

hele mai mau

Long-Range Transportation Plan 2040

Final Plan

DECEMBER 2019



Acknowledgments

To the hundreds of community members that took the time to share their dreams, worries, ideas, and vision for making transportation improvements on Maui, mahalo nui loa. Your insights and experiences have shaped Hele Mai Maui and the recommendations for projects and programs you'll find in these pages. Because of your feedback, the future of Maui's transportation system is bright.

This plan would not have been possible without the oversight of and direction from the Maui Metropolitan Planning Organization's (MPO) Policy Board and Technical Advisory Committee and the commitment of the Hele Mai Maui Community Think Tank. The members of these groups are listed below.

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CHAPTER ONE

hele mai maul

Our Charge

Maui Island is growing, creating challenges for our current transportation system. And our population is changing—the number of older adults is increasing, and young people are driving less than their parents. People are asking for new ways to travel on the island, and they want safe connections that help them get to where they need to go.

As we developed Hele Mai Maui, we learned about your vision for the future of Maui and your ideas to help respond to these changes. We heard that Maui residents want safe, comfortable, and reliable ways to get around the island. For some that means better biking connections or safer walking conditions; for others, that means a reliable way to drive or an efficient trip to work on the bus. We also know that visitors need more options to reduce the use of rental cars and lessen the strain on our roads and communities.

We heard that many Maui residents want to prioritize a transportation system that helps people safely and comfortably walk, bike, take the bus, and drive. Your input guided our work.

Our Plan

Hele Mai Maui is our 20-year plan to make moving around Maui safe and comfortable. It identifies transportation projects, services, and programs that improve transportation options for people of all ages and abilities. Developing a long-range transportation plan is a federal requirement carried out by the Maui Metropolitan Planning Organization (MPO). This plan helps to prioritize how to spend limited transportation funds on projects that best serve the values identified by the community.

Getting Projects Built on Maui

STATEWIDE TRANSPORTATION PLAN Hawaii Department of Transportation (HDOT) Policy Goals & Objectives All Transportation Modes



MAUI GENERAL PLAN & COMMUNITY PLANS

County of Maui
Department of Planning
Department of Transportation
Department of Public Works
Department of Parks & Recreation











MID-RANGE PLAN

✓ 8-10 Year Program Plan✓ Expenditure Plan

PR DEI



FUNDING

County of Maui
Department of Public Works (DPW),
HDOT, and MPO

- Capital Improvement Plan
- Operations & Maintenance
- ✓ State and Maui MPO
 Transportation Improvement
 Programs (STIP/TIP)



PROJECT DESIGN AND CONSTRUCTION

County of Maui

- ✓ Environmental Review
- Preliminary Engineering
- ✓ Design & Construction

Who is the Maui MPO?



Hele Mai Maui is led by the Maui Metropolitan Planning Organization (MPO). The MPO was formed in 2016 by federal requirements to develop plans and programs for a multimodal transportation system. The formation of the MPO was triggered when the urbanized area of Kahului, Wailuku, and Pā'ia exceeded 50,000 residents on the island of Maui. The role of the MPO is:



COLLABORATION

To facilitate regional and local surface transportation planning by serving as a forum for collaboration among local communities and government agencies.



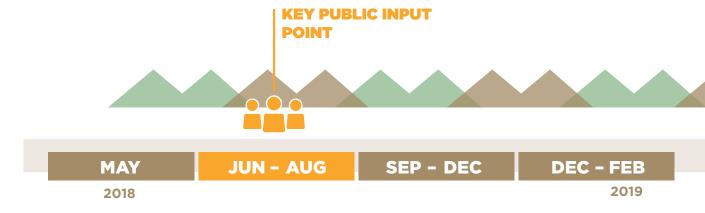
FUNDING

To direct federal funds toward projects that increase access to opportunity and prosperity, while promoting the health and wellness of Maui's people and environment through improved multimodal pedestrian, bicycle, and transit options.

To learn more about the MPO, go to www.mauimpo.org

Our Process

Hele Mai Maui is a vision for transportation needs and opportunities over the next 20 years to ensure that communities on Maui Island are connected by a safe, efficient, and sustainable transportation system. The project team—made up of MPO and County staff and consultants—engaged with the community at key milestones along the way to capture Maui's values and priorities and incorporate them into the plan.



Project Launch

Kicked off in May 2018 by developing a project brand and website, forming the Community Think Tank, and holding meetings with key stakeholders.

Community Values & Opportunities

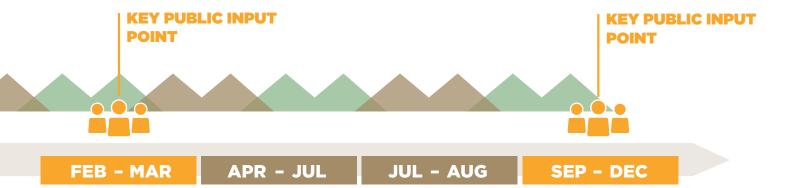
Held eight pop-up events around the island and hosted an online survey to understand what is most important when it comes to getting around Maui.

Hele Mai Maui Fact Book

Documented the emerging trends in transportation; who lives and works on or visits Maui; how people move around Maui today; and a summary of key issues and opportunities to provide focus for the long-range plan.

Project Goals & Evaluation Framework

Developed an evaluation framework—approved by the MPO Policy Board—to prioritize projects and programs based on the community's mobility values and to guide the plan's recommendations



Call for Projects & Programs

Held an island-wide open house, met with community groups, and hosted an online survey to gather input on the bicycle, pedestrian, bus, and auto projects and programs needed to make it easier and safer to move around Maui.

Project & Program Prioritization

Scored projects using the evaluation framework and scored projects and identified scenarios to illustrate different ways for Maui to explore and prioritize investments for the long-range plan.

Recommended Scenario & Funding Options

Developed a final scenario that best supports the values identified by the community, responds to financial constraints, and reflects past planning processes. Funding sources are both public and private, recognizing that partnerships will be needed to develop the future transportation system.

Draft & Final Long-Range Transportation Plan

Created a final list of projects and programs, along with metrics to monitor performance and a financial plan to implement the plan. The plan will be adopted by the MPO Policy Board after community review.

You Guided Our Work

Community Think Tank

The Community Think Tank was an 18-member committee comprised of residents of all ages from across the island. Think Tank members included students, teachers, advocates, and people with diverse perspectives on transportation. A full list of members is shown on the acknowledgments page. The Think Tank helped to identify key issues and opportunities, prioritized projects, and served as an important sounding board for the project team throughout the development of Hele Mai Maui.

Technical Advisory Committee

The MPO's Technical Advisory Committee (TAC) is a committee that provides input and technical advice to the Maui MPO Policy Board. It includes staff representatives from County of Maui's Departments of Planning, Public Works, Transportation, Parks and Recreation, Housing and Human Concerns, and the State of Hawai'i Department of Transportation. TAC members attended pop-up events and community and stakeholder meetings, and provided technical guidance and oversight as Hele Mai Maui was developed, shaping and reviewing the plan to lead it toward adoption.

Maui MPO Policy Board

The Maui MPO Policy Board includes elected officials and department directors. Members include a State Senator and State Representative, the County of Maui Directors from the Departments of Planning and Transportation, Public Works, three Maui county council members, and the State of Hawai'i Department of Transportation Director. The Policy Board provided direction to the project team, responded to input from the TAC and the public and guided the development of the plan. The Policy Board will adopt Hele Mai Maui when public review is complete.

Community Feedback

We gathered input from you, Maui residents, throughout our process. Through pop-up events around the island, community meetings, open houses, and online surveys, we heard your ideas to improve getting around Maui today and in the future. The following pages share the highlights of what we learned.

HERE'S WHAT WE HEARD:

Maui is a place to slow down, relax, walk, bike, sit and not about rushing here and there.





We need sidewalks. People want to get out and be more healthy but there are few ways for them to do so.



Make the island more pedestrian friendly and easier to get around without a rental car.



We need more safe bike lanes and more efficient and extensive public transportation.







CHAPTER TWO

By Maui, For Maui

Hele Mai Maui ties together our island's vision for transportation needs and opportunities over the next 20 years, prioritizing projects to ensure that Maui residents and visitors have a safe, efficient, and sustainable transportation system. The Hele Mai Maui team worked closely with the community over the last 18 months to make sure your mobility priorities are reflected in the plan's recommendations.

Online & In-Person Surveys

We heard from nearly 1,000 Maui residents through online and in-person surveys. Shared on the project website, through social media, and by community partners, the Hele Mai Maui surveys invited people to share their mobility values, describe improvements needed to make traveling on Maui better, and map ideas for specific walking, biking, bus, and driving projects in our community. People from all parts of Maui provided input to shape the projects and programs in this plan.



Open House & Pop-Up Events

Meeting people where they are is one of the best ways to reach a broad audience. The project team "popped up" at community destinations such as Town Fridays and the Queen Ka'ahumanu Center to share information and gather feedback. The team also gave presentations at community meetings, passed out flyers and business cards at the Swap Meet, and held an Open House to share early findings and hear project ideas. People of all ages stopped by the booths, and the team gathered hundreds of comments from Maui residents.











What We Heard

Through Hele Mai Maui social media, surveys, meetings, and pop-up events around the island, we reached more than 8,500 people. You helped the project team understand Maui's transportation opportunities and challenges, and you also helped to develop solutions. Some of the key themes we heard are described here.

