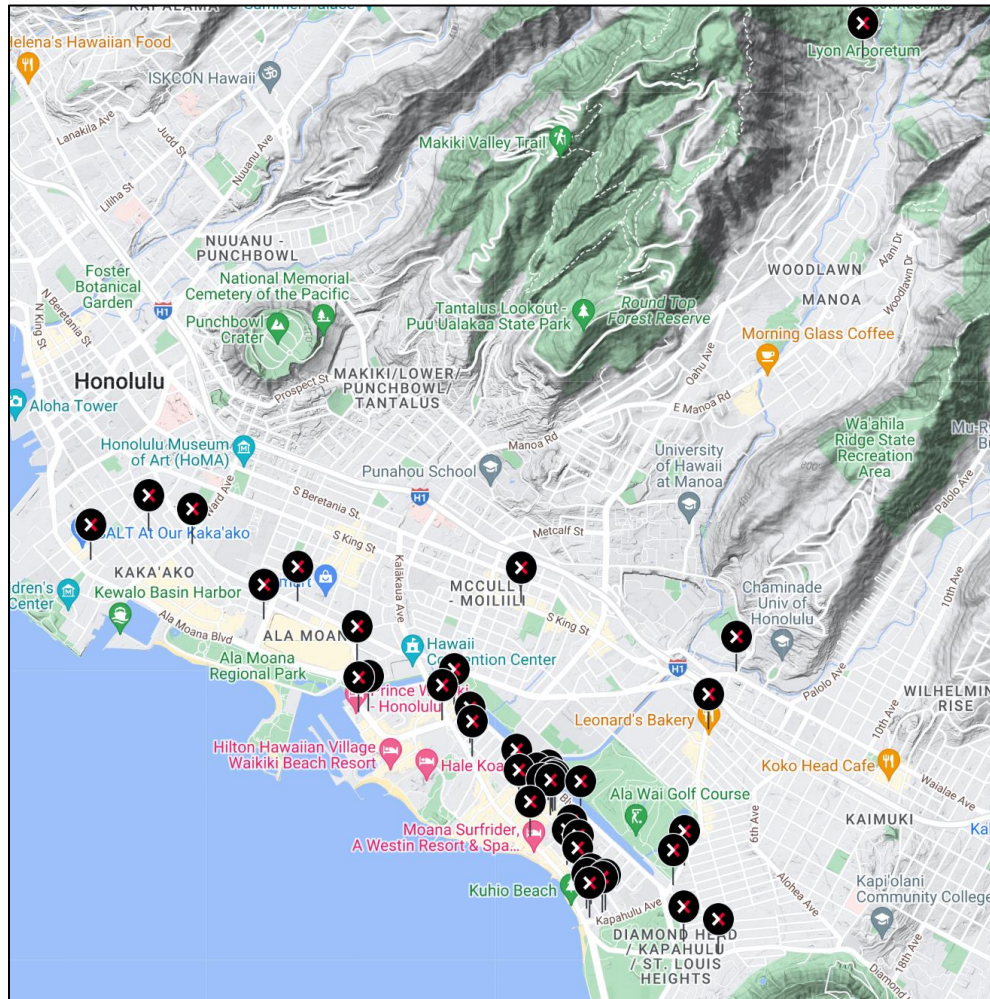


Figure 29. GoX Locations⁴⁴.

⁴⁴ <https://goxapp.com/scooter-rentals-in-honolulu>

Active Transportation Safety

Figure 30 and Figure 31 highlight high pedestrian injury corridors on Oahu, particularly from Salt Lake to Downtown and Downtown to Kaimuki. Major routes such as Dillingham Boulevard, Nimitz Highway, Ala Moana Boulevard, King Street, and Beretania Street are identified as critical areas with varying levels of pedestrian injury incidents. To increase the use of active modes on these corridors, safety interventions, such as enhancing crosswalk visibility, implementing traffic calming measures, improving lighting, and increasing public awareness are necessary to reduce pedestrian injuries and fatalities, and promote a safer and more walkable environment across Oahu. This is particularly relevant in the context of state employee needs, as those safety on these corridors will impact the effectiveness of active travel modes in downtown Honolulu, where many state employees commute to work (Oahu Pedestrian Plan)⁴⁵.



Figure 30. High Pedestrian Injury Corridor (Salt Lake to Downtown)⁴⁶.

45

https://www.honolulu.gov/rep/site/dts/dts_docs/20230525_Ped%20Plan%20Final%20Report_noappendices_compressed.pdf

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https://www.honolulu.gov/rep/site/dts/dts_docs/20230525_Ped%20Plan%20Final%20Report_noappendices_compressed.pdf



Figure 31. High Pedestrian Injury Corridor (Downtown to Kaimuki)⁴⁷.

Figure 32 includes a map that illustrates the walkability index of various regions across the island of O‘ahu, categorized by different levels of walkability. The index ranges from 1 to 20, with areas colored in orange representing the least walkable regions (1 - 5.75) and dark green representing the most walkable regions (15.26 - 20). Major urban areas around Honolulu show higher walkability scores, indicating better infrastructure and pedestrian accessibility. In contrast, rural and suburban areas have lower walkability scores, suggesting limited pedestrian-friendly amenities. This map highlights the disparity in walkability across O‘ahu, with urban centers being significantly more walkable than outlying areas.

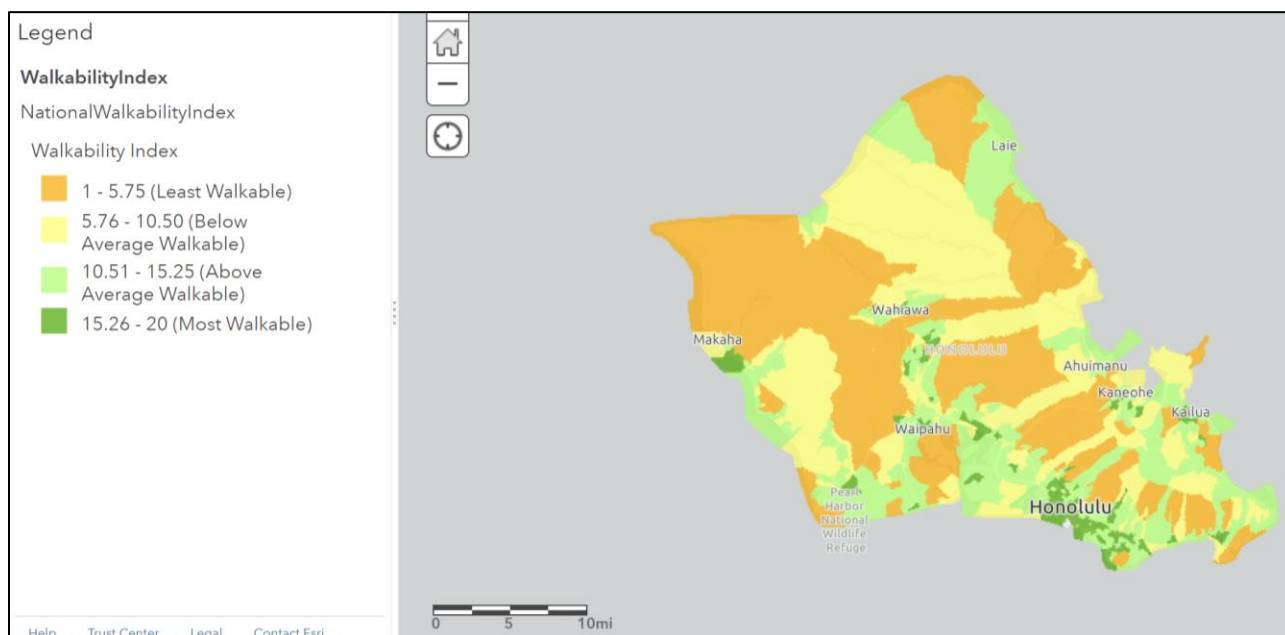


Figure 32. National Walkability Index⁴⁸.

Bike Lanes, Paths, and Routes

Presently, O‘ahu boasts 2.5 miles of protected bike lanes, 59.0 miles of shared use bike paths, 65.5 miles of bike lanes (including buffered bike lanes), and 9.7 miles of bike routes on shared roadways (Oahu Bike Plan).

Bicycle riding on the sidewalk is against the law in business districts (including Waikīkī and Downtown). Those caught violating this law can be subject to a \$55 fine. Ride on bike paths or designated bike lanes whenever possible. If not present, ride on the roadway.

The list below includes popular separated/protected bike lanes (two-way bike lanes with buffers and minor traffic barriers that separate from motor traffic).

- S. King Street
- South Street
- Pensacola Street
- Ward Avenue Separated Bike Lane (one-way on opposite sides)

This supportive bicycling infrastructure aims to keep bicyclists separated from motor vehicles, enhancing safety for cyclists and motorists, and promoting a sense of security for everyone on the road. (Biki FAQ)⁴⁹.

