

PĀPIPI ROAD QUICK BUILD ‘EWA BEACH

*Culturally grounded, high-impact effort
inspires a safer community*

PARTNERS:

Blue Zones Project—Kapolei & ‘Ewa
AARP—Community Challenge
Coalition for a Drug-Free Hawai‘i
Honolulu Complete Streets
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LITT Designs
Ulu pono Initiative



WHY THIS PROJECT WAS A FIT FOR ‘EWA BEACH

► Prior to the COVID-19 pandemic, more than half of the 800+ students at nearby ‘Ewa Beach Elementary School walked to school and another 50 took the bus.² From 2010 to 2015, daily traffic counts along Pāpīpi Road increased by nearly 50%³ and the neighborhood population has grown from 8,300 in 2010 to 14,000 in 2019.⁴ Within this larger walkshed, there are more than 1,800 bus riders and 300 bike riders, with 3-5 estimated crashes per year.⁵

In 2015, the ‘Ewa Beach community developed a Complete Streets plan to help connect the community more seamlessly with the elementary school and make the corridor safer for people, but little had been implemented since its development beyond a four-way stop sign. One recommendation was to improve the busy intersection at Pāpīpi Road and Kapolei Parkway/Hailipo Street, an important connector for schools and the local commercial center. At this location, the current treatments were incomplete or ineffective.

Consequently, Blue Zones Project Hawai‘i collaborated with many community partners, funders, and advocates to install vibrant, culturally grounded and high-impact curb extensions and delineators, helping to spur the City and County of Honolulu to mark a crosswalk to the bus stop.

What’s a “Quick Build”

Hawai‘i faces a climate and street safety crisis. Both can be addressed simultaneously—through more active transportation spaces that provide safer spaces for people’s travel, especially for children and vulnerable users. However, we can’t wait for every street to be reconfigured through lengthy construction processes—and we don’t have to!

Quick build projects, by definition, take less time to plan and implement (often under a year) and use flexible installation materials such as paint and moveable barriers to support walking, biking, and transit now. Although smaller in scale than large street-scapes 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.

Quick builds also provide a more dynamic, timely process that allows us to plan, design, and implement in a much shorter timeframe and to determine if our new streetscapes work effectively for our communities. We can see if the new design works before investing significant capital resources. For example: Is there demand for these new modes in this new location? Will community members actually bike and walk here? How do the drivers realistically respond?

¹ Victoria Transport Policy Institute, <https://www.vtpi.org/tadm/tadm4.htm>

² Honolulu Complete Streets Report, <https://www.honolulu.gov/completestreets>

³ Honolulu Complete Streets Report, <https://www.honolulu.gov/completestreets>

⁴ U.S. Census Bureau 2019 American Community Survey

⁵ Honolulu Complete Streets Report, <https://www.honolulu.gov/completestreets>, and Hawai‘i Department of Health, <https://health.hawaii.gov>



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What Did We Learn?

Our community doesn't have to wait. When invested residents work together around a shared goal, a large-scale community-led project like this can be successful. Everyone has a role in the project and can share thoughts and insights that are helpful. More than 90 volunteers came out to help make this project a reality, including those who lived nearby ... or just swung by. Further builds will help fill in additional gaps!

Local history and cultural sense of place are important. Not only did project leaders want this project to make the community safer for keiki and kupuna, they also hoped it would continue the story and legacy of the place and its people. Historically, the neighborhood was an area where limu was once farmed. Visual elements of the distinctly flavored algae were incorporated into the project's design to recognize its significance as a local food ingredient.

Past experience not necessary! Many local and national resources exist to help support community leaders with a vision—even better if they have a plan, like this community, that helps confirm the technical transportation solution is sound and the investment of time and resources furthers multiple objectives, including local and state government goals! Impressively, Blue Zones Project Hawai'i planned and executed this project in approximately six months. ■

 **60–66% ↓** in Crossing Distance

 **47–60% ↓** in Crossing Time

Before Fall 2019 ▼



After Winter 2020 ▼



► Pedestrian crossing distance reduced from **110 to 44 feet at Pāpipi Road** and from **136 to 45 feet at Kapolei Parkway/Hailipo Street**. Pedestrian crossing times were reduced from **17 to 9 seconds at Pāpipi Road** and from **25 to 10 seconds at Kapolei Parkway/Hailipo Street**. The estimated number of people impacted by these improvements is 150–300.