

# Walkable and Livable Communities (WALC) Institute

## Pedestrian Route Study—Kihei High School

### *Introduction*

In the U.S., walking or biking to school used to be a normal practice. In fact, in 1969, nearly 90 percent of children who lived within a one-mile radius of school walked or biked; more than 40 percent of all children did so. In recent years, however “active” ways of getting to school have become the exception: in 2009, only 42 percent of children who live within a mile of school walk or bike to school; and only 15 percent of all children do so<sup>1</sup>.

As we have turned our focus away from ensuring children can walk or bike safely to school, we also have allowed our streets to become designed only for vehicle speed and capacity, not for people. Level of Service focuses on vehicle mobility at the expense of all other modes. We generally do not consider acceptable Levels of Service for pedestrians, bicyclists and transit users.

Various trends are changing the projections for future travel demands; that is, they are changing our understanding of the type of transportation systems people will want and need in the future. Aging population, rising fuel prices, growing traffic problems, increasing safety, health and environmental concerns, and changing consumer preferences are all increasing demand for walking, cycling and transit. When we restore our streets as places that are safe for our children, we will also be supporting communities that are vibrant and safe for all.

Community involvement is necessary for a successful project. Projects that evolve through community participation tend to be of a high quality and are implemented with the fewest problems and delays. Change comes to a community in two basic ways: i) in an ad hoc manner over time; and ii) in a planned manner with a long-term vision in mind. Those communities that create a long-term vision – and prioritize projects to build to that vision – end up with a greater sense of place and purpose. The pedestrian route study for the new Kihei High School provides the opportunity for the Department of Education, Kihei community, Hawaii Department of Transportation and Maui County to work together to build an environment that encourages students and families to use active modes of transportation to access their daily needs—school, work, shopping, and play.

### *Scope of Services*

Through the Pedestrian Route Study, the WALC Institute team, led by co-founder Dan Burden, team member Samantha Thomas and associate Tom Bertulis, will lead a two-day site assessment and capacity-building effort to engage leaders, stakeholders and the public in assessing conditions affecting pedestrian safety, street connectivity and complete streets at the new Kihei High School site along Pi'ilani Highway and Kulanihako'i Street. The team will prepare a report of findings and recommendations, to include conceptual drawings and a “photo vision,” that illustrate the outcomes of the Pedestrian Route Study and identifies the key opportunities for safer routes to school.

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<sup>1</sup> The National Center for Safe Routes to School (2011). How Children Get to School: School Travel Patterns from 1969 to 2009. Accessed April 12, 2012. Available: [http://saferoutesinfo.org/sites/default/files/resources/NHTS\\_school\\_travel\\_report\\_2011\\_0.pdf](http://saferoutesinfo.org/sites/default/files/resources/NHTS_school_travel_report_2011_0.pdf).



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The Pedestrian Route Study will include multiple “walking audits.” Pioneered by Institute co-founder Dan Burden and practiced by all Institute senior trainers, a walking audit is a powerful educational tool that lets participants see the tools and principles of walkability in action on their streets. The audits bring together stakeholders to assess specific sites—to be determined in advance in cooperation with the local project coordinator—to identify conditions that affect active living, social connectivity, safe routes to school, and access to daily needs. Key streets for the walking audits include Pi’ilani Highway and Kulanihako’i Street.

## Components of the Pedestrian Route Study:

- **Pre-Brief and Initial Site Assessment.** The WALC Institute team, Group 70 and DOE will convene for a pre-brief meeting and initial site assessment prior to any stakeholder meetings or public events
- **Stakeholder Meetings.** The WALC Institute team will conduct up to four focus-group meetings to engage key stakeholders—including the Department of Education (HDOE) and school administrators, Maui County Planning and Public Works and Hawaii Department of Transportation (HDOT), Kihei Community Association, Maui PATH, and emergency responders—in identifying and discussing the opportunities, challenges, constraints and context that may affect safe routes for people on foot, bike, or transit to and from the school campus area. The meetings will be planned and coordinated by the local organizing team with guidance from the Institute.
- **Capacity-Building and Educational Workshop.** The Institute team will conduct an afternoon or evening capacity-building and educational workshop designed for members of the public, elected officials, the school community, the business community, county and state staff, and representatives of advocacy organizations. The workshop engages communities in making their streets and neighborhoods more walkable, livable, healthy and age-friendly. The goal of the workshop is to build capacity by promoting a shared language amongst residents, technical practitioners, government staff and elected leaders; illustrate through examples and walking audits how walkability and livability benefit a community and how they can be achieved; and inspire each participant to become involved in the movement toward active living and creating safer routes for all modes.

The workshop will include an overview presentation with examples of best practices in complete streets and safe routes to school, a walking audit, and a values and priority visioning session. After a facilitated discussion of community values, participants identify priority areas and issues to begin to form next-steps for specific improvements they want to see, which relate to the context of the pedestrian route study. The workshop will be planned and coordinated by the local organizing team, with guidance from the WALC Institute and the Institute’s facilitator’s guidebook.