⁴⁸ <https://tinyurl.com/National-Walkability-Index>

⁴⁹ <https://gobiki.org/bikisafely/#:~:text=Currently%2C%20O%27ahu%20has%20%20miles,between%20bicyclists%20and%20motor%20vehicles>

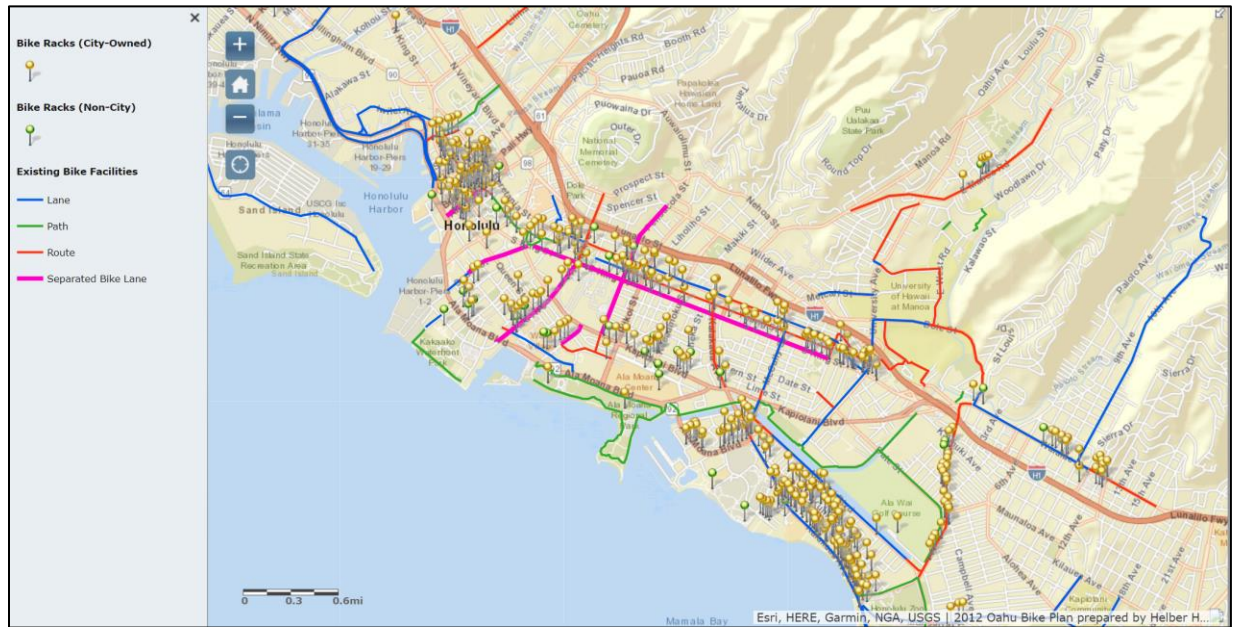


Figure 33 O'ahu Bikeways Map (Close-Up Of Honolulu).⁵⁰

⁵⁰ <https://tinyurl.com/Oahu-Bikeways-Map>

PARKING FACILITIES

The State of Hawai‘i’s Department of Accounting and General Services (DAGS) manages 23 employee parking lots on O‘ahu, most of these (20) located in downtown Honolulu. In addition, five lots are available for employee use at 3 Pier locations: these lots are managed by the Hawai‘i Department of Transportation (HDOT), and some are reserved for HDOT employees. In contrast, others are open to other state employees. This section includes tables summarizing vital information when assessing state employee parking.

State Employee Parking Lots

This section presents the state employee parking lots and relevant data from DAGS. DAGS has supplied several documents pertinent to the parking operations they manage, including:

- A copy of the Biweekly Parking Utilization Report (generated on April 22, 2024).
- A compilation of recent legislation and rule changes affecting parking rates.
- A complete inventory of parking lots on O‘ahu, Kaua‘i, Hawai‘i, and Maui has been recently verified and updated by DAGS Operations employees, sometimes through manual counting of available parking stalls of each type.
- Several internal spreadsheets containing data such as average vacancy rates for some lots during a specific week in 2023 and public parking rates at DAGS-managed lots.

Several types of employee parking spaces are defined, each with different monthly pass costs. “Assigned” spots are designated for a specific employee, often a director, while “Reserved” spots are available to any state employee with a pass for that lot. Additionally, costs vary between “Covered” and “Open” spots, depending on whether the lot is sheltered. Parking pass costs in Urban Honolulu are higher than other locations on O‘ahu. In the lot-specific tables in the sections below, monthly cost ranges reflect the availability of different classes of parking stalls at each location. The following tables illustrate the stratified cost schedule.

Table 17. Parking Costs in Central Honolulu.

Monthly Parking Costs in Central Honolulu						
Covered, Assigned	Covered, Reserved	Covered, Tandem Assigned	Covered, Tandem Reserved	Open, Assigned	Open, Reserved	Open, Tandem
\$70	\$60	\$55	\$50	\$45	\$40	\$30

Table 18. Parking Costs in Kapolei and Waipahu.

Monthly Parking Costs in Kapolei and Waipahu (outside Central Honolulu)				
Covered, Assigned	Covered, Reserved	Covered, Tandem Assigned	Open, Assigned	Open, Reserved
\$45	\$40	\$35	\$35	\$30

According to the DAGS, parking is more abundantly available for state employees when the State Legislature is not in session. Many spaces ordinarily available to employees during legislative sessions become reserved for legislative use.

It's important to note that state employee parking is heavily subsidized when compared to the average Honolulu market rates for monthly parking. According to the City and County of Honolulu Emissions Reduction Plan (DAGS 2023), the average monthly cost for parking is \$125 for public spaces and \$309 for private spaces. Further, figures from Q1 2024 provided by a Honolulu parking facility management company, Metropolis (formerly SP+), show that average monthly automobile parking rates for various parking facilities in the area range from \$145 to \$474. Table 19 below compares these market rates to state employee rates and illustrates how state employee parking is vastly underpriced, depriving the state of revenue while also encouraging driving.

Table 19. Parking Costs Comparison of O'ahu Market Rates and State Employee Rates.

Average Monthly Parking Rate (Emissions Reduction Plan, 2023)	\$217
Average Monthly Parking Rate (Metropolis, 2024)	\$268
State Employee Average Monthly Parking Rate (DAGS, 2024)	\$30-\$70
Approximate Monthly Parking Subsidy Per Space for State Employees	\$147-\$238
Calculated by: [average market rates - state employee parking rate]	

In the tables below, utilization is defined as the number of employee passes sold for a lot divided by the total number of spots in that lot reserved for state employees. It is important to note that this measure does not reflect the daily usage of the spots. For example, a utilization rate of 145% does not mean that 45% more cars are attempting to park in each lot on an average day. Instead, utilization rates over 100% reflect DAGS's policy of overselling the number of passes per lot, based on the assumption that not every employee with a pass will be going to work and attempting to park each day. There are not enough parking spots for every state employee to have one. According to DAGS operations leadership, this approach has not resulted in any issues. This is partly because many of DAGS's larger lots, which have over 100 spaces, also include public parking areas. If the number of employees exceeds the number of reserved spots, the public spaces can accommodate the overflow. However, according to DHRD, this challenge has resulted in recruitment challenges for prospective employees that do not take state jobs due to a lack of available parking.

Central Honolulu Lots

For every lot in Downtown Honolulu, the daily contractor/vendor parking rate is \$12. Monthly contractor/vendor passes are available for \$140.

Table 20. Parking Lot A- Makai Garage.

Parking Lot A- Makai Garage			530 Halekauwila St., Honolulu, HI 96813		
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
373	292	77	4	\$40-\$70	145%
Notes: • Bike racks are available. • Hourly public parking is available at \$2/hour for the first 2 hours, and \$4/hour thereafter. • With Lot P, Lot A is under a joint maintenance and cleaning contract, for which DAGS pays \$76,800. This contract does not include management costs (attendant pay, etc.); DAGS handles this.					

Table 21. Parking Lot B- Ke'elikōlani.

Parking Lot B- Ke'elikōlani		Rear of 830 Punchbowl St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
10	10	\$30-\$45	50%
Notes: • No bike racks are available.			

Table 22. Parking Lot C- Hale 'Auhau/ Ke'elikōlani.

Parking Lot C- Hale 'Auhau/Ke'elikōlani		830 Punchbowl St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
9	9	\$30-\$45	67%
Notes: • Bike racks are available.			

Table 23. Parking Lot D- Kekūnaō‘a/Alī‘iōlani/Kapuāiwa Bldg.

Parking Lot D- Kekūnaō‘a/Alī‘iōlani/Kapuāiwa Bldg.		465 South King St., Honolulu, HI 96813			
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
139	94	42	3	\$30-\$70	116%
Notes:					
- Bike racks are available. - Hourly public parking is available at \$2/hour, with a 4-hour maximum.					

Table 24. Parking Lot E- Hemmeter Center.

Parking Lot E- Hemmeter Center		250 South Hotel St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
16	16	\$50-\$70	94%
Notes: Bike racks are not available.			

Table 25. Parking Lot F- ‘Iolani Palace Grounds.

Parking Lot F- ‘Iolani Palace Grounds		364 South King St., Honolulu, HI 96813			
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
107	60	44	3	\$30-\$70	118%
Notes:					
- Bike racks are available. - Hourly public parking is available at \$2/hour for the first 2 hours and \$4/hour thereafter, with a 4-hour maximum.					

Table 26. Parking Lot G- Kalanimoku Building.

Parking Lot G- Kalanimoku Building			1151 Punchbowl St., Honolulu, HI 96813		
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
275	226	47	2	\$30-\$70	120%
Notes:					
- Bike racks are available. 2 EV charging spaces available. - Hourly public parking is available at \$2/hour, with a 2-hour maximum.					

Table 27. Parking Lot I- State Office Towers.

Parking Lot I- State Office Towers		1177 Alakea St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
30	30	\$30-\$70	97%
Notes:			
Bike racks are available.			

Table 28. Parking Lot J- Circuit Tower Building.

Parking Lot J- Circuit Tower Building		777 Punchbowl St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
152	152	\$50-\$70	89%
Notes:			
Bike racks are not available.			

Table 29. Parking Lot L- Kīnaʻu Hale Building.

Parking Lot L- Kīnaʻu Hale Building			1250 Punchbowl St., Honolulu, HI 96813		
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
215	150	62	3	\$30-\$70	133%
Notes:					
- Bike racks are available. - Hourly public parking is available at \$2/hour, with a 2-hour maximum.					

Table 30. Parking Lot M- King Kalakaua Bldg.

Parking Lot M- King Kalakaua Bldg.		335 Merchant St., Honolulu, HI 96802	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
13	13	\$30-\$45	100%
Notes:			
Bike racks are available.			

Table 31. Parking Lot N- Aliʻi Place.

Parking Lot N- Aliʻi Place		1099 Alakea St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
435	435	\$30-\$70	91%
Notes:			
- Bike racks are available. - DAGS rents this lot from a private company at \$23,000 monthly. - If 435 passes are sold at \$70, DAGS grosses \$30,450 per month from operating this lot.			

Table 32. Parking Lot OR & L.