Maui's Mobility Values

We asked you to tell us the three things that are most important to you when it comes to moving around on Maui, which helped to create a Mobility Values Mural. **Safety, sustainability, and having more options were the top three values people shared.** We used these values to develop project goals and to evaluate the many project ideas suggested through the planning process.



Our Transportation Opportunities

People had many ideas to improve Maui's transportation system and provide new and easier ways to travel on the island:



Make it more comfortable and convenient to take the bus

including more hours of service and better places to wait for the bus



Make it safer to walk and bike

with dedicated space and safer crossings



Make travel by car more reliable

by addressing congestion



Make connections easier

both between different parts of the island and different modes of transportation



Make our transportation system more resilient and sustainable

to address the effects of climate change and plan for the future

Shaping the Future with Hele Mai Maui

Community members identified specific projects that could help meet Hele Mai Maui's goals and improve mobility on Maui. (You can read more about projects in Chapter 5.) The types of projects people said are most important include a combination of new improvements and maintenance projects that preserve the transportation systems we already have on Maui.



CHAPTER THREE

Our Call to Action

Hele Mai Maui is a call to action to improve how people move around Maui today and in the years to come. We know our residential population is growing, and there will be more visitors on the island in the future; our goal is to ensure transportation dollars are being used to provide safe, comfortable, and reliable options for people of all ages and abilities. As our community plans are being updated to support compact, interconnected communities that offer better opportunities to connect jobs and housing, we must provide more public transit and multimodal options to meet this future demand.

Provide Safe and Healthy Transportation Options

Providing more connections between jobs, housing, services, and amenities and high-quality roads, walkways, and transit will keep people safe no matter how they're traveling and will increase opportunities for people on Maui to be more physically active. Safer places to walk and bike means healthier residents and a stronger community.



What We've Learned:



crashes involving bicyclists and pedestrians each year



40% of bicyclist and

of bicyclist and pedestrian crashes involve children and older adults



Missing facilities and roadway designs that prioritize cars are often key factors in these crashes



of Maui's adults

of Maui's adults are overweight or obese



One in four children between the ages of 10 and 17 on Maui are overweight or obese

Key Opportunities:

- Prioritize projects that improve safety for people biking, walking, taking the bus, and driving on Maui.
- Promote options to bike and walk for all types of trips, including visitor trips.
- Explore opportunities to partner with public health organizations to develop an education campaign that helps people understand the connection between transportation and health.
- Designate more transit-oriented development areas through the community plan update process to create affordable housing, public transit, and economic development opportunities.

Honor the Past and Look to the Future

Maui is growing. By 2040, there will be about 47,000 more residents and visitors on the island. Population and visitor growth signals a strong economy but also brings challenges of increased congestion and housing affordability. More people also requires thinking carefully about our important destinations and the ways we can create great places for people. The connection between how we design our communities and the variety and availability of transportation services we provide is an important part of our work ahead.



What We've Learned:



194K

people living on the island by 2045



20K

more jobs on Maui by 2045



19K

more visitors on the island every day by 2045



820

people arrive by air every day

Key Opportunities:

- Prioritize moving more people with fewer impacts on communities.
- ▶ Protect natural and cultural resources—especially as Maui continues to grow.
- Create more resilient infrastructure in the face of of increasing storm events, erosion, and sea level rise.
- Plan for complete, walkable communities with a mix of housing and transportation options.
- Consider new partnerships to support more public transit and housing affordability, including equitable transit-oriented development and transit corridor planning.

Transit-Oriented Development Program

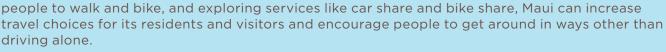
Transit-oriented development (TOD) reduces dependence on driving and allows residents to live, work, and play in the same area, or at least without relying on a car. Constructing affordable and workforce housing connected to good transportation options provides enhanced mobility for those who need it most. If not managed carefully, TOD has the potential to displace existing residents due to increased property values.

A Transit-Oriented Development Program could help Maui create walkable, mixed-use communities centered around transit networks and hubs and provide affordable and workforce housing opportunities. With the update of the Community Plan Land Use designations, a new emphasis has been placed on walkability, multimodal transportation with mixed residential uses, economic development (employment centers), and transportation corridors.

Offer More Ways to Get Around Maui

We've heard that people are interested in biking, walking, taking transit, and sharing rides on the island. And we've also heard that people want the trips they do need to make by car to be more reliable.

New mobility options are arriving on Maui, and technology is changing the way people travel. By providing more frequent and connected transit service, increasing the number of safe places for





What We've Learned:



75%

of residents drive to work alone



54%

of regular
Maui Bus riders
use the bus
to get to work



New mobility options like Uber and Lyft are now available on Maui, and more options will follow



Technology is changing the way people travel, and autonomous vehicles are on the horizon

Key Opportunities:

- Make it safer, more comfortable, and more convenient to bike, walk, take transit, and share rides.
- Stay ahead of new mobility trends to offer affordable, safe, and efficient options for people on Maui.
- Partner with employers, economic development agencies, and visitor partners to manage transportation demand and encourage people to travel in new ways.

Electric Vehicles

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 and buses can reduce emissions. Incentivizing adoption of electric vehicles may increase their presence on Maui more quickly, helping reduce carbon emissions.



Work Together to Leverage our Investments

Funding and affordability are key issues for both Maui residents and the agencies and departments that design, build, operate, and maintain transportation projects, programs, and services. Funding constraints require a balance between a strong desire to meet Maui's infrastructure needs and current financial limitations. We must make the best use of our resources and work together to get the most value from our transportation dollars.



What We've Learned:



\$125

is the amount of federal transportation funding Maui receives per resident each year



Certain types of projects, like projects that increase roadway capacity, are very difficult to fund and can increase the miles people travel



Heavy use takes a toll on Maui's roadways and bridges; when maintenance is deferred, the overall cost of repairs increases

Key Opportunities:

- Work in partnership with the State of Hawai'i Department of Transportation, Maui Legislative delegation, and the County of Maui to identify innovative funding strategies.
- Plan for maintenance needs at the beginning of projects to ensure we can keep our transportation facilities are kept in a state of good repair.
- Explore the opportunity to require new development and redevelopment to include facilities and programs that support biking, walking, and taking transit.

CHAPTER FOUR

Priorities Rooted in Values

The values Maui residents shared with the project team are the foundation of Hele Mai Maui. Each recommendation in this long-range plan—whether a major project or a new program—has a hand in moving Maui toward a more multimodal future. And together, these individual projects and programs will help Maui achieve its mobility vision, rooted in our values.

Hele Mai Maui includes five goals to reflect today's needs and priorities and the outcomes to achieve in the next 20 years. The goals are also the basis for the project and scenario evaluation process that helped refine the priorities. The goals and the process are described in the following pages.

Our Goals





GOAL 1

Improve safety and promote health

We must keep people safe on streets and sidewalks, help to eliminate crashes, and encourage people to walk and bike to improve their health. Traffic collisions claim the lives of 11 Maui residents each year—including people walking, biking, and driving—and these collisions are preventable. At the same time more and more people are suffering from chronic diseases linked to a lack of physical activity, due in part to few options for walking and biking.



GOAL 2

Enhance cultural and natural resources, climate resilience, and sustainability

We have a responsibility to improve climate resilience, reduce transportation-related emissions, and protect or enhance cultural resources. Maui island is unique, and we all must act now to address climate change and preserve Maui's natural and cultural resources for future generations.





GOAL 3

Expand mobility choices to reduce traffic congestion

We can improve reliability and connections in the transportation system and increase the number of options people have available. This means that people will spend less time stuck in traffic and more time doing things that they love. Our walking, biking, driving, and bus networks will be better connected, improving the movement of people and goods.



GOAL 4

Connect and strengthen communities to improve quality of life

We need to improve access to important places in communities and help vulnerable populations thrive. As Maui grows, it is faced with the challenges of affordability and sprawling land uses. Creating complete neighborhoods and town centers that connect people to their jobs, services, and amenities by walking, biking, and taking the bus enhances quality of life and fosters stronger relationships.



GOAL 5

Maintain assets and invest strategically for economic vitality

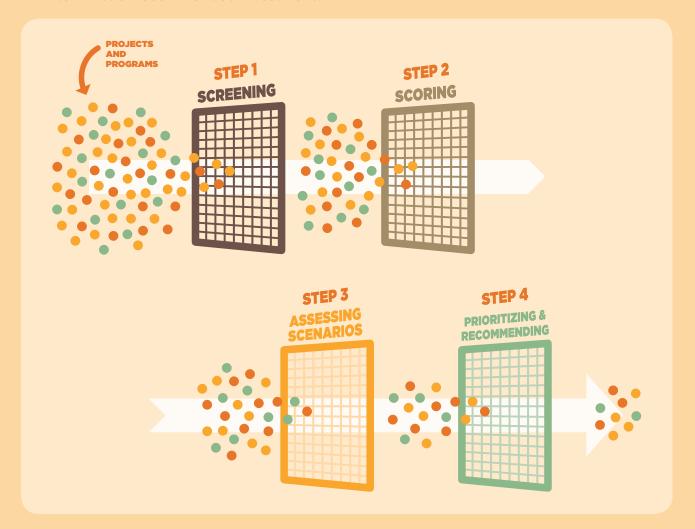
We must maintain roads and services to support Maui's economy. To make the best use of the existing infrastructure and funding, we need to bring assets into a state of good repair and balance investments in high-cost projects with those that are more affordable and more quickly completed.

