PAPA AVENUE QUICK BUILD
KAHULUI
Street Safety Through Public Art

PARTNERS:
Hawai'i State Department of Health
County of Maui
Maui Metropolitan Planning Organization
Healthy Eating + Active Living Coalition
Lihikai Elementary School
Maui artist Matthew Agcolicol
Ulupono Initiative
SSFM International

What's a "Quick Build"

Hawai'i faces a climate and street safety crisis. Both can be addressed simultaneously by prioritizing the safety of our vulnerable community members — especially keiki and kupuna — through active transportation improvements. 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 typically take less than a year to progress from planning to implementation and are developed through incremental and iterative processes that use flexible/temporary 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 people "walking and rolling" (a term intended to encompass all possible modes of active transportation, including those who travel with mobility devices) 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

WHY WAS IT RIGHT FOR KAHULUI?

In Central Maui, Kahului is already home to an existing Complete Streets effort, with the county and community groups working together to provide more safe transportation options. Papa Avenue connects multiple schools to parks and residential areas, and, with Onehee Avenue, is currently undergoing Complete Streets planning and design. Nearby Ka'ahumanu Avenue is also being planned as a multimodal community corridor with bicycle and pedestrian connections to bus transit and affordable housing. The area fronting Lihikai Elementary School was selected based on its location within a 1-mile radius of a SNAP-Ed school where 50% or more of students are eligible for free or reduced-price lunch. Therefore, the Maui Metropolitan Planning Organization and Hawaii Public Health Institute collaborated with community partners and Complete Streets experts to engage nearby Lihikai School students, teachers, parents and local residents in improving walking and biking conditions through new painted and protected curb extensions, buffered bike lanes, and reverse-in angled parking.

What Did We Learn?

Quick builds are dynamic planning processes to implement solutions now. The project team surveyed more than 190 area residents and school faculty to share their travel experiences and provide their input on proposed solutions. Unlike more traditional planning processes, this project was implemented in the same year and can be adjusted based on today's community needs.

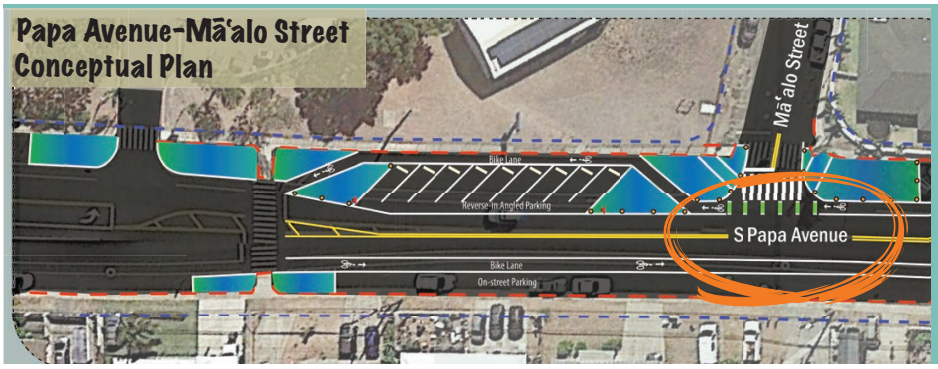
New treatments can be embraced when well-communicated. One of the most significant innovations and hot spots in this project was the installation of reverse-in angled parking, which helps improve driver visibility, facilitates loading and unloading, and calms traffic. This is the first reverse-in angled parking on Maui. The project team developed materials to help explain the benefits of this transition and address these community concerns proactively.

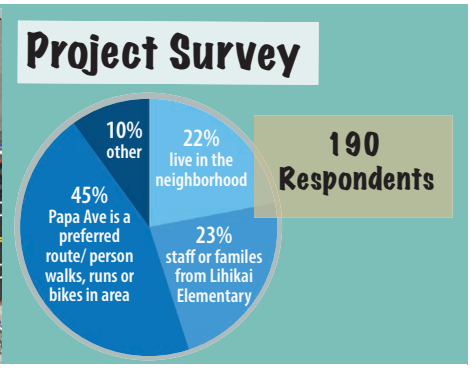
Transportation projects can tell stories. Curb extensions with street art by Maui artist Matthew Agcolicol helped provide placemaking and gateway treatments, honoring the area's unique cultural diversity. The street art design is based on Kahului's history and connects to Lihikai Elementary School's mascot, the surfer.

Average vehicle speeds reduced by 7% on weekday morning and afternoon peak hours. What would be possible if these modifications were applied to the entire corridor?

Reverse-in angled parking improved the safety for all users by improving driver visibility and reducing common unsafe driver behavior.

While early data on the number of students walking or biking to school in the area did not significantly change, the ongoing threat of COVID-19 and the resulting restrictions were likely contributing factors. While this quick-build project is meant to provide an immediate improvement within a community, its impacts are expected to be further reaching.■





Weekday Peak Hour (Morning & Afternoon) Speeds: ↓ **7 MPH**

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