Parking Lot OR & L			333 N. King St., Honolulu, HI 96817	
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	Monthly Cost for State Employees	Utilization
57	41	16	\$30-\$45	71%
Notes:				
Bike racks are available.				

Table 33. Parking Lot P- Multideck Structure.

Parking Lot P- Multideck Structure		869-A Punchbowl St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
381	381	\$30-\$70	82%
Notes: - Bike racks are not available. - With Lot A, Lot P is under a joint maintenance and cleaning contract, for which DAGS pays \$76,800. This contract does not include management costs (attendant pay, etc.); DAGS handles this.			

Table 34. Parking Lot Q- Agriculture Building.

Parking Lot Q- Agriculture Building		1428 South King St., Honolulu, HI 96814	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
45	45	\$30-\$45	80%
Notes: Bike racks are not available.			

Table 35. Parking Lot R- South Street Garage.

Parking Lot R- South Street Garage			564 Pohukaina St., Honolulu, HI 96813		
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
475	314	156	5	\$30-\$70	136%
Notes: - Bike racks are available. 2 EV charging spaces available. - Hourly public parking is available at \$2/hour for the first 2 hours, and \$4/hour thereafter.					

Table 36. Parking Lot S- State Capitol Building.

Parking Lot S- State Capitol Building			415 South Beretania St., Honolulu, HI 96813		
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
456	392	59	4	\$50-\$70	92%
Notes: • Bike racks are available. • 4 EV charging spaces available. • Hourly public parking is available at \$2/hour for the first 2 hours and \$4/hour thereafter, with a 4-hour maximum.					

Table 37. Parking Lot T- District Court Building.

Parking Lot T- District Court Building		1111 Alakea St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees	Utilization
209	209	\$50-\$70	95%
Notes: • Bike racks are not available.			

Table 38. Parking Lot V- Vineyard Street Garage.

Parking Lot V- Vineyard Street Garage			1418 Punchbowl St., Honolulu, HI 96813		
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
432	383	47	2	\$30-\$70	126%
Notes: • Bike racks are not available. • Hourly public parking is available at \$2/hour, with a 2-hour maximum. • Part of Lot V is reserved for legislators while the General Assembly is in session (June-November).					

O'ahu Lots- Outside of Central Honolulu (Kapolei, Waipahu)

For every lot on O'ahu outside Urban Honolulu, the daily contractor/vendor parking rate is \$7. Monthly contractor/vendor passes are available for \$90.

Table 39. Parking Lot KJ- Ronald Moon Judiciary Bldg.

Parking Lot KJ- Ronald Moon Judiciary Bldg.		4675 Kapolei Parkway, Kapolei, HI 96707			
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
378	168	198	12	\$30-\$45	136%
Notes:					
- Bike racks are available. - Hourly public parking is available at \$1/hour, with a 2-hour maximum.					

Table 40. Parking Lot KP- Kakuhihewa Building.

Parking Lot KP- Kakuhihewa Building		601 Kamokila Blvd., Kapolei, HI 96707			
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
517	432	81	4	\$30-\$45	107%
Notes:					
- Bike racks are available. - Hourly public parking is available at \$1/hour, with a 2-hour maximum.					

Table 41. Parking Lot W- Waipahu Civic Center.

Parking Lot W- Waipahu Civic Center		94-275 Mokuola St., Waipahu, HI 96797			
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees	Utilization
204	127	70	7	\$30-\$45	76%
Notes:					
- Bike racks are available. - Hourly public parking is available at \$1/hour, with a 2-hour maximum.					

O'ahu Lots- Pier Lots

HDOT manages lots at three pier-side locations. The lots at Pier 2 are the ones most utilized by State employees outside HDOT, as it is more central than the other 2 locations and has the most spots available to non-HDOT employees. As HDOT manages these lots, DAGS does not have readily available biweekly utilization data.

Table 42. Parking Lot Pier 2- Ballpark Lot.

Parking Lot Pier 2- Ballpark Lot		Pier 2 Channel St
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees
155	155	\$25
Notes:		
Bike racks are not available.		

Table 43. Parking Lot Pier 2- DOH Lot.

Parking Lot Pier 2- DOH Lot		Pier 2 Channel St
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees
41	41	\$25
Notes:		
Bike racks are not available.		

Table 44. Parking Lot Pier 11- Shed and Admin.

Parking Lot Pier 11- Shed and Admin			700 Fort St., Honolulu, HI 96813	
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees
108	88	7	1	\$15-\$25
Notes:				
- Spots are rented to DOT Harbors Employees Only - Bike racks are available. - Public parking is available at no charge.				

Table 45. Parking Lot Sand Island Baseyard- Admin.

Parking Lot Sand Island Baseyard- Admin				48 Sand Island Access Road, Honolulu, HI 96819
Total # of Spaces	# of State Employee Spaces	# of Public Spaces	# of ADA Parking Spaces	Monthly Cost for State Employees
9	6	3	1	\$15-\$25
Notes: • Bike racks are available. • Public parking is available at no charge.				

Table 46. Parking Lot Sand Island Baseyard- Open Stalls.

Parking Lot Sand Island Baseyard- Open Stalls		Pier 2 Channel St
Total # of Spaces	# of State Employee Spaces	Monthly Cost for State Employees
30	30	\$5
Notes: • Spots are available on a first-come-first-serve. • Bike racks are not available.		

POLICY AND REGULATIONS

State Transportation Regulations

Policies on O‘ahu shape the commuting experience by promoting safety and efficiency. Regulations and initiatives dictate what is allowed and not, affecting daily travel choices and behaviors.

Bike Registration

“Any bicycle (with wheels over 20” in diameter) that will be operated on the roadways must be registered with the City & County of Honolulu to ride on O‘ahu (it’s a \$15 one-time fee that can help HPD get your bike back to you in the case it gets stolen). The (one-time) registration fee for Class 1 pedal-assist electric bicycles (under 750 watts / 1 h.p.) is \$30” (League)⁵¹.

Bicycle helmets (§291C-150)

“No person under sixteen (16) years of age shall operate a bicycle on a street, bikeway, or any other public property unless that person is wearing a properly fitted and fastened bicycle helmet. This requirement also applies to a person who rides on a bicycle while in a restraining seat that is attached to the bicycle or who rides in a trailer towed by the bicycle” (League)⁵².

Waikīkī (§15-4.6c)

“No person shall ride a bicycle, skateboard, or roller skate upon any sidewalk in Waikīkī” (League)⁵³.

Senate Bill 2894

Senate Bill 2894 mandates the Department of Transportation to create a State Employee Commuter Benefits Program offering free or subsidized public transit to state employees. The Hawai‘i Climate Change Mitigation and Adaptation Commission endorses this bill, emphasizing its importance for achieving the state’s 2045 carbon emission targets⁵⁴. This bill was not signed into law.

Department of Transportation Services ADA (Title II)

The City & County of Honolulu, Department of Transportation Services (DTS), as a recipient of federal financial assistance, has certified and provided assurances that it and O‘ahu Transit Services, Inc. (OTS), the non-profit corporation contracted by DTS to provide TheBus and TheHandi-Van services, will fully comply with the U.S. Department of Transportation’s DTS and OTS are committed to ensuring that no individual with a disability shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination concerning the provision of public transportation facilities, vehicles, or services (ADA (Title II) Policy).

Electric Scooter Law: Hawai‘i House Bill 72 (HB-72: §249 and §291C)

Under Hawai‘i’s updated legislation, e-scooters have been granted legality on streets and roadways. This law mandates e-scooter users to adhere to motorist regulations while granting counties the authority to regulate e-scooter operations on local thoroughfares, sidewalks, and bike paths. Some key provisions include age restrictions, mandatory helmet usage for minors, single-rider limitations, and

⁵¹ <https://hbl.org/resources/Hawai'i-bike-laws/>

⁵² <https://hbl.org/resources/Hawai'i-bike-laws/>

⁵³ <https://hbl.org/resources/Hawai'i-bike-laws/>

⁵⁴ https://data.capitol.Hawai'i.gov/sessions/session2024/testimony/SB2894_TESTIMONY_TCA-LBT_02-14-24_PDF

guidelines against obstructive cargo. Penalties for reckless operation and regulations for rental companies have also been instituted (Relating to Electric Foot Scooters)⁵⁵.

The necessity for this updated legislation stems from the aim to alleviate traffic congestion in Honolulu by providing a legal, eco-friendly alternative mode of transportation. E-scooters offer a convenient solution, particularly for residents lacking personal vehicles, and become increasingly indispensable as tourist reliance on rental cars surges. Thus, the new e-scooter law modernizes transportation regulations and addresses evolving mobility needs and environmental concerns in Hawai'i (Honda 2022).

Pickup trucks; passenger restrictions: Haw. Rev. Stat. § 291-14

This law prohibits standing in the bed of a moving pickup truck. It restricts driving with passengers in the bed unless specific conditions are met, such as unavailability of cab seating or secure enclosure of the bed area. Exemptions apply to businesses subject to state regulations and during authorized events. Violations incur fines, with steeper penalties for endangering twelve or under passengers. A pickup truck is a light vehicle with a cab covering the driver's seat and an open bed for cargo designed to retain contents within. These regulations aim to enhance the safety and responsible use of pickup trucks for transportation.

⁵⁵ https://www.capitol.Hawaii.gov/sessions/session2021/bills/HB72_SD2_.htm

APPENDICES

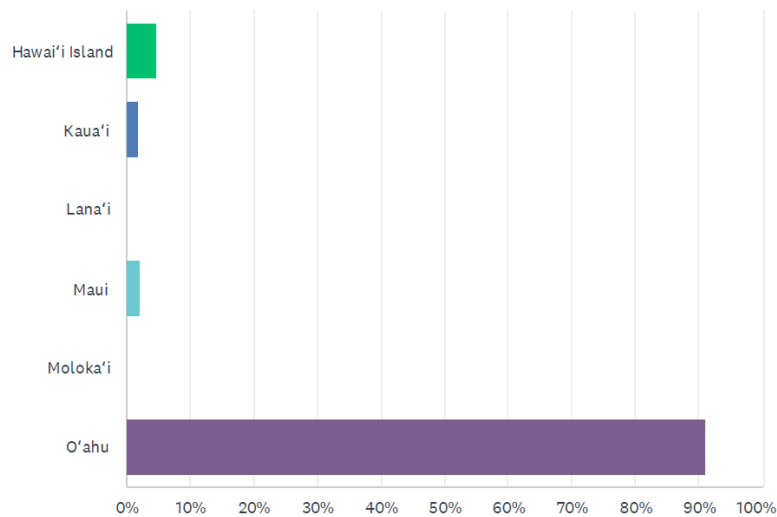
APPENDIX A

Survey Results

Below are the complete results from the state employee survey. These are filtered to state employees living on O'ahu (besides question 1) and are meant to provide a detailed summary of the survey questions and results. Open-response questions and answers have been removed to protect the privacy of survey respondents.