Evaluating Projects and Programs

The goals described on the previous page informed a four-step evaluation process that shaped the Hele Mai Maui recommendations. This process used your input and island-wide data to screen, score, assess, and prioritize a long list of projects that came from previous plans, conversations with you, and local and national expertise in multimodal transportation systems.

Our evaluation process:

- Screened a long list of recommended projects and programs from past plans and community outreach
- Scored projects based on community values, including equity and cultural preservation, identifying the transportation improvements across the island that best meet the Hele Mai Maui goals
- Assessed the relative strengths of three scenarios—which focused on different types of projects and programs—in meeting the plan's goals
- Prioritized projects from the three scenarios to develop a near-, medium-, and longterm list of recommended investments



Step 1: Screening

The project team worked with the MPO Technical Advisory Committee, with our Community Think Tank, the MPO Policy Board, and with Maui residents to develop a comprehensive list of transportation project and program needs for Maui. This list drew from past planning efforts such as MPO's Transportation Improvement Program, the Maui County Department of Public Works' Six-Year Capital Improvement Program, and the Maui Bike Plan. It also drew from resident requests to the County of Maui and the MPO, and from community outreach across the island. The project and program list was screened using the following process:

- (A) Is the need a capital project or a non-capital program?
 - Projects continued through the process, and non-capital programmatic needs are included in a separate section of this plan.
- B Is the project on a State road, a County road, or a private road that is open to the public?

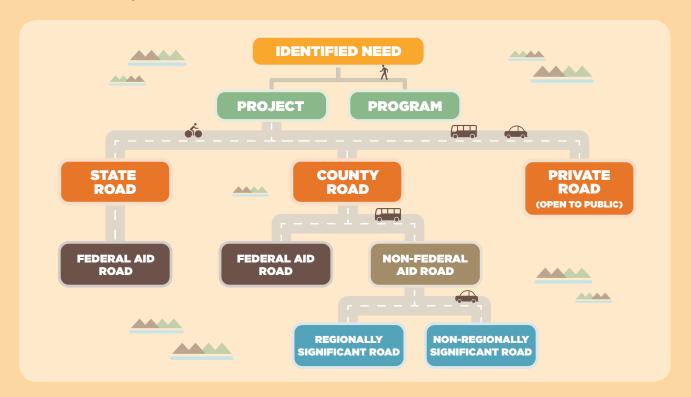
Projects and capital programs located on State or County roads continued through the process. Projects on private roads were referred back to Maui County Department of Public Works.

C Is the project on a Federal Aid Road?

Only projects on Federal Aid Roads are eligible for funding through the MPO. All other projects—such as those on local roads or rural minor collectors—were referred back to Maui County Department of Public Works and maintained on a list of transportation needs in Appendix C.

D Is the project on a regionally significant road?

Select Non-Federal Aid Roads may be regionally significant or may be classified as Federal Aid Roads in the future. Projects that were deemed regionally significant continued through the process, while those that were not were referred back to Maui County Public Works.



Step 2: Scoring

With a screened list of projects in hand, the project team used map-based data to score the remaining projects. Projects were grouped into four tiers based on overall score.

A focus on geographic criteria at this stage made it possible to evaluate a large number of projects quickly, adjusting weighting to best match the community's values, needs, and technical priorities. The criteria used for scoring were based on the Hele Mai Maui goals.



Scored Projects



Ma'alaea

Kīhei

Wailea

Makena



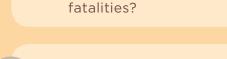
Goal 1:

Improve safety and promote health

Evaluation Criteria:

Is the project located in a high-crash location or on a corridor with non-motorized





Enhance cultural and

natural resources.

climate resilience,

and sustainability

Evaluation Criteria:

Does the project reduce vulnerability to weather events or sea level rise?

Olowalu

Does the project have the potential to impact cultural or natural resources?



Goal 3:

Goal 2:

Expand mobility choices to reduce traffic congestion

Evaluation Criteria:

- Does the project improve freight and transit movement?
- Does the project connect to existing motorized and non-motorized networks?
- Does the project increase travel options?





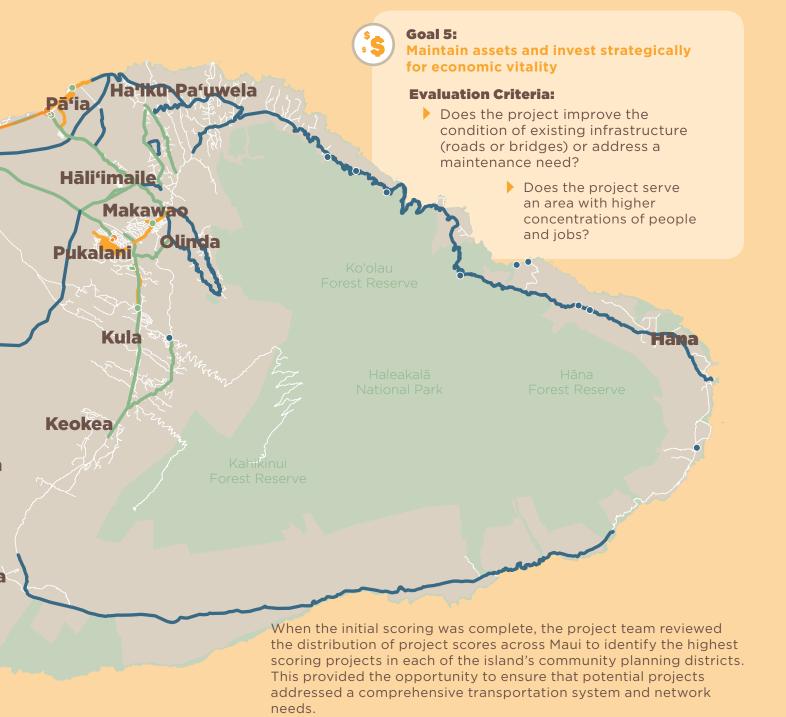
Goal 4:

Connect and strengthen communities to improve quality of life



Evaluation Criteria:

- Does the project connect to an employment center, educational institution, park, town center, or key community destination?
- Is the project located in a high-need area with residents who are more likely to benefit from multimodal improvements?



Step 3: Assessing Scenarios

To evaluate and communicate the benefits of a future multimodal transportation system, the Hele Mai Maui project team developed three investment scenarios. The scenarios illustrate different choices Maui can make to maximize the value of our transportation investments. Scenario planning helps to understand how distinct combinations of projects and programs could work together to help Maui meet its long-range transportation goals.

The Hele Mai Maui project team created three scenarios and assessed them against the project goals and outcomes.

SCENARIO 1:

Provide New Connections

The projects in this scenario add capacity to the transportation network by building new roadways and greenways. These projects may require additional rights-of-way, which could be used to expand the space available for people traveling by many modes. Building new roads and greenways is expensive, and capacity projects can have negative impacts on safety, sustainability, and economic vitality. The scenario could help to reduce congestion and provide alternative access routes, and the additional capacity could support new modes of travel.



SCENARIO 2:

Create a Multimodal System

This scenario focuses on building new and upgrading existing transportation facilities to support different modes of travel. Projects include complete streets improvements that provide safe spaces for people to walk and bike, transit corridors and increased bus service, and new sidewalks. By providing infrastructure for many modes and new ways to get around Maui, this scenario could help to improve safety and health and create transportation options for people. In terms of equity, this scenario could have the most positive impact for people with limited income or access to a vehicle. Because it includes primarily new infrastructure, there is less of a focus on maintenance and repair projects to help preserve the existing system.



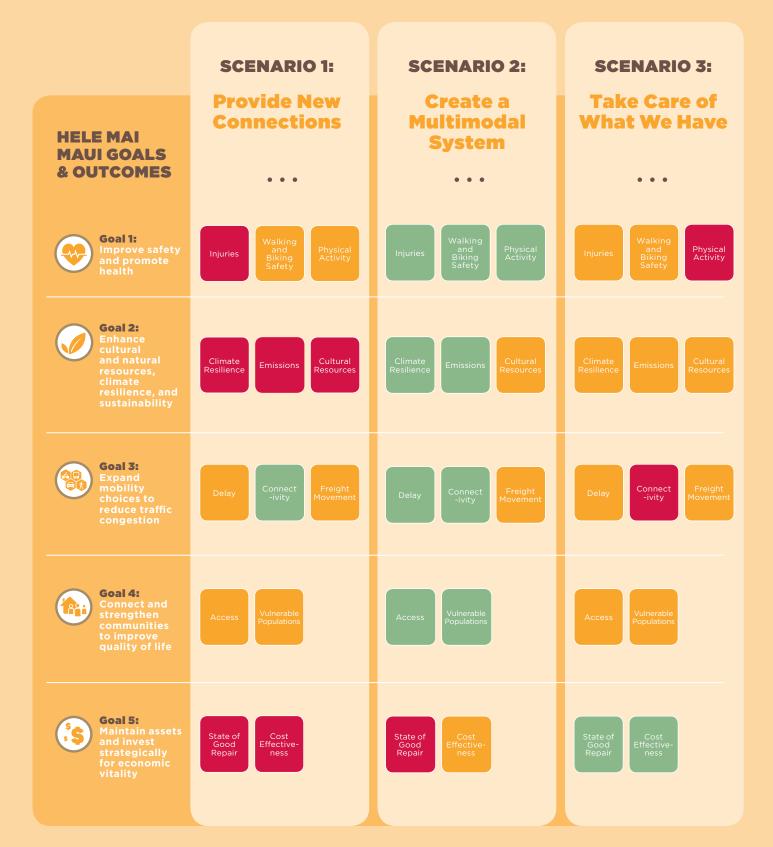
SCENARIO 3:

Take Care of What We Have

The maintenance projects, safety corridors, and intersection improvements included in this scenario focus on supporting the existing transportation network. Maintenance and preservation projects perform well on economic vitality and sustainability metrics, and the safety corridors and intersection improvements help to keep people safe no matter the mode they use. This scenario could have some positive impact on providing new travel options, but the focus on the existing system limits the connections people can make and the modes of transportation they can use.







