Kihei Community Association

"e malama pono"...dedicated to protecting,
sustaining and enhancing our 'āina, kai and 'ohana

KIHEI COMMUNITY ASSOCIATION POSITION STATEMENT
ADDRESSING BICYCLE TRANSPORTATION IN SOUTH MAUI
SEPTEMBER, 2014

The Kihei Community Association (KCA) supports improved bicycle transportation for the Kihei-Makena community. The ***1998*** Community Plan includes the following section on bicycle transportation:

g. Plan, design, and construct a pedestrian and bikeway network throughout the Kihei-Makena region which considers the utilization of existing stream beds, drainage ways, wetlands and public rights-of way along coastal and inland areas.

Some sixteen years later there is still no significant implementation of a bikeway network. KCA's vision is still for a safe, attractive and convenient system for bicycling for all types of trips and user groups.

KCA's position is to continue to develop the **Bicycle Master Plan** for Kihei-Makena Community that includes:

- The design and construction of the bicycle system on the attached map.
- Develop a standard for bicycle parking facilities and their locations.
- A bike signage standard for the bicycle system.
- A proposed implementation plan including timelines and financing.

Background

Although the Kihei-Makena Community Plan areas differ in demographics, land use, density and topography, bicycling is popular because of our favorable climate, close proximity to many destinations such as parks, beaches and rural areas that could offer great recreational cycling and the availability of transit to extend the bicycle trip length.

In 2002 the attached Bicycle Master Plan was develop by the Kihei Community Association. This plan shows the detailed location of the bicycle system that is described in the Kihei-Makena Community Plan.

Goals

To meet our goal, KCA's position is that a bicycle network needs to be designed and constructed to:

- Meet the needs of a variety of bicyclist types from experienced and casual adult riders to child cyclists.
- Provide a balance of major and minor bicycle roadways that would serve key destinations while providing flexibility in route selection for the variety of bicyclist skill levels.
- Provide connectivity to key destinations, including work sites, public services and recreational sites such as shopping, parks and beaches.

Bicycle trips can generally be broken down into utilitarian or recreational trips. The biggest difference between these user groups is that while recreational riders may be more interested in the terrain and sights along routes leading to parks, beaches or other areas of interest, utilitarian riders are looking for the shortest and safest route between two points.

The major concerns for cyclists is sharing the roads with high-volume, high-speed traffic; narrow or absent travel lanes on many roadways; lack of secure bicycle parking, and poor roadway maintenance.

Motivation

It is estimated that more than 50 percent of daily trips in the Kihei/Wailea area are less than three miles in length. Bicycling offers a great alternative to driving for such trips. Bicycling is especially valuable as a connection to transit, expanding the transit coverage area and number of potential riders.

The social, health and economic benefits of bicycling are particularly valuable to commuters.

Encouraging commuters to bicycle to work will provide them with healthy exercise while addressing the problems of vehicular congestion, fuel consumption and rising transportation costs. Fostering a bicycling culture among commuters requires the establishment of safe, direct, efficient and attractive routes to business districts and employment centers.

Origins and Destinations

The underlying purpose of the bicycle network is to get people where they want to go. Many destinations are visited on a daily or less frequent basis. Typically, the trip generator is the home. From home, trips are made to work, school, to run errands, visit with friends, or find places of entertainment. Residential neighborhoods are the key trip generators. Trip attractors are the destinations of these trips. Good bicycle and pedestrian networks connect trip generators and attractors. There are numerous bicycle attractors within the study area.

Included in the attractors the following:

Major Shopping Areas
Major Employment Centers
Schools
Parks/Beaches
Community Center
Library
Transportation Connections
Theaters

Bicycle Parking

Bicycle parking is an integral part of the bikeway network. Without secure and convenient bicycle parking, many cyclists will not choose to use their bicycle for trips where stops are made.

Signage

Signage is an important support system for the bikeway network, providing guidance to bicyclists and alerting motorists to potential bicyclists nearby. Bicycle signs, like highway signs, must be consistent throughout the system and easily recognizable to the bicyclist and motorist alike. Bikeway signage is mandated by the Manual on Uniform Traffic Control Devices (MUTCD).

Recreational Bicyclists

The needs of recreational bicyclists in the Kihei-Makena area must be considered in planning the bicycle network as their needs often differ from utilitarian cyclists. Currently, Kihei is attractive for recreational cycling, but strong potential exists for increasing this activity. A large number of children, adults, and retired people enjoy cycling for its own sake. Additionally, during tourist season, many tourists enjoy bicycling to enjoy our pleasant weather and beautiful scenery. Recreational bicycling typically falls into one of four categories: (1) exercise; (2) visiting non-utilitarian destinations such as beaches, parks, entertainment centers, or friends' homes; (3) touring on long distance treks or to events; or (4) general sightseeing.

Specific needs and patterns for recreational bicyclists are:

- Directness is typically less important than avoiding traffic conflicts.
- Many recreational riders are less experienced at riding in traffic and prefer lower volume roadways. Consequently, adjacent vehicle speeds and traffic volumes are important factors, along with the frequency of low/no sight distance sections.
- Visual interest, shade, protection from weather, benches, restrooms, drinking fountains, moderate gradients or other "comfort" features can elevate the experience for recreational cyclists.
- People exercising or touring often prefer circular routes rather than having to retrace their steps.

Attachment

2002 South Maui Region Parks and Open Space Master Plan (Bicycle & Pedestrian Corridors)