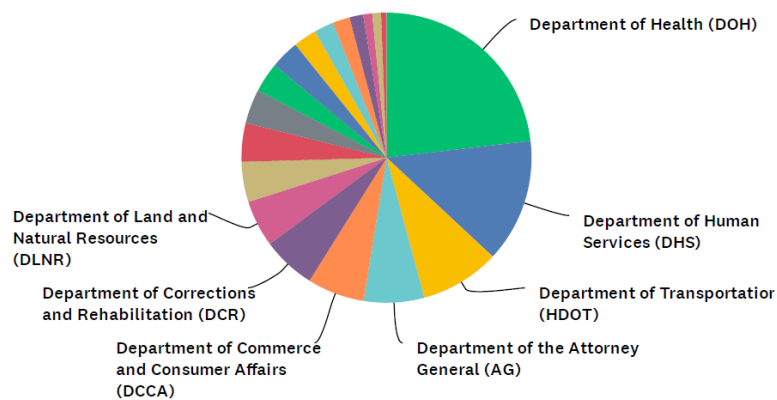
Q1 What island are you based on? Please select from the dropdown list below.

Answered: 4,388 Skipped: 0



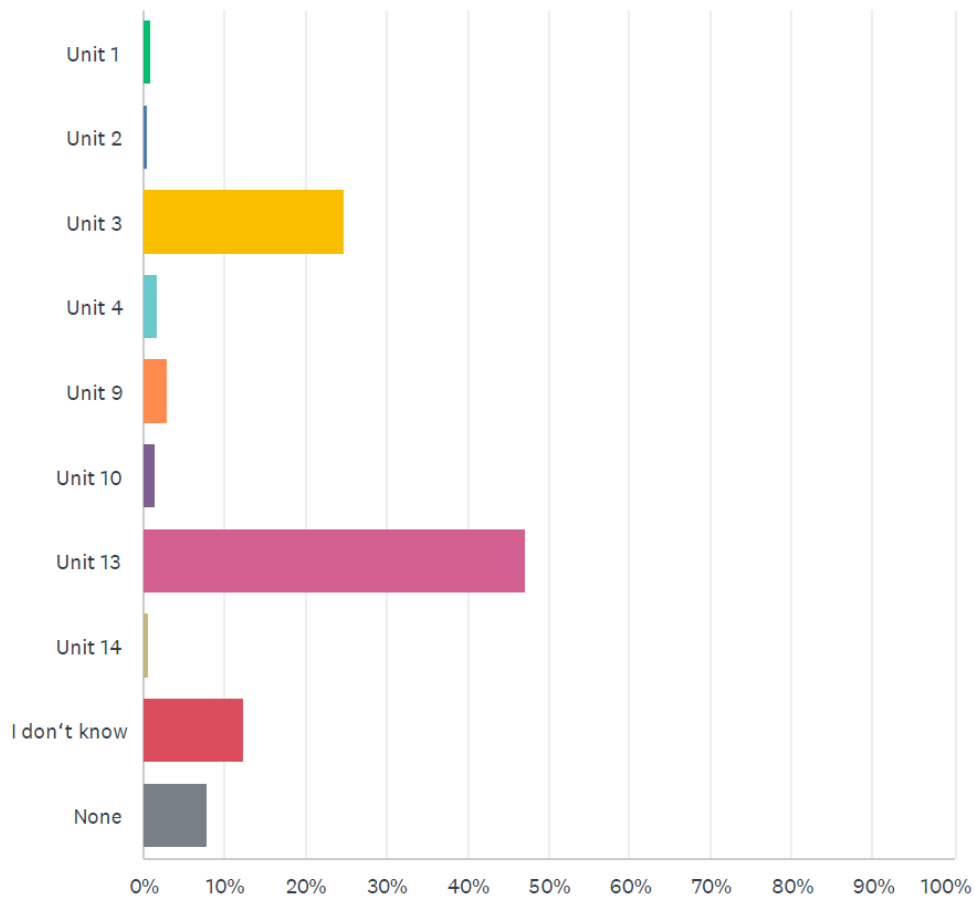
Q2 What is your department or department that your agency is attached to? Please select from the dropdown list below:

Answered: 4,388 Skipped: 0



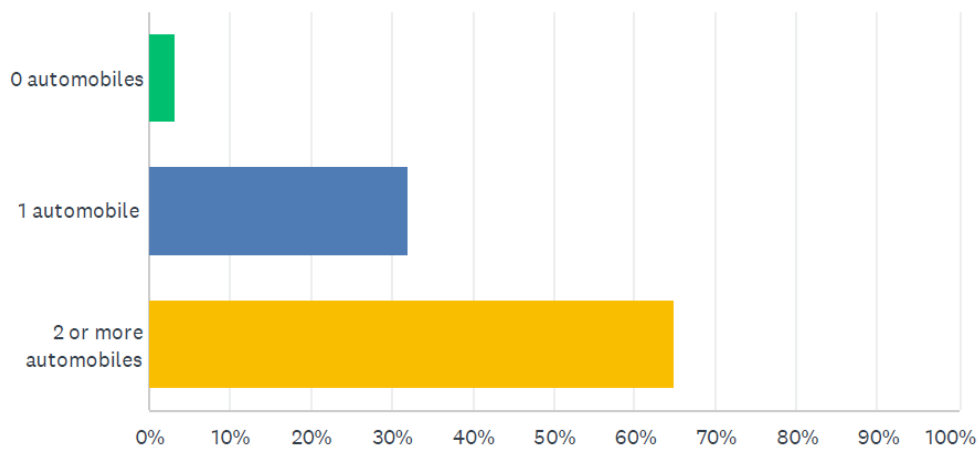
Q3 What bargaining unit do you belong to or are coded as?

Answered: 4,388 Skipped: 0



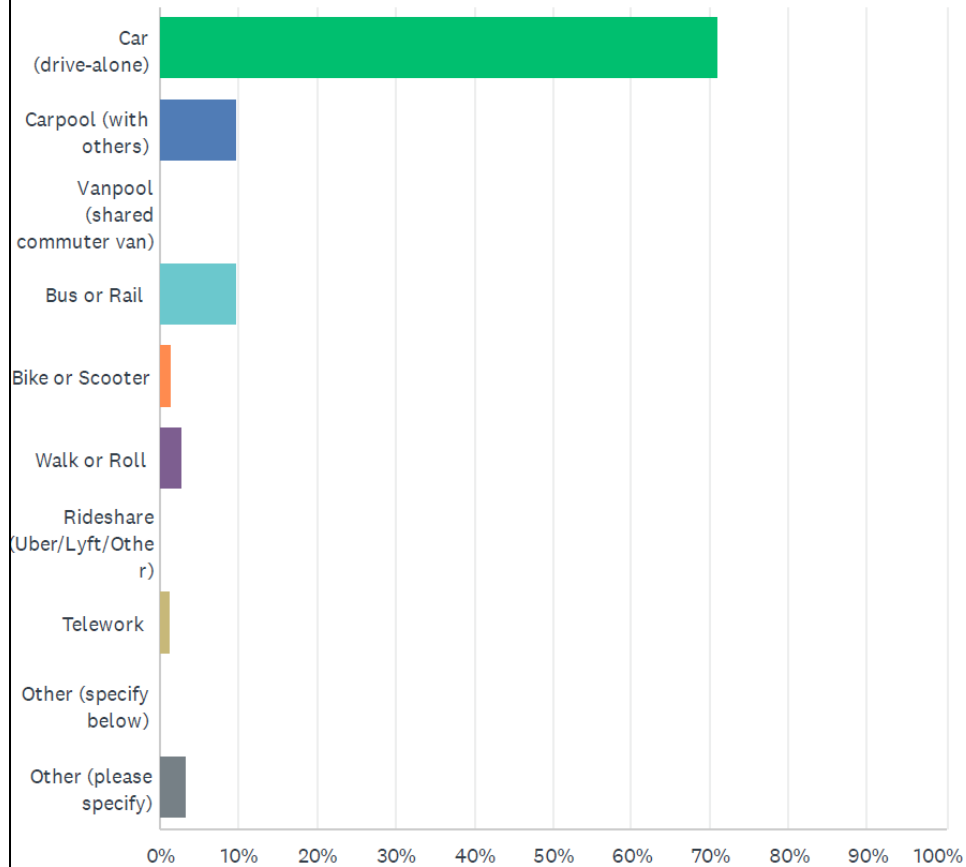
Q4 How many automobiles are available to your household?

Answered: 4,388 Skipped: 0



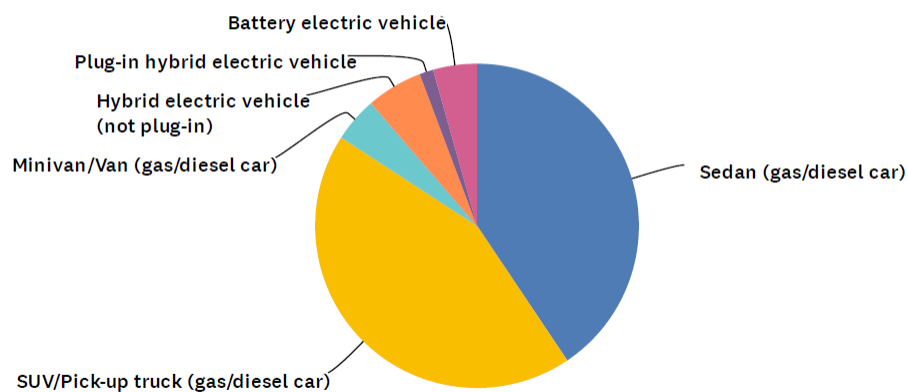
Q5 What is your primary travel mode for commuting?