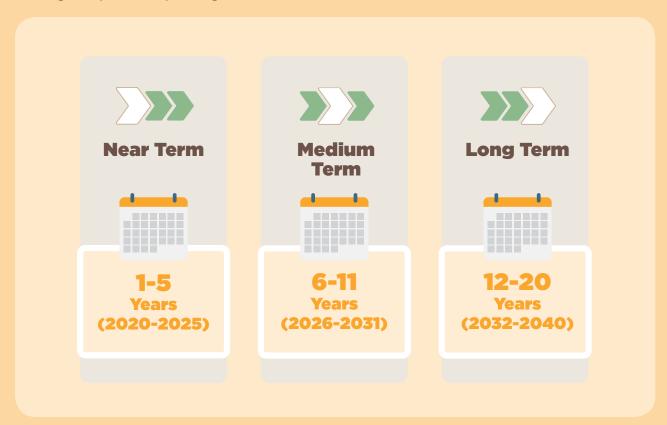
Step 4: Prioritizing and Recommending

The scenario evaluation process in Step 3 helped to illustrate that focusing on specific project types provides select benefits for people traveling on Maui. Rather than choosing just one of these scenarios, the project team identified the top scoring projects from each scenario of each to create the recommended list of projects and capital programs. The final list combines projects from all three scenarios to maximize the value of transportation investments and help to create Maui's transportation future. The Hele Mai Maui recommended project list identifies projects that:

- Add new connections where they are most critical to provide access to and from communities, to improve daily travel options, and to build a more resilient transportation system
- Target key corridors to support safe, multimodal connections within communities and to important destinations by foot, bike, bus, or car
- Prioritize critical maintenance projects to keep our roadways and bridges in a state of good repair
- Prioritize investments that are distributed across Maui's community planning districts

Project Priority

The recommended projects will be implemented in order of priority as funding allows. The following pages describe the recommended projects and programs in more detail, including costing and potential phasing.



Project Types

The Hele Mai Maui recommendations include high-scoring projects in each of the following categories:



Safety corridors to slow traffic speeds and make rural roads safer for everyone



Complete streets projects to provide travel options and promote health



Multi-use paths and greenways to provide dedicated places for people to bike and walk



Transit improvements

to create transit corridors and bus shelters and support affordability and more reliable trips



Intersection improvements to install roundabouts and new traffic signals that keep people moving and make it safer to cross the street



Maintenance and preservation projects

to address critical infrastructure and support State and County priorities



New connections

to focus on resiliency and opportunities to encourage infill development

Future-Proofing Our Investments

Transportation is changing daily, and autonomous vehicles are on the horizon. The projects included in Hele Mai Maui help us to prepare for the future while addressing the needs of today. Maintenance projects that restripe roadways, intersection improvements that upgrade signal technology, and complete streets that provide space for all modes are projects that can support the requirements of autonomous vehicles while ensuring that people don't have to get in a car to move around the island.

CHAPTER FIVE

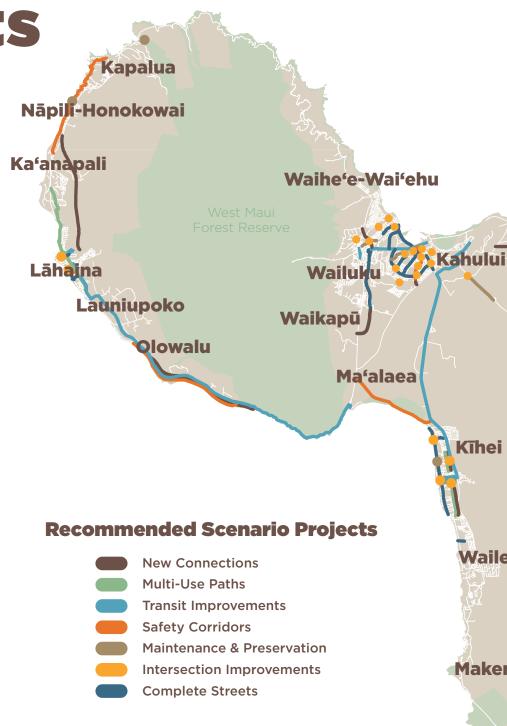
Recommended Projects

The project team used the results of the evaluation process— and what we heard from the community—to develop a list of projects that best meet the Hele Mai Maui goals. It includes:

- > 88 projects, ranging from sidewalks to new roads
- Taisland-wide capital programs that set aside funds for maintenance and repairs that will be determined by HDOT or DPW annually

The projects included in this list are all eligible for Federal, State, or County funds and there may be other funding sources available in the future (see chapter 7 for more information). The programs group certain types of projects together—such as filling gaps in Maui's network of sidewalks—to allow flexibility in how funds are used in the coming years. Together, the projects and programs are the blueprint for improving Maui's transportation system over the next 20 years.

As Maui advances these projects, careful attention to environmental, cultural, and equity impacts is critical. The community will be involved in further review as projects move forward.



While capital projects are the primary focus of Hele Mai Maui, programs can help direct resources across the island. Key island-wide programs are outlined below:

- > **Sidewalk Gap Program:** As Maui has grown, some parts of the island have built sidewalks in a piecemeal way, creating missing blocks (or more) of sidewalks. This program helps identify areas with missing sidewalks and establishes a process to prioritize filling those gaps. The program will also secure funding and partnerships to build and maintain a safe and connected network of sidewalks and paths for people walking and rolling.
- **Spot Maintenance Program:** Increased use of the roadway, as well as severe weather events, makes ongoing maintenance of Maui's roadways critical. This program provides a dedicated funding source to make smaller-scale roadway repairs on an ongoing basis.





The projects included in Hele Mai Maui have many features that provide safe, convenient options to help people move around the island by foot, on a bicycle, on a bus, or in a car. Together these features create a transportation system that offers new options and supports mobility for people of all ages and abilities.

- Multi-Use Paths
- 2 Updated Traffic Signals
- Maintained Streets
- 4 High Visibility Crosswalks
- 5 Transit Amenities & Shelters
- 6 Transit Service Improvements



- **7** Traffic Calming Features
- **Sidewalks**
- Protected Bike Lanes
- **10** Bridge Repairs
- **11** Greenways
- **Roundabouts**
- New/Extended Roadways

Projects For All of Maui

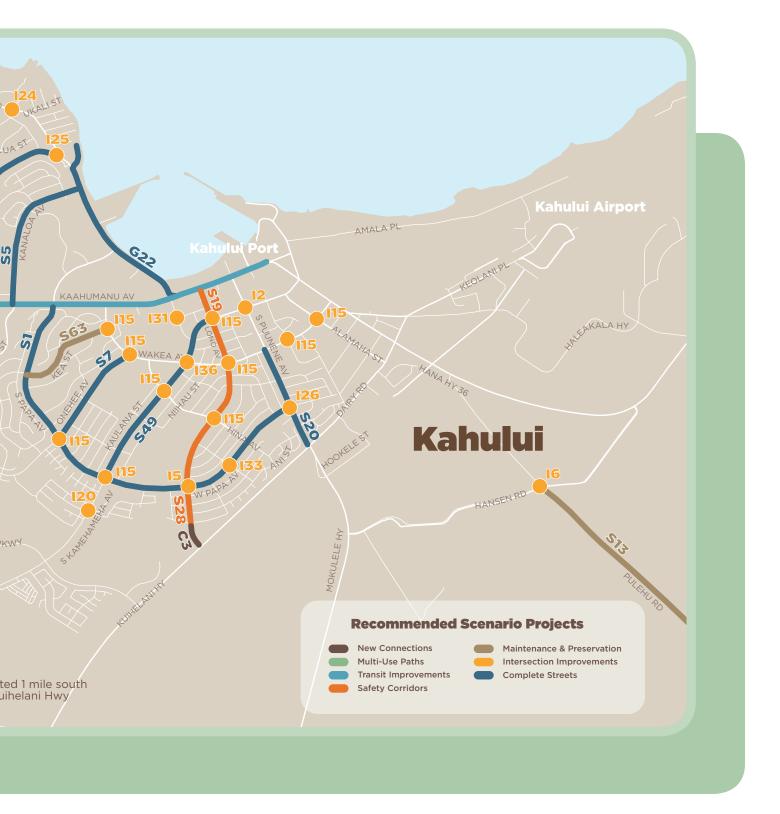
The following pages provide more information about the projects recommended for all of Maui's community planning districts. You'll also find Project Spotlights, which give additional information about a specific project.

Central

Central Maui has many activity centers due to the multiple communities, services, jobs, and shopping centers that attract people from across the island. It is also the seat of County government and home to Kahului Port and the island's only hospital. The high levels of activity point to a need for safety improvements to keep people safe, regardless of how they travel. Projects recommended for Central Maui focus on creating dedicated space for all modes and reducing conflicts at intersections.







