



# **i mua central maui**

transportation study

## **Draft Plan**

**June 2023**



# Acknowledgements

## Stakeholder Task Force and Technical Advisory Committee

**Saman Dias** *Maui Bicycling League*  
**Kristin Holmes** *Wailuku Community Association*  
**Wes Lo** *Hale Makua*  
**Cassandra Abdul** *Maui Non-Profit Directors Association*  
**Nani Watanabe** *MEO and Maui Independent Living Center*  
**Travis Polido** *Waikapū Community Association*  
**Alliyannah Polido** *Student*  
**Scott Matsuura** *Kehalani Community Association*  
**Wayne Hedani** *Wailuku Heights Extension Community Association*  
**Leiane Paci** *Maui Lani Community Association*  
**Carol Reimann** *A&B Maui*  
**David Tamanaha** *UH – Maui College*  
**Frank DeRego** *Native Hawaiian Chamber of Commerce*  
**Danielle Kanekoa** *Waterfront Apartments*  
**Nikan Arapoff** *Wailuku Elementary*  
**Albert Perez** *Maui Tomorrow*  
**Mike Morris** *YMCA*  
**Rylan Yatsushiro** *County of Maui: Fire and Public Safety*  
**David Yamashita** *County of Maui: Parks and Recreation*  
**Scott Forsythe** *County of Maui: Planning*  
**Paul Pomainville** *County of Maui: Police Department*  
**James Jensen** *County of Maui: Public Works Highways Division*  
**John Smith** *County of Maui: Public Works Highways Division*  
**Darren Konno** *County of Maui: Transportation*  
**Pam Eaton** *Maui Metropolitan Planning Organization*  
**Larry Hail** *Hawai'i DOT: Highways Division - Maui District*  
**Ken Tatsuguchi** *Hawai'i DOT: Highways Division - Planning Branch*

## Project Management Team

**Nolly Yagin, Project Manager** *County of Maui: Public Works*  
**Kurt Watanabe** *County of Maui: Public Works*

## Consultant Team

**Nelson\Nygaard**  
**Munekiyo Hiraga**  
**Speck & Associates**



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## Chapter 1

# Introduction

## What Is *I Mua Central Maui*?

*I Mua Central Maui* is a 20-year plan that will identify transportation projects and programs within Central Maui that support people of all ages and abilities, no matter how they choose to travel.

“I mua” is the Hawai‘ian word for “move forward” or “move ahead.” To help Central Maui move ahead, the *I Mua Central Maui Transportation Study* outlines a vision for our transportation needs and opportunities over the next 20 years. It identifies the projects and programs that will keep Central Maui moving for our current residents and future generations.



**i mua central maui**  
transportation study



Our community should be connected by a safe, efficient, and sustainable transportation system for people traveling to, from, and within Central Maui. *I Mua Central Maui* focuses on the areas in and around the

central part of the island, including Kahului, Wailuku, Waikapū, Waiehu, and Waihe'e.

*I Mua Central Maui* expands on past planning efforts like the *Central Maui Pedestrian and Bicycle Plan*, *Hele Mai Maui: 2040 Long-Range Transportation Plan*, the *Ka'ahumanu Ave Community Corridor*, and *Getting on Board Maui Bus*. It also lays a strong foundation for future plans, like the forthcoming *Wailuku-Kahului Community Plan* update.

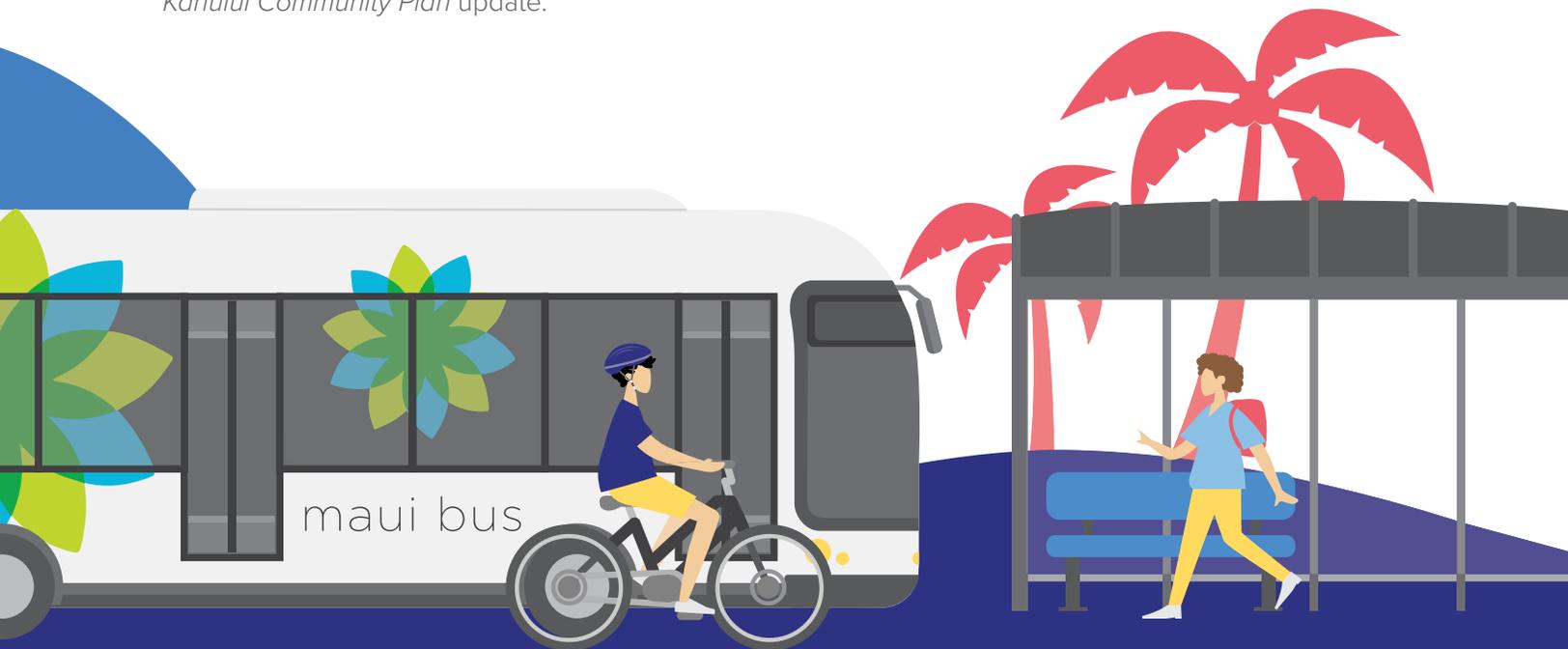
## Waihe'e and Waiehu

## Kahului

## Wailuku

## Waikapū

# Maui



# Who Was Involved?

*I Mua Central Maui* was guided by the people who know Central Maui the best: community members and local leaders.

## Technical Advisory Committee

The project team met with the Technical Advisory Committee (TAC) six times to gather input and technical guidance. The TAC included staff from County of Maui Departments including Public Works, Transportation, Planning, Police, Fire and Public Safety, and Parks and Recreation. The Maui Metropolitan Planning Organization (MPO) and State of Hawai'i Department of Transportation also served on the TAC.



## Stakeholder Task Force

Our Stakeholder Task Force (STF) included community leaders who met with the project team five times to share information and represent perspectives from across Central Maui. Members represented homeowners' associations, schools and University of Hawai'i – Maui College, the business community, older adults and people with disabilities, advocacy groups, and community organizations. The STF provided critical advice and input, made recommendations, and helped to engage the local community.



## The Central Maui Community

Developing *I Mua Central Maui* required insights from Central Maui residents and workers. The project team held in-person outreach events, collected feedback virtually with an online survey and interactive mapping exercise, and provided updates on the project website.



# When Was The Work Done?

*I Mua Central Maui* kicked off in 2021 and is concluding in mid-2023. The process included reviewing existing conditions, data collection and analysis, community and public engagement, setting goals and objectives, developing networks and priority projects, and identifying supportive programs and policies.



## Project Launch



## FALL & WINTER 2021

### Existing Conditions, Future Needs, and Vision and Goals

Transportation issues and opportunities in Central Maui today and goals and evaluation tools to help make decisions about what's most important



## SPRING & SUMMER 2022

### Project Identification



Better connections to schools, jobs, parks, and family and friends



Programs to support people traveling around Central Maui



Projects for people walking and rolling, biking, taking the bus, and driving



## FALL & WINTER 2022

### Priority Projects and Programs

Clear priorities based on goals and funding recommendations to move forward



## SPRING & SUMMER 2023

### Draft and Final Transportation Study

An action plan to help us build projects and meet our goals



=



Key Public Input Point

## Chapter 2

# Challenges to Address

Through our existing conditions analysis and the first round of public feedback, we identified transportation challenges in the study area, especially for people walking, biking, and rolling. Many of these challenges contribute to poor access and unsafe conditions on Central Maui's roads.

### Today, 63% of roads in Central Maui have no sidewalks.

While sidewalks are not needed along every road in Central Maui, providing safe access for people walking to schools, community centers, businesses, and other destinations is critical to prevent collisions and promote active transportation.



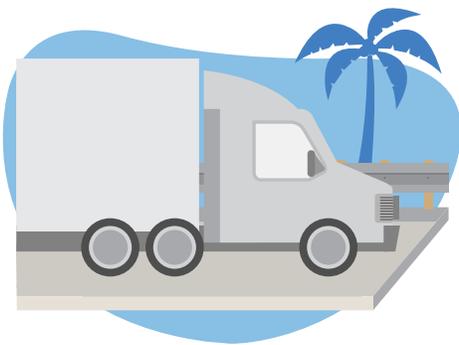
### Central Maui has only 2 miles of greenways, 13 miles of bike lanes, and 24 miles of bike routes.

These existing facilities are mostly limited to major roads in Kahului and Wailuku, with few safe places to bike for people of all ages and abilities. The lack of a safe, connected network and long distances between destinations contributes to fewer people commuting to work by walking and biking in Central Maui (0.1% and 2.1%) compared to the island as a whole (0.4% and 2.3%). Most active travel in Central Maui is for recreation rather than transportation.

**Maui Bus operates 12 routes between 6:30 AM and 9:00 PM, with service every 60 minutes to 3 hours.**

These frequencies make it difficult to transfer between routes and lead to long travel times. Four of the five highest ridership Maui Bus routes begin in Central Maui. Queen Ka’ahumanu Center (QKC) is the current Central Maui bus hub and has more than 1,000 boardings a day.

By mid-2023, Maui Bus operations will shift to the Kahului Transit Hub, which is under construction on Vevau Street. Beyond the hub, there are few opportunities to transfer between bus routes throughout Central Maui, which can make it more difficult for people to take the bus.



**There are three key freight routes on Maui: Honoapi’ilani Highway, Kūi’hēlani Highway, and Pi’ilani Highway.**

Within Central Maui, Pu’unēnē Avenue and Ka’ahumanu Avenue are designated as “Primary Highway Freight Corridors” by the Hawai’i Department of Transportation. Honoapi’ilani Highway, which connects Central Maui to the south and west, is a “Critical Freight Corridor.” These routes are often congested at peak hours, and Central Maui has the highest rate of truck collisions on the island.

The projects identified in this plan will help Central Maui bridge these gaps and develop a more complete transportation network that will improve the travel experience for people walking, biking, rolling, taking Maui Bus, and driving.

# Project Goals

I Mua Central Maui is organized around five goals that were shaped by input from the community and an understanding of Central Maui's transportation challenges.

## Goal 1

### Increase safety and accessibility

Create a transportation system that is safe and accessible for everyone, regardless of age, ability, or transportation mode choice.



#### WHY IT MATTERS:



There were **1,150 crashes** in Central Maui between 2014 and 2018, including 16 fatal crashes. This represents about one-fifth (21%) of the total vehicle collisions in Maui.



Survey respondents identified **sidewalk maintenance, challenging intersections, and sidewalk gaps** as the biggest barriers to walking and rolling in Central Maui.

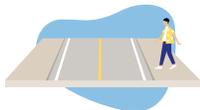
## Goal 2

### Improve connectivity

Link people to important destinations in Central Maui and to other parts of the island, supporting a more equitable transportation system.



#### WHY IT MATTERS:



Only **35%** of the roads in Central Maui **have sidewalks**.



People identified traffic congestion along **Ka'ahumanu Avenue, at High Street and Honoapi'ilani Highway, and along Wai'ehu Beach Road** as a challenge for getting to the places they want to go.

**Goal 3**

**Provide sustainable mobility choices**

Expand sustainable and affordable transportation options that provide people a range of choices and reduce fossil fuel emissions.



**WHY IT MATTERS:**



Over **75%** of Central Maui workers **drive alone**. Less than 6% of people commute to work by taking the bus, walking, or biking.



About two-thirds of people who typically drive in Central Maui **would consider walking, biking, or taking the bus** sometimes.

**Goal 4**

**Maintain our assets**

Maintain our existing streets, sidewalks, bridges, and other transportation infrastructure for future generations.



**WHY IT MATTERS:**



Central Maui's busiest roads carry **20,000 cars per day**. That translates to significant wear and tear on our streets.



Survey respondents identified locations with **potholes, poor visibility, and worn markings** as key barriers to multimodal travel in Central Maui.

**Goal 5**

**Create welcoming places**

Enhance our streets and sidewalks to create attractive and comfortable places in Central Maui.



**WHY IT MATTERS:**



Most streets in Central Maui **lack shade trees**, which are essential for climate mitigation and comfort.



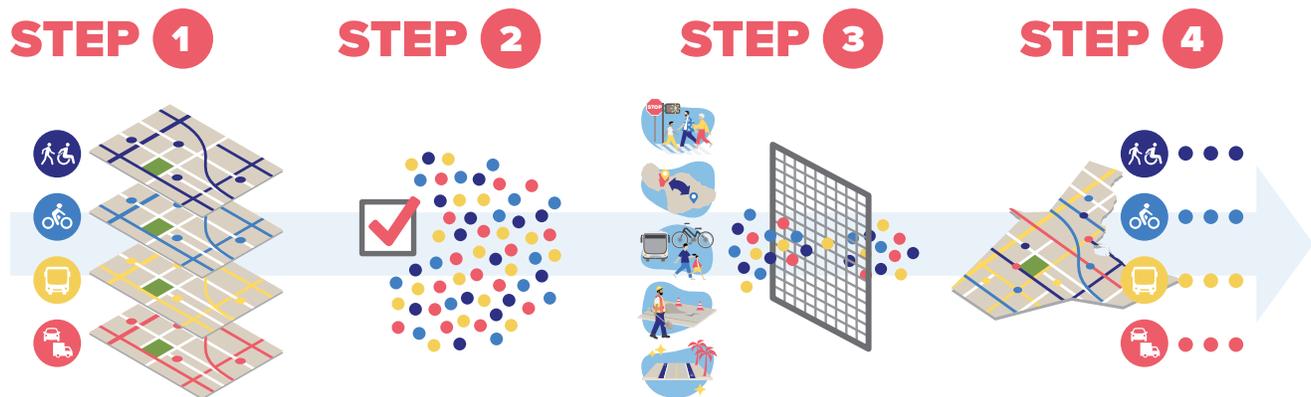
Survey respondents strongly favored investments in **safe, clean, wide, and well-maintained walkways**, as well as **landscaping and trees** that offer shade.

## Chapter 3

# Shaping Solutions

This chapter explains the first two steps of the approach we took to identify and prioritize multimodal transportation projects that address existing conditions and feedback from the community. We used the *I Mua Central Maui* goals to create networks and projects that will have a positive impact, prioritizing them further to help make the best use of limited resources.

Our four-step approach to develop and recommend potential transportation projects for Central Maui builds on the work of previous planning efforts, including *Hele Mai Maui*.



### Identify:

Review needs and opportunities from data analysis and community engagement to understand gaps and identify complete networks.

### Develop:

Review recommendations from past planning efforts and develop new projects that fit within the networks and fill the gaps identified in Step 1. Gather additional community input on potential projects, programs, and policies to ensure all opportunities are captured.

### Screen and Score:

Filter the large number of project and program recommendations to identify those appropriate for *I Mua Central Maui*. Use a goal-based evaluation framework to score the projects both quantitatively and qualitatively.

### Prioritize:

Use the initial scores to further refine the projects and prioritize them for implementation, focusing on near-term, medium-term, and long-term projects.

# STEP 1: Identify



To identify modal networks and potential gaps in Central Maui, we started by developing an understanding of community needs. In early 2022, the project team engaged the Technical Advisory Committee (TAC), Stakeholder Task Force (STF), and the public through an online map, big idea activity, survey, and focus group discussions. These activities offered people the opportunity to identify specific locations throughout Central Maui where they have transportation needs.



**Online Map**



**Big Idea Activity**



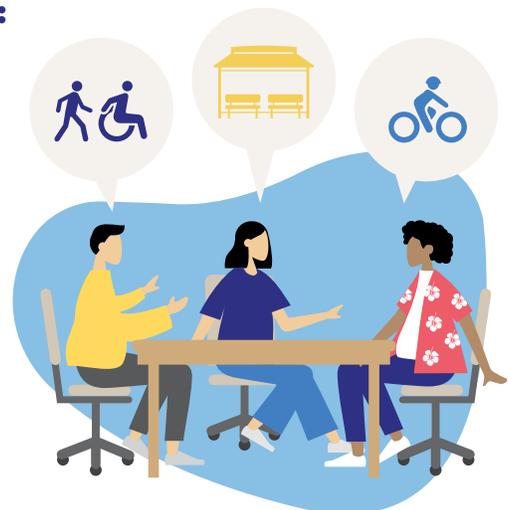
**Survey**



**Focus Group Discussions**

## Respondents considered the following questions:

- Which **intersections or streets** should feel safer or more comfortable?
- Where are **crossings** difficult for people walking and biking?
- Where would you like to see **bicycle facilities** added?
- Where are there **gaps to fill or sidewalks** that need to be widened?
- Where could **bus stops** be added, improved, or served by new/expanded routes?
- Where are **complete streets and maintenance** projects needed?



# Understanding Gaps

To determine gaps, we first documented the many planned projects from past work in Central Maui. This included a thorough review and update of unbuilt projects from the County and State, as well as projects identified in the following planning documents:

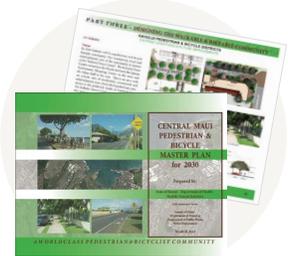
Exp. Date	Name of Project	Brief Description	Amount Released	Total Project Cost	Est. Completion
2019	Maui Community Center	To finance construction costs of installing bus stop lights at Capital & Maui International Airport Drive	\$40,000.00	\$4,417,270.00	February 2020
L20	Kihei Road Rehabilitation and Storm Drainage	Release of funds to initiate the search and select the location of the road from Kihei, Maui	\$9,800,000.00	\$15,000,000.00	December 2024
L20	Kahuna Road Repair, Oahu	Release of funds for improvements to the Kahuna Road Landfill Facility in Waiheae Oahu	\$600,000.00	\$2,000,000.00	December 2023
2024	Maui High School, Pukalani, Oahu	To receive design and construction for a 300,000 sq ft high school at Pukalani High School	\$1,000,000.00	\$1,000,000.00	February 2025
EDVPC03	Maui K-12, Kula New Century Public Charter School, Multipurpose Building, Hawaii	To receive plans, design, construction, and equipment for the completion of a multipurpose building including a multi-use community center, sports, media space, and performance space	\$1,800,000.00	\$1,800,000.00	April 2024
2024	Halea Highway Interchange Improvements at Kahala Road, Maui	To finance construction for interchange improvements on Halea Highway at Kahala Road on Maui	\$500,000.00	\$500,000.00	October 2022



**County of Maui Capital Improvement Program**

**Maui MPO Transportation Improvement Program (2022-2025 +2)**

**Hele Mai Maui Long-Range Transportation Plan (2019)**



**Ka'ahumanu Ave Community Corridor Action Plan (2022)**

**Maui Bus Route Study (2022)**

**Wailuku-Kahului Community Plan (2002)**

**Central Maui Bicycle and Pedestrian Plan (2012)**

We then invited community members to share locations of concern or identify where a potential project might be needed via an online map. We used this feedback to better understand where the transportation system isn't working for people and where there are missing sidewalks, bike paths, or other needed connections. We also looked for places where roads and other transportation infrastructure were lacking. Current facilities and barriers for people biking and people driving are shown in the maps below. Identifying gaps helped our team develop networks and create a list of projects (Step 2) to meet the community's needs and advance the *I Mua Central Maui* goals.