Answered: 4,388 Skipped: 0



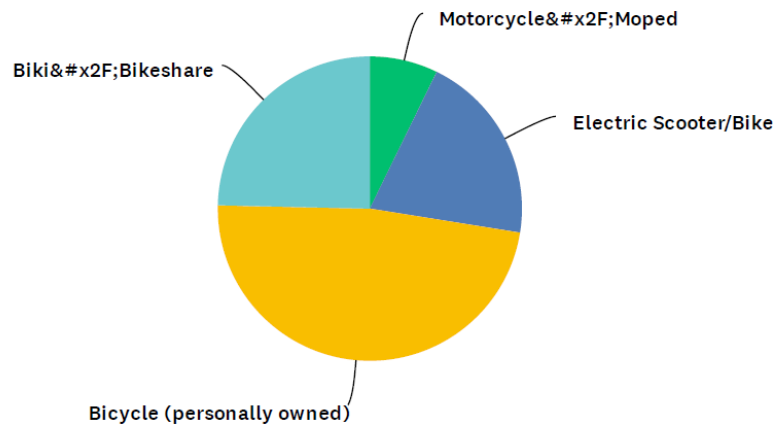
Q6 What type of vehicle describes what you normally use to commute?

Answered: 3,621 Skipped: 767



Q7 What type of vehicle describes what you normally use to commute?

Answered: 69 Skipped: 4,319



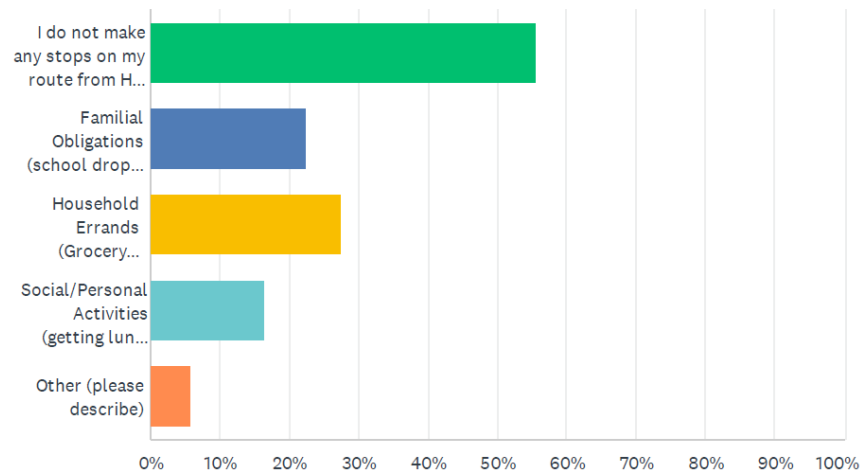
Q8 Please indicate your primary travel mode for commuting each day of the week by checking the corresponding option in the matrix below. Select the commute mode that corresponds to the day of the week for each row. If you do not work on a given day, please select Off Work.

Answered: 4,319 Skipped: 69

	OFF WORK	CAR (DRIVE-ALONE)	CARPPOOL (WITH OTHERS)	VANPOOL (SHARED COMMUTER VAN)	BUS OR RAIL	BIKE OR SCOOTER	WALK OR ROLL	UBER, LYFT, OR OTHER	TELEWORK
Monday	1.27% 55	63.49% 2,742	8.91% 385	0.12% 5	9.12% 394	1.39% 60	2.45% 106	0.21% 9	10.26% 443
Tuesday	0.83% 36	63.39% 2,738	9.82% 424	0.09% 4	9.38% 405	1.34% 58	2.76% 119	0.25% 11	9.33% 403
Wednesday	0.81% 35	63.32% 2,735	9.33% 403	0.09% 4	9.03% 390	1.37% 59	2.62% 113	0.21% 9	10.44% 451
Thursday	0.86% 37	62.95% 2,719	9.54% 412	0.09% 4	9.17% 396	1.41% 61	2.59% 112	0.16% 7	10.60% 458
Friday	1.32% 57	60.87% 2,629	9.05% 391	0.09% 4	9.08% 392	1.34% 58	2.50% 108	0.19% 8	12.99% 561
Saturday	85.51% 3,693	9.35% 404	2.01% 87	0.05% 2	1.11% 48	0.14% 6	0.28% 12	0.09% 4	0.53% 23
Sunday	87.89% 3,796	7.62% 329	1.83% 79	0.02% 1	1.07% 46	0.09% 4	0.35% 15	0.14% 6	0.23% 10

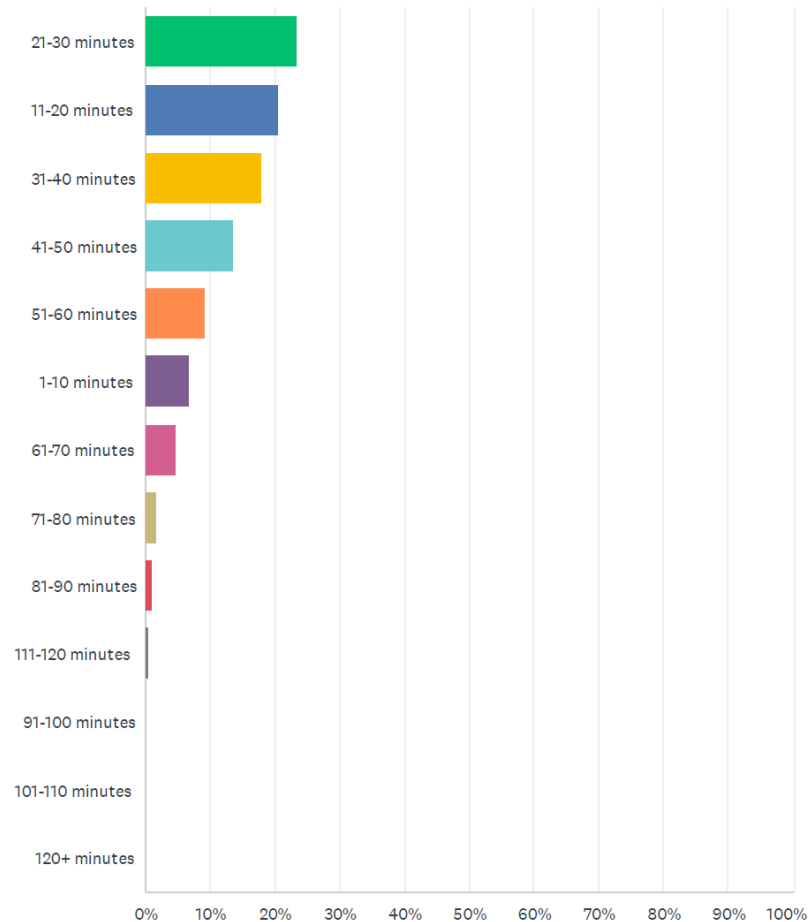
Q9 Do you make any stops on your route from HOME TO WORK? If so, please select all that apply.

Answered: 4,242 Skipped: 146



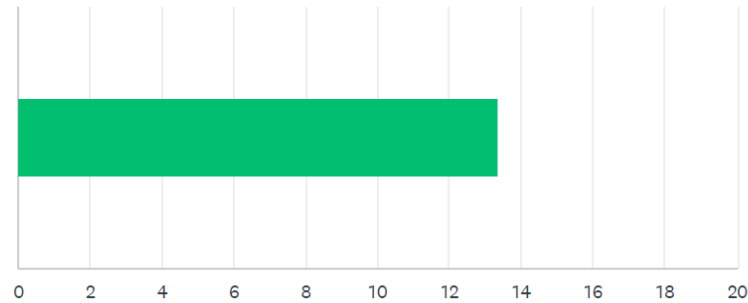
Q11 On average, how long does it take you to commute from HOME TO WORK?

Answered: 4,242 Skipped: 146



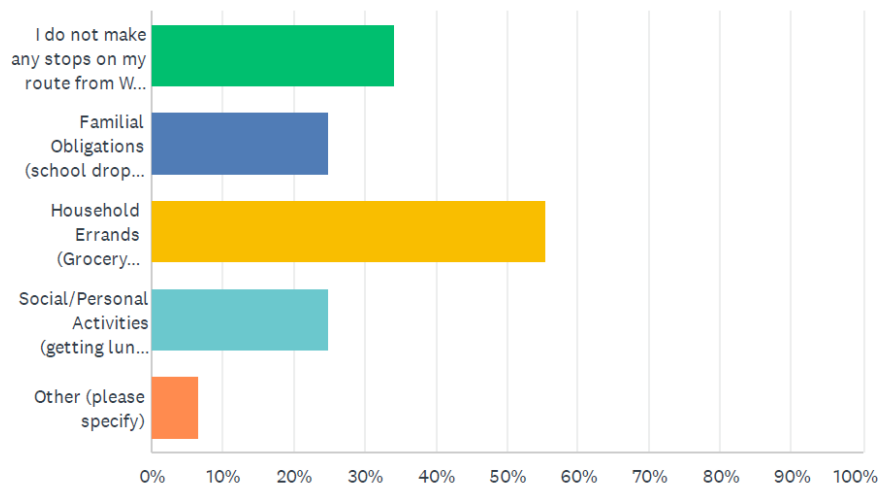
Q12 Approximately, how far do you travel to commute from HOME TO WORK, including any detours like dropping off kids to school on the way to work? You can use Google Maps or another tool to help answer this question. Please adjust the slider below or enter an exact value using the input box to the right of the slider.