Project List:

	ID	Project Name	Priority	Cost (\$1,000)
•	G22	Kahului Beach Rd Esplanade	>>	\$534
	S1	Papa Ave Complete Street		\$11,523
	S4	Lower Main St Improvements		\$3,710
	S 5	Kanaloa Ave & Mahalani St Improvements		\$4,505
	S6	Wai'ale Rd Complete Street		\$17,199
	S7	Onehe'e Ave Improvements		\$4,500
	S20	Pu'unene Ave Improvements		\$14,000
	S49	Kamehameha Ave Sidewalk Improvements		\$2,212
	S51	Kinipopo St Sidewalk Improvements		\$119
	I1	Market St-Pi'ihana Rd Intersection Safety Analysis	>>>	\$2,517
	15	Papa Ave-Lono Ave Intersection Safety Analysis		\$2,517
	16	Hansen Rd-Pulehu Rd Intersection Safety Analysis		\$2,517
	I15	Central Maui Traffic Signal Upgrades (9 Locations)		\$3,399
	I17	Mill St-Imi Kala Rd Intersection Improvements		\$2,041
	I19	Eha St-Waena St Intersection Improvements		\$2,517
	12	Pu'unene Ave-Kamehameha Ave Intersection Safety Analysis		\$2,517
	120	Mahaolu St-Kamehameha Ave Intersection Improvements		\$2,517
	124	Wai'ehu Beach Rd-Eha St Intersection Safety Analysis	>>	\$2,517
	125	Wai'ehu Beach Rd–Lower Main St Intersection Safety Analysis		\$2,517
	126	Papa Ave-Pu'unene Ave Intersection Safety Analysis		\$2,517
	I31	Kane St & Vevau St Intersection Safety Analysis		\$2,517
	133	La'au St-Papa Ave Intersection Improvements		\$2,517
	136	Wakea Ave-Kamehameha Ave Intersection Improvements		\$2,993

ID	Project Name	Priority	Cost (\$1,000)
S13	Pulehu Rd Pavement Reconstruction		\$1,700
S62	Mill St Pavement Reconstruction		\$4,300
S63	Kea St Reconstruction		\$3,000
C2	Imi Kala Rd Extension - Wai'ehu	>>	\$27,482
C3	Lono Ave Extension		\$6,800
C4	Wai'ale Rd Extension		\$18,000
C18	Imi Kala Rd Extension - Wailuku		\$2,686
S19	Lono Ave Improvements Phase 2		\$5,851
S28	Lono Ave Improvements Phase 1		\$1,085
S32	Kaʻahumanu Ave Transit & Multimodal Corridor		\$10,000
T7	Waikapu Baseyard Transit Maintenance Hub	>>	\$50,000
Т9	Central Maui Transit Hub		\$3,000



Kane/Vevau Intersection Improvements

Intersection Improvements

Intersection improvements make a transportation system safer for everyone, no matter how they're traveling. Projects, such as the improvements coming to the intersection of Kane Street and Vevau Street, may include new crosswalks, a pedestrian island, and flashing beacons to make it easier to see people crossing the street.

The improvements to this intersection will support traffic safety to important destinations including the Kahului Public Library, Queen Ka'ahumanu Center, Kahului Shopping Center, local schools, and future housing to be developed on the southeast corner of the intersection. This is also the location for the new Wailuku/Kahului Transit Hub and part of the Transit-Oriented Development (TOD) Corridor.

Other types of intersection improvements that may be considered elsewhere include roundabouts, traffic signals, left-turn lanes, or pedestrian flashing beacons to increase the visibility of pedestrians at midblock locations.

Kane Street improvements are expected to have positive equity outcomes, serving residents who are less likely to have access to a vehicle. Improvements to curb ramps and shorter crossing distances will help people of all ages and abilities move around the community.





Papa Ave Complete Street

Complete Streets

Complete Streets projects make travel by walking, rolling, biking, bus, or vehicle safe and inviting. Features may include:

- Bicycle lanes and multi-use paths, where possible, that are separated from vehicle traffic by a barrier or divider
- Traffic calming features to slow vehicles and create a safer environment for people walking and biking
- Wide sidewalks and trees or furnishings that create an inviting environment
- Transit improvements, such as bus shelters, bus lanes, and more frequent service
- Intersection improvements to provide safer crossings and a more comfortable experience

The Papa Avenue project is planned to improve mobility in Central Maui. The project will transform Papa Avenue from Ka'ahumanu Avenue to Pu'unene Avenue by introducing sidewalks, shade trees, bike lanes, and bulb-outs and high-visibility crosswalks to support crossings. These improvements will enhance safety and provide mobility options between community destinations.

"We need to create safe transportation alternatives for children and teens connecting to school."

- Public Comment from Lāhaina Town Friday

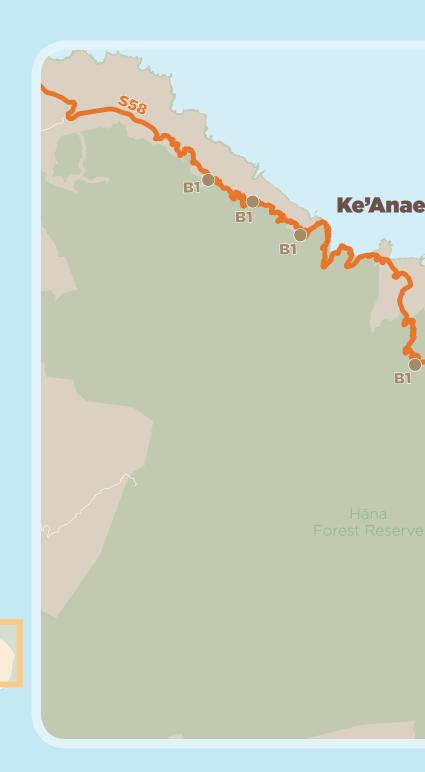






East

The Road to Hāna is a key connection for communities on the eastern part of the island. It is also one of Maui's major tourist attractions. To ensure the roadway supports safe travel for everyone, Hele Mai Maui includes projects to preserve bridges in need of repair and introduces general highway improvements along Hāna Highway.



Project List:

ID		Priority	Cost (\$1,000)
B1	Hāna Hwy Bridge Preservation Program - Puohokamoa Bridge, Kopiilua Bridge, Mokulehua Stream Bridge, Ulaino Stream Bridge, Kailua Stream Bridge, and Makanali Stream Bridge		\$27,198
B8	Kahawaiokapia Bridge Replacement		\$5,790
S31	Kalepa Revetment & Seawall Repairs		\$15,600
S48	Kalepa Point Rockfall Repairs		\$350
S58	Hāna Hwy Safety Improvements		\$140,000

Wailua



Hāna Highway Bridge Preservation

Maintenance and Preservation

Maintenance and preservation projects keep our existing sidewalks, bike lanes, roads, and bridges in good condition through resurfacing or repairs. They help to ensure that the island's transportation system is safe, comfortable, and easy to use.

The Hāna Highway Bridge Preservation project will help to maintain the following six bridges: Puohokamoa, Kopiliula, Mokulehua, Ulaino, Kailua, and Makanali. While the extent of maintenance for each bridge will vary, improvements may include the widening of lanes and shoulders, railing replacement, structure strengthening, and abutment, retaining wall, and approach guardrail upgrades. This project is necessary to ensure resiliency, safety, and connectivity for communities along the Road to Hāna.

County of Maui and State of Hawai'i each have Hāna Bridge Preservation Plans that provide guidelines for bridge maintenance, repair, and replacement work to preserve the historic character and rural quality of the bridges while bringing them up to required safety standards.





South

Projects in South Maui focus on completing connections, including the Kīhei Greenway and the North-South Collector Road. Because the area is largely developed, there are opportunities to improve crossings and existing sidewalks and add a parallel multiuse path to support more walking and biking in this busy part of the island.





Project List:

ID	Project Name	Priority	Cost (\$1,000)
S22	South Kīhei Rd Improvements		\$5,450
S24	South Kīhei Rd Sidewalk Improvements		\$1,900
S 33	Ohukai Rd Sidewalk Improvements		\$600
S50	Keonekai Rd Sidewalk Improvements		\$400
G 7	Kīhei Greenway and Multi-Use Path Phase 3		\$4,505
G 8	Kīhei Greenway and Multi-Use Path Phase 4		\$10,969
G 9	Kīhei Greenway and Multi-Use Path Phase 5		\$11,267
I10	Lipoa St-Liloa Dr Intersection Safety Analysis		\$2,517
I13	Kulanihakoi St–South Kīhei Rd Intersection Safety Analysis		\$2,517
<u> </u>	Ohukai Rd-S. Kīhei Rd Intersection Improvements		\$2,517
I35	Pi'ilani Highway-Kīhei High School Crossing		\$3,502
I 8	Piikea Rd & South Kīhei Rd Intersection Safety Analysis		\$2,517
B 9	Kulanihakoi Bridge Repair		\$5,816
● C5	Kīhei North-South Collector Rd and Multi-Use Path Phase 1a		\$21,107
■ C6	Kīhei North-South Collector Rd and Multi-Use Path Phase 2		\$6,441
C 7	Kīhei North-South Collector Rd and Multi-Use Path Phase 1b		\$17,338
c 8	Kīhei North-South Collector Rd and Multi-Use Path Phase 3	>>>	\$16,182
S 37	North Kīhei Rd (Route 310) Safety Improvements		\$1,800
■ T2	Kīhei Transit Hub		\$10,000
• T14	Kīhei Transit & Multimodal Corridor		\$10,000