**VEHICLE BARRIERS**

Community-Identified Needs

-  Congestion Barrier
-  Intersection Barrier
-  Suggested New Road
-  Requested Road Maintenance
-  Congestion Barrier
-  Intersection Barrier
-  Parking Barrier
-  Requested Road Maintenance

**Waihe'e-Waiehu**

**Wailuku**

**Kahului**

**Waikapū**

**KAHULUI AIRPORT**



## Establishing Networks

Maui County’s past planning efforts have generated a long list of transportation projects and programs to make it safer, easier, and more comfortable for people to travel in Central Maui. However, Central Maui lacks a cohesive transportation vision that focuses on how and where people want to travel. As a first step in developing additional projects to meet *I Mua Central Maui’s* goals, the project team developed four mode-specific networks: pedestrian, bicycle, transit, and freight. These individual networks are part of creating a more connected mobility system in Central Maui, especially for people using active modes of transportation.

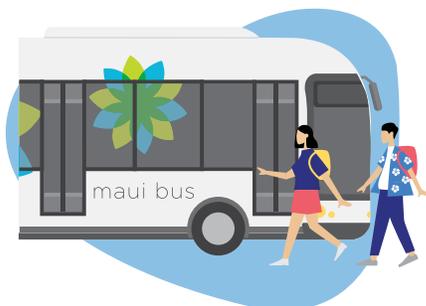
The four networks were developed through data analysis and by incorporating feedback from the TAC, STF, and Maui residents. Building on the needs and gaps described in the previous section, the project team used an interactive map to outline new multimodal connections and form networks that link key destinations. This exercise developed Central Maui’s multimodal networks, which formed the basis for project identification in Step 2. The four networks are described and mapped in the following sections.



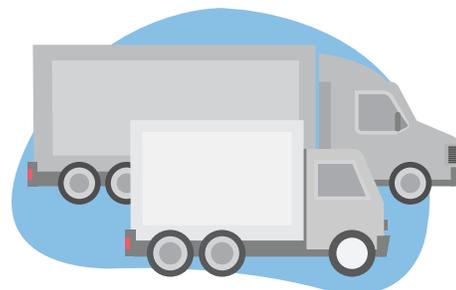
**PEDESTRIAN PRIORITY AREAS**



**BICYCLE NETWORK**



**TRANSIT NETWORK**



**FREIGHT NETWORK**

## PEDESTRIAN PRIORITY AREAS

Pedestrian priority areas identify where people walking and rolling or using a mobility device most need safe access to major destinations within Central Maui, including schools, parks, grocery stores, major institutions, and high-volume bus stops. This map shows the areas of Central Maui within a quarter mile of major destinations where a complete and connected sidewalk and walkway network should be prioritized. The red and yellow areas—where less than half the streets have a sidewalk—are the highest priority for projects that will improve connections for people walking and rolling.



### SIDEWALK COVERAGE

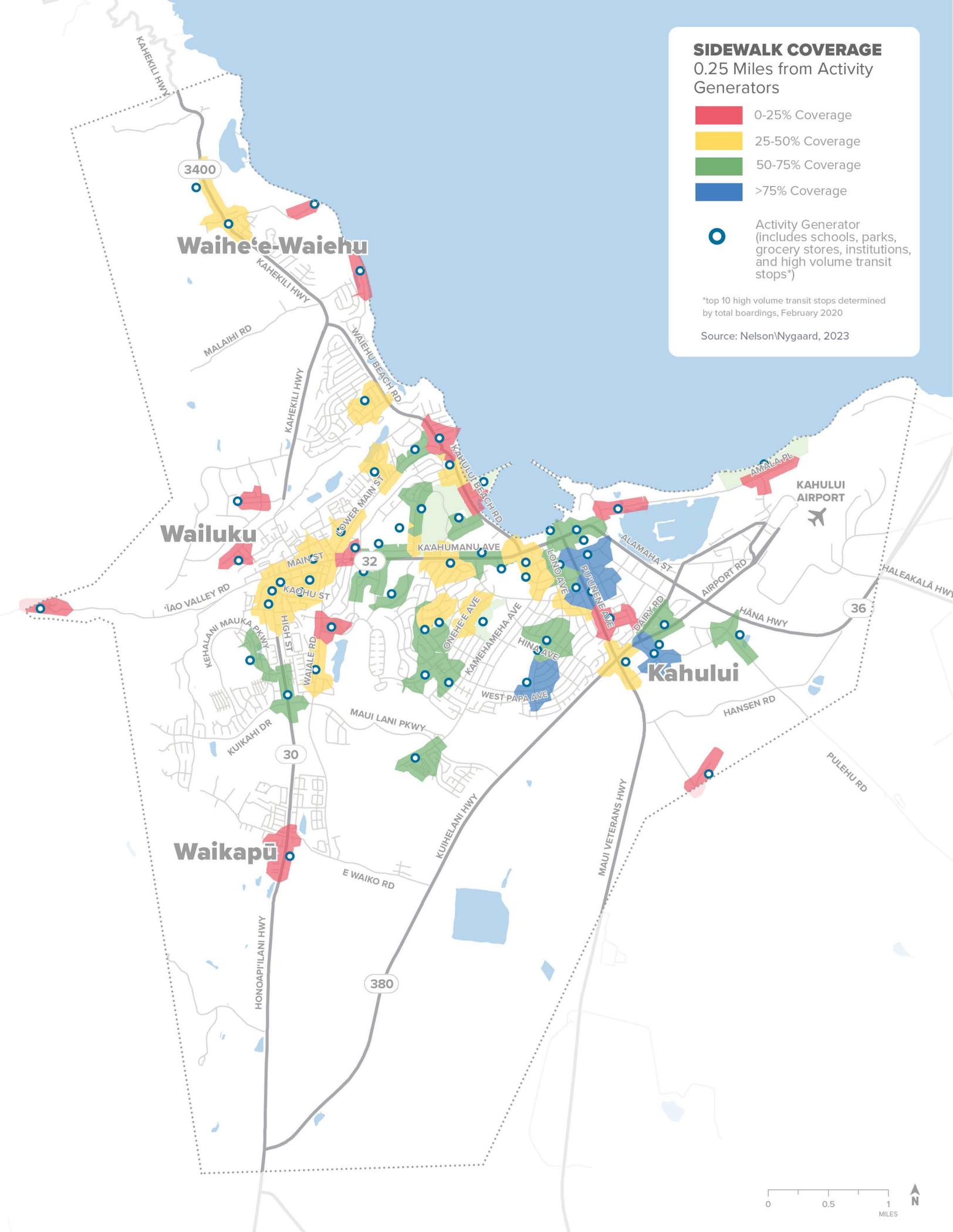
0.25 Miles from Activity Generators

- 0-25% Coverage
- 25-50% Coverage
- 50-75% Coverage
- >75% Coverage

Activity Generator (includes schools, parks, grocery stores, institutions, and high volume transit stops\*)

\*top 10 high volume transit stops determined by total boardings, February 2020

Source: Nelson\Nygaard, 2023



## BICYCLE NETWORK

The goal of the bicycle network is to provide safe connections throughout Central Maui for people using personal and shared bicycles, electric bicycles (e-bikes), and e-scooters. The project team developed a bike network for all ages and abilities that connects major destinations, commercial centers, and neighborhoods, incorporating low-stress bikeways identified by prior plans.



# PROPOSED BIKE NETWORK

 Bike Network and Neighborhood Greenways

Source: Nelson\Nygaard, 2023

## Waihe'e-Waiehu

## Wailuku

## Kahului

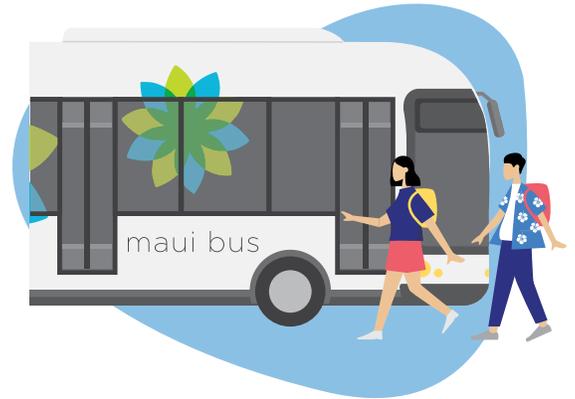
## Waikapū

KAHULUI AIRPORT



## TRANSIT NETWORK

Central Maui has the highest population and employment density on Maui, and the Maui Bus system provides vital connections to and from Central Maui and the area’s work, shopping, medical, and leisure destinations. The proposed transit network was developed through the *Getting on Board Maui Bus Route Study (2022)* and would provide regular, reliable service to, from, and within Central Maui. The Wailuku and Kahului loops would split into two routes and Waihe’e would have on-demand transit service.



# PROPOSED MAUI BUS NETWORK

## FIXED-ROUTES

- █ Wailuku North
- █ Wailuku South
- █ Kaahumanu
- █ Kahului West
- █ Kahului East
- █ Airport
- █ Kihei Islander
- █ Lahaina Islander
- █ Haiku Islander
- █ Upcountry Islander

## MICROTRANSIT ZONE

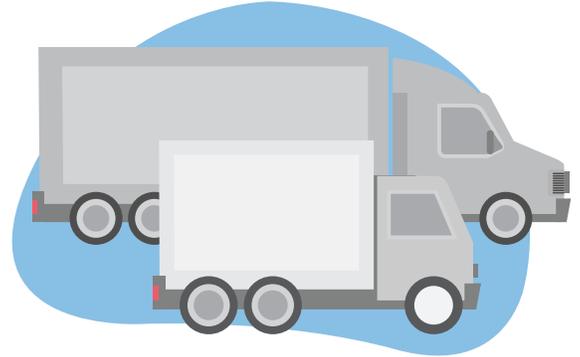
- █ Waihe'e On-Demand

Source: Maui Bus, August 2022



## FREIGHT NETWORK

Many of Maui's essential goods arrive by boat to Kahului Harbor or by air at Kahului Airport. Central Maui needs a reliable freight network to transport and distribute products across the island. The map below shows major freight corridors that are essential for goods movement. These corridors are based on the *2018 Statewide Freight Plan* and also incorporate analysis by the *I Mua Central Maui* project team. The network addresses points of delay or difficulty for large trucks and limits the impacts of freight vehicles.



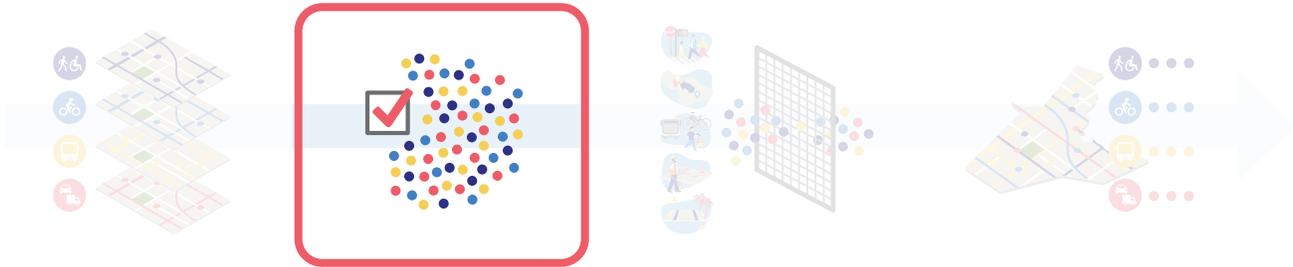
**PROPOSED FREIGHT CORRIDORS**

- Primary Highway Freight System
- Additional Freight Corridor

Source: Hawai'i Statewide Freight Plan, 2018; Hawai'i Department of Transportation, 2019; Nelson\Nygaard, 2023



# STEP 2: Develop



Step 1 identified locations with transportation gaps and established modal networks for Central Maui. In Step 2, we further analyzed the networks and gaps to develop intersection and corridor projects and potential programs and policies. The project team used data analysis and community input to identify potential investments, especially in places lacking sustainable transportation options or network connections.

## Collecting Community Ideas

We gathered nearly 400 project ideas from the public to help us build a comprehensive list of potential transportation improvements for Central Maui. The graphic below shows some of the ideas the public shared with the project team.






**INSTRUCTIONS**

- 1 Think about the challenges you face moving around Central Maui now, zoom to location
- 2 Click **[DRAW A LINE]** or **[DRAW A POINT]** in menu bar and choose a category
- 3 Draw a line or drop the point on the map, within the study area limits of Central Maui
- 4 Write why you chose this location and describe the need or opportunity
- 5 Draw as many items you want, then click other submitted ideas to vote and/or comment

**LINE CATEGORIES**

- Walking/ Rolling
- Riding the Bus
- Biking
- New Crossing
- Driving/ Parking
- Other

**POINT CATEGORIES**

- Walking/ Rolling
- Riding the Bus
- Biking
- New Crossing
- Driving/ Parking
- Other

**STUDY AREA**

Please draw items only within the project study area of Central Maui.

Project Study Area

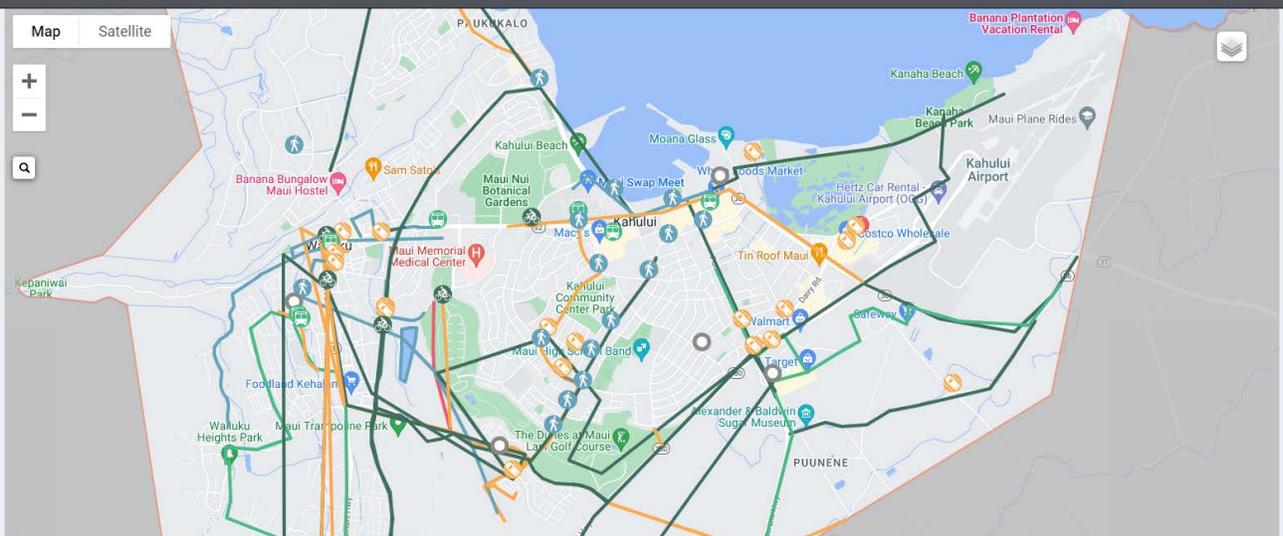
Central Maui Transportation Study About & Help [DRAW A LINE] [DRAW A POINT] Share 0 Guest

Map Satellite

+

-

Q



# Identifying Improvements

Our project, program, and policy identification methods were tailored to fill gaps and incorporate project ideas from the community. The table below outlines some of the considerations we used to develop solutions that were reviewed with the STF and TAC. The initial list of projects included recommended and illustrative projects from *Hele Mai Maui* and other plans, as well as ideas shared by the public through an online map, surveys, and other outreach activities.

## Walking and Rolling

### CONSIDERATIONS FOR PROJECT IDENTIFICATION

- ✓ Ensure all community destinations in Central Maui are served by accessible walking and rolling pathways.
- ✓ Improve the safety and comfort of walking and rolling along corridors with high traffic volumes and speeds and high-crash corridors.
- ✓ Improve connections in areas with higher concentrations of people who may rely on walking and rolling.



## Bicycling

### CONSIDERATIONS FOR PROJECT IDENTIFICATION

- ✓ Improve or provide alternative routes to segments with high levels of traffic stress and/or with a history of collisions involving people bicycling.
- ✓ Connect destinations, including schools, designated centers, commercial nodes, and parks with all-ages-and-abilities bike facilities.
- ✓ Connect Central Maui's bicycle network to other elements of the multimodal transportation network (e.g., Maui Bus routes).





## Maui Bus

### CONSIDERATIONS FOR PROJECT IDENTIFICATION

- ✓ Improve bus connections between Central Maui destinations.
- ✓ Increase the convenience of Maui Bus with more service in Central Maui.
- ✓ Ensure all of Central Maui's top ridership bus stops and stops along state highways have high-quality passenger amenities.



## Driving and Freight

### CONSIDERATIONS FOR PROJECT IDENTIFICATION

- ✓ Explore operational improvements, including signal timing, to support the movement of people and goods.
- ✓ Improve safety on high-crash corridors by advancing intersection improvements, roadway reconfigurations, and speed reductions.
- ✓ Identify transportation demand management (TDM) strategies to alleviate congestion and parking pressure.



# Establishing Project Types

After gathering a comprehensive list of projects, we developed a description for each project to explain its purpose. *I Mua Central Maui* includes eight types of projects that can be sorted into three categories. These projects will enhance Central Maui's transportation network for all modes of travel, from walking and biking to buses and trucks. The project types are described below, and a map showing the full list of projects in Central Maui (by category) is on the following page.

## THE THREE CATEGORIES ARE:

- CS&I** **Complete Streets and Intersections**
  - 3 Project Types
- WBR** **Walking, Biking, and Rolling Projects**
  - 4 Project Types
- TI** **Transit Improvement**
  - 1 Project Type

## CS&I

### Complete Streets and Intersections



#### Complete Streets

Complete streets provide safe travel options for people of all ages and abilities, no matter how they're moving. These projects may add bike lanes and/or sidewalks, restripe travel lanes, and add trees.



#### Intersection Upgrades

Intersection upgrades improve safety for everyone. They may include traffic calming measures, signal and sign improvements, and new crosswalks and curb ramps.



#### Road Upgrades

Road upgrades improve streets for people driving personal and commercial vehicles. These projects may include the construction of new roads, extensions of existing roads, or features to improve operations for cars and freight.