Answered: 4,242 Skipped: 146



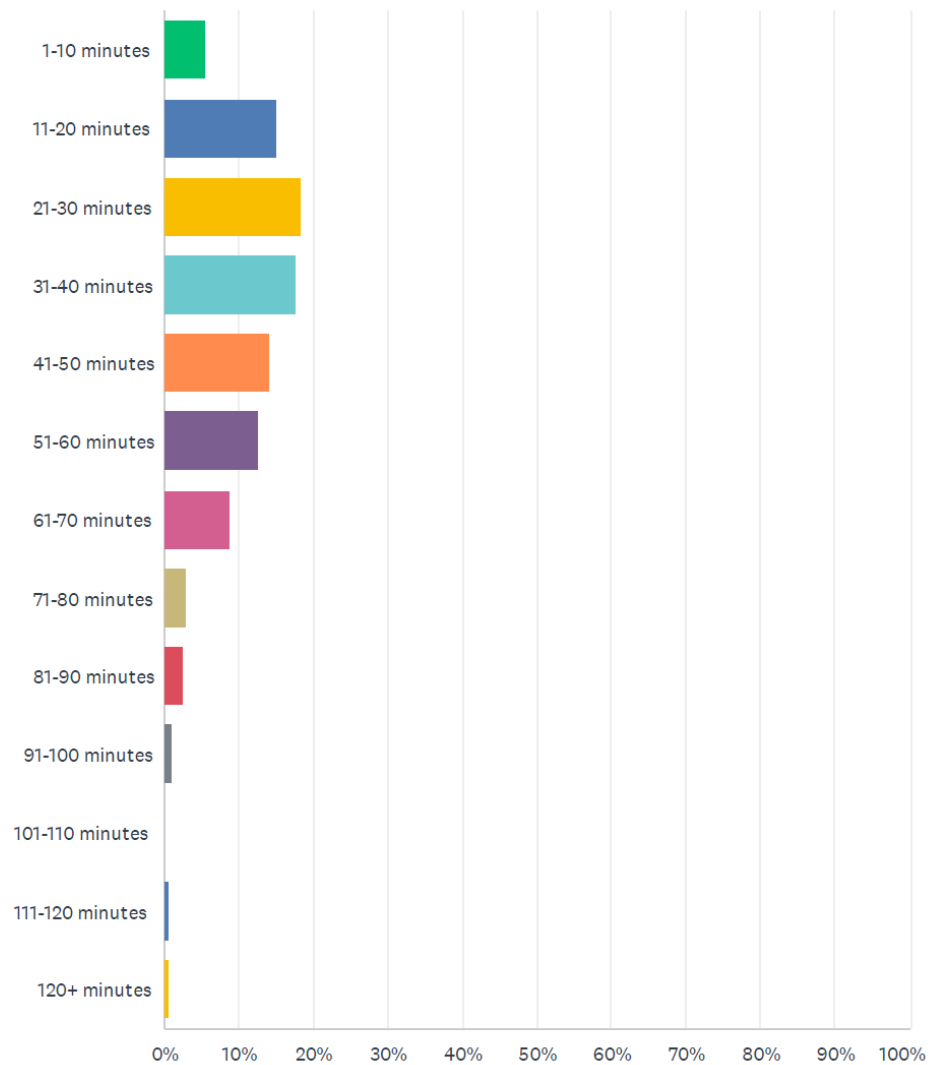
Q13 Do you make any stops on your route from WORK TO HOME? If so, please select all that apply.

Answered: 4,194 Skipped: 194



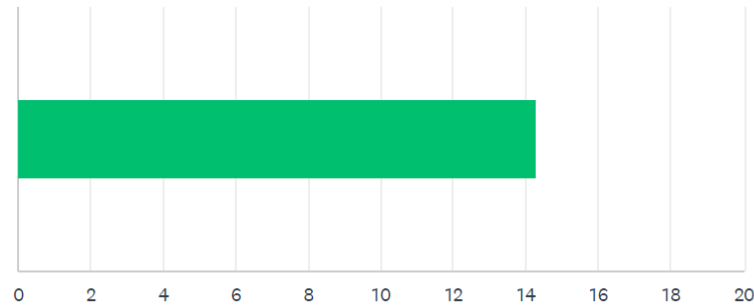
Q15 On average, how long does it take you to commute from WORK TO HOME?

Answered: 4,194 Skipped: 194



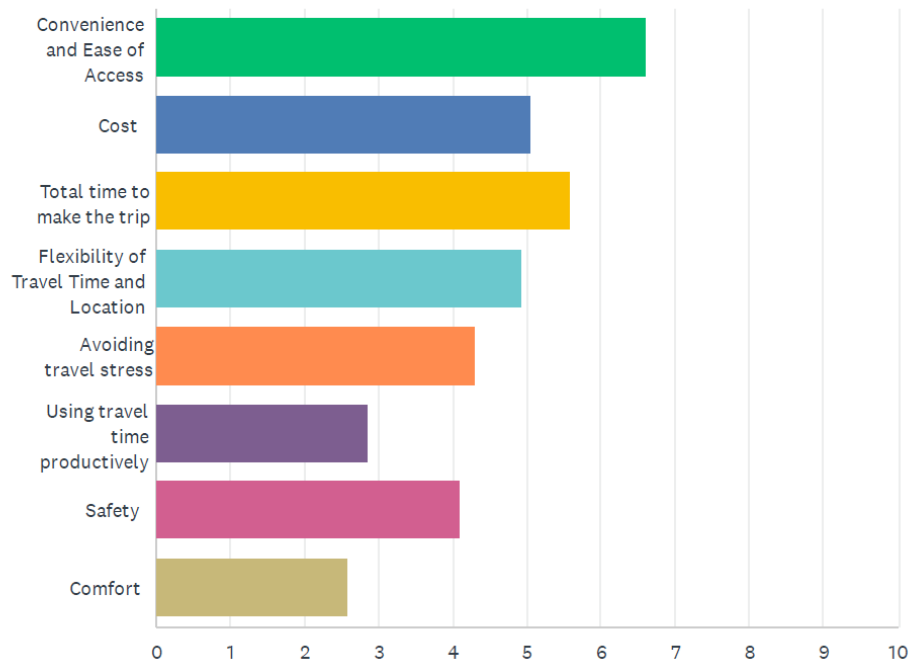
Q16 Approximately, how far do you travel to commute from WORK TO HOME, including any detours like picking up kids from school on the home from work? Please adjust the slider below or enter an exact value using the input box to the right of the slider. You can use Google Maps or another tool to help answer this question.

Answered: 4,194 Skipped: 194



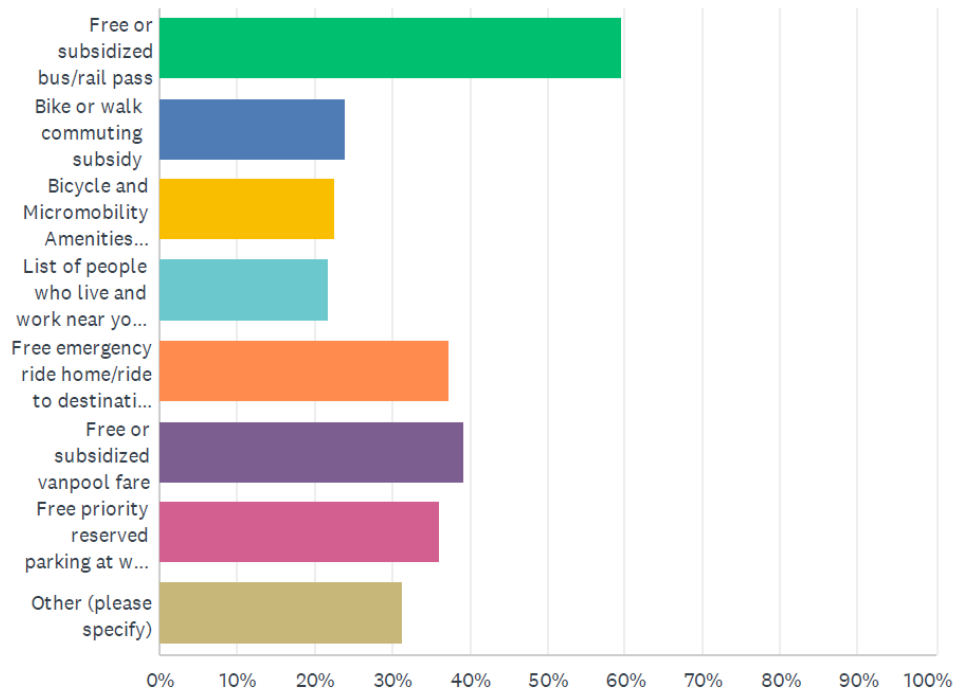
Q18 Please rank the following travel attributes based on what is most important to you when deciding what type of transportation you use to get to and from work. Please rank the following travel attributes from 1-8, where 1 is most important and 8 is least important.

Answered: 3,971 Skipped: 417



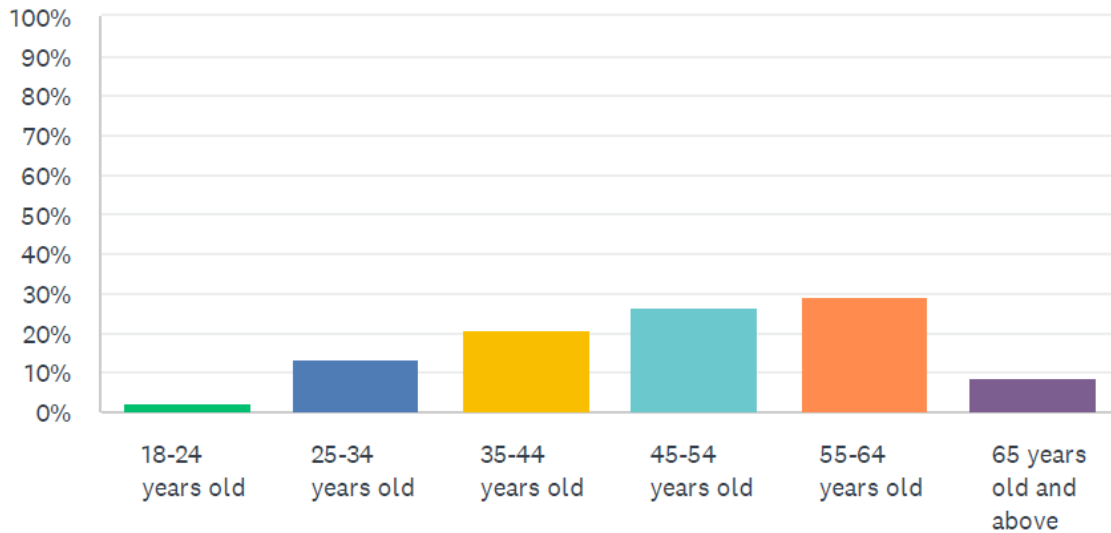
Q19 Below are several services, incentives, and amenities that might encourage you to start continue or increase your use of commute alternatives, such as carpooling, riding the bus or train, biking, or walking. Please select the top three services that would be the most influential in encouraging you to change your commuting behavior.

