

# KALIHI QUICK BUILD COMPLETE STREETS PROJECT

*Students Making It Safer in Our Communities*



## WHY WAS IT RIGHT FOR KALIHI?

► The King Street corridor sees more than 22,000 vehicles<sup>2</sup> and 36,000 bus riders per day<sup>3</sup> — which has helped yield over 40 crashes<sup>4</sup> in the immediate vicinity of Farrington High School over a 10-year period. As a result, the City and County of Honolulu and Hawaii State Department of Health as a funder 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, take less than a year to plan and implement, and use flexible installation materials such as paint

and moveable barriers to support walking, biking, and transit now. 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.<sup>1</sup> 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?).

### PARTNERS:

City and County of Honolulu, Hawaii Department of Health, Blue Zones, Ulupono Initiative, National Park Service, Farrington High School, Councilmember Joey Manahan’s Office, & StreetPlans

<sup>1</sup> <https://www.vtpi.org/tdm/tdm4.htm>

<sup>2</sup> <http://histategis.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=debc2e88ce4949b384b954a07ad97ce3>

<sup>3</sup> 2012 Honolulu 2012 On-Board Transit Survey, HART — ridership for routes 1, 10, and A

<sup>4</sup> <https://www.arcgis.com/home/webmap/viewer.html?webmap=667bcd3b19134981888a87535a3e606a>

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*Students Making It Safer for Students in Our Community*

## What Did We Learn?

**An excited community** — Several people stopped the install team to find out what the project was all about and to support it. They were thrilled 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** — Rain and other weather issues complicated the build day, unfortunately resulting in only two out of the six curb extensions 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** — They and original placement of the delineators didn't allow enough space for the buses to get in and out of their stops easily and effectively; these projects need to complement transit.

### **Strong input for Kalihi Complete Streets & future builds forthcoming**

— This project will serve as an informative starting point for successive projects aimed at prioritizing safety and active transportation. This assessment is intended to facilitate such future projects. ■

 **15–40% ↓** in Crossing Distance

 **15–20% ↓** in Crossing Time

**Before Fall 2019** ▼



**After Winter 2020** ▼



► **At King Street**, it takes 15 seconds to cross 64 feet. **At Haka Drive**, it takes 13 seconds to cross 70 feet.