**WBR**

## Walking, Biking, and Rolling Projects



### **Pedestrian Infrastructure**

Pedestrian infrastructure projects improve conditions for people walking or rolling. They may add or improve sidewalk connections or crossings to increase access to schools, parks, and other destinations.



### **Sidewalks and Bikeways**

Sidewalk and bikeway projects provide separate but complementary facilities that prioritize safety for people walking and biking. These projects may improve or add new bike lanes and sidewalks.



### **Multi-Use Paths**

Multi-use paths are separated spaces, away from vehicle traffic, for people to walk, bike, and roll. These projects create safe active transportation links to major activity centers in Central Maui.



### **Bike Infrastructure**

Bike infrastructure projects add to or improve the network of bike facilities in Central Maui. These projects may include new or improved on-street bike lanes, bike routes, or bike parking.

**TI**

## Transit Improvement



### **Bus Stop Improvements**

Bus stop improvement projects add new stops or improve the waiting and boarding experience for people riding Maui Bus. These projects may include bus shelters, benches, and trash receptacles or better connections to current bus stops.

### PROJECTS BY CATEGORY

-  Complete Streets & Intersections
-  Walking, Biking, and Rolling Projects
-  Transit Improvements

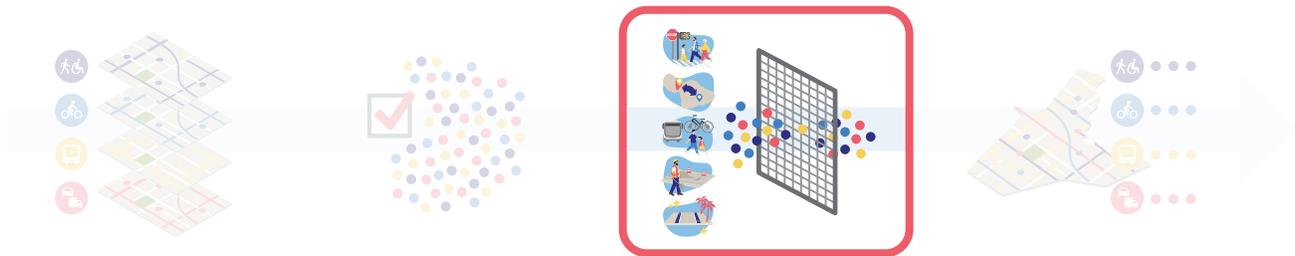


## Chapter 4

# Setting Priorities

The work described in Chapter 3 generated a sizable list of transportation projects and programs to make it safer, easier, and more comfortable for people to travel in Central Maui over the next 20 years. However, transportation funding and staff resources are limited, which means the County needs a process to prioritize investments that will best achieve the community's goals. This chapter describes how we used an evaluation framework to screen, score, and prioritize the *I Mua Central Maui* project list.

## Step 3: Develop



The project team screened the full list of project ideas list to ensure each one met the intent of the *I Mua Central Maui* goals and desired outcomes (shown below). We removed duplicates and overlapping projects that addressed similar issues. We also separated capital projects from programs and policies, which are described in Chapter 5. The outcome of this step was a filtered and refined list of projects for scoring and prioritization.

## Project Scoring

We used the evaluation framework shown below to screen, score, and prioritize projects for funding and implementation. The framework helped to elevate the projects that best align with and advance the plan's goals. The following pages describes the desired outcomes for each goal and the criteria we used to assess how well a project would perform. The evaluation framework includes both qualitative and quantitative criteria supported by data and professional judgement. We first scored the quantitative criteria for each project using geospatial data. We then applied the qualitative criteria, giving points according to how well the project achieved those criteria.

**Goal 1**

**Increase safety and accessibility**

**Create a transportation system that is safe and accessible for everyone, regardless of age, ability, or transportation mode choice.**



DESIRED OUTCOMES	METRICS	POINTS RANGE	SCORING ASSESSMENT
<p>✓ Eliminate traffic-related fatalities and serious injuries by 2040</p>	<p><b>1.1 CRASH REDUCTION:</b> Investment is located at or within 1/4 mile of a high-crash corridor or intersection</p>	0-1	<p><b>0.5 POINT:</b> Project is within 1/4 mile of a high-crash corridor or intersection on a State Road</p> <p><b>1 POINT:</b> Project is within 1/4 mile of a high-crash corridor or intersection on a County Road</p>
<p>✓ Improve safety for people walking, rolling, and biking</p>	<p><b>1.2a EASE OF CROSSING:</b> Investment helps increase the ease of crossing for people walking and biking</p>	0-1	<p><b>1 POINT:</b> Project focuses on an intersection or mid-block location</p>
	<p><b>1.2b LEVEL OF TRAFFIC STRESS:</b> Investment creates a low-stress connection or improves a facility with a high level of traffic stress</p>	0-1	<p><b>1 POINT:</b> Project is within 1/4 mile of a high-stress corridor (BLTS 3+ = high stress) or a corridor with 20,000 vehicles a day</p>
<p>✓ Improve access to schools, parks, transit stops, grocery stores, institutions</p>	<p><b>1.3 ACCESS TO KEY DESTINATIONS:</b> Investment is within a pedestrian priority area</p>	0-1	<p><b>1 POINT:</b> Project falls within a pedestrian priority area</p>
<p>✓ Create a cohesive all-ages-and-abilities (AAA) bicycle and pedestrian network</p>	<p><b>1.4 AAA NETWORK:</b> Investment implements a segment of the all-ages-and-abilities (AAA) network</p>	0-1	<p><b>1 POINT:</b> Project includes low-stress facility to serve AAA needs and/or support interested but concerned riders</p>

**Goal 2**

**Improve connectivity**

**Link people to important destinations in Central Maui and to other parts of the island, supporting a more equitable transportation system.**



DESIRED OUTCOMES	METRICS	POINTS RANGE	SCORING ASSESSMENT
<p>✓ Connect high-demand community destinations with quality bus service, managed parking, and multiple transportation options</p>	<p><b>2.1a ACCESS TO TRANSIT:</b> Investment provides multimodal access within 1/4 mile of Maui Bus</p>	0-1	<b>1 POINT:</b> Project is partially or fully located within 1/4 mile of transit stops
	<p><b>2.1b CONNECTIVITY:</b> Project improves access to key employment centers</p>	0-1	<b>1 POINT:</b> Project is within 1/4 mile of institutions or employment centers
<p>✓ Expand reliable connections within Central Maui and between Central Maui and other parts of the island</p>	<p><b>2.2 LINK-NODE RATIO:</b> Investment increases street connectivity and intersection density</p>	0-1	<b>1 POINT:</b> Project intersects existing trail, sidewalk, or bike network
<p>✓ Reduce delay for people driving and improve freight movement</p>	<p><b>2.3 FREIGHT MOVEMENT:</b> Project improves a freight route or access to an industrial area</p>	0-1	<b>1 POINT:</b> Project is located along a designated freight route or is adjacent to an industrial area
<p>✓ Create a more equitable and affordable transportation system</p>	<p><b>2.4 EQUITY:</b> Investment improves multimodal access within a high-need census tract in the Equity Index</p>	0-1	<b>1 POINT:</b> Project intersects census tract with an Equity Index of 26 or greater (out of 35)

**Goal 3**

**Provide sustainable mobility choices**

**Expand sustainable and affordable transportation options that provide a range of choices and reduce fossil fuel emissions.**



DESIRED OUTCOMES		METRICS	POINTS RANGE	SCORING ASSESSMENT
✓ Build a network of complete streets	<b>3.1</b>	<b>COMPLETE STREETS:</b> Investment connects existing projects	<b>0-1</b>	<b>1 POINT:</b> Project fills a gap in a modal network
✓ Increase access to multimodal transportation options	<b>3.2</b>	<b>MODAL DENSITY:</b> Project intersects existing trail, sidewalk, or bike network	<b>0-2</b>	<b>1 POINT:</b> Project increases network density for one non-auto mode (sidewalk, bike/trail, transit network)  <b>2 POINTS:</b> Project increases network density for two or more non-auto modes (sidewalk, bike/trail, transit network)
✓ Reduce single-occupancy vehicle (SOV) trips, vehicle miles traveled (VMT), and emissions	<b>3.3</b>	<b>EMISSIONS REDUCTION:</b> Project advances low-emission modes	<b>0-1</b>	<b>1 POINT:</b> Project supports reduction of VMT, SOV trips, or carbon emissions
✓ Enhance active transportation and transit linkages to lower-income neighborhoods (income below \$52,980 [200% federal poverty level for HI])	<b>3.4a</b>	<b>TRANSIT ACCESS:</b> Investment closes a gap, removes a barrier, or improves access to transit within 1/4 mile of a Maui Bus stop	<b>0-1</b>	<b>1 POINT:</b> Project is located within 1/4 mile of a transit route or stop in a lower-income neighborhood
	<b>3.4b</b>	<b>EASE OF ACCESS:</b> Investment removes a barrier to and/or enhances the experience of accessing and using sustainable transportation	<b>0-1</b>	<b>1 POINT:</b> Project connects to trail or bike network or removes barriers to sustainable modes in a lower-income neighborhood

**Goal 4**

**Maintain our assets**

**Maintain our existing streets, sidewalks, bridges, and other transportation infrastructure for future generations.**

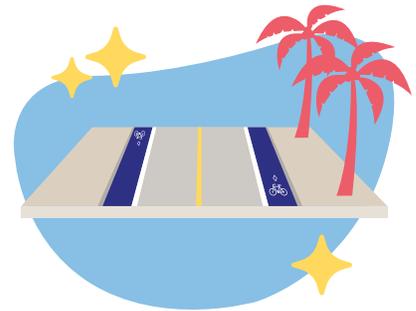


DESIRED OUTCOMES	METRICS	POINTS RANGE	SCORING ASSESSMENT
<p>✓ Bring existing transportation infrastructure into a state of good repair</p>	<p><b>4.1 STATE OF GOOD REPAIR:</b> Investment improves condition of existing infrastructure or addresses a maintenance need</p>	<p><b>0-2</b></p>	<p><b>1 POINT:</b> Project is on a road that has an Remaining Service Life (RSL) of 6-10 (“Fair”)</p> <p><b>2 POINTS:</b> Project is on a road that has an RSL of 0-5 (“Poor”)</p>
	<p><b>4.2a LEVERAGE:</b> Project could be combined with other planned and funded investments (e.g., repaving)</p>	<p><b>0-1</b></p>	<p><b>1 POINT:</b> Project is included in the Repaving Schedule</p>
<p>✓ Balance cost-effective, implementable projects with high-impact projects</p>	<p><b>4.2b NEAR-TERM:</b> Investment could be implemented in the next five years</p>	<p><b>0-1</b></p>	<p><b>1 POINT:</b> Project is included in or aligns with other projects in the Capital Improvement Program (CIP)</p>
	<p><b>4.3 INFILL:</b> Project supports density, and/or encourages mixed-use development or redevelopment of underutilized land to create complete neighborhoods</p>	<p><b>0-1</b></p>	<p><b>1 POINT:</b> Project is within existing or planned mixed-use development or a transit-oriented area</p>

**Goal 5**

## Create welcoming places

Enhance our streets and sidewalks to create attractive and comfortable places in Central Maui.

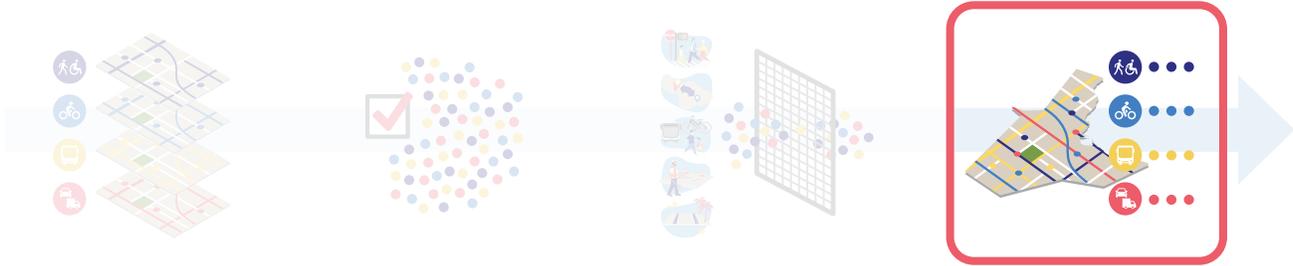


DESIRED OUTCOMES	METRICS	POINTS RANGE	SCORING ASSESSMENT
<p>✓ Provide quality streetscape and public space amenities</p>	<p><b>5.1a GREENING/URBAN CANOPY:</b> Project adds street trees or other landscaping</p>	0-1	<b>1 POINT:</b> Project includes an opportunity to add street trees or other landscaping
	<p><b>5.1b AMENITIES:</b> Project includes opportunity or space to create a comfortable streetscape</p>	0-1	<b>1 POINT:</b> Project includes opportunity or space to add amenities (e.g., art, benches, lighting)
	<p><b>5.1c CULTURAL AND HISTORIC RESOURCES:</b> Project protects or enhances existing cultural or historic resources</p>	0-1	<b>1 POINT:</b> Project is outside of 50-foot buffer around historical sites (listed on the National Register of Historic Places)
<p>✓ Create adaptable and resilient infrastructure</p>	<p><b>5.2 RESILIENCY:</b> Project incorporates green stormwater infrastructure or other climate adaptation infrastructure</p>	0-1	<b>1 POINT:</b> Project improves natural amenities and/or green stormwater infrastructure
<p>✓ Design a public realm that is safe and comfortable for people walking, rolling, and biking</p>	<p><b>5.3 COMFORT:</b> Investment incorporates traffic calming measures (e.g., speed bumps, reduced speed limit, traffic circles)</p>	0-1	<b>1 POINT:</b> Project lies on a minor collector or local road and provides an opportunity to incorporate traffic calming elements

## Scoring Results

We totaled the scores for all criteria, giving each project a total score out of 26 possible points. Project scores ranged from 6.6 points to 25.5 points, with an average score of 16 points. In general, projects that received higher scores were in areas of Kahului and Wailuku that have more destinations, more residents and jobs, better connectivity to other modes of transportation, and a greater need for safety improvements. Projects of all types scored well, but there were different ranges for corridor projects and intersection projects (with corridor projects scoring higher).

## Step 4: Prioritize



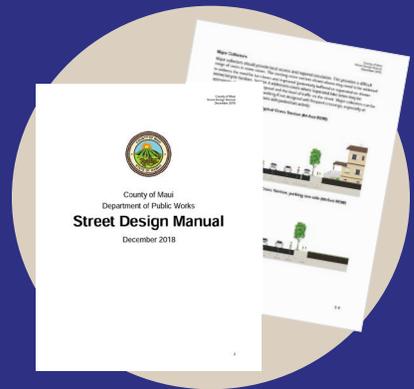
In Step 4, projects were further assessed based on how well they advance the *I Mua Central Maui* goals and desired outcomes. We divided corridor projects and intersection projects into four tiers based on their scores, with Tier 1 including the highest scoring projects from both groups and Tier 4 including the lowest scoring projects from both groups.

This prioritized, tiered list of projects was shared with the Stakeholder Task Force, the Technical Advisory Committee, and the public for review. These results helped shape the final list of near-term projects for *I Mua Central Maui*.



## Designing Great Streets

In conjunction with *I Mua Central Maui*, the project team updated the County of Maui's 2018 Street Design Manual to reflect current best practices and better meet the community's needs. The Street Design Manual establishes street types, typical sections, overlays, and design features for all roadways in Maui. Its purpose is to:



- ✓ Provide context-specific guidance on the design of all types of streets
- ✓ Outline a process for community involvement in street design
- ✓ Streamline the design and approval process by setting clear expectations for the function of different streets in Maui's network

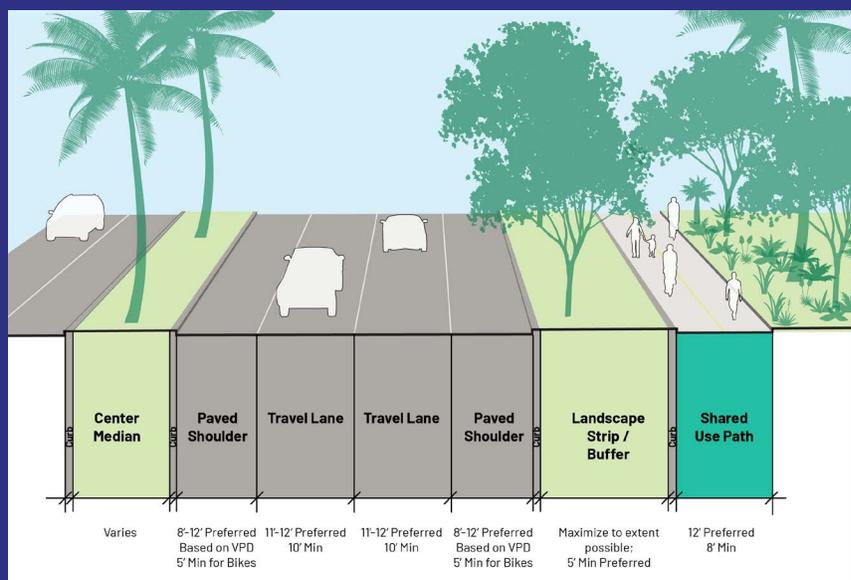
**Every street in Central Maui has been assigned an updated street type, which establishes the modes that receive priority and features the street should include.**

Not all streets should look the same—streets must be designed to serve the people using them and to match the surrounding context, including nearby land uses. To meet this need, the Street Design Manual offers multiple cross-sections for each street type, providing flexibility in design to better meet the needs of people traveling in Central Maui and throughout the island.

## Highway

**13.0 miles in Central Maui**

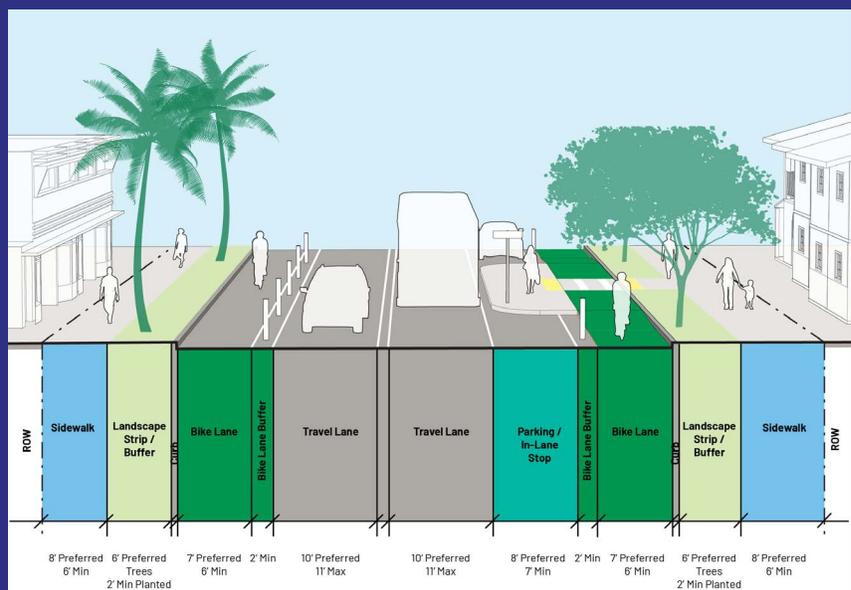
Limited access, high-volume, higher speed roadway typically located in industrial or rural areas. Supports long-distance motorized vehicle travel and freight movement.



