

KALIHI QUICK BUILD COMPLETE STREETS PROJECT

Students Making It Safer in Our Communities

PARTNERS:

City & County of Honolulu
Hawaii State Department of Health
Blue Zones Project
Ulupono Initiative
National Park Service
Governor Wallace Rider Farrington
High School
Councilmember Joey Manahan
StreetPlans



WHY WAS IT RIGHT FOR KALIHI?

► Located within the forthcoming Rail corridor, Kalihi is already home to an existing Complete Streets effort. In addition, King Street sees more than 22,000 vehicles² and 36,000 bus riders per day³ — yielding more than 40 crashes⁴ in the immediate vicinity of Farrington High School over a 10-year period.

Therefore, the City & County of Honolulu and Hawaii State Department of Health, leveraging non-traditional funds, collaborated with community partners and quick build experts to engage nearby Engineering Academy students in improving walkability in their community through design of new painted curb extensions, reflective of the local natural environment. These improvements included reducing the crossing distance and time for pedestrians, conveying the multimodal nature of this corridor visually and helping to improve safety for all travelers.



What is a “Quick Build”

Hawai‘i faces a climate and street safety crisis. Both can be addressed simultaneously — we need to get more people in active transportation, and we need to protect them more effectively from vehicular violence, especially children and vulnerable users. However, we can’t wait for every street to be reconfigured around walking, biking, and transit through lengthy construction processes — and we don’t have to!

Quick build projects, by definition, allow for an expedited response to community needs. They take less than a year to plan, are implemented through incremental and

iterative processes that use flexible installation materials, such as paint and moveable barriers to support walking, biking, and transit, to achieve a replicable result. Although smaller in scale than large streetscape projects, we know creating protected spaces for walkers and bikers helps make these activities more desirable and likely.

Walking is three times more common in a community with pedestrian-friendly streets than in otherwise comparable communities that are less conducive to foot travel.¹ So if walking conditions improve, then more people will feel safe and walk. With a quick build, we can see if the new design works before investing significant capital resources (e.g., Is there demand for these new modes in this new location? Will people bike and walk here? How will the drivers respond realistically?).

1 <https://www.vtpi.org/tdm/tdm4.htm>
2 <http://histategis.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=debc2e88ce4949b384b954a07ad97ce3>
3 2012 Honolulu 2012 On-Board Transit Survey, HART — ridership for routes 1, 10, and A
4 <https://www.arcgis.com/home/webmap/viewer.html?webmap=667bcd3b19134981888a87535a3e606a>

What did we learn for next time?

An excited community — Before, during, and after the project, local residents expressed appreciation that the City and other community members were there investing in their community.

Missing fine-grained safety — The students at Farrington High School provided insight into their lived experiences of feeling unsafe, even in a community with lots of people walking. The data doesn't talk about how these intersections connect

communities with three schools nearby and how parts of King Street are really the neighborhood's main street or how busy a transit corridor this is. Many drivers were not driving in response to this context, exhibiting unsafe behavior by cutting through lanes, fast and blind turn decisions, etc.

Materials and timing matter — Selected paint materials didn't perform as well as planned. Paint quality and contextual application are important. As a result, only two out of the six curb extension markings lasting two months later (those in front of the high school remain).

Furthermore, at first the delineators were only glued down, not bolted. The bolting couldn't happen until later. It

is also unclear how they will be maintained going forward.

Bus turns are tricky — The original placement of the delineators didn't allow enough space for the buses to get in and out of their stops easily and effectively. When doing quick-build projects, it's important to be nimble and flexible, but sometimes doing so can be difficult.

Strong input for Kalihi Complete Streets & future builds forthcoming — This project is an informative starting point for successive projects aimed at prioritizing safety and active transportation. It also shows how non-traditional funding sources, such as those from health departments, can kickstart these investments. ■

 **15-40%** ↓ in Crossing Distance

 **15-20%** ↓ in Crossing Time

Before Fall 2019 ▼



After Winter 2020 ▼



▶ Crossing 64 feet on **King Street** takes 15 seconds. Crossing 70 feet on **Haka Street** takes 13 seconds.