

Stepping into a new future

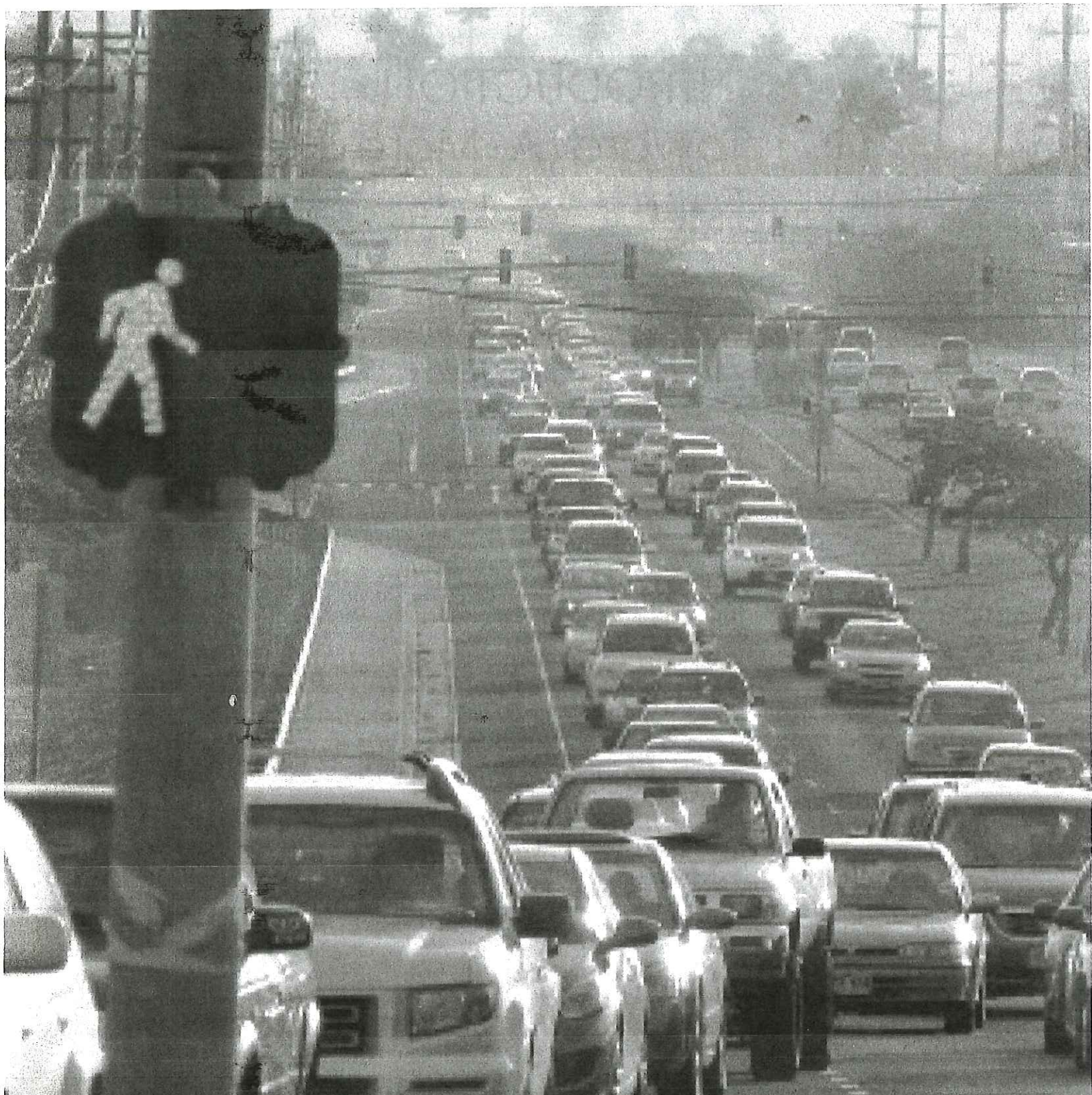
Safe Routes to Kihei High School: *Pedestrian Route Study*

Kihei, Maui, 2014



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STATE OF HAWAII
LAND USE COMMISSION



Creating an environment that supports active modes of transportation requires scaling our streets. While this photo shows a “Walk” signal, the street is not conducive to walking. It is out of scale for active transportation. Successful and sustainable communities include a range of distinct places—from quiet residential streets to bustling village centers. Following a long period of auto-centric street development and the unintended and negative effects this has had on the health, economic vitality, connectedness and well-being of entire communities, many organizations, agencies and advocates are working together to make towns healthy and sustainable again. This major shift requires that the community approach transportation planning with a focus on integrating all modes: pedestrians, bicyclists, transit, freight and motorists.

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ADDRESS OFF-STREET PEDESTRIAN & BICYCLE CROSSINGS & NETWORKS Underpass or Overpass

Taking these factors into consideration, an overpass should not be considered due to the areas topography, costs, and understanding of pedestrian behavior. During the focus group sessions the majority of participants agreed that due to the contexts of the surrounding area of the new school site an overpass is not an appropriate treatment.

If this condition is to be met, an underpass is the most viable option given the gulches on either side of the school, which provide the natural topography for an underpass. However, additional measures need to be taken into account for the planning and design of an underpass due to concerns regarding flash flooding in Maui County. An underpass is the more widely accepted and supported treatment within the community.