## Major Collector

**19.5 miles in Central Maui**

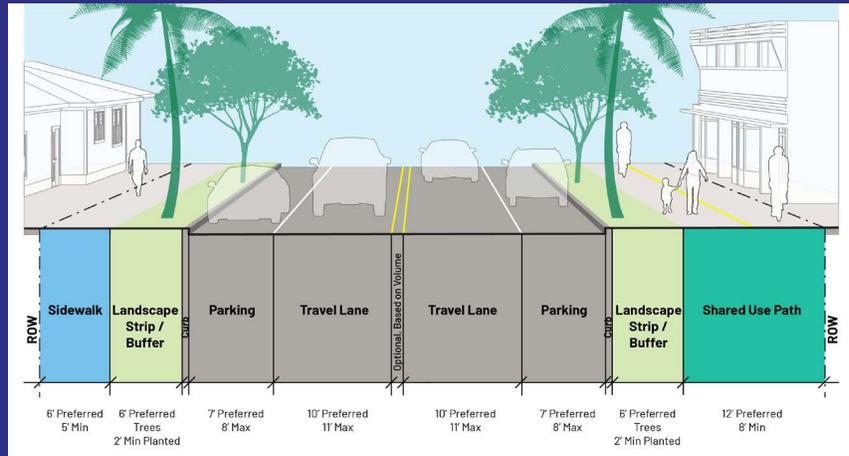
Medium- to higher-volume, moderate speed roadway for trips between neighborhoods and commercial areas. Serves moderate-distance multimodal trips and moderate speeds, maintaining safe and comfortable access for people walking, biking, and taking the bus.



## Minor Collector

**34.5 miles in Central Maui**

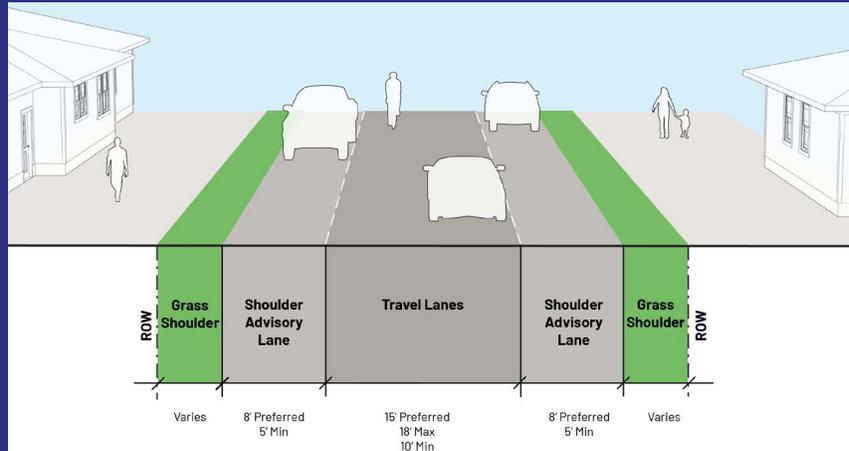
Moderate-volume, lower speed roadway supporting access through neighborhoods and between major collectors. Serves mostly shorter local trips and slow speeds, with safe space for people walking and biking.



## Country Road

**11.6 miles in Central Maui**

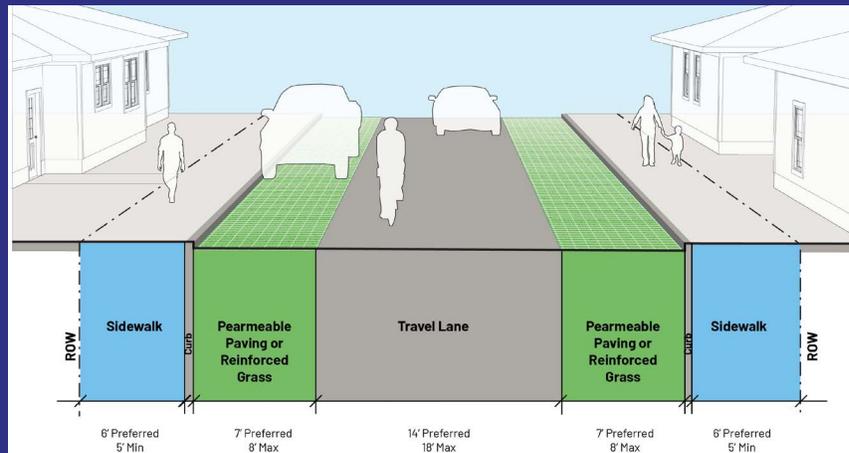
Low-volume, low-speed roadway that supports local access to and through low-density rural development and agricultural lands, often without sidewalks but with ample shoulders for safe walking and biking.



## Local Street

**107.2 miles in Central Maui**

Low-volume, low-speed roadway supporting access to neighborhood destinations. Feels calm, safe, and enjoyable and provides space for families to play, stroll, and ride bikes in the street. Discourages cut-through traffic.



The Street Design Manual also includes three “overlays” that can be used when a street would benefit from additional design features that serve a specific land use context:

- **Parkway**
- **Main Street**
- **Industrial Street**

For example, a **Parkway** overlay can be applied to add landscaping on roads that may have historic or recreational significance, such as Maui Lani Parkway.

A **Main Street** overlay can be used to add features that support people walking and biking, such as on Market Street.

An **Industrial Street** overlay can incorporate features that support freight and goods movement, such as on Lower Main.

To complement the street types and overlays, the design features toolbox describes the uses of, design considerations for, and costs associated with traffic calming features, pedestrian crossings, amenities, and other elements that are critical for designing great streets. It helps designers evaluate potential tradeoffs and provides links to other guidance documents.

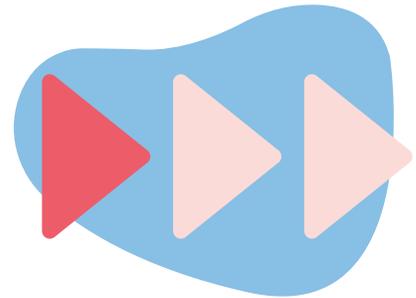
The updated Street Design Manual will help meet the goals of *I Mua Central Maui* and support the design and construction of safe, connected, and multimodal streets throughout the island.



Maui Lani Parkway

# Tier 1: Near-Term Projects

Tier 1 includes the highest scoring corridor and intersection projects. Concentrated in the busiest areas of Central Maui, these projects enhance safety and connectivity and provide more travel options for Maui residents. They are the top priority for funding and implementation and should be advanced in the next five years.

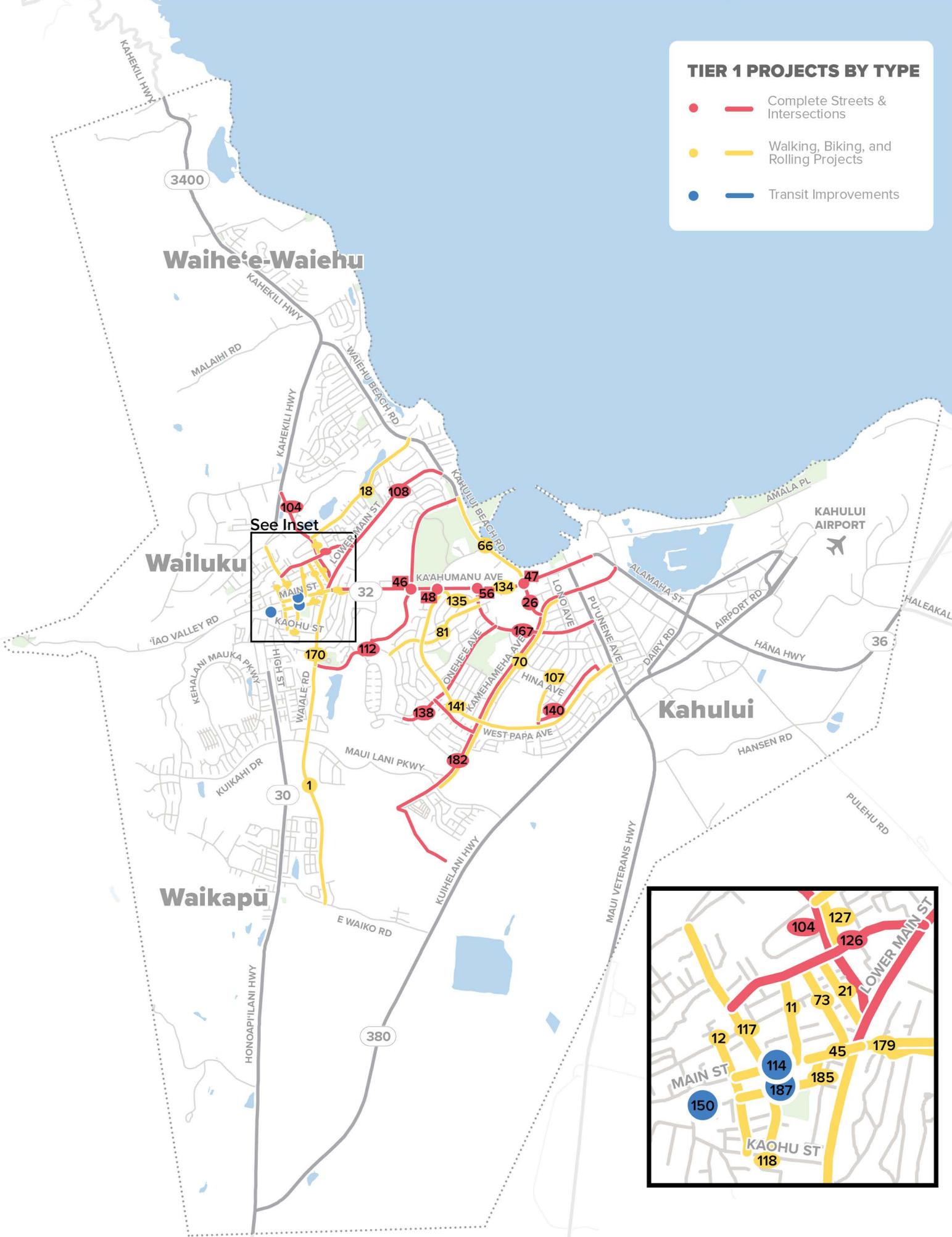


## Near-Term Project List

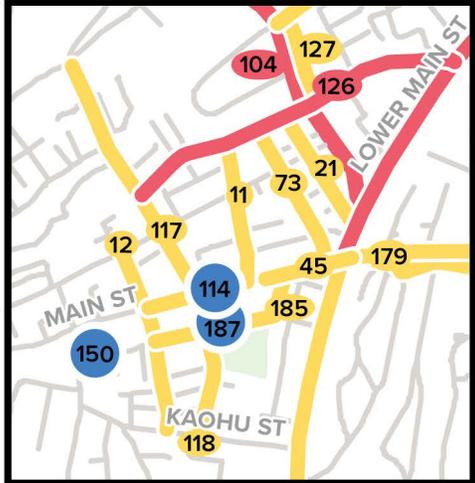
ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
1	Wai'ale Rd	Wai'inu Rd	E Waikō Rd	WBR	Multi-use path
11	Central Ave	Mill St	Main St	WBR	New sidewalk
12	Church St	Wells St	Ka'ohu St	WBR	Sidewalks to connect to 'Iao School and parallel bike route to Market St
18	'Ehā St	'Imi Kālā St	Waiehu Beach Rd	WBR	Enhanced bike lanes
21	Mission St	Mill St	Lower Main St	WBR	Neighborhood bikeway
26	Kane St	W Ka'ahumanu Ave	W Kamehameha Ave	CS&I	Road diet, sidewalks to connect to Maui Community School for Adults, bike lanes, accessibility improvements, and transit center connector
45	Main St / Ka'ahumanu Ave	'Oihana St	Wai'ale Rd	WBR	New bike lane
46	Ka'ahumanu Ave	Kinipōpō St	Hāna Hwy	CS&I	Multi-use path and intersection safety improvements
47	Ka'ahumanu Ave / Kahului Beach Rd	N/A	N/A	CS&I	Intersection redesign to remove slip lanes and create sidewalk-level path
48	Ka'ahumanu Ave / Kanaloa Ave	N/A	N/A	WBR	Colored bike lanes at intersections
56	Ka'ahumanu Ave / S Wakea Ave	N/A	N/A	WBR	Colored bike lanes at intersections
66	Kahului Beach Rd	Kanaloa Ave	W Ka'ahumanu Ave	CS&I	Multi-use path or esplanade; sidewalk connection to future path around Veterans Peace Park

**TIER 1 PROJECTS BY TYPE**

- — Complete Streets & Intersections
- — Walking, Biking, and Rolling Projects
- — Transit Improvements



See Inset





**ID #11**

# Central Ave Sidewalk

Construct a sidewalk along at least one side of Central Ave by narrowing travel lanes and removing the centerline. Sidewalk narrowing may be required in some locations to fit within the right-of-way and avoid utility conflicts.

**PROJECT COST ESTIMATE: \$700K**

### PROJECT EXTENT:

**Mill St to Main St**

### PROJECT NEED:

Central Ave is an important connector to residences and businesses in Wailuku and has relatively high numbers of pedestrians. Missing sidewalks force people to walk in the street with no separation from traffic.

### CONSIDERATIONS:

- ✓ Explore opportunities for easements from property owners to support adding sidewalks on both sides of the street

### NEAR-TERM PHASING:

Remove centerline to encourage slower speeds and yielding, improving safety for people walking before a sidewalk is constructed.





**ID #46**

# Ka‘ahumanu Ave Multi-Use Path and Intersection Safety Improvements

Install multi-use path along south side of Ka‘ahumanu Ave by reallocating available right-of-way. Slow speeds along Ka‘ahumanu Ave and create “smart” slip lanes and improved pedestrian and bicycle crossings.

**PROJECT COST ESTIMATE: \$17.1M**

### PROJECT EXTENT:

**Kinipōpō St to  
Hāna Hwy**

### PROJECT NEED:

Ka‘ahumanu Ave is a critical connector in Central Maui and for the island as a whole. It has discontinuous sidewalks and high-stress bike facilities. The design of the roadway encourages high vehicle speeds, which limits its ability to function as a true gateway to Kahului and Wailuku.

### CONSIDERATIONS:

- ✓ Coordinate with HDOT to understand right-of-way availability
- ✓ Consider lane narrowing and/or removal to address higher-than-appropriate vehicle volumes and speeds



### NEAR-TERM PHASING:

Use flex post curb extensions to slow turning vehicles while design is underway.



## Project Spotlight

CS&I

**ID #47**

# Ka'ahumanu Ave/Kahului Beach Rd Intersection Improvements

Redesign intersection to remove or modify slip lanes. Create a sidewalk level shared-use path to prevent conflicts between right-turning vehicles and people biking.

**PROJECT COST ESTIMATE: \$580K**

### PROJECT EXTENT:

**Intersection of Ka'ahumanu Ave and Kahului Beach Rd**

### PROJECT NEED:

Bike lanes between through travel lanes and right-turn lanes can be confusing. Adding green bike lane markings through the intersection can improve visibility and increase safety for people biking.

### CONSIDERATIONS:

- ✓ Explore full redesign of the intersection to include "smart rights"
- ✓ Work with HDOT to explore a raised crossing



### NEAR-TERM PHASING:

Install green bike lanes to reduce weaving between the current bike lane and right-turn lanes.

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
70	<b>Kamehameha Ave</b>	Pu'unēnē Ave	Maui Lani Pkwy	<b>WBR</b>	Multi-use path or two-way cycle track
73	<b>Kaniela St</b>	Mill St	Main St	<b>WBR</b>	Bikeway and new sidewalk
81	<b>Kea St</b>	Pu'umakani St	S Wakea Ave	<b>WBR</b>	Bike route or lane
104	<b>'Imi Kālā St</b>	Mill St	Lower Main St	<b>CS&amp;I</b>	New roadway to extend 'Imi Kālā
107	<b>Lono Ave</b>	S Lehua St	Hina Ave	<b>WBR</b>	Multi-use path
108	<b>Lower Main St</b>	Waiehu Beach Rd	Ka'ahumanu Ave	<b>CS&amp;I</b>	Road diet, pavement resurfacing, new curb ramps and sidewalks, protected bike lanes, new signs, pavement markings, and striping
112	<b>Mahalani St/ Kanaloa Ave</b>	Kahului Beach Rd	Wai'ale Rd	<b>CS&amp;I</b>	Road diet, resurfacing pavement, bike lanes, new curb ramps and sidewalks, and signs and striping
114	<b>Main St/Market St Westbound</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stop
117	<b>Market St</b>	E Vineyard St	Main St	<b>WBR</b>	New sidewalk
118	<b>Market St</b>	Mokuhau Rd	Ka'ohu St	<b>WBR</b>	Bike route or lane
126	<b>Mill St</b>	N Market St	Lower Main St	<b>CS&amp;I</b>	Pavement reconstruction and protected bike lane
127	<b>'Imi Kālā St</b>	'Ehā St	Mill St	<b>WBR</b>	Neighborhood bikeway and sidewalks
134	<b>Ka'ahumanu Ave / Wahinepi'o Ave</b>	N/A	N/A	<b>WBR</b>	Colored bike lanes at intersections
135	<b>One St</b>	S Papa Ave	S Wakea Ave	<b>WBR</b>	Sidewalk and neighborhood bikeway to Emmanuel Lutheran Church and School
138	<b>'Onehe'e Ave</b>	S Wakea Ave	Huluhulu St	<b>CS&amp;I</b>	Pavement reconstruction with sidewalks and bike lanes
140	<b>Papa Ave</b>	'Onehe'e Ave	S Pu'unēnē Rd	<b>WBR</b>	Bike lanes to complete Papa Ave route



**ID #66**

# Kahului Beach Rd Esplanade

Resurface street and install protected bike lanes in both directions using excess pavement width, narrowing lanes as needed. Construct an esplanade on makai side with native vegetation landscaped buffer. Redesign intersection with Kanaloa St to include sidewalk connections and curb ramps, providing a safe crossing to Veterans Peace Park.

**PROJECT COST ESTIMATE: \$4.6M**

### PROJECT EXTENT:

**Kanaloa St to W Ka'ahumanu Ave**

### PROJECT NEED:

Kahului Beach Rd is an important connector to Lower Main St, Wai'ehu, and the beach but is designed like a highway, encouraging high vehicle speeds. Existing walking and biking facilities are discontinuous and high stress, especially for the context and nearby recreational facilities.

### CONSIDERATIONS:

- ✓ Accommodate existing food truck area with parking by narrowing lane widths and using additional right-of-way beyond current pavement
- ✓ Include both temporary and permanent businesses in outreach efforts



### NEAR-TERM PHASING:

The mauka shoulder could be converted into a protected bike lane as an interim solution. However, both the mauka and makai connections should be considered simultaneously if possible.



**ID #104**

# ‘Imi Kālā Extension

Extend ‘Imi Kālā north to Kahekili Hwy and south to Lower Main St. Use existing right-of-way to design the extension as a Minor Collector. Ensure flexibility to support the nearby industrial area.

**PROJECT COST ESTIMATE: \$2.2M**

### PROJECT EXTENT:

**Kahekili Hwy to Lower Main St**

### PROJECT NEED:

This project creates a new street that will support future affordable housing and connections to an important industrial area in Central Maui.

### CONSIDERATIONS:

- ✓ Ensure a comprehensive engagement process to understand the needs and concerns of adjacent residents
- ✓ Consider how design elements can be used to support a low-speed street that is comfortable for people walking and biking



### NEAR-TERM PHASING:

Because this is a new street, it will need to be designed as a single project; however, phased construction is likely. Phase 1 would be Lower Main St to Mill St, and Phase 2 would be ‘Ehā St to Kahekili Hwy.