Answered: 3,971 Skipped: 417



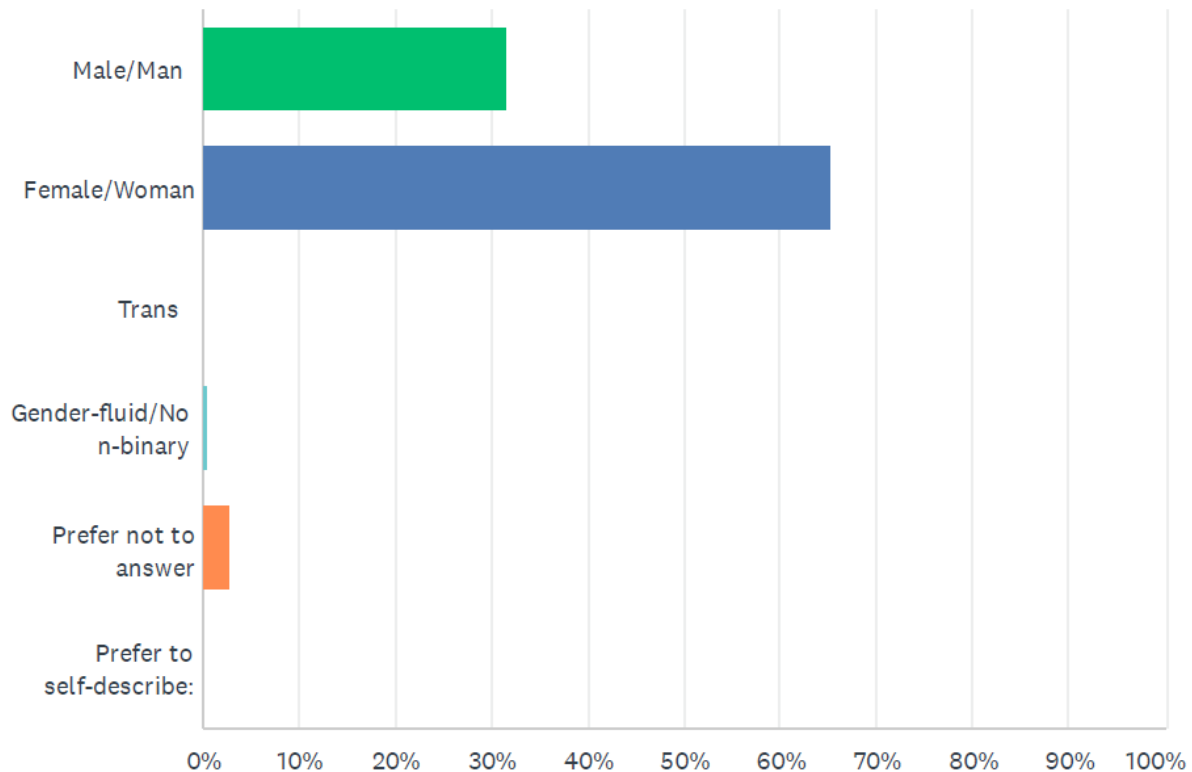
Q20 What is your age?

Answered: 3,875 Skipped: 513



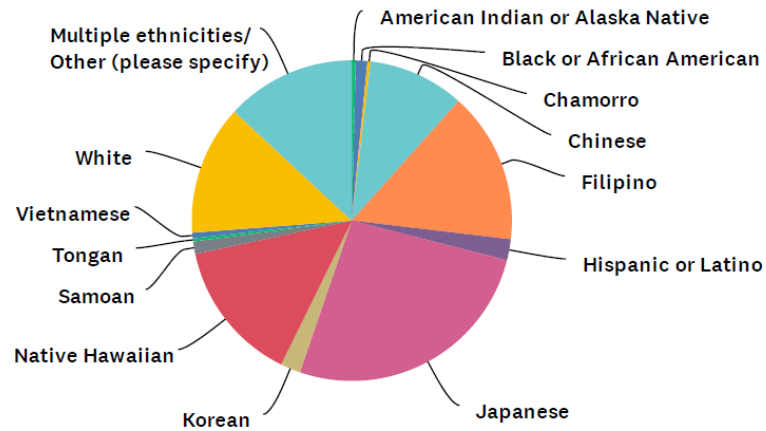
Q21 What gender do you identify with today?

Answered: 3,875 Skipped: 513



Q22 Which race or ethnicity best describes you? (Please choose only one.)

Answered: 3,875 Skipped: 513



APPENDIX B

Table of All State Employee Office Locations

The table below includes all 177 state employee office locations. Departments that share building locations have their headcounts merged to reflect the true total at each location. The state uses department codes to simplify long department titles. For departments sharing office locations, the headcount for each department is listed in parentheses next to the department code, with the total headcount for that location shown in the *Total Headcount* column.

Appendix Table 1. State Employee Office Locations with Headcount.

Department	Total Headcount	Location Street Address	City	Zip Code
LBR (416), TAX (268), AGS (9)	693	830 PUNCHBOWL ST	HONOLULU	96813
TRN (561), LAW (59), AGR (11)	631	300 RODGERS BLVD	HONOLULU	96819
HMS (189), TRN (130), ATG (125), HTH (104), LNR (21), AGS (8), HMS (5), LNR (1)	583	601 KAMOKILA BLVD	KAPOLEI	96707
HTH	580	45-710 KEAAHALA ROAD	KANEOHE	96744
AGS (304), LNR (237)	541	1151 PUNCHBOWL ST	HONOLULU	96813
DCR	478	2199 KAMEHAMEHA HIGHWAY	HONOLULU	96819
DCR	369	99-902 MOANALUA ROAD	AIEA	96701
CCA (311), AGS (3)	314	335 MERCHANT ST	HONOLULU	96813
HTH (306), AGS (2)	308	1250 PUNCHBOWL ST	HONOLULU	96813
HRD (86), BED (77), CCA (58), ATG (54), HTH (14), AGS (9), GOV (1)	299	235 S BERETANIA ST	HONOLULU	96813
DCR (188), LAW (95), HTH (9), AGS (2)	294	1177 ALAKEA ST	HONOLULU	96813
HMS (159), HTH (57), AGS (5)	221	1010 RICHARDS ST	HONOLULU	96813
BED (87), BUF (69), AGS (23), HTH (19)	198	250 S HOTEL ST	HONOLULU	96813
TRN (192), AGS (2)	194	869 PUNCHBOWL ST	HONOLULU	96813
ATG	189	425 QUEEN ST	HONOLULU	96813
HTH (179), AGS (2)	181	3627 KILAUEA AVE	HONOLULU	96816

DCR	176	42-477 KALANIANA'OLE HIGHWAY	KAILUA	96734
ATG (100), CCA (54), HEA (16), AGS (2)	172	465 S KING ST	HONOLULU	96813
HTH	143	2827 WAIMANO HOME ROAD	PEARL CITY	96782
BUF	130	201 MERCHANT ST	HONOLULU	96813
HMS (124), AGS (2)	124	1390 MILLER ST	HONOLULU	96813
HMS	121	1002 N SCHOOL ST	HONOLULU	96817
TRN	121	400 RODGERS BLVD	HONOLULU	96819
BED (60), HMS (57)	117	677 QUEEN ST	HONOLULU	96813
GOV (44), LAW (43), LTG (15), AGS (10), HMS (4)	116	415 S BERETANIA ST	HONOLULU	96813
EDN	116	44 MERCHANT ST	HONOLULU	96813
HHL	115	91-5420 KAPOLEI PARKWAY	KAPOLEI	96707
HMS	111	420 WAIKAMALO ROAD	HONOLULU	96817
DCR	110	94-560 KAMEHAMEHA HIGHWAY	WAIKAMALO	96797
HTH (105), AGS (2)	107	1700 LANAKILA AVE	HONOLULU	96817
TRN	106	727 KAKOI ST	HONOLULU	96819
DEF (90), LAW (10)	100	3949 DIAMOND HEAD ROAD	HONOLULU	96816
HMS (54), HTH (29), EDN (11), AGS (2)	96	94-275 MOKUOLA ST	WAIKAMALO	96797
DEF	93	3949 DIAMOND HD RD	HONOLULU	96816
HMS (76), HTH (5)	81	42-470 KALANIANA'OLE HIGHWAY	KAILUA	96734
HTH	77	2201 WAIMANO HOME ROAD	PEARL CITY	96782
BUF	75	1130 N NIMITZ HIGHWAY	HONOLULU	96817
HTH (71), AGS (2), AGR (2)	75	2725 WAIMANO HOME ROAD	PEARL CITY	96782
TRN	71	79 S NIMITZ HIGHWAY	HONOLULU	96813
HTH	67	99-945 HALAWA VALLEY ST	AIEA	96701
AGR (65), AGS (1)	66	1428 S KING ST	HONOLULU	96814
TRN	62	48 SAND ISLAND ACCESS ROAD	HONOLULU	96819
EDN	61	478 S KING ST	HONOLULU	96813