North Kihei Road Improvements

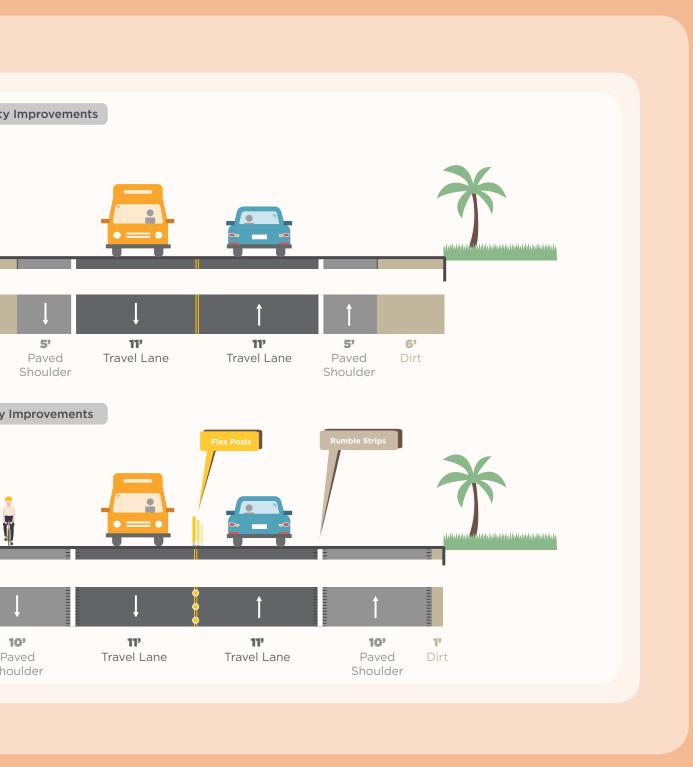
Safety Corridors

Safety Corridor projects make arterial and rural roads that prioritize travel by car safer by introducing features to calm traffic and make walking and biking more comfortable. These projects may include speed bumps, stop signs, or traffic signals as well as high-visibility crosswalks and features to improve accessibility, such as curb ramps.

Improvements to North Kīhei Road make travel safer for everyone entering or leaving Kihei. Improvements include flex posts on the centerline and rumble strips on the shoulder lines to notify drivers if they are straying, wider shoulders to provide space for people walking, a left-turn lane at the Maui Electric Company driveway, and additional traffic signals at South Kīhei Road to make the intersection safer.

These improvements have been designed to adapt to changing conditions, as this area is subject to sea level rise and coastal flooding (especially during King tides).



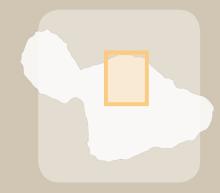


Upcountry/North

Upcountry/North communities feature rural roadways designed for people driving to make longer-distance connections between communities. These roadways often encourage higher speeds, creating challenging environments for people walking or bicycling in their communities. Many of the projects proposed for Upcountry and North Shore Maui are intended to make streets safer for everyone, address maintenance needs, and add critical connections to the rest of the island.

Project List:

	ID	Project Name	Priority	Cost (\$1,000)
•	S36	Makawao Ave & Makani Rd Improvements		\$3,378
•	G13	North Shore Greenway and Multi-Use Path - Pa'ia to Ho'okipa	>>>	\$21,575
•	17	Old Haleakala Hwy Signal Upgrade		\$765
•	S14	Iolani, Loha, and Liholani St Pavement Rehabilitation		\$8,400
•	S34	Pukalani Terrace Subdivision Pavement Reconstruction		\$8,000
•	S64	Kaupakalua Rd (Route 365) Pavement Reconstruction		\$7,500
	C12	Pā'ia Relief Route		\$120,000
•	S26	Kula Hwy (Route 37) Safety Improvements		\$920
•	S38	Olinda Rd-Pi'iholo Rd Safety Improvements	>	\$34,400
•	S53	Makawao Ave Safety Corridor Project		\$9,159
	S9	Holomua Rd Improvements		\$7,578
•	T4	Pā'ia Transit Hub		\$5,000



Phasing by Priority

Near-Term (1-5 years) Medium Term (6-11 years) Long Term (12-20 years)

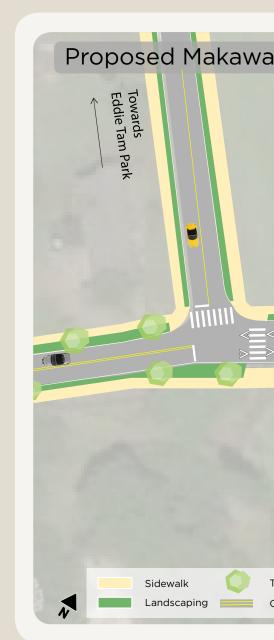


Makawao Avenue Safety Improvements

Safety Corridors

Makawao Avenue is an important connection in Upcountry Maui. To make it safer for people traveling by all modes, a variety of safety projects are recommended. Improvements may include sidewalks, stop signs, speed humps, improved lane markings, and intersection improvements at Makani Road. These improvements will support access to the historic Makawao Town Center whether walking, bicycling, driving, or taking transit.







West

The projects recommended for West Maui will improve both regional and local transportation. Regional connectivity will be enhanced by completing the Lāhaina Bypass and introducing a new transit hub. Biking and walking to and through West Maui will be safer with construction of the West Maui Greenway and improvements to key streets that have high levels of pedestrian activity.

Realignment of Honoapi'ilani Highway inland from the coastal hazard zone is critical to preserve the shoreline for public use and provide safe access to maintain West Maui's economic vitality.



Project List:

	ID		Priority	Cost (\$1,000)
	S8	Keawe St Improvements		\$447
	S16	Dickenson St Improvements		\$1,077
	S17	Prison St Improvements		\$1,059
	S52	Front St Pedestrian Esplanade		\$619
•	G1	West Maui Greenway and Multi-Use Path Phase 1		\$1,750
•	G2	West Maui Greenway and Multi-Use Path Phase 2		\$5,743
	G3	West Maui Greenway and Multi-Use Path Phase 3		\$4,121
•	I14	Waine'e St & Lāhainaluna Rd Intersection Safety Analysis		\$2,517
•	144	Keawe St/Honoapiʻilani Hwy Intersection Safety Analysis		\$2,517
	В5	Honolua Stream Bridge Repair		\$7,208
•	В7	Kahana Nui Bridge Replacement		\$5,733
	C10	Honoapi'ilani Hwy Realignment		\$75,000
	C11	Lāhaina Bypass Phase 1C		\$75,000
•	S2	Lower Honoapi'ilani Rd Improvements		\$25,400
	Т3	Lāhaina Transit Hub		\$15,000
•	T16	Lāhaina Transit & Multimodal Corridor		\$10,000

Phasing by Priority

>

Near-Term (1-5 years) Medium Term (6-11 years) Long Term (12-20 years)



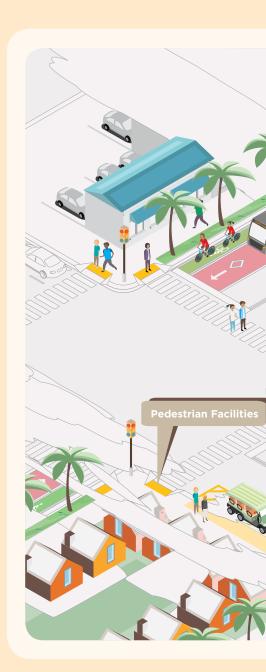
West Maui Transit Hub

Transit Improvements

Transit improvement projects make riding the bus on Maui more convenient and comfortable. Improvements may include shelters, seating, lighting, landscaping, wayfinding signs, and bicycle parking at bus stops and transit centers. Other projects will improve frequency—how often the bus arrives—expand the hours of service, or add bus routes to serve new parts of the island.

A West Maui Transit Hub could focus on improving convenience and comfort for Maui Bus passengers. As a hub, it will provide access to key bus routes, display easy-to-understand information regarding the transit system and alternative mobility options for residents and visitors alike, and host transportation options such as bicycle share services.

Connecting housing options with convenient bus transit service can help to accommodate Maui's population growth in a sustainable way. From an equity perspective, transit hubs provide key connections to work and daily necessities for people who may not have access to a personal vehicle. Better bus service and other transportation options at hubs can reduce combined housing and transportation costs, which keep many families on the edge of poverty. As a catalyst for walkable, mixed-use development, transit hubs can also contribute to displacement or gentrification if affordable housing is not included.





New Ways of Connecting Maui

Hele Mai Maui includes a variety of projects to connect the island. New connection projects add capacity to the transportation system and support people walking, biking, and riding the bus as well as people driving. These projects include but are not limited to new roadways, sidewalks, or dedicated bicycle facilities to support multiple ways of moving around Maui.

The Honoapi'ilani Highway
Realignment and West Maui
Greenway projects are key
connections included in Hele
Mai Maui and represent how
transportation investments can
foster new ways of traveling
and improve resiliency in the
transportation network.

"I would love to see more bike paths and greenways!"

- Public Comment from Lāhaina Towi Friday



Project Spotlight:

West Maui Greenway

Multi-Use Paths

Multi-use paths or greenways are paved or unpaved shared paths for walking and biking. They are separated from vehicle traffic and offer longer-distance connections on the island. Multi-use paths provide a safe travel option for people of all ages and abilities and serve as recreational resources for community members.