## Project Spotlight

CS&I

**ID #108**

# Lower Main Complete Street Improvements

Resurface and implement a road diet on Lower Main St. Convert outside lanes to separated bike lanes, and add a center-turn lane or median. Reconstruct curb ramps and sidewalks, adding pedestrian crossings at key intersections. Explore opportunities to consolidate driveways.

**PROJECT COST ESTIMATE: \$1.56M**

### PROJECT EXTENT:

**Waiehu Beach Rd to Ka'ahumanu Ave**

### PROJECT NEED:

Lower Main links schools, businesses, and homes to Kahului Beach Rd and many important destinations in Central Maui. There are currently no bike facilities, and the sidewalk is interrupted by multiple driveways. Missing curb ramps are challenging for people walking and biking, especially for people using mobility devices such as wheelchairs. Due to the lack of a turn lane, drivers weave between lanes of traffic to move around turning vehicles.



### CONSIDERATIONS:

- ✓ Engage the community, especially local businesses, to understand priorities and concerns
- ✓ Add design features that support light industrial uses and safe connections for people walking and biking

### NEAR-TERM PHASING:

This project will require resurfacing but can be a relatively quick build. Curb ramps could be reconstructed early, but resurfacing first will ensure there is no pavement lip.

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
141	<b>Papa Ave</b>	Ka'ahumanu Ave	S Pu'unēnē Rd	<b>CS&amp;I</b>	Multimodal safety and intersection improvements, including traffic signal upgrades, protected bike lane, and sidewalk
150	<b>S High St/Wells St</b>	N/A	N/A	<b>TI</b>	Bus stop upgrades
167	<b>Wakea Ave</b>	Ka'ahumanu Ave	Pu'unēnē Ave	<b>CS&amp;I</b>	Intersection improvements to accommodate increased traffic volumes, including turning lanes, signals, and other improvements; protected bike lanes and continuous sidewalks on both sides
170	<b>Wai'ale Rd</b>	Lower Main St	Wai'inu Rd	<b>WBR</b>	Multi-use path on east side of the street and sidewalks on the west side
179	<b>W Ka'ahumanu Ave/Naniloa Dr</b>	N Church St	Lunalilo St	<b>WBR</b>	New sidewalk
182	<b>Kamehameha Ave</b>	Hāna Hwy	Central Maui Regional Sports Complex	<b>CS&amp;I</b>	Major intersection improvements to accommodate increased traffic volumes, including turning lanes and signals
185	<b>Wells St/ Kinipōpō St</b>	S Church St	Ka'ahumanu Ave	<b>CS&amp;I</b>	Uphill bike lane on Wells St and path connector on Kinipōpō St; all-way stop at Wells/Kinipōpō intersection; intersection redesign at Kinipōpō / Ka'ahumanu Ave to slow turning vehicles and connect to path
187	<b>Wells St/Market St Eastbound</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stop



## Project Spotlight

TP

**ID #150**

# S High St/ Wells St Bus Stop Upgrades

Upgrade bus stops to create mobility hubs, with real-time information, shared mobility services, and additional high-quality passenger amenities.

**PROJECT COST ESTIMATE: \$1.1M**

### PROJECT EXTENT:

**High St and Wells St at the County and State Buildings**

### PROJECT NEED:

These are the highest ridership bus stops in Wailuku and should be upgraded to include mobility hub features and additional passenger amenities.

### CONSIDERATIONS:

- ✓ Engage with Maui Bus riders to understand the features they most desire

### NEAR-TERM PHASING:

Bus stops can be improved over time, adding new amenities as funding becomes available.





**ID #167**

# Wākea Ave Complete Street Improvements

Implement a complete street along Wākea Ave, including separated bike lanes and continuous sidewalks on both sides. Add on-street parking where feasible. Improve safety and operations at signals.

**PROJECT COST ESTIMATE: \$1.36M**

### PROJECT EXTENT:

**Ka'ahumanu Ave to  
Pu'unēnē Ave**

### PROJECT NEED:

Existing bike lanes are discontinuous and confusing for drivers and cyclists. Existing sidewalks have gaps and force pedestrians onto unpaved or uneven shoulders or, in some instances, into the street, which is especially challenging when vehicles are parked on the planting strip. Some intersections lack pedestrian signals and marked crossings.

### CONSIDERATIONS:

- ✓ Reflect variety of land uses and diverse context
- ✓ Connect to bike and pedestrian facilities off Wākea Ave



### NEAR-TERM PHASING:

Preliminary design will inform which elements could be advanced and may include sidewalks, curb ramps, or pedestrian signals.



**ID #170**

# Wai‘ale Rd Muti-Use Path and Sidewalk

Install a multi-use path on the east side and a sidewalk on the west side of Wai‘ale Rd. Add traffic calming in key locations to slow vehicles and support pedestrian and bicyclist crossings.

**PROJECT COST ESTIMATE: \$2.27M**

### PROJECT EXTENT:

**Lower Main St to  
Wai‘inu Rd**

### PROJECT NEED:

Wai‘ale Rd connects schools, business, and dense residential areas, with many keiki walking along the road each day. There is currently no sidewalk or bike facility along either side of the street, and there are very few marked crossings.

### CONSIDERATIONS:

- ✓ Collect speed and volume data to understand traffic gaps for people to cross the street
- ✓ Explore using cane haul road right-of-way to provide a separated facility



### NEAR-TERM PHASING:

Remove centerline to encourage slower speeds and yielding, improving safety for people walking before a sidewalk is constructed.



## Project Spotlight

CS&I

**ID #185**

# Wells St/ Kinipōpō St Intersection Improvements and Bike Lanes

Install uphill bike lane on Wells St and a shared-use path connector on Kinipōpō St. Add all-way stop at Wells St/Kinipōpō St intersection. Redesign intersection of Kinipōpō St/Ka'ahumanu Ave to slow turning vehicles and connect to new shared-use path on Ka'ahumanu Ave.

**PROJECT COST ESTIMATE: \$330K**

### PROJECT EXTENT:

**S Church St to  
Ka'ahumanu Ave**

### PROJECT NEED:

Kinipōpō St does not currently have a bike facility and would offer a lower stress alternative to biking on Main St. The project would also make an important connection to a new path on Ka'ahumanu Ave and improve two intersections for pedestrian, bicyclist, and driver safety.

### CONSIDERATIONS:

- ✓ Ensure robust community engagement to vet parking changes
- ✓ Consider alternative traffic circulation options in the area to support bi-directional bike lanes

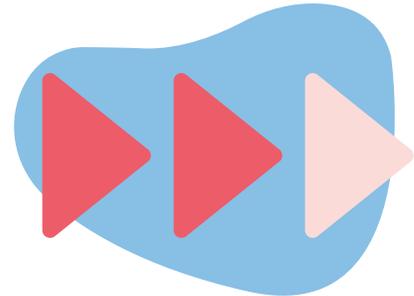


### NEAR-TERM PHASING:

This project could be installed as part of resurfacing or by removing a limited number of existing markings. Improving the intersection at Wells St/Kinipōpō St should be the first priority.

## Tier 2: Medium-Term Projects

Tier 2 includes many projects on state routes and in more commercial and industrial areas of Central Maui. These projects should be advanced in the next six to ten years, or when the Tier 1 projects are complete. Although they scored a bit lower than Tier 1 projects, these projects will play an important role in improving mobility and meeting *I Mua Central Maui's* goals.



### Medium-Term Project List

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
2	<b>Route 1 North Wailuku</b>	Vevau St	'Imi Kālā St	<b>TI</b>	Major bus stop improvements
3	<b>Maui Lani Pkwy</b>	Ka'ahumanu Ave	Pu'umele St	<b>CS&amp;I</b>	Improvements to meet Parkway overlay guidance
4	<b>Route 6 Kahului East</b>	Vevau St	Vevau St	<b>TI</b>	Major bus stop improvements
7	<b>'Alehela St</b>	Moloka'i Hema St	S Pu'unēnē Ave	<b>WBR</b>	Neighborhood bikeway
8	<b>'Āmala Pl</b>	'Āmala Pl	Kanahā Ponds	<b>WBR</b>	New sidewalk to Island Grocery Depot
14	<b>Dairy Rd/ Pākaula St</b>	Hāna Hwy	Ho'okele St	<b>CS&amp;I</b>	Road improvements, bike lanes on both sides, and new sidewalk to Maui Marketplace
19	<b>'Ehā St/Waena St</b>	N/A	N/A	<b>CS&amp;I</b>	Intersection and accessibility improvements and traffic calming
24	<b>Honoapi'ilani Hwy</b>	W Vineyard St	Kū'ihēlani Hwy	<b>WBR</b>	Bike lane
29	<b>Ho'okahi St</b>	'Ehā St	Lower Main St	<b>WBR</b>	Neighborhood bikeway
30	<b>Hōlua Dr</b>	S Papa Ave	Lālani Cir	<b>WBR</b>	Neighborhood bikeway
35	<b>Ho'okele St</b>	Maui Veterans Hwy	Hāna Hwy	<b>WBR</b>	Bike lanes and sidewalks
42	<b>Hali'a Nakoā St</b>	Ka'ahumanu Ave	Baldwin High School	<b>WBR</b>	Sidewalk to Baldwin High School





**ID #21 and #127**

# Mission St/ 'Imi Kālā St Neighborhood Bikeway

Install a neighborhood bikeway, including speed humps, wayfinding signs, markings, and crossing improvements at all major intersections to slow traffic speeds and create a comfortable environment for people walking or biking.

**PROJECT COST ESTIMATE: \$290K**

### PROJECT EXTENT:

**'Ehā St to  
Lower Main St**

### PROJECT NEED:

Narrow streets like and 'Imi Kālā St can be important connectors for people biking and walking, but occasional high speeds make these streets uncomfortable and unsafe. Intersections with busy streets pose barriers for people walking and biking, especially keiki and kupuna.

### CONSIDERATIONS:

- ✓ Engage residents to help site traffic calming and wayfinding elements to best support the neighborhood
- ✓ Coordinate traffic calming design and placement with emergency services



### NEAR-TERM PHASING:

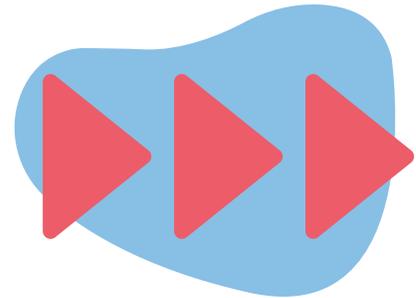
Neighborhood bikeway projects are generally implemented as a complete package since each element plays a role in the overall function of the facility. However, traffic calming along the route can precede other elements.

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
50	<b>Ka'ahumanu Ave / Mahalani St Westbound</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stop
51, 52	<b>Ka'ahumanu Ave / Maui Lani Pkwy</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stops
53, 54	<b>Ka'ahumanu Ave / Nakoa Dr</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stops
55	<b>Ka'ahumanu Ave / Pu'unēnē Ave</b>	N/A	N/A	<b>WBR</b>	Colored bike lanes at intersections
57	<b>One Main Plaza</b>	N/A	N/A	<b>WBR</b>	New bike parking
58, 59	<b>Ka'ahumanu Ave / Wahinepi'o Ave</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stops
60, 61	<b>Ka'ahumanu Ave / Wakea Ave</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stops
63	<b>Kahekili Hwy</b>	Mokuhau Rd	Omilu St	<b>WBR</b>	Multi-use path
65	<b>Kahiki St</b>	W Wakea Ave	W Papa Ave	<b>WBR</b>	Sidewalk to Christ the King Preschool
67	<b>Kahului Beach Rd / Waiehu Beach Rd</b>	N/A	N/A	<b>CS&amp;I</b>	Intersection improvements and new pedestrian crossing
68	<b>Kahului Park</b>	Kaulana St	Kahului Park	<b>WBR</b>	Multi-use path to Kahului Park trails
71	<b>Route 40 Upcountry</b>	Vevau St	Haleakalā Hwy	<b>TI</b>	Major bus stop improvements
78	<b>Kāulawahine St</b>	W Lāna'i St	W Kamehameha Ave	<b>WBR</b>	Sidewalk to Christ the King Preschool
89	<b>Kū'ihēlani Hwy</b>	S Pu'unēnē Ave	Maui Lani Pkwy	<b>WBR</b>	New greenway
95	<b>Ku'ula St / Aiai St</b>	S Pu'unēnē Ave	S Pu'unēnē Ave	<b>WBR</b>	Sidewalk around Kamalii Park
102	<b>Lāna'i St</b>	Hina Ave	Kāulawahine St	<b>WBR</b>	Multi-use path to Kahului Elementary School
105	<b>Lono Ave</b>	W Ka'ahumanu Ave	W Kamehameha Ave	<b>WBR</b>	Bike lanes

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
106	Lono Ave	Ka'ahumanu Ave	Makali'i St	<b>CS&amp;I</b>	Upgrades to meet County Collector design standards with Lono Ave Improvements Phase 2
124	Wahinepi'o Ave	Kahului Beach Rd	W Ka'ahumanu Ave	<b>WBR</b>	New bike lane
125	Mill St/'Imi Kālā St	N/A	N/A	<b>CS&amp;I</b>	Signalization and related intersection improvements
128	Mokuhau Rd	Nenea St	Kahekili Hwy	<b>WBR</b>	Sidewalk to Mokuhau Park
132	Oha'a St	Hōlua Dr	Mā'alo St	<b>WBR</b>	Sidewalk to Lihikai Elementary School
145	Pu'uohala Rd	Mā'oi St	Kahekili Hwy	<b>WBR</b>	Sidewalk to Pu'uohala Park
152	Kahekili Hwy/ Kahului Beach Rd / Waiehu Beach Rd	E Ka'ahumanu Ave	River Rd	<b>WBR</b>	Bike lane
157	Vineyard St	N High St	Kaniela St	<b>CS&amp;I</b>	Sidewalk connection, raised crosswalks, and traffic calming
162	W Kaua'i St	Lono Ave	S Pu'unēnē Ave	<b>WBR</b>	Sidewalk to Christ the King Preschool
164	Mayor Elmer F. Cravalho Way/ Keolani Pl	Ho'okele St	'Āmala Pl	<b>WBR</b>	New greenway
165	W Vineyard St	Main St	Mission St	<b>WBR</b>	Neighborhood bikeway
172	Wai'ale Rd/ Wai'inu Rd	N/A	N/A	<b>CS&amp;I</b>	Roundabout and related intersection improvements, including roadway widening and drainage improvements; improvements to make easier left turns; sidewalks; bike route
175	Waiehu Beach Rd	Nukuwai Pl	Eluene Pl	<b>WBR</b>	Sidewalk to Nloha Island Mart
181	Wailuku Elementary School to Central Maui Regional Sports Complex	S Kamehameha Ave	Kō'eli St	<b>WBR</b>	Multi-use path
184	Wells St	S High St	Wai'ale Rd	<b>WBR</b>	New bikeway

## Tier 3 and 4: Long-Term Projects

Tier 3 and Tier 4 include lower scoring projects that should be implemented in 11 to 20 years, or after Tier 2 is complete. These longer-term projects are in more residential, industrial, and rural areas of Central Maui, which means they make fewer connections to other multimodal projects and likely serve fewer people. Tier 3 and 4 projects will have a positive impact on the transportation system, but their impact will be greater if they are implemented after Tiers 1 and 2.



ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
5	Route 3 Airport	Vevau St	Airport Access Rd	TI	Major bus stop improvements
6	Route 5 Kahului West	Vevau St	Vevau St	TI	Major bus stop improvements
9	Anamuli St/ Meheu Cir/ Meheu St	S Kamehameha Ave	Maui Lani Pkwy	WBR	Neighborhood bikeway
13	S High St	W Vineyard St	Ku'ikahi Dr	CS&I	Revised signal timing for operational improvements
15	Dairy Rd/ Hukilike St	N/A	N/A	CS&I	Intersection improvements, including easier left turns and new pedestrian crossing
16	E Papa Ave/Papa PI/Alamaha St	S Pu'unēnē Ave	Lalo St	WBR	Neighborhood bikeway
17	East Camp 5 Rd	S Old Pu'unēnē Rd	Spanish Rd	WBR	Sidewalk to Department of Education annex
20	Halewaiū Rd	Kahekili Hwy	Waihe'e Beach Park	WBR	Sidewalk to Waihe'e Beach Park
22	Waikō Rd	Kū'ihēlani Hwy	Maui Veterans Hwy	CS&I	New roadway
23	Hanakai St/Lalo St	Hāna Hwy	Hukilike St	WBR	Neighborhood bikeway
25	Hansen Rd/ Pūlehu Rd	N/A	N/A	CS&I	Intersection improvements, including new pedestrian crossing
27	Hina Ave	W Wakea Ave	Kaulana St	WBR	Neighborhood bikeway





**ID #15**

# Dairy Rd/ Hukilike St Intersection Improvements

Install full signal with pre-emption for emergency vehicles at Kahului Fire Station. Install missing sidewalks and curb ramps on all approaches. Tighten corner radii to slow vehicle turning speeds.

**PROJECT COST ESTIMATE: \$1.13M**

### PROJECT EXTENT:

**Intersection of Dairy Rd and Hukilike St**

### PROJECT NEED:

Confusing markings, missing sidewalks and curb ramps, insufficient sight distance, and significant activity at the Fire Station create an intersection that is challenging for people traveling by all modes of transportation.

### CONSIDERATIONS:

- ✓ Work with Maui Fire Department to design for Fire Station ingress/egress needs



### NEAR-TERM PHASING:

Prior to signal installation, restrict left turns from Hukilike St and revise markings to improve safety.

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
28	<b>Hina Ave/Lono Ave</b>	N/A	N/A	<b>CS&amp;I</b>	Upgrades to existing signalized intersections, revised signal timing, and curb ramp upgrades
31	<b>Honoapi'ilani Hwy</b>	Kehalani Makai Pkwy	Ku'ikahi Dr	<b>WBR</b>	Sidewalk to Foodland
32	<b>Honoapi'ilani Hwy</b>	E Waikō Rd	Olo Pl	<b>WBR</b>	Sidewalk to Waikapū Park
33	<b>Maui Lani Pkwy</b>	Pu'umele St	Ku'ikahi Dr	<b>CS&amp;I</b>	New road connecting both Maui Lani Pkwys
34	<b>Hansen Rd</b>	Mokulele Hwy	Hāna Hwy	<b>WBR</b>	Bike lane
36	<b>Ho'okele St/Alaihi St</b>	N/A	N/A	<b>TI</b>	Ho'okele Transit Hub
37	<b>Ho'okele St/Pūlehu St</b>	N/A	N/A	<b>CS&amp;I</b>	Intersection improvements
38	<b>Hukilike St</b>	E Wakea Ave	Dairy Rd	<b>WBR</b>	Neighborhood bikeway
39	<b>Wharf St/Hohana St/E Wakea Ave</b>	Hukilike St	Ala Luina St	<b>WBR</b>	Neighborhood bikeway
40	<b>Hukilike St/Wakea Ave</b>	N/A	N/A	<b>CS&amp;I</b>	Intersection improvements
41	<b>Īao Valley Rd</b>	Kepaniwai Park	Main St	<b>WBR</b>	Multi-use path
43	<b>Īmi Kālā Rd - Wai'iehu</b>	Kahekili Hwy	Malaihi Rd	<b>CS&amp;I</b>	New road connecting Kahekili Hwy to Waiehu Village
44	<b>Ka'ohu St</b>	High St	Market St	<b>WBR</b>	Sidewalk widening and accessibility improvements
49	<b>Ka'ahumanu Ave / Mahalani St Eastbound</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stop
62	<b>Kahawai St</b>	Nenea St	Makua St	<b>WBR</b>	Sidewalk to Mokuhau Park
64	<b>Ka'ahumanu Ave / Hāna Hwy</b>	Ho'okele St	Mahalani St	<b>CS&amp;I</b>	Signal operations improvements



**ID #34**

# Hansen Rd Bike Lane

Widen Hansen Road to install painted bike lane that connects a future greenway on Maui Veterans Hwy with the North Shore Greenway.