Choose an underpass. The first priority is to address at-grade crossings for pedestrians and bicyclists. A mid- to long-term treatment is an underpass due to the natural topography of the area with the gulches: the most viable option for an additional pedestrian and bicycle-only travel-way. This however will require additional engineering studies and multi-government agency and public-private relationships. Of the two gulches, the Waipuilani gulch would be the best gulch to start with. Maui Research and Tech Park has already shared their interest and conceptual designs for a non-motorized trail connecting their campus to the school campus along the Waipaulani gulch.



Left: The Hendrix College Tunnel in Conway, AR provides a tunnel with a musical fugue and light show to make the passage more interesting and to encourage use.

Envision: From this...



Above (Left): Existing conditions at Waipuilani Gulch.

To this.



Above (Right): The Tunnel Underpass in Boulder, CO

Envision: From this...

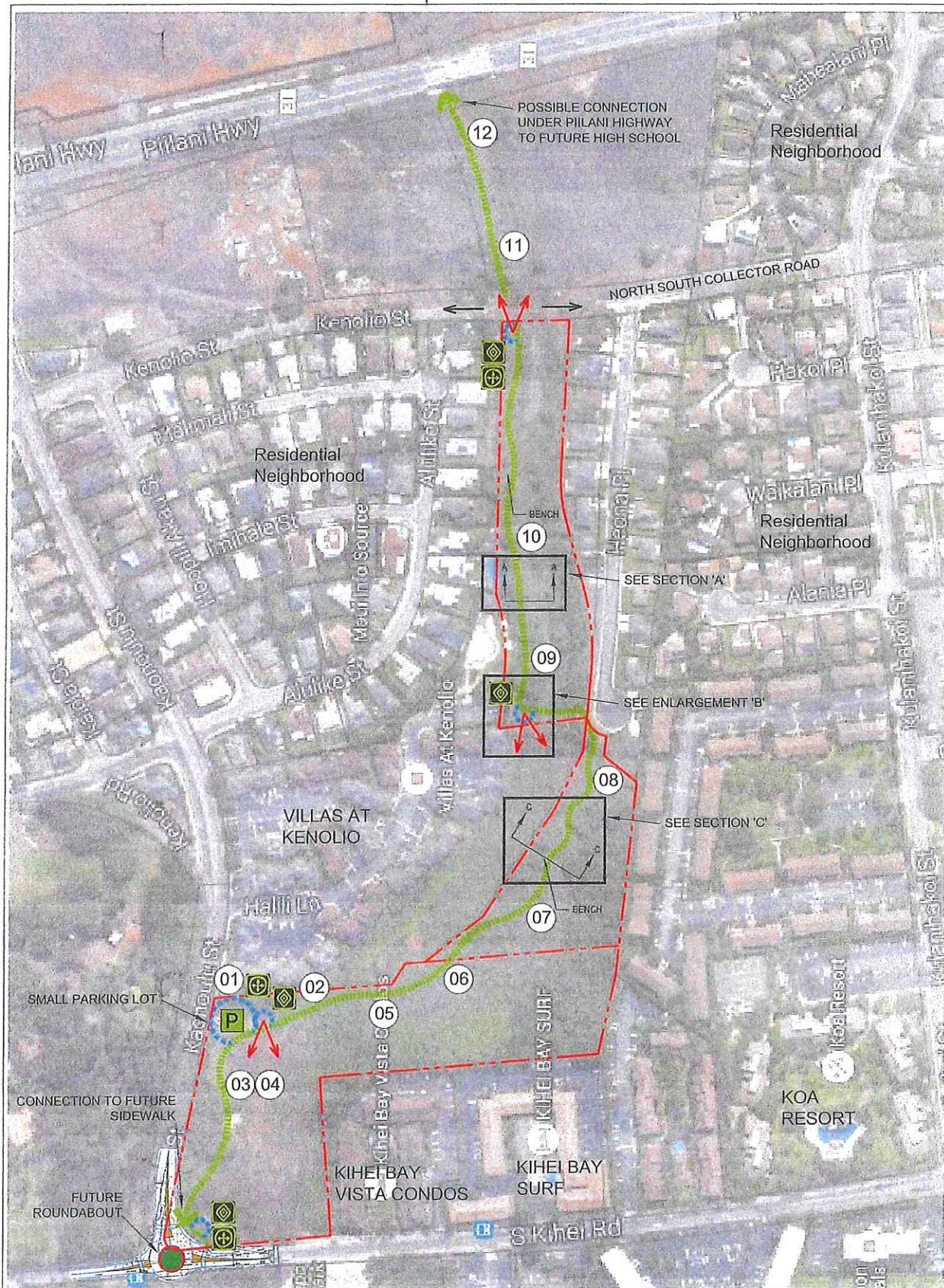


Above (Left): Existing conditions at Waipuilani Gulch.

To this.



Above (Right): An underpass trail in Davis, CA.



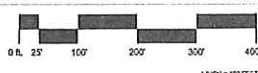
LEGEND

- MULTI-USE TRAIL
- + INTERPRETIVE SIGN
- R REST AREA
- P PARKING AREA
- 01 PHOTO KEY (SEE PHOTO EXHIBIT)

PROPOSED TRAIL MAP

KULANI HAKOI GULCH LINEAR PARK

KIHEI, MAUI, HAWAII



PROJECT: 15-016
DATE: 02/29/16