- **A Report of Findings and Recommendations.** This graphically rich report will summarize findings and recommendations to improve pedestrian and bike connections to and from Kihei High School with a focus on access to the school campus and connectivity to and from the Kihei community. The report will include:
  - A discussion of existing conditions
  - Documentation of the Pedestrian Route Study process
  - Best practices from throughout the U.S. and Hawaii that are relevant to the local conditions
  - Recommended street treatments, redesigns and next-steps



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- Up to three conceptual drawings that illustrate the pros and cons of at-grade, overpass, and underpass pedestrian crossings at Pi'ilani Highway and Kulanihako'i Street. Associate Tom Bertulis will lead the production of the conceptual designs to illustrate the recommendations, with one round of peer review by the WALC Institute's design associates—Michael Wallwork or Michael Moule; and
- A photo vision. A conceptual rendering of how a street will look with recommended treatments applied, a photo vision can be a game changer as it becomes a tool for the community to build education and engagement on how a place can be transformed to be safer for all modes.
- A discussion of the Pedestrian Route Study as it relates to the following specific county and land-use commission requirements:
  - Land-Use Commission Condition 1.b –“Petitioner shall complete a pedestrian route study for Phase 1 of the Project which included ingress and egress of pedestrians through defined location(s) approved by DOT and shall analyze compliance with the proposed warrants in FHWA/RD-84/082 (July 1984) to the satisfaction of DOT.” Defined location includes Pi'ilani Highway and Kulanihako'i Street and a to be determined location for a grade separated—overpass or underpass—pedestrian and bicycle crossing.
  - County Conditions. Address how to implement the following improvements to the Kihei High School campus:
    - a. pedestrian and bicycle access to and from the school campus to connect to current and future pedestrian and bicycle networks in the vicinity of the campus;
    - b. bicycle friendly improvements on the school campus, and if required by the Maui County Department of Transportation, an area for public transit access to the school campus; and, as they relate to the Pedestrian Route Study, take into consideration the following:
    - c. overflow parking and lighting to accommodate special events to be held on the school campus;
    - d. consideration of best practices in Crime Prevention through Environmental Design (CPTED) elements in campus design; and
    - e. to the extent not inconsistent with the provision of a drainage detention basin, overflow parking and CPTED design elements, a landscaped buffer on the campus fronting Pi'ilani Highway.

The report will be provided as a draft within five weeks of completion of on-site work in a PDF format that can be printed or shared electronically. The [client] will submit a consolidated set of review comments and the Institute will make one set of revisions before delivering the final document.

- Additional Documentation. The WALC Institute will provide the Client with all photographs and the PowerPoint presentation delivered during the workshop.
- Assessment of Implementation Challenges and Approach for Implementation Assistance. The WALC Institute team will provide the Client a verbal report on the Institute team's assessment of challenges the community likely will face in implementing the team's recommendations. This verbal report will be conducted by phone and will take place at the Client's convenience following finalization of the report.



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Within one week of the verbal report, the Institute will provide a two- to three-page approach for engaging a consultant to assist with implementation of the recommendations. The aim of this brief approach will be to help the Client successfully engage a consultant who can assist in navigating the potential implementation challenges and ensure the projects meet requirements of the Hawaii DOT, the County of Maui Planning Department and the Land-Use Commission.

*Exclusions:* This scope of services doesn't include data collection, a traffic study or review of existing plans.

## Example Agenda

The following agenda is a sample approach that should be refined by the community, in coordination with the WALC Institute team, to accommodate local conditions and meet local needs:

### Day One

7:00 a.m. Institute team observes a.m. rush Pi'ilani Highway and Kulanihako'i Street and surrounding area.  
 8:30 a.m. Walking Audit and/or Bike or Drive Tour with Project Team  
 10:00 a.m. Stakeholder Focus Group #1  
 11:30 a.m. Stakeholder Focus Group #2  
 1:00 p.m. Lunch- Break  
 2:00 p.m. Stakeholder Focus Group #3  
 3:30 p.m. Stakeholder Focus Group #4  
 4:45 p.m. Client and Project Team De-brief

### Day Two

Morning Site Assessments: Institute Team Document and Photograph Existing Conditions  
 Afternoon Drive Tour with DOT, DOE, Maui County Planning and other key stakeholders identified (Note: this can also be done at the end of day one.)  
 7:00 p.m. Capacity-Building and Educational Workshop: Welcome & Introductions  
 7:15 p.m. Presentation: Best Practices & Value Setting  
 8:00 p.m. Priority Setting and Next-Steps  
 8:30 p.m. Conclude

## Fee

The services described herein are provided for a professional fee of \$33,005 plus direct expenses. Direct expenses are invoiced at-cost, and are estimated at \$5,175, as follows.

Estimated Direct Expenses	Cost Per Unit	# of Person Days	Total
Hotel (3 nights x 3 people)	\$170	9	\$1,530
Airfare (3 people)	\$975	3	\$2,925
Ground Transportation & Gas	NA	NA	\$720



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TOTAL	\$5,175
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