**PROJECT COST ESTIMATE: \$7.5M**

### PROJECT EXTENT:

**Mokulele Hwy to  
Hāna Hwy**

### PROJECT NEED:

There is currently no bike facility on Hansen Rd, and vehicles travel at high speeds. The existing pavement is too narrow to stripe a bike lane.

### CONSIDERATIONS:

- ✓ Coordinate with improvements to the greenway system to ensure this new connection is immediately useful
- ✓ Ensure additional width supports freight movement and provides significant clear space for people biking



### NEAR-TERM PHASING:

This project requires widening Hansen Rd; a phased approach is not possible.



**ID #82**

# Waikō Rd Upgrades

Analyze Waikō Rd geometry and pavement design to assess possible upgrades to freight route standards. Maintain and expand traffic calming elements in residential segment.

**PROJECT COST ESTIMATE: \$250K**

### PROJECT EXTENT:

**Honoapi'ilani Hwy to Kūi'hēlani Hwy**

### PROJECT NEED:

Waikō Rd is an important connection between two highways. The roadway design should accommodate heavy traffic and freight needs, including edge lines, signs and markings, and shoulders.

### CONSIDERATIONS:

- ✓ Consider the character of the surrounding area when planning improvements
- ✓ Engage residents to refine traffic calming elements to best support the neighborhood



### NEAR-TERM PHASING:

Stripe edge line to better define the roadway.

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
69	<b>Pu'unēnē Ave</b>	Kahului Harbor	Ho'okele St	<b>CS&amp;I</b>	Major intersections improvements to accommodate increased traffic volumes, including turning lanes and revised signal timing; protected bike lanes wherever feasible
72	<b>Kane St/Vevau St</b>	N/A	N/A	<b>CS&amp;I</b>	Intersection improvements
74	<b>Ka'ohu St</b>	Wai'ale Rd	S High St	<b>WBR</b>	New bikeway
75	<b>Lono Ave</b>	Kū'ihēlani Hwy	Makali'i St	<b>CS&amp;I</b>	Extension of Lono Avenue to Kū'ihēlani Highway
76	<b>Ka'ohu St/Wai'ale Rd</b>	N/A	N/A	<b>CS&amp;I</b>	Intersection improvements
77	<b>Kaulana St</b>	Hina Ave	La'au St	<b>WBR</b>	Neighborhood bikeway
79	<b>Kauna Lipo Dr</b>	Kehalani Mauka Pkwy	Kehalani Makai Pkwy	<b>WBR</b>	Protected bike lanes
80	<b>Kauna Lipo Dr</b>	N/A	N/A	<b>TI</b>	Future Maui Bus stop
82	<b>Waikō Rd</b>	Honoapi'ilani Hwy	Kū'ihēlani Hwy	<b>CS&amp;I</b>	Upgrades to meet freight route standards
83	<b>Kehalani Mauka Pkwy</b>	Kehalani Mauka Pkwy	Waimaluha Ln	<b>WBR</b>	Neighborhood bikeway to Foodland
84, 85	<b>Kehalani Mauka Pkwy</b>	N/A	N/A	<b>TI</b>	New bus stops near schools
86	<b>Keolani Pl</b>	Haleakalā Hwy	Kanahā Beach Park	<b>WBR</b>	Bikeway to Northshore Greenway
87	<b>Kiele St/Kaho'okele St/Malakō St</b>	Kō'eli St	Pakahi St	<b>WBR</b>	Neighborhood bikeway and continuous sidewalks from Wailuku Elementary School to 'Īao School
88	<b>Koeheke St/Ka'a St</b>	Kanahā Beach Park	Keolani Pl	<b>WBR</b>	Sidewalk to Kanahā Beach Park
90	<b>Kū'ihēlani Hwy</b>	N/A	N/A	<b>TI</b>	Waikapū Baseyard Transit Maintenance Hub
91	<b>Ku'ikahi Dr</b>	S Alu Rd	Honoapi'ilani Hwy	<b>WBR</b>	Protected bike lanes along Ku'ikahi Dr, including cul-de-sac punch throughs

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
92	S Alu Rd	Main St	Kualau St	WBR	New sidewalk
93	Ku'ikahi Dr/ Waimaluhia Ln	N/A	N/A	TI	Wai'ale Transit Hub
94	Kunu Pl/Hone St	Kunu Pl	Kea St	WBR	Sidewalk to Lihikai Park
96	La'au St	Kaulana St	Ni'ihau St	WBR	Neighborhood bikeway
97	La'au St	Ni'ihau St	Lono Ave	WBR	Multi-use path through Kahului Elementary and Maui High School
98	La'au St	Lono Ave	S Lehua St	WBR	Neighborhood bikeway
99	Lālani Cir	'Onehe'e Ave	S Papa Ave	WBR	Neighborhood bikeway to Lihikai Elementary
100	Lāna'i St	Kāulawahine St	S Lehua St	WBR	Neighborhood bikeway
101	Lāna'i St	Hina Ave	La'au St	WBR	Sidewalk widening for trail connection
103	Lono Ave	W Papa Ave	Makali'i St	CS&I	Lono Ave Improvements Phase 1
109	Lower Main St	N/A	N/A	WBR	Stairs with bike ramp from bridge to Lower Main St
110	Mahalani St	Maui Lani Pkwy	Mahalani St	WBR	Sidewalk to Maui Memorial Medical Center
111	Mahalani St Northbound	N/A	N/A	TI	Future Maui Bus stop
113	S High St	Kaho'okele St	Keanu St	WBR	New sidewalk
115	S Papa Ave	S Kamehamena Ave	Kaimana St	CS&I	Intersection improvements, including traffic signal upgrade
116	Makali'i St	W Papa Ave	Ani St	WBR	Neighborhood bikeway
119	Market St/ Pi'ihana Rd	N/A	N/A	CS&I	Intersection improvements

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
120	‘Onehe‘e Ave	S Papa Ave	Kamalei Cir	<b>CS&amp;I</b>	Upgrades to Minor Collector road standards
121	Maui Tropical Plantation	N/A	N/A	<b>TI</b>	Waikapū Transit Hub
122	Hāna Hwy	Airport Access Rd	Haleakalā Hwy	<b>WBR</b>	New greenway
123	Main St	‘Īao Valley Rd	N High St	<b>WBR</b>	New sidewalk
129	Moloka‘i Hema St	W Papa Ave	Alehela St	<b>WBR</b>	Neighborhood bikeway
131	N Pu‘unēnē Ave	E Ka‘ahumanu Ave	Kahului Harbor	<b>WBR</b>	New sidewalk
133	‘Ōma‘oma‘o St	Kehalani Mauka Pkwy	Kō‘eli St	<b>WBR</b>	Neighborhood bikeway to Wailuku Elementary
136	‘Onehe‘e Ave	Kamalei Cir	S Papa Ave	<b>WBR</b>	Neighborhood bikeway to Maui Waena School
137	W Vineyard St	Main St	N High St	<b>WBR</b>	New sidewalk
139	Pākaula St/ Walmart	N/A	N/A	<b>CS&amp;I</b>	Intersection improvements
142	Papa Ave/La‘au St	N/A	N/A	<b>CS&amp;I</b>	Curb ramps, striping, sidewalks, traffic calming, signs, and lighting
143	Pūlehu Rd	Hansen Rd	Upper Division Rd	<b>CS&amp;I</b>	Pavement reconstruction
144	Route 2 Wailuku	Vevau St	Ku‘ikahi Dr	<b>TI</b>	Major bus stop improvements
146	Ku‘ikahi Dr/Maui Lani Pkwy	Kū‘ihēlani Hwy	Honoapi‘ilani Hwy	<b>WBR</b>	New bike lane
147	Ho‘okele St	Haleakalā Hwy	Ho‘okele St	<b>TI</b>	New Maui Bus route
148	Maui Veterans Hwy/S Firebreak Rd	Maui Veterans Hwy	S Old Pu‘unēnē Rd	<b>CS&amp;I</b>	New road between Maui Veterans Hwy and S Firebreak Rd

ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
149	S High St	Main St	Wells St	WBR	New sidewalk
151	S Kamehameha Ave	Meheu St	Central Maui Regional Sports Complex	WBR	Neighborhood bikeway
153	S Pu'unēnē Ave	Pu'ukani St	Ho'okele St	WBR	Sidewalk to King's Cathedral Maui
154	S Pu'unēnē Ave/ Kū'ihēlani Hwy	N/A	N/A	CS&I	Revised signal timing to address congestion
155	S Pu'unēnē Ave/ W Hawai'i St	N/A	N/A	CS&I	Intersection improvements to make left turns easier
156	Ukali St/Waiehu Beach Rd	N/A	N/A	CS&I	Intersection improvements
158	W Hawai'i St/ Hina Ave	S Lehua St	Lono Ave	WBR	Neighborhood bikeway
159	W Ka'ahumanu Ave/Heterodox View Ave	N/A	N/A	WBR	Improved pedestrian crossing
160	Aupuni St/Kō'eli St	Malakō St	S High St	WBR	New sidewalks
161	W Ka'ahumanu Ave/Wahinepi'o Ave	Kanaloa Ave	Keopuolani Pkwy	CS&I	Revised signal timing on W Ka'ahumanu Ave
163	W Lāna'i St	Lono Ave	W Kaua'i St	WBR	Sidewalks to Christ the King Preschool
166	W Waikō Rd	Old Waikapu Rd	Honoapi'ilani Hwy	WBR	Neighborhood bikeway along W Waikō Rd, including cul-de-sac punch throughs
168	Wai'ale Rd	Ka'ahumanu Ave	Waikō Rd	CS&I	Upgrades to meet freight route standards
169	High St	Honoapi'ilani Hwy	Kahekili Hwy	CS&I	New road
171	Wai'ale Rd Extension	E Waikō Rd	Honoapi'ilani Hwy	CS&I	New road with two travel lanes, bike lanes, sidewalks, grass swales, and a shared-use path



**ID #129**

# Moloka'i Hema St Neighborhood Bikeway

Install a neighborhood bikeway with speed humps, wayfinding signs and markings, and crossing improvements at all major intersections. Slow traffic speeds to support a comfortable experience for people walking or biking.

**PROJECT COST ESTIMATE: \$460K**

### PROJECT EXTENT:

**W Papa Ave to  
'Alehela St**

### PROJECT NEED:

Narrow streets can be important connectors for people biking and walking, but occasional high speeds make the street uncomfortable and unsafe. Major streets are difficult to cross, especially for keiki and kupuna.

### CONSIDERATIONS:

- ✓ Engage residents to help site traffic calming and wayfinding elements to best support the neighborhood
- ✓ Coordinate traffic calming design and placement with emergency services



### NEAR-TERM PHASING:

Neighborhood bikeway projects are generally implemented as a complete package since each element plays a role in the overall function of the facility. However, traffic calming along the route can precede other elements.



**ID #176**

# Wai‘ehu Beach Rd/ ‘Ehā St Safety Improvements

Modify slip lanes on southern curb to “smart rights,” which slow turning speeds. Tighten curb radii on north curbs to prioritize pedestrian safety. Install directional curb ramps and sidewalk stubs for future sidewalk extensions on all corners.

**PROJECT COST ESTIMATE: \$410K**

### PROJECT EXTENT:

**Intersection of Wai‘ehu Beach Rd and ‘Ehā St**

### PROJECT NEED:

This intersection has slip lanes and wide curb radii, which encourage high-speed turns and reduce safety. Missing curb ramps leave people using mobility devices at risk when crossing the street.

### CONSIDERATIONS:

- ✓ Consider turning needs of large vehicles
- ✓ Incorporate ADA facilities as priority improvements

### NEAR-TERM PHASING:

Install flex post curb extensions as a temporary treatment while securing funding for reconstruction.



ID	CORRIDOR	FROM	TO	CATEGORY	DESCRIPTION
173	Waiehu Beach Rd	Kahekili Hwy	Lower Main St	CS&I	Revised signal timing for operational improvements
174	Waiehu Beach Rd	Maka'ala Dr	Ka'ae Rd	WBR	Sidewalks to Paukukalo Park
176	Waiehu Beach Rd/'Ehā St	N/A	N/A	CS&I	Intersection improvements
177	Waikapu Rd	W Waikō Rd	Honoapi'ilani Hwy	TI	New Maui Bus route
178	Kehalani Mauka Pkwy	Komo Ohia St	Puaehu St	CS&I	Traffic calming
180	Waikō Rd	Honoapi'ilani Hwy	Wai'ale Rd	WBR	Neighborhood bikeway
183	Wakea Ave/ Kamehameha Ave	N/A	N/A	CS&I	Traffic signal upgrades and related intersection improvements
188	Wharf St	E Ka'ahumanu Ave	Kahului Harbor	WBR	New sidewalk

**CS&I** Complete Streets & Intersections    **WBR** Walking, Biking, & Rolling    **TI** Transit Improvements

## Matching Resources to Priorities

The project scoring and prioritization process outlined in this chapter is an essential step toward improving multimodal transportation in Central Maui. By assigning scores to each project, we created a prioritized list of improvements that are aligned with the community's needs and aspirations. The results provide a clear picture of each project's potential impact and relative value compared to other *I Mua Central Maui* projects. These prioritized lists will help the County allocate resources to ensure the most impactful projects are implemented first.



## Chapter 5

# Supportive Programs and Policies

Capital improvements—like new bicycle routes and sidewalks—are one piece of the puzzle when it comes to meeting the goals of *I Mua Central Maui*. The programs and policies recommended in this chapter are also important elements of a safe and accessible transportation system. Supportive programs and policies can incentivize people to try a new travel mode, require that new development contribute to connected networks, and improve quality of life in Central Maui.

The recommended programs and policies are organized by the goals introduced in Chapter 2, and each features a “spotlight” program that is particularly important for the next few years. Every program or policy includes a brief description, lists key partners, and indicates a timeline for implementation. Near-term programs and policies are those that can be implemented in the next one to five years, medium-term programs and policies should be advanced in the next six to 10 years, and long-term programs and policies will begin in 11 or more years.

The County Department of Public Works could lead many of these programs, but most require collaboration with other departments, agencies, organizations, or the Central Maui community. The list of partners is not intended to be comprehensive; rather, these are the key partnerships that can help the County take the first steps.

# Increase Safety and Accessibility

The programs and policies associated with this goal help to create a transportation system that is safe and accessible for everyone. They build on work already underway, including efforts linked to Maui’s Vision Zero Action Plan.



## Program Spotlight

### Safe Routes to Schools (SRTS) Program

**PRIORITY:**   
Near Term

Expands applications to the existing statewide program to provide targeted safety improvements near schools and continued education for students and their caregivers on the benefits of walking and biking to school. Supports schools applying for SRTS grant funding and hosting “walking school bus” days to encourage walking to school.



County of Maui Public Works staff regularly participate in Walk to School events in Central Maui.

#### WHY IT MATTERS

An SRTS program prioritizes safety for Central Maui’s most vulnerable travelers, our keiki. The program encourages walking and biking to school and improves health outcomes. SRTS programs are built around the “6 Es:” education, encouragement, engineering, enforcement, evaluation, and equity.

#### PARTNERS

- County Department of Public Works
- Hawai’i Department of Transportation (HDOT)
- Maui Metropolitan Planning Organization (MPO)
- State Department of Education
- Parent-Teacher and Parent-Teacher-Student Associations
- Private schools
- Maui Bicycling League

PROGRAM OR POLICY	DESCRIPTION	WHY IT MATTERS	PARTNERS	PRIORITY
<p><b>Transportation and Health Education Campaign</b></p>	<p>Supports the education efforts of Maui County’s Vision Zero Action Plan and partners with public health organizations to develop an education campaign that promotes transportation safety and helps people understand the connection between active transportation and health.</p>	<p>Between 2014 and 2018, there were 16 fatal traffic crashes in Central Maui. The County continues ongoing Vision Zero efforts to educate travelers and promote safe driving, walking, and biking habits. Linking safety education and the promotion of increased physical activity can get more people walking and biking and contribute to lowering obesity rates in adults and children.</p>	<ul style="list-style-type: none"> <li>• Maui MPO</li> <li>• Mayor’s Office</li> <li>• Maui County Council</li> <li>• Maui Police Department</li> <li>• County Public Works</li> <li>• Hawai’i DOT</li> <li>• State Maui District Health Office</li> <li>• Healthy Eating Active Living (HEAL) Coalition</li> <li>• Maui Bicycling League</li> </ul>	 <p><b>Near Term</b></p>
<p><b>Safe Routes for Seniors Program</b></p>	<p>Improves access to services and enhances pedestrian safety and comfort for older adults through infrastructure and other supports.</p>	<p>Older adults are expected to be nearly a quarter of the population by 2040. A Safe Routes for Seniors program prioritizes safety for Central Maui’s kupuna, improves access to services, and encourages physical activity among older adults.</p>	<ul style="list-style-type: none"> <li>• County Public Works</li> <li>• Maui MPO</li> <li>• Maui County Assisted Transportation Program</li> <li>• Maui Economic Opportunity Transportation Services (MEO)</li> <li>• Maui Bicycling League</li> </ul>	 <p><b>Medium Term</b></p>



Image Source: Los Angeles Walks

In collaboration with local senior housing facilities, senior centers, and community-based organizations, Los Angeles Walks meets with senior residents to identify obstacles to walking, develop a set of design solutions to improve walkability and safety for senior residents, and advocate for physical changes on the streets and sidewalks seniors frequent.

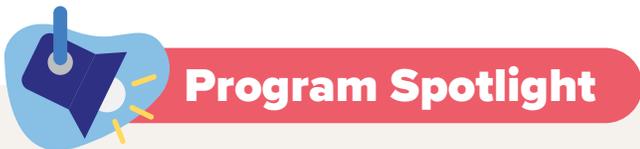
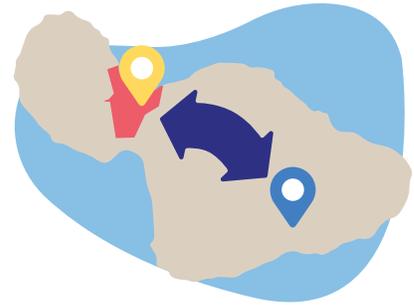
PROGRAM OR POLICY	DESCRIPTION	WHY IT MATTERS	PARTNERS	PRIORITY
<p><b>Safe Routes to Transit Program</b></p>	<p>Identifies and implements safety improvements—supported by education and encouragement efforts—that connect people to transit hubs and bus stops.</p>	<p>A Safe Routes to Transit program improves connections to the Kahului Transit Hub and local bus stops, with a focus on people walking, rolling, and biking. The program also encourages Central Maui residents to use Maui Bus services through programs such as free or discounted bus passes.</p>	<ul style="list-style-type: none"> <li>• County Public Works</li> <li>• County Department of Transportation (Maui Bus)</li> <li>• Maui MPO</li> </ul>	 <p><b>Medium Term</b></p>
<p><b>Neighborhood Slow Streets Program</b></p>	<p>Implements an education and outreach campaign paired with roadway treatments, such as roundabouts, to encourage drivers to observe the speed limit.</p>	<p>Between 2014 and 2018, half of Central Maui’s fatal vehicle crashes were caused by speeding. Lower speeds translate to less severe injuries in the event of a collision.</p>	<ul style="list-style-type: none"> <li>• County Public Works</li> <li>• Maui Police Department</li> </ul>	 <p><b>Medium Term</b></p>



Seattle’s Slow Streets program uses creative messaging and traffic calming to create comfortable streets for people walking, biking, and rolling.