AGS	51	729 KAKOI ST	HONOLULU	96819
AGR (47), AGS (1)	48	1849 AUIKI ST	HONOLULU	96819
EDN	48	3225 SALT LAKE BLVD	HONOLULU	96818
HTH (47), AGS (1)	48	860 4TH ST	PEARL CITY	96782
ATG	45	707 RICHARDS ST	HONOLULU	96813
HTH (44), AGS (1)	45	45-691 KEAAHALA ROAD	KANEOHE	96744
HTH	42	2385 WAIMANO HOME ROAD	PEARL CITY	96782
DEF	38	1787 SHANGRILA ST	KAPOLEI	96707
HMS (33), AGS (1)	34	333 N KING ST	HONOLULU	96817
LNR	34	2551 WAIMANO HOME ROAD	PEARL CITY	96782
HMS	33	1580 MAKALOA ST	HONOLULU	96814
ATG (18), HMS (15)	33	707 RICHARDS STREET	HONOLULU	96813
DEF	33	91-1227 ENTERPRISE AVE	KAPOLEI	96707
LAW	32	240 KEAWE ST	HONOLULU	96813
TRN	32	2530 LIKELIKE HIGHWAY	HONOLULU	96819
LNR	32	4 SAND ISLAND ACCESS ROAD	HONOLULU	96819
AGS	30	869-A PUNCHBOWL ST	HONOLULU	96813
HMS	28	2250 KALENA DRIVE	HONOLULU	96819
TRN	27	98-339 PONO HANA PLACE	AIEA	96701
BED	27	521 ALA MOANA BLVD	HONOLULU	96813
LNR	26	2135 MAKIKI HEIGHTS DRIVE	HONOLULU	96822
HTH	26	741 SUNET AVE	HONOLULU	96816
ATG	26	100 KAMOKILA BLVD	KAPOLEI	96707
HMS (25), DEF (1)	26	1001 KAMOKILA BLVD	KAPOLEI	96707
EDN	26	1020 MANAWAI ST	KAPOLEI	96707
HMS	25	1220 AALA ST	HONOLULU	96817
TRN	25	700 FORT ST	HONOLULU	96817
BED	24	547 QUEEN ST	HONOLULU	96813
HMS	24	45-513 LULUKU ROAD	KANEOHE	96744
HMS	23	521 N KUKUI ST	HONOLULU	96817
TRN	22	91-1299 MIDWAY ROAD	KAPOLEI	96707
AGR	21	99-951 HALAWA VALLEY ST	AIEA	96701

HMS	21	1545 KALAKAUA AVE	HONOLULU	96826
HMS	20	99-132 KOHOMUA ST	AIEA	96701
TRN	20	200 RODGERS BLVD	HONOLULU	96819
DEF	20	360 MAMALA BAY DRIVE	JBPH-HICKAM	96853
HMS	20	86-120 FARRINGTON HIGHWAY	WAIANAE	96792
HMS (18), AGS (1)	19	1901 BACHELOT ST	HONOLULU	96817
AGS	19	364 S KING ST	HONOLULU	96813
DEF	19	45-349 KAMEHAMEHA HIGHWAY	KANEOHE	96744
EDN	19	1138 WAIMANO HOME ROAD	PEARL CITY	96782
AGR (12), BED (6)	18	99-941 HALAWA VALLEY ST	AIEA	96701
BED	18	1801 KALAKAUA AVE	HONOLULU	96815
EDN	18	239 KUULEI ROAD	KAILUA	96734
BED	17	99-500 SALT LAKE BLVD	AIEA	96701
EDN	17	1041 KOKOHEAD AVE	HONOLULU	96816
AGR	17	1851 AUIKI ST	HONOLULU	96819
LAW (14), TRN (3)	17	521 ALA MOANA BLVD PIER 2	HONOLULU	96813
EDN	17	45-829 KAMEHAMEHA HIGHWAY	KANEOHE	96744
HMS	17	1008 CALIFORNIA AVE	WAHIAWA	96786
HTH	16	3675 KILAUEA AVE	HONOLULU	96816
LNR	16	480 MAKAPUU AVE	HONOLULU	96816
EDN	16	89-070 FARRINGTON HIGHWAY	WAIANAE	96792
EDN	15	2211 S KING ST	HONOLULU	96826
HTH	15	741-A SUNET AVE	HONOLULU	96816
AGS	15	802 LEHUA AVE	PEARL CITY	96782
EDN	14	99-374 POHAI PLACE	AIEA	96701
HTH (8), EDN (6)	14	820 CALIFORNIA AVE	WAHIAWA	96786
LNR	13	1039 SAND ISLAND PARKWAY	HONOLULU	96819
HMS	13	1485 LINAPUNI ST	HONOLULU	96819
DEF	13	459 PETTERSON ROAD	HONOLULU	96819

TRN	13	707 RICHARD ST	HONOLULU	96813
DCR	12	1064 BISHOP ST	HONOLULU	96813
EDN	12	1515 LILIHA ST	HONOLULU	96817
TRN	12	2707 KILIAU ST	HONOLULU	96819
DCR (9), LAW (3)	12	801 DILINGHAM BLVD	HONOLULU	96817
TRN	12	45-889 POOKELA ST	KANEOHE	96744
EDN	12	95-450 MAKAIMOIMO ST	MILILANI	96789
EDN	11	2716 WOODLAWN DRIVE	HONOLULU	96822
ATG	11	680 IWILEI ROAD	HONOLULU	96817
TRN	10	99-750 HALAWA VALLEY ST	AIEA	96701
TRN	10	99-752 HALAWA VALLEY ST	AIEA	96701
EDN	10	249 LUNALILO HOME ROAD	HONOLULU	96825
LAW	10	3375 KOAPAKA ST	HONOLULU	96819
TRN	10	820 2ND ST	PEARL CITY	96797
EDN	9	1325 KALIHI ST	HONOLULU	96819
EDN	9	5246 KALANIANA'OLE HIGHWAY	HONOLULU	96821
TRN	9	45-865 POOKELA ST	KANEOHE	96744
HTH	9	94-091 WAPIO POINT ACCESS ROAD	WAIPAHU	96797
TRN	8	98-314 PONOHALE ST	AIEA	96701
HTH	8	3652 KILAUEA AVE	HONOLULU	96816
TRN	8	950 LUAPELE DR	HONOLULU	96818
HMS	8	354 ULUNI ST	KAILUA	96734
DEF	8	91-1179 ENTERPRISE AVE	KAPOLEI	96707
HTH	8	84-1170 FARRINGTON HIGHWAY	WAIANAE	96792
EDN	8	85-625 FARRINGTON HIGHWAY	WAIANAE	96792
EDN	7	400 KAPAHULU AVE	HONOLULU	96815
EDN	7	402 KAPAHULU AVE	HONOLULU	96815
HTH	7	46-016 ALALOA ST	KANEOHE	96744
LNR	6	99-941 HALAWA VALLEY ROAD	AIEA	96701

EDN	6	91-950 NORTH ROAD	EWA BEACH	96706
LNR	6	1001 SAND ISLAND PARKWAY	HONOLULU	96819
LNR	6	1651 ALA MOANA BLVD	HONOLULU	96815
EDN	6	56-490 KAMEHAMEHA HIGHWAY	KAHUKU	96731
TRN	6	155 CALIFORNIA AVE	WAHIAWA	96786
EDN	6	67-068 KEALOHANUI ST	WAIALUA	96791
TRN	6	85-630 FARRINGTON HIGHWAY	WAIANAE	96792
EDN	5	1320 KALANIANA'OLE HIGHWAY	WAIMANALO	96795
TRN	4	54-310 HAUULA HOMESTEAD RD	HAUULA	96717
TRN	4	300 MIDWAY ST	KAPOLEI	96707
AGR	4	41-645 MOKULAMA ST	WAIMANALO	96795
LNR	3	99-1849 AIEA HEIGHTS DRIVE	AIEA	96701
AGS	3	320 S BERETANIA ST	HONOLULU	96813
HTH	3	741-A SUNSET AVE	HONOLULU	96816
LNR	3	46-499 KAMEHAMEHA HIGHWAY	KANEOHE	96744
TRN	3	91-440 MALAKOLE ROAD	KAPOLEI	96707
LNR	3	56-335 KAMEHAMEHA HIGHWAY	LAIE	96762
HTH	3	100 KAHELU AVE	MILILANI	96789
HTH	3	910 CALIFORNIA AVE	WAHIAWA	96786
TRN	3	68-760 FARRINGTON HIGHWAY	WAIALUA	96791
LNR	3	85-491 FARRINGTON HIGHWAY	WAIANAE	96792
EDN	2	99-143 MOANALUA ROAD	AIEA	96701
HTH	2	99-945 HALAWA ST	AIEA	96701
LNR	2	66-105 HALEIWA ROAD	HALEIWA	96712
HTH	2	414 KUWILI ST	HONOLULU	96817
HMS	2	801 DILLINGHAM BLVD	HONOLULU	96817
DEF	2	95-1210 WAIHONA ST	PEARL CITY	96782

LNR	2	98-751 KUAHAO PLACE	PEARL CITY	96782
LNR	2	380 WALKER AVE	WAHIAWA	96786
LNR	2	81-701 FARRINGTON HIGHWAY	WAIANAE	96792
LNR	1	52-222 KAMEHAMEHA HIGHWAY	HAUULA	96717
TRN	1	1 KEOLANI PLACE	HILO	96732
HTH	1	200 N VINEYARD BLVD	HONOLULU	96817
TRN	1	73-200 KUPIPI ST	KAILUA KONA	96740
LAW	1	74-5451 KAMAKAEHA AVE	KAILUA KONA	96740
HTH	1	601 KAMAOKILA BLVD	KAPOLEI	96707
LBR	1	295 KAUNAKAKAI PLACE	KAUNAKAKAI	96748
LBR	1	81 990 HALEKII ST	KEALAKEKUA	96750
TRN	1	3901 MOKULELE LOOP	LIHUE	96766
HTH	1	1034 KILANI AVE	WAHIAWA	96786
HTH	1	87-790 KULAUKU ST	WAIANAE	96792
HMS	1	200 S HIGH ST	WAILUKU	96793
LBR	1	2264 AUPUNI ST	WAILUKU	96793
DEF	1	711 TINKER ROAD	WAIMANALO	96795

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