The West Maui Greenway is a transformational project that will build on precedent set by the North Shore Greenway. This facility will provide a separated right-of-way for pedestrians and bicyclists to travel safely within the West Maui community from Keawe Street to Fleming Road. The path will provide safe crossing opportunities, signs directing people to key destinations, and a comfortable place to walk and bike for residents and visitors alike.

The long-term vision for West Maui Greenway is to connect from Ukumehame to Lipoa Point, with context-sensitive design for each section of the project.





Honoapi'ilani Highway Realignment

New Connection

New connection projects create new roads on the island to add capacity to the transportation system and better support communities. The projects included in the recommended scenario prioritize connections that build resilience from the impacts of sea level rise and provide alternative routes to communities with limited options. These projects also include space for new facilities for people walking, biking, and riding the bus as well as for people driving.

The Honoapi'ilani Highway Realignment Project is a critical project for Maui. Perhaps more than any other corridor, the Honoapi'ilani Highway is a visible example of the impact of rising sea levels on Maui's infrastructure, with many sections eroded and routinely overtopped during storms. Reconstruction of this corridor further inland will ensure connectivity and resiliency for West Maui and the rest of the island for years to come.

Managed retreat of Honoapi'ilani Highway is an alternative to using seawalls to protect the existing highway in place. Coastal armoring, like seawalls, destroys beaches, limits public access, and threatens coral reefs. Following the vision set forth in the Pali to Puamana Parkway Master Plan, the open space and parks area on the ocean-side of the new highway could provide safe recreational access to a living shoreline where beaches can migrate inland with sea level rise. A comprehensive planning process and Environmental Impact Study for the realigned highway must include community input early and often. Additionally, plans must address any potential impacts to cultural and natural resources.





CHAPTER SIX

Supportive Programs & Policies

Capital and service investments—like new bike connections and more bus service—are only part of what is needed to implement the vision of Hele Mai Maui. Non-capital programs recommended in this chapter will help Maui deliver on the commitment to a safe transportation system that prioritizes more options for getting around the island. These programs can help to improve people's awareness of transportation choices, prioritize investments, and coordinate partners. The Maui MPO could initiate some of these programs, but successful implementation will require strong partnerships with other agencies and community organizations.

The following pages explain each program as well as key partnerships and recommended priority for program implementation. Partners are listed in order of responsibility. The program spotlights featured in this chapter are programs that are particularly important to improve transportation on Maui in the next few years.



Program	What is it?	Why is it important?	Partners	Priority
Safe Routes to Transit	Identifies and implements safety improvements— supported by education and encouragement efforts— that connect people to transit stops and hubs.	A Safe Routes to Transit program improves connections to transit stops and transit hubs on Maui that are difficult to access, especially for people walking or biking.	County Department of Public Works County Department of Transportation (Maui Bus) Maui MPO	Near-Term (1-5 years)
Safe Routes for Seniors	Identifies and implements pedestrian improvements for older adults to improve access to services and enhance pedestrian safety and comfort.	Over 20% of collisions involving people walking and biking on Maui are with people over the age of 60, and older adults are expected to be nearly a quarter of the population by 2040. A Safe Routes for Seniors program prioritizes safety for some of Maui's most vulnerable pedestrians and bicyclists, improves access to services, and encourages physical activity among older adults.	County Department of Public Works Maui MPO Maui County Assisted Transportation Program Maui Economic Opportuity Transportation Services	Medium Term (6-11 years

Program What is it? Important? Partners Priority

PROGRAM SPOTLIGHT

Safe Routes to School

Improves the ability for children to walk and bike safely to school. Provides a prioritization process and funding for safety improvements near schools. In addition to the physical improvements, a Safe Routes to School program educates children—and their caregivers—and improves awareness of the benefits of walking and biking to school.

Nearly 20% of collisions involving people walking and biking on Maui involve kids under age 18. A Safe Routes to School program prioritizes safety for some of Maui's most vulnerable pedestrians and bicyclists, encourages walking and biking to school, and improves health outcomes for children.

Why is it

Plans may be developed at the level of individual campuses or for clusters of schools, depending on distance between campuses. County Department of Public Works

State Department of Transportation

Maui MPC

State Department of Education

Private Schools



(0-5 years)



Parents and volunteers of Pōmaika'i Elementary School gathered to help students walk safely to school as part of the Blue Zone Project's Walking School Bus Program.

Image Credit: Maui Nov

Program

What is it?

Why is it Important?

Partners

Priority

PROGRAM SPOTLIGHT

Vision Zero
Initiative



Implements a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Between 2012 and 2017, there were 75 fatalities on Maui's roads. In September 2018, Mayor Arakawa made a Vision Zero Proclamation to eliminate traffic deaths on Maui by 2040. In June 2019 the Maui County Council adopted a Vision Zero resolution urging the Mayor to form a Vision Zero Advisory Group to create an action plan.

Mayor's Office

County Department of Public Works

Maui MPO

Maui Police Department

Maui's County Council

State Maui District Health Office

Healthy Eating, Active Living (HEAL) Coalition



Near-Term (0-5 years)

Slowing Down Saves Lives



25%

chance of pedestrian fatality or severe injury

30 mph

††††††††

50%

chance of pedestrian fatality or severe injury



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90%

chance of pedestrian fatality or severe injury

Data Source: Tefft, Brian, 'Impact speed and a pedestrian's risk of severe injury or death' (Accident Prevention Analysis, 2013 Graphic Credit: Nelson\Nygaard







Program	What is it?	Why is it Important?	Partners	Priority
Neighborhood Slow Streets Program	Implements an education and outreach campaign paired with roadway treatments, such as roundabouts, to encourage drivers to observe the speed limit.	Between 2012 and 2017, speeding accounted for 8% of fatal crashes on Maui. Lower speeds translate to less severe injuries in the event of a collision.	County Department of Public Works Maui Police Department	Medium Term (6-11 years)
Complete Streets Program	Builds on the Complete Streets policy to provide tools for designing and building complete streets. Uses Maui County's Street Design Manual (2018) to support right-of- way decisions that create great places and connect people.	Complete streets include safe and accessible facilities for people traveling by many modes. Routine maintenance projects and new capital projects can both support implementation. Maui's transportation network includes public and private projects built at many different times. Street design guidelines help to ensure that streets, sidewalks, and bike facilities are designed consistently using best practices.	County Department of Public Works State Department of Transportation Maui MPO County Department of Transportation County Department of Planning HEAL	Near-Term (1-5 years)
Healthy Communities and Transit- Oriented Development (TOD)	Creates organizational structure and capacity to develop and implement Master Plans for healthy communities and walkable, mixed-use TOD.	Catalyze public and private investments in healthy communities that are walkable, provide a range of transportation options, affordable housing, and a network of connected parks and open spaces.	Mayor's Office County Council Maui MPO County Department of Housing and Human Concerns County Department of Parks County Department of Planning	Near-Term (1-5 years)
Transportation and Health Education Campaign	Partners with public health organizations to develop an education campaign that helps people understand the connection between transportation and health.	Maui's adult obesity rate is almost 25%, and a quarter of children between the ages of 10 and 17 are overweight or obese. Promoting physical activity through walking and biking may help lower obesity rates in adults and children.	Maui MPO Mayor's Office State Maui District Health Office HEAL	Medium Term (6-11 years)
Rails to Trails Program	Uses abandoned railways or roadways to create multi-use trails for people walking and biking.	Opportunities to build Maui's active transportation network include greenways and other off-street facilities. These types of projects encourage people to make new types of trips.	County Department of Public Works Maui MPO Landowners Mayor's Office Na Ala Hele Trails Council	Long Term (12-20 years)



Programs to Enhance Cultural and Natural Resources, Climate Resilience, and Sustainability

Program

What is it?

Why is it Important?

Partners

Priority

PROGRAM SPOTLIGHT

Green Fleet Program Expands use of electric vehicles and alternative fuels such as hydrogen and biofuels, especially in County fleets and buses, and 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. Additionally, a recent study found that sea level rise of 3.2 feet by 2100 would render more than 11 miles of major coastal roads on Maui impassible, jeopardizing critical access to and from many communities. Biofuels and increased use of electric vehicles can reduce emissions. A pilot project to provide electric bus charging at UH Maui College can help lead the way.

County Department of Transportation

Mayor's Office

County Department of Management

Hawaiʻi Green Infrastructure Authority

Maui MPO







LEFT: Electric vehicle charging stations installed in a surface parking lot.

RIGHT: Electric bus operated by Park City Transit.

Image Credit: Park City Transit

Program	What is it?	Why is it Important?	Partners	Priority
Landscaping and Stormwater Programs	Installs vegetation, like trees, plantings, or shrubs, along roads and in other public spaces, and encourages new development to expand landscaping.	Street trees and landscaping help buffer people on the sidewalk from traffic in the roadway. Vegetation also provides environmental benefits, like helping to manage stormwater and remove pollutants, prevent erosion, recharge aquifers, and provide shade.	County Department of Public Works County Department of Parks Developers	Medium Term (6-11 years)
High- Occupancy Vehicle (HOV) Lanes/Tolls	Explores the opportunity to implement HOV lanes, tolling, and other congestion reduction techniques to help manage demand on key corridors, such as Hāna Highway.	As Maui grows, there will be more demand on key corridors. To address congestion and preserve natural resources, HOV lanes and tolling programs could help control demand to popular destinations and provide funding for maintenance.	State Legislature State Department of Transportation County Department of Management Maui Visitors Bureau	Medium Term (6-11 years)
Recreational Frail Mapping and Restoration	Maps, identifies, restores and manages historic trails.	Provides access to cultural landscapes and recreational opportunities, with interpretive signage.	Na Ala Hele Trails Council Maui MPO County Department of Parks	Near-Term (1-5 years)
Electric Mobility Program	Explores options to incentivize adoption of electric vehicles, including both cars and bicycles, through direct financial support, reducing the cost of charging (by supporting vendors who provide charging equipment or programs that reduce the cost of electricity), or through incentives like reduced cost and dedicated parking.	Incentivizing adoption of electric vehicles may increase their presence on Maui more quickly, helping reduce carbon emissions. Electric bicycles make longer distances and topography less challenging, making bicycling more attractive to a broader audience.	Department of Management Maui Visitors Bureau Hawai'i Green Infrastructure Authority Electric mobility vendors Maui MPO Maui Electric Company	Near-Term (1-5 years)



Programs to Expand Mobility Choices to Reduce Traffic Congestion

Program

What is it?