# Improve Connectivity

Programs and policies that improve connectivity link multimodal transportation facilities and services, provide access to affordable and workforce housing, and support efficient movement for people driving and operating freight vehicles.



## Complete Streets Ordinance and Program

PRIORITY:   
Near Term

Updates and adopts the County's 2012 Complete Streets policy as an ordinance to require design and construction of complete streets. Uses Maui County's Street Design Manual to support right-of-way decisions that create great places and connect multimodal networks.



The 'Onehe'e Complete Street Project includes roadway reconstruction, raised and protected bicycle lanes, back-in angled parking, new sidewalks and curb ramps, and landscaping.

### WHY IT MATTERS

Streets should be safe and accessible for all people and modes of transportation, which will require upgrading some facilities in Central Maui. With an ordinance in place, routine maintenance projects and new capital projects would support complete streets implementation. Smart Growth America provides guidance and identifies the 10 key elements of a Complete Streets policy.

### PARTNERS

- County Public Works
- County Transportation
- County Planning
- Hawai'i DOT
- Maui MPO
- HEAL Coalition
- Maui Bicycling League
- Smart Growth America

PROGRAM OR POLICY	DESCRIPTION	WHY IT MATTERS	PARTNERS	PRIORITY
<b>Transit-Oriented Communities (TOC) Program</b>	Supports ongoing Community Corridor studies and creates the organizational structure and capacity to implement plans for a walkable, mixed-use TOC in Central Maui.	Walkable, mixed-use development near transit centers helps expand mobility options and reduces dependence on private autos. TOCs like the <i>Ka'ahumanu Ave Community Corridor</i> can catalyze public and private investments in transportation infrastructure, affordable and workforce housing, and parks and open spaces.	<ul style="list-style-type: none"> <li>• Mayor's Office</li> <li>• County Council</li> <li>• Maui MPO</li> <li>• County Planning</li> <li>• County Department of Housing &amp; Human Concerns</li> <li>• County Department of Parks &amp; Recreation</li> <li>• County Public Works</li> <li>• County Transportation</li> <li>• Hawai'i DOT</li> <li>• Maui Bicycling League</li> </ul>	 <p><b>Near Term</b></p>
<b>Mobility Hubs Program</b>	Improves bus stops and creates community mobility hubs through the addition of amenities, such as shelters, lighting, benches, and real-time information, and new mobility options.	Mobility hubs bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle. High-quality amenities and seamless connections to other modes of transportation help to ensure that people riding Maui Bus have a comfortable and safe journey.	<ul style="list-style-type: none"> <li>• County Transportation</li> <li>• County Public Works</li> <li>• County Planning</li> <li>• Private developers</li> <li>• Private property owners</li> </ul>	 <p><b>Medium Term</b></p>
<b>Recreational Trail Mapping and Restoration Program</b>	Identifies, restores, and manages historic trails, such as the Cane Haul trails, as well as Central Maui's greenways and off-road walking and biking facilities.	Central Maui has a network of both formal and informal trails, some of which are well marked and others that are difficult to find. A program to map and sign these trails would provide much improved connectivity for people walking, biking, and rolling in Central Maui. It could also highlight the historic and cultural significance of some locations through interpretive signage.	<ul style="list-style-type: none"> <li>• Maui MPO</li> <li>• County Parks</li> <li>• County Public Works</li> <li>• Nā Ala Hele Trails Council</li> <li>• Maui Bicycling League</li> </ul>	 <p><b>Medium Term</b></p>
<b>Intelligent Transportation Systems (ITS) and Signal Coordination Program</b>	Supports efficient traffic operations with systems that allow real-time management of roadways through coordinated signals and dynamic messaging to travelers.	Implementing ITS can reduce traffic congestion, optimize infrastructure investments, provide roadway performance data, and promote more sustainable travel options.	<ul style="list-style-type: none"> <li>• County Public Works</li> <li>• Hawai'i DOT</li> </ul>	 <p><b>Long Term</b></p>

# Provide Sustainable Mobility Choices



Sustainable mobility choices give people options for travel that reduce their carbon footprint and greenhouse gas emissions. From shared mobility to electric vehicles, these programs and policies encourage people to explore multimodal and sustainable choices.

## Program Spotlight

### Shared Mobility Pilot Program

**PRIORITY:**   
**Near Term**

Introduces new mobility options, like bike share, scooter share, or car share, in Central Maui. Explores the opportunity to provide a fleet of bikes, scooters, or vehicles for public use.

#### WHY IT MATTERS

Expanded travel options give both residents and visitors more choices to get around Central Maui. Car share services, for example, can provide a short-term vehicle option for people who prefer not to rent a car.

Bike and scooter share services

could provide new ways to connect between Central Maui destinations. Services must be managed to ensure they respect public space and support local businesses.

#### PARTNERS

- Mayor's Office
- Maui MPO
- Maui Police Department
- County Public Works
- Maui District Health Office
- Blue Zones Project
- HEAL Coalition
- Maui Bicycling League
- Private mobility providers



*Image Source: City of Santa Monica*

In 2018, the Santa Monica City Council approved a 16-month pilot program for dockless, shared mobility devices, including electric scooters and bicycles. The pilot informed development of long-term policy solutions to expand sustainable mobility options while protecting public safety on city streets and sidewalks.

**PROGRAM OR POLICY**

**DESCRIPTION**

**WHY IT MATTERS**

**PARTNERS**

**PRIORITY**

**Electric Mobility Program**

Explores options to incentivize adoption of electric vehicles and bicycles through direct financial support, by reducing the cost of charging, or through benefits like free or dedicated parking.

Incentivizing the purchase and use of electric vehicles and bicycles would increase their presence in Central Maui more quickly, helping reduce carbon emissions. Electric bicycles make longer distances and topography less challenging, which means riding a bike is easier for and more attractive to a broader audience.

- County Department of Management
- Maui MPO
- Hawaiian Electric Company - Maui County
- Maui Visitors Bureau
- Hawai'i Green Infrastructure Authority
- Maui Nui EV
- Electric mobility vendors



**Employer Shuttle Program**

Provides technical assistance to employers to sponsor shuttles or other shared-ride programs to connect Central Maui employees to jobs.

Central Maui has the highest concentration of residents and jobs on Maui, yet most people drive alone to work. Workers generate a large number of vehicle trips traveling to jobs in Central Maui and to the resorts in other parts of the island. This program would build on existing Maui Bus commuter service to provide affordable, non-driving options to major employment sites.

- County Department of Management
- County Transportation
- Maui MPO
- Private employers
- Shuttle vendors
- Maui Redevelopment Agency



PROGRAM OR POLICY	DESCRIPTION	WHY IT MATTERS	PARTNERS	PRIORITY
<b>Zero-Emission Fleet Conversion Policy</b>	Requires use of electric vehicles and alternative fuels, such as hydrogen and biofuels, in County fleets and buses. Supports electric vehicle infrastructure on Maui.	Ground transportation on Maui accounts for 27% of petroleum use on the island, contributing to carbon emissions that cause climate change. Biofuels and increased use of electric vehicles, starting with the County fleet, would reduce emissions. A pilot project to provide electric bus charging at UH – Maui College can lead the way.	<ul style="list-style-type: none"> <li>• Mayor’s Office</li> <li>• County Department of Management</li> <li>• County Transportation</li> <li>• Maui MPO</li> <li>• UH – Maui College</li> <li>• Hawai’i Green Infrastructure Authority</li> </ul>	 <p><b>Medium Term</b></p>
<b>Transportation Demand Management (TDM) Policy and Program</b>	Requires employers to implement education, outreach, and encouragement strategies that reduce vehicle trips and support travel by sustainable modes.	A TDM policy and program would help to reduce vehicle trips and manage congestion in Central Maui. Educating Central Maui residents, employees, and visitors about their transportation options and providing incentives to travel by non-driving modes can help to change behavior and support the multimodal investments identified in <i>I Mua Central Maui</i> .	<ul style="list-style-type: none"> <li>• Mayor’s Office</li> <li>• County Council</li> <li>• County Department of Management</li> <li>• County Public Works</li> <li>• County Planning</li> <li>• County Transportation</li> <li>• Private employers</li> <li>• Economic development partners</li> </ul>	 <p><b>Near Term</b></p>
<b>Mobility Wallet Program</b>	Uses a card or app-based tool to integrate payment for different transportation options into a single card or site.	A single payment system breaks down barriers to using the bus, paying for parking, and accessing shared mobility services, both public and private. It can also advance transportation equity by connecting qualified riders with transportation subsidies.	<ul style="list-style-type: none"> <li>• County Department of Management</li> <li>• County Transportation</li> <li>• Maui MPO</li> <li>• Diamond Parking</li> <li>• Private mobility vendors</li> </ul>	 <p><b>Long Term</b></p>

# Maintain Our Assets

Making good use of our resources and expanding funding for transportation projects can complement efforts to preserve our existing infrastructure. From low-cost demonstration projects to a parking management plan, we can do more to maintain our current networks.



## Program Spotlight

### Quick-Build Demonstration Program

PRIORITY:



Provides an opportunity to test and iterate street designs using low-cost materials or temporary solutions. Offers an avenue for public engagement and real-time feedback on new design treatments or programs.

#### WHY IT MATTERS

A quick-build program supports rapid implementation and helps people understand new approaches to street design before they are permanent. Aligning low-cost demonstration projects with the Central Maui street repaving schedule can create planning, design, and cost efficiencies.



Image Source: Maui MPO

A quick-build complete streets project near Lihikai Elementary School created safer crossings and more space for people while featuring the work of local artist Matt Agcolicol. The use of low-cost materials provided an opportunity to test new design features, such as back-in angle parking and striped buffered bike lanes.

#### PARTNERS

- County Public Works
- County Transportation
- Maui MPO
- Ulupono Initiative
- Maui Bicycling League

PROGRAM OR POLICY	DESCRIPTION	WHY IT MATTERS	PARTNERS	PRIORITY
<p><b>Sidewalk and Bikeway Maintenance Program</b></p>	<p>Provides a system to continuously gather information about facility condition and make maintenance and funding decisions to manage to a consistent standard.</p>	<p>Taking care of Central Maui’s sidewalks, trails, and bike facilities with properly timed maintenance and preservation activities is more effective and efficient than reactive repair. Maintenance programs can be as simple as bike-lane sweeping and vegetation pruning.</p>	<ul style="list-style-type: none"> <li>• County Department of Management</li> <li>• County Public Works</li> <li>• County Parks</li> <li>• Hawai’i DOT</li> <li>• Private property owners</li> <li>• Business districts</li> <li>• Maui Bicycling League</li> </ul>	 <p><b>Near Term</b></p>

<p><b>Parking Management Program</b></p>	<p>Identifies strategies to better manage parking in Wailuku and Kahului. Forms a mobility benefit district to direct parking revenues to transportation improvements.</p>	<p>Improves walkability and convenience in town centers through strategies like paid parking, time limits, revenue management, and wayfinding signs.</p>	<ul style="list-style-type: none"> <li>• PARK MAUI</li> <li>• County Department of Management</li> <li>• Maui MPO</li> </ul>	 <p><b>Near Term</b></p>
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**YOUR ONE-STOP ONLINE RESOURCE**

You've arrived! Welcome to PARK MAUI, the County of Maui's new parking management program that strives to implement data-driven solutions for parking at beach parks, in business districts, and on streets throughout our island's most heavily utilized areas. Sign up to receive info on parking passes, discover ways to get around the island, and share your insights and feedback on Maui's parking needs. So let's get!

- GET NOTIFIED**  
Sign up to receive notifications
- PLAN WITH US**  
We welcome your feedback
- PARK WITH US**  
Where to park, ride & pay
- ABOUT PARK MAUI**  
Our program & projects
- UPCOMING EVENTS**  
Give feedback at our events

PARK MAUI is the County of Maui’s new parking management program.

PROGRAM OR POLICY	DESCRIPTION	WHY IT MATTERS	PARTNERS	PRIORITY
<b>Traffic Impact Fee Program</b>	Requires developers to contribute funding toward transportation improvements in accordance with their impact on the mobility system. Expands Chapter 14.76 of the Maui County Code (“Impact Fees for Traffic and Roadway Improvements in Wailuku-Kahului”) based on Community Plan updates.	By focusing on a multimodal level of service and a holistic view of trips, the County can secure funding from private developments to support transportation investments that mitigate impacts and create a safer, more connected transportation network. Impact fee programs ensure multimodal facilities are built along with development, instead of as an afterthought that requires County resources.	<ul style="list-style-type: none"> <li>• Mayor’s Office</li> <li>• County Council</li> <li>• County Planning</li> <li>• County Public Works</li> <li>• County Department of Management</li> <li>• Maui Planning Commission</li> <li>• Private developers</li> </ul>	 <p><b>Medium Term</b></p>

<b>High Occupancy Vehicle (HOV) Lanes or Tolling Program</b>	Explores the opportunity to implement HOV lanes, tolling, and other congestion reduction techniques to help manage demand on key corridors, such as Maui Veterans Highway.	As Central Maui grows, travel demand on key corridors will continue to increase. HOV lanes and tolling programs could help manage demand and generate funding for maintenance.	<ul style="list-style-type: none"> <li>• State Legislature</li> <li>• Hawai’i DOT</li> <li>• Mayor’s Office</li> <li>• County Council</li> <li>• County Department of Management</li> <li>• County Public Works</li> </ul>	 <p><b>Long Term</b></p>
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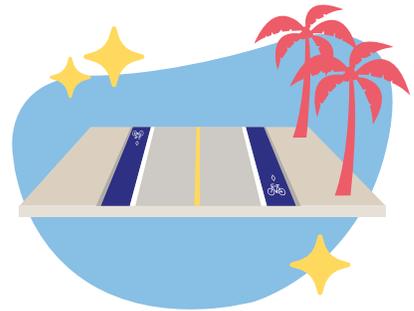


Image Source: Bay Area Metro

Lanes on existing roadways can be converted to HOV lanes to encourage people to carpool or otherwise shift their travel behavior.

# Create Welcoming Places

Making our transportation system comfortable and people-focused means creating great places to spend time, not just safe ways to move. From landscaping to placemaking, our streets and sidewalks can do double and triple duty as community hubs and destinations.



## Program Spotlight

### Landscaping and Green Infrastructure Program

PRIORITY:   
Near Term

Installs vegetation, like trees, plantings, or shrubs, along roads and in other public spaces. Requires new development to incorporate and maintain landscaping and green infrastructure treatments.

#### WHY IT MATTERS

Street trees and landscaping provide shade, create more comfortable streets, and help buffer pedestrians from vehicle traffic. Vegetation also provides environmental benefits, like helping to manage stormwater and remove pollutants, prevent erosion, recharge aquifers, and reduce the heat island effect of paved areas.



Cityplants is a non-profit organization in Los Angeles that works with other non-profits and residents to plant trees in underserved areas.

#### PARTNERS

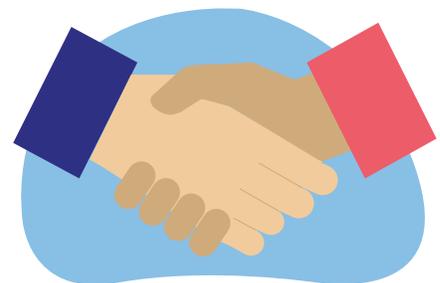
- County Public Works
- County Planning
- County Parks
- Private developers

PROGRAM OR POLICY	DESCRIPTION	WHY IT MATTERS	PARTNERS	PRIORITY
<b>Implement Wayfinding and Signage Program</b>	Supports culturally appropriate and targeted pedestrian and bicycle wayfinding, including maps, directional signs, digital systems, and public art.	Maui County developed <i>Hele Kākou Kahului</i> to identify important walking and biking routes and develop signs and markings to help people make connections. A coordinated wayfinding system clearly shows routes and distances to destinations, which can help to increase the number of people walking, rolling, and biking.	<ul style="list-style-type: none"> <li>• County Department of Management</li> <li>• County Public Works</li> <li>• County Planning</li> <li>• Hawai'i DOT</li> <li>• Maui Visitors Bureau</li> <li>• Business districts</li> </ul>	 <p><b>Near Term</b></p>

<b>Placemaking Initiatives</b>	Advances people-focused uses of the public right-of-way based on community needs, assets, and surrounding land uses. Incorporates art, wayfinding, amenities, and creative elements with a focus on creating welcoming destinations.	Urban design features, such as benches, wayfinding signs, public art, and pedestrian-scale lighting, help to create streets and sidewalks that are inviting for people walking, biking, and rolling. Public space activation via sidewalk cafes, plazas, and open streets events create lively places that contribute to community character and bring people together.	<ul style="list-style-type: none"> <li>• County Planning</li> <li>• County Parks</li> <li>• County Public Works</li> <li>• Maui MPO</li> <li>• Maui Redevelopment Agency</li> <li>• Business districts</li> <li>• Arts partners</li> </ul>	 <p><b>Near Term</b></p>
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## Working Together

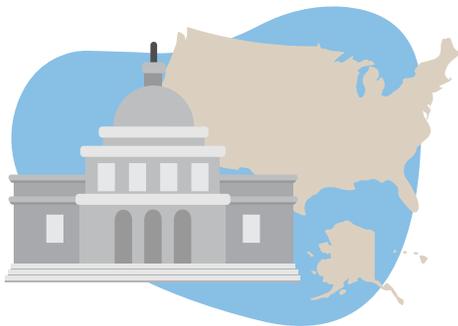
The programs and policies above present opportunities to connect Central Maui’s neighborhoods while providing safe and affordable travel options for residents, visitors, and future generations. Achieving *I Mua Central Maui’s* vision and implementing these programs and policies will require strong partnerships. Together, we can make Central Maui a great place to live, work, and play.



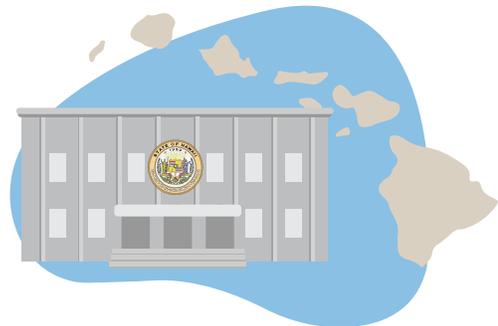
**Chapter 6**

# Funding Opportunities

Funding *I Mua Central Maui* projects and programs will take a coordinated effort of federal, state, county, and other funding sources. These sources range from formula-driven distributions of federal and state funding to competitive grants and programs that prioritize safety, accessibility, and equity. There are also local funding opportunities through taxes, surcharges, and fees. The variety of funding sources can be used for different types of projects to help advance the priorities identified in this study.



**Federal Funding Sources**



**State Funding Sources**



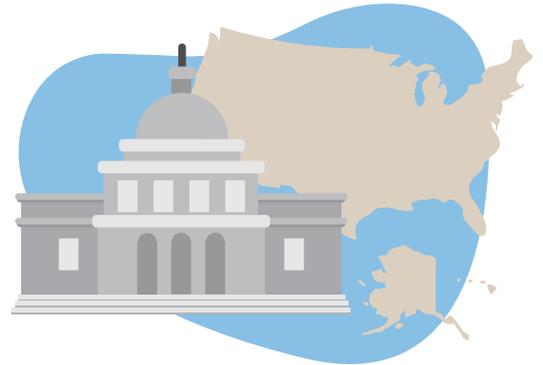
**Local Funding Sources**



**Other Funding Sources**

# Federal Funding Sources

Federal funding on Maui is distributed by HDOT from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). There are generally two kinds of federal funding: formula and discretionary.



## Formula Funding

Formula funding is the more prescriptive of the two sources, with distributions based on metrics such as miles of roads or population. For example, Maui receives approximately 14% of Hawaii’s FHWA funds, a percentage calculated based on annual vehicle miles traveled and lane miles of roads.

## Discretionary Funding

Discretionary funding is usually delivered through competitive grants and programs that require an application. The following FHWA and FTA discretionary funding programs could help finance *I Mua Central Maui* projects.



### Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE grants are highly competitive and are available for projects that improve accessibility, affordability, safety, and sustainability. The County of Maui was awarded a \$25 million RAISE grant for the Wai’ale Road Extension Project in 2022.



### Safe Streets and Roads for All (SS4A)

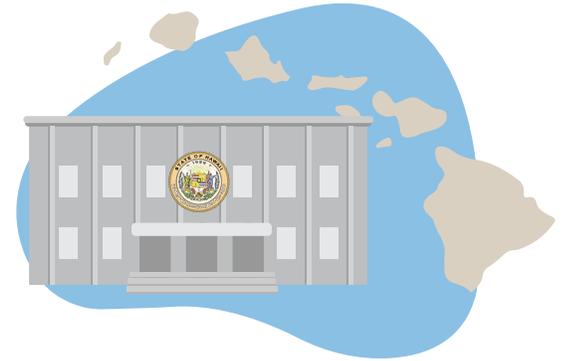
This new competitive grant program was funded through the Bipartisan Infrastructure Law. It funds Vision Zero plans and improvements that are shown to reduce crashes and fatalities for all travelers, including people driving, biking, and walking and rolling.



### Rural Surface Transportation Grant Program

This program supports projects that improve and expand surface transportation in rural areas by increasing connectivity, improving safety, and enhancing the reliability of vehicle and freight movement.

# State Funding Sources



The State Highway Fund includes four primary funding sources—vehicle registration fees, weight taxes, rental/tour vehicle surcharges, and fuel taxes—as well as other miscellaneous sources. Only 50% of the total State Highway Fund is available for capital projects. Maui receives 11% of the total amount available through the State Highway Capital Projects Fund, which is based on a six-year average of Maui’s recent allocations from the state.

Maui also receives \$10.5 million annually from the additional rental car surcharge that was passed by the State Legislature in 2018. This amount is based on the number of rental cars on the island. These funds have been earmarked for state capacity projects, such as the Lāhainā Bypass. Additional state funding sources available for Maui are described below.

## Rental Motor Vehicle, Tour Vehicle, and Car-Sharing Vehicle Surcharge (RV Tax)

The RV Tax, updated in August 2019 through SB162, increased the amount of the rental motor vehicle surcharge tax deposited into the State Highway Fund from \$3 to \$5 per vehicle per day. This surcharge is estimated to provide an additional \$10.5 million in revenue for Maui per year, or \$231.9 million by 2040. In 2022, the surcharge began increasing by \$0.50 every year; it is currently \$6 for 2023.

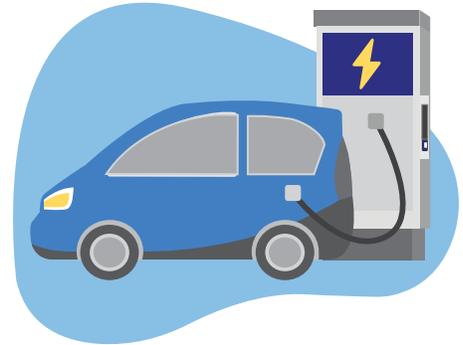


## Safe Routes to School (SRTS)

HDOT manages the Federal SRTS program and the Hawai’i SRTS Program Special Fund, which consists of state funds collected as traffic violation surcharges and distributed to the counties. Funding is competitive, and Maui County must apply to receive Federal SRTS funding. This is a reimbursable grant program, which means that Maui County must fund improvements up front before submitting for reimbursement.

## Electric Vehicle (EV) and Alternative Fuel Surcharge

In 2019, the Hawai'i Legislature enacted a new \$50 annual surcharge on electric and alternative fuel vehicle registrations. The fee serves as a partial replacement for the gas tax and is estimated to provide an additional \$1.2 million for Maui over the next 20 years.



## Transportation Alternatives Program (TAP)

TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation; community improvement activities; environmental remediation; recreational trail projects; and safe routes to school projects. Maui County must apply for TAP funding, which is awarded on a competitive basis.

## FUTURE STATE FUNDING SOURCE:

### Additional Rental Car Surcharge

Maui County could advocate to the State Legislature to consider an additional increase in the rental car surcharge to fund transportation projects on the island. An additional \$2 surcharge could generate another \$10.5 million per year to fund State and County projects on Maui.



# Local Funding Sources



Local funding comes from three primary sources: taxes, fees, and parking. The following taxes are a part of the County's annual budget that funds transportation projects and programs.



## Real Property Tax

This is the most significant revenue source for Maui County. Counties in Hawai'i retain 100% of the real property tax levied in their jurisdiction.



## Transient Accommodations Tax (TAT)

This tax represents approximately 10% of the General Fund. Maui County collects its own TAT in addition to the state TAT.



## Public Service Company Tax (PSC Tax)

The PSC Tax is levied against public utilities and represents about 1.2% of Maui County's General Fund.



## Building Permit Review Fees

These fees cover costs for subdivision construction plan review, permits for building and construction, utility and grading inspections, and other filing fees.



## Motor Vehicle Licensing Fees

This fee includes driving registration, ownership, permitting, and penalties.



## Fuel Tax

This tax, along with the Franchise Tax and the Weight Tax, is part of the Highway Fund and is based on the number of gallons of fuel purchased. It represents 1.6% of total County funding sources.



## Franchise Tax

Another Highway Fund source of revenue, the Franchise Tax is a 2.5% tax of annual gross receipts from electric and gas companies and represents 0.9% of total County funding.



## Weight Tax

The Weight Tax is imposed on vehicles defined in the Hawai'i Revised Statutes 249-13 in 2013. The Weight Tax represents 2.8% of all County revenues.

## OTHER LOCAL SOURCES TO CONSIDER:

### General Excise Tax (GET) Surcharge

A portion of revenue from an increase in the general sales tax could be allocated to transportation improvements and projects. The State Legislature offered counties the opportunity to pursue this funding source in 2018-2019, and Maui County could request that the Legislature provide this opportunity again in the future.



### Property Tax Increase

An increase in property taxes could be dedicated to fund transportation projects that benefit property owners through increased safety and accessibility.

### Community Facilities District (CFD)

Maui County has authorized the use of CFDs, but there has not yet been a district implemented on Maui. CFDs are secured by special property taxes in a defined area and can be used to finance public capital improvements with community-wide benefits including transit, highways, and bicycle and pedestrian facilities.



### Paid Parking Revenue

Maui County completed a Parking Action Plan for Wailuku Town in February 2018. A portion of the revenues from paid parking could be reinvested in a Mobility Benefit District to fund improvements in the area.

## Chapter 7

# Measuring Success

*I Mua Central Maui* builds on the vision set by *Hele Mai Maui: 2040 Long-Range Transportation Plan*, using similar performance measures to help guide transportation improvements and track investments. The performance measurement framework outlined below will allow the County to monitor progress toward meeting the goals of *I Mua Central Maui* while maintaining consistency with State-level performance monitoring requirements.

### Goal 1

## Increase safety and accessibility

**Create a transportation system that is safe and accessible for everyone, regardless of age, ability, or transportation mode choice.**



MEASURE	METRICS	TARGET DIRECTION
Eliminate traffic-related fatalities and reduce serious injuries from traffic collisions by 2040	Number and rate of traffic-related injuries and fatalities	↓
	Number of proposed projects that include safety countermeasures within 1/4 mile of a high-crash corridor or intersection	↑
Improve safety for people walking, rolling, and biking	Total and annual lane miles of bicycle facilities constructed	↑
	Total and annual blocks of sidewalk constructed	↑
	Level of traffic stress on Central Maui’s bicycle routes and facilities	↓

**Goal 2**

**Improve connectivity**

**Link people to important destinations in Central Maui and to other parts of the island, supporting a more equitable transportation system.**



MEASURE	METRICS	TARGET DIRECTION
Connect high-demand community destinations with quality bus service and multiple transportation options	Number of projects within 1/4 mile of institutions or employment centers	↑
	Percent of households with direct multimodal connections to job centers	↑
Create a more equitable and affordable transportation system	Number of projects in low-income or historically underinvested areas	↑

**Goal 3**

**Provide sustainable mobility choices**

**Expand sustainable and affordable transportation options that provide a range of choices and reduce fossil fuel emissions.**



MEASURE	METRICS	TARGET DIRECTION
Enhance reliability and connections in our transportation system	Number of projects that increase access to multimodal transportation options	↑
	Person hours of delay	↓
Improve safety for people walking, rolling, and biking	Number of projects that remove a barrier to or improve the experience of accessing and using sustainable transportation	↑

**Goal 4**

**Maintain our assets**

**Maintain our existing streets, sidewalks, bridges, and other transportation infrastructure for future generations.**

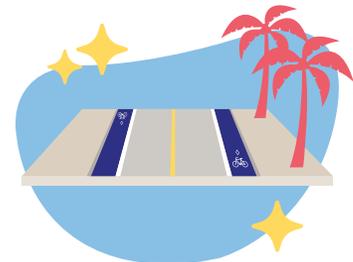


MEASURE	METRICS	TARGET DIRECTION
Bring existing infrastructure and transportation assets into a state of good repair	Miles of roadway in poor or fair condition	↓
Balance cost-effective, implementable projects with high-impact projects	Number of projects implemented in conjunction with planned maintenance (e.g., repaving)	↑
	Number of quick-build and/or demonstration projects implemented	↑

**Goal 5**

**Create welcoming places**

**Enhance our streets and sidewalks to create attractive and comfortable places in Central Maui.**



MEASURE	METRICS	TARGET DIRECTION
Create adaptable and resilient infrastructure	Number of projects that incorporate green stormwater infrastructure or other climate adaptation infrastructure	↑
	Number of trees and vegetated buffers planted	↑
Design a public realm that is safe and comfortable for people walking, rolling, and biking	Number of projects that incorporate traffic calming measures (e.g., speed bumps, reduced speed limit, traffic circles)	↑
	Number of projects that include pedestrian-focused amenities (e.g., art, benches, lighting)	↑

# Maintaining Our Streets

To ensure that our streets are safe, well maintained, and contribute to a beautiful public realm, Maui County and its partners must work together to support effective, timely maintenance and smooth operations. Central Maui’s roads are planned, designed, built, operated, and maintained by several departments and agencies, each with different responsibilities and priorities. The following table shows who is responsible for different aspects of Maui’s transportation infrastructure.

While a particular department or agency may have ultimate decision-making authority for a certain area, all those with responsibility should be involved in the planning and policy development process to ensure that Central Maui’s roads work well for all who use them.

RESPONSIBILITIES	COUNTY PUBLIC WORKS	COUNTY DOT	COUNTY PARKS & RECREATION	COUNTY PLANNING	STATE DOT	MAUI MPO
 <b>Street Planning and Design</b>	✓	✓		✓	✓	✓
 <b>Street Maintenance</b>	✓				✓	
 <b>Vegetation Maintenance</b>	✓		✓		✓	
 <b>Ongoing Operations</b>	✓	✓	✓		✓	
 <b>Transit Infrastructure</b>	✓	✓			✓	
 <b>Supportive Infrastructure (e.g., street furniture, lighting, bike racks)</b>	✓	✓	✓	✓	✓	✓

To facilitate cross-departmental and interagency collaboration, Maui County should establish a Street Design Working Group, led by the Department of Public Works, and staffed by representatives from each of the departments and agencies in the table above, as well as the County Police Department and County Fire and Public Safety.

The Street Design Working Group will be responsible for monitoring street performance, coordinating maintenance and repairs, and managing a database of assets like infrastructure, vegetation, and street furniture. Members will meet regularly to discuss ongoing planning, design, operations, and maintenance performance, successes, and challenges.

## Chapter 8

# Holo I Mua

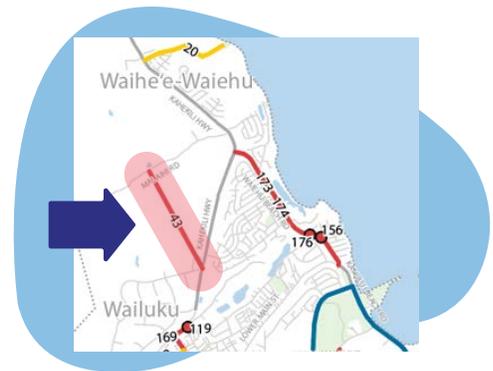
*I Mua Central Maui* is a long-term plan to improve the safety, sustainability, and resiliency of the transportation system in Central Maui. The plan identifies the projects and programs that will make travel safer, easier, and more convenient for everyone. Although *I Mua Central Maui* is a 20-year plan, there are many near-term recommendations that can be implemented to improve the transportation system in Central Maui sooner rather than later.

## Ten Actions To Take Now

We've identified priority actions the County can take in the next one to two years to jumpstart *I Mua Central Maui* implementation. While most of these actions require partnerships, the County Department of Public Works can often take the first steps.

### 1 Advance the 'Imi Kālā Extension

The 'Imi Kālā Extension is a critical project to improve connectivity in Central Maui by linking new affordable housing with Wailuku Town's industrial and business areas. The project will address traffic congestion and support affordable housing development. Building on completed environmental work, the County should advance the design and secure funding for this project.



### 2 Implement a County TDM Policy

A County Transportation Demand Management (TDM) policy can leverage transportation investments and promote sustainable travel options on Maui. By requiring employers to implement education, outreach, and encouragement strategies, a TDM policy would reduce vehicle trips and emissions and help manage congestion in Central Maui.



### 3 Adopt a Complete Streets Policy

Hawai'i's Complete Streets legislation (2009) requires each county to establish a complete streets policy. A complete streets policy would guide Central Maui's future development, maintenance, and capital projects, codifying the County's intent to improve safety, promote accessibility and mobility, balance the needs of all travelers, and incorporate trees and landscaping in transportation projects. The policy would also make Maui more competitive for State complete streets grants.



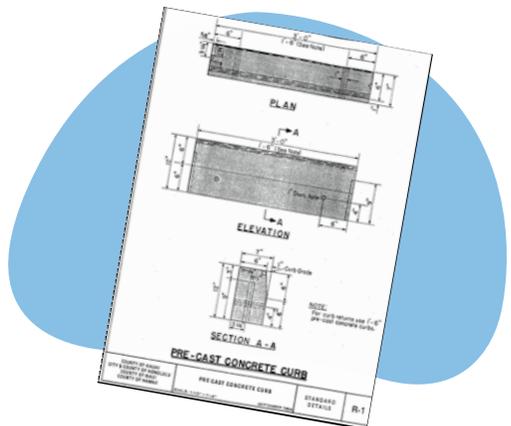
### 4 Hire a Dedicated Complete Streets Project Manager



To advance transportation projects in Central Maui, the County or MPO should hire a full-time employee dedicated to managing complete streets projects, working with stakeholders and partners, and applying best practices and design guidelines. This staff person would also coordinate interdepartmental and interagency projects and lead grant writing efforts for transportation projects. Having a dedicated staff person would support project delivery, save money, and expedite implementation in support of Central Maui residents.

### 5 Update the Standard Details and Specifications

Maui County's Standard Details and Specifications were last updated in 1984, and there has been a great deal of change in transportation facility design in the last 40 years. Updating standard details will ensure that the projects identified in *I Mua Central Maui* are designed consistently and aligned with best practices. The updated standards would also streamline project delivery by providing specifications for common features rather than necessitating custom designs for each project.



## 6 Create a Communications Toolkit for Project Development

To make it easier for project managers to plan, organize, and deliver clear messages about the value of multimodal transportation, the County should establish a communications toolkit. The toolkit should include a framework for a project communications plan, messaging guidelines, sample outreach materials, and monitoring and evaluation supports.



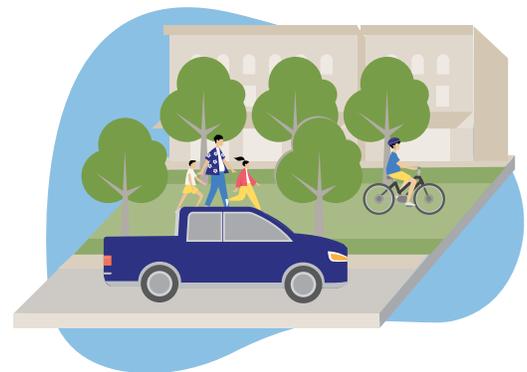
## 7 Complete Kanaloa Ave Improvements

The Kanaloa Ave Complete Street Project is designed and ready for construction. The County should move forward to implement a road diet on Kanaloa Ave to create a safe and accessible street for all travelers and better connect people to Baldwin High School, War Memorial Sports Complex, the Boys and Girls Club, and Maui Nui Botanical Gardens. Improvements include adding crosswalks, bike lanes, and transit connections and implementing traffic calming measures.



## 8 Design the Ka'ahumanu Ave Multi-Use Path

The *Ka'ahumanu Ave Community Corridor Plan* envisioned a two-way, multi-use path on the mauka side of Ka'ahumanu Ave to improve walking, rolling, and biking connections between Kahului and Wailuku. The County should advance the design of this landscaped and shaded path to separate people from fast-moving vehicles, support Maui's Vision Zero goals, and make Ka'ahumanu Ave more comfortable for everyone to use.



## 9 Establish a Quick-Build Neighborhood Bikeways Program

Neighborhood bikeways can be designed and implemented quickly and affordably, creating low-stress walking, biking, and rolling connections on Central Maui's local streets. The County should establish a quick-build program for these facilities, using a toolbox of semi-permanent materials to install traffic calming devices like speed bumps, curb extensions, and crosswalks. Using paint, planters, and bollards also provides an opportunity to test and refine new designs.



## 10 Fund Maui Bus Service Improvements



The *Getting on Board Maui Bus Route Study* proposed six new Central Maui routes that provide more direct service between key destinations. Fully funding the study's recommendations—and moving forward with near-term implementation—would provide Central Maui residents with new travel options. Implementing an on-demand microtransit zone in Waihe'e-Waiehu would also support residents by providing non-driving options for some trips.

## Looking Ahead

There is still much work ahead to realize the vision of a sustainable, multimodal transportation system for Central Maui. But with a solid foundation in place, we can make significant progress. By collaborating, addressing current challenges, and thinking creatively, we can make *I Mua Central Maui* a reality.

The recommendations in this plan will help to shape a transportation system in Central Maui that supports people of all ages, incomes, and abilities, providing safe travel options for those who need them most. We will work to expand our freight, transit, and active transportation networks to create a more connected and vibrant Central Maui. A combination of infrastructure projects, programs, and policies will encourage behavior change and reduce transportation emissions.

However, we cannot achieve the goals of *I Mua Central Maui* without active partnerships. The County will collaborate with Maui MPO, the State of Hawai'i, and Central Maui residents to implement this plan. Together, we can build a better, brighter transportation future for Central Maui.



**i mua central maui**  
transportation study