Why is it Important?

Partners

Priority

PROGRAM SPOTLIGHT

Visitor Management

Supports Mayor's strategy to help manage visitor travel, including car rental, shuttle, taxi, rideshare and car share opportunities. Could include a "car free" visitor campaign, and marketing of multimodal transportation options to visitors.

Where could it be implemented?

- Explore an island-wide campaign that promotes a car-free stay on Maui
- Identify key areas on the island that have particularly high visitor traffic, such as Hāna Highway

There are 61,000 visitors on the island on an average day. Many visitors to Maui choose to rent a car for the entire duration of their stay and may not know what travel options they have.

The large number of visitors on Maui and current car rental rates put a tremendous strain on Maui's roadways and communities. This program helps to ensure there are more options for visitors to get around Maui.

Mayor's Office

County Department of Management

Maui Visitors

Maui Hotel and Lodging Association

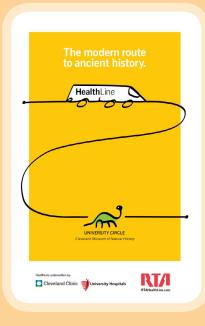
Hotel and resort stakeholders

Maui MPO



Near-Term (0-5 years)





LEFT: Interactive signage to help visitors locate transit routes and points of interest.

RIGHT: Flyer encouraging visitors to use transit.

Image Credit: Greater Cleveland Regional Transit Authority (RTA)

Program	What is it?	Why is it Important?	Partners	Priority
Transportation Demand Management (TDM) Program	Implements education, outreach, and encouragement strategies to help leverage transportation investments on Maui.	A TDM program helps to reduce vehicle trips and manage congestion. A dedicated program that focuses on educating Maui residents and visitors on transportation options will support investments identified in the Long-Range Plan.	County Department of Management County Department of Public Works County Department of Planning County Department of Transportation Employers Economic development partners	Near-Term (1-5 years)
Employer Shuttle Program	Provides technical assistance to employers to sponsor shuttle or other shared-ride programs to connect employees to jobs.	Employees generate a large number of vehicle trips to resorts and other visitor destinations. This program would build on the success of the existing County commuter bus service to provide affordable, non-driving options to major employment sites.	County Department of Transportation Maui MPO Employers Shuttle vendor (currently Roberts Hawai'i) County Department of Management Maui Redevelopment Agency	Medium Term (6-11 years)
Emerging Shared Mobility Pilot Programs	Introduces or expands new mobility options, like bike share, scooter share, or microtransit on Maui. Explores the opportunity to implement non-traditional/ slow speed mobility options to help people on Maui get around. Provides a fleet of bikes for public use.	Expanded travel options give people more choices to get around the island, which will benefit both Maui residents and visitors. 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 and innovative ways to get around Maui. These services must be managed carefully to ensure they respect public space and support local businesses.	Department of Public Works Maui MPO Maui Police Department Mayor's Office Maui District Health Office Blue Zones Project HEAL	Near-Term (1-5 years)



Programs to Connect and Strengthen Communities to Improve Quality of Life

Program	What is it?	Why is it Important?	Partners	Priority
Transit Stops and Amenities and Mobility Hubs	Improves transit stops and the customer experience by maintaining existing facilities and adding amenities, such as bus shelters, lighting, benches, trash receptacles, and schedules (or real-time information).	Transit stop and station amenities help to ensure that people riding the bus on Maui have a high-quality, comfortable, and safe experience.	County Department of Transportation County Department of Public Works Developers / property owners	Near-Term (1-5 years)
Placemaking Initiatives	Reclaims space in the public right-of-way based on community needs, assets, and surrounding land uses with a focus on creating destinations.	Urban design amenities, like benches, wayfinding signs, and pedestrianscale lighting, and public space activation, like sidewalk cafes and open streets events, contribute to interesting streets and sidewalks and a community's quality of life.	County Department of Planning County Department of Parks County Department of Public Works Maui MPO Maui Redevelopment Agency Economic development partners Maui Visitors Bureau	Medium Term (6-11 years)
Parking Management	Forms a mobility benefit district to direct parking revenues to transportation improvements in Lahaina.	Improves walkability and convenience in town centers through strategies like paid parking, time limits, revenue management, and wayfinding signs.	County Department of Management County Department of Planning Maui MPO	Near-Term (1-5 years)

Program	What is it?	Why is it important?	Partners	Priority
fultimodal Development Requirements	Updates existing County policies and codes, such as the Subdivision Code, to expand the types of multimodal facilities associated with new development. Updates could include defining different types of sidewalks or walkways to provide flexibility in building the pedestrian network and clarifying allowable exemptions (such as those through 201-H). Creates a local 201-H process to facilitate affordable housing in walkable communities.	The County can update its requirements to focus on multimodal facilities, such as sidewalks, bike lanes, and/or transit stops, as part of the new development process. Securing these projects as new development comes online can ensure that key multimodal facilities are built. Providing additional options for multimodal facilities can support more affordable development and ensure that walkways are not exempted from development plans.	County Department of Transportation County Department of Planning County Department of Housing and Human Concerns County Department of Public Works Maui County Council Developers	Near-Term (1-5 years)
Vayfinding nd iignage Program	Supports culturally-relevant signage and pedestrian and bicycle wayfinding, including maps, directional signs, digital systems, and public art.	A coordinated wayfinding system can increase the number of people walking and biking by clearly showing routes and distances to destinations.	County Department of Public Works County Department of Planning Aha Moku Council State Department of Transportation Economic Development Partners Maui Visitors Bureau	Medium Term (6-11 years



Programs to Maintain Assets and Invest Strategically for Economic Vitality

Program

What is it?

Why is it Important?

Partners

Priority

PROGRAM SPOTLIGHT

Traffic Impact Fee Program Requires developers to contribute funding toward transportation improvements in accordance with their impact on the system. By focusing on a multimodal level of service and a holistic view of trips generated, the County can secure funding from private development to support transportation investments that help to mitigate impacts and create a safer, more connected transportation network. These programs ensure multimodal facilities are built as development happens, instead of as an afterthought.

Maui County Council

County Department of Planning

County Department of Public Works

County Department of Management

Maui Planning Commission

Developers



Near-Term (0-5 years)



Potential redevelopment site on Vevau Street and Kane Street near the Queen Ka'ahumanu Center.

Program	What is it?	Why is it Important?	Partners	Priority
Bikeway Facility Maintenance Program	Provides funding to clean and sweep bike lanes.	Bike maintenance programs help keep bike lanes free of debris (for example the monkey pod trees).	County Department of Public Works Business Districts Maui Bicycling League	Medium Term (6-11 years)
Smart Card Fare Collection System	Creates a Smart Card fare collection system that integrates different transportation options.	A single fare collection system breaks down barriers to using public transportation.	County Department of Transportation Maui MPO Other transportation vendors	Long Term (12-20 years)

Achieving Maui's transportation vision will require a mix of projects, programs, and policy changes. Public feedback on Hele Mai Maui indicated that a Visitor Management Program and Safe Routes to School should be top priorities. By working together and building strong partnerships, we can realize our goals.



CHAPTER SEVEN

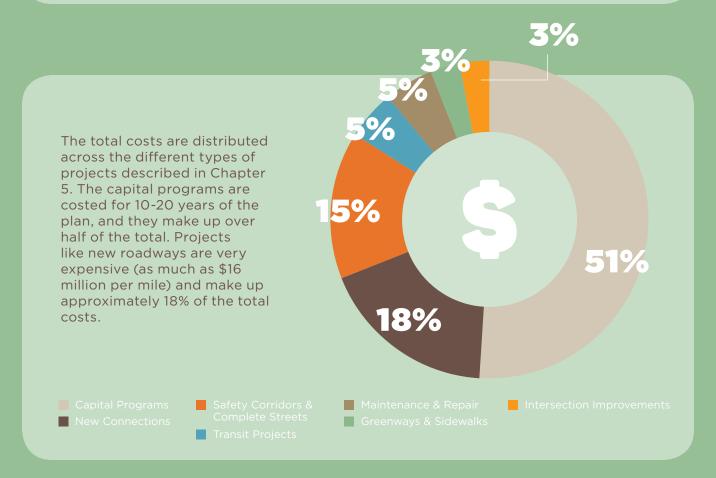
Delivering the Vision

Hele Mai Maui ties together our island's vision for transportation needs and opportunities over the next 20 years, prioritizing projects to ensure that Maui residents and visitors have a safe, efficient, and sustainable transportation system. The project team worked closely with the community over the last 18 months to make sure Maui's mobility priorities are reflected in the plan's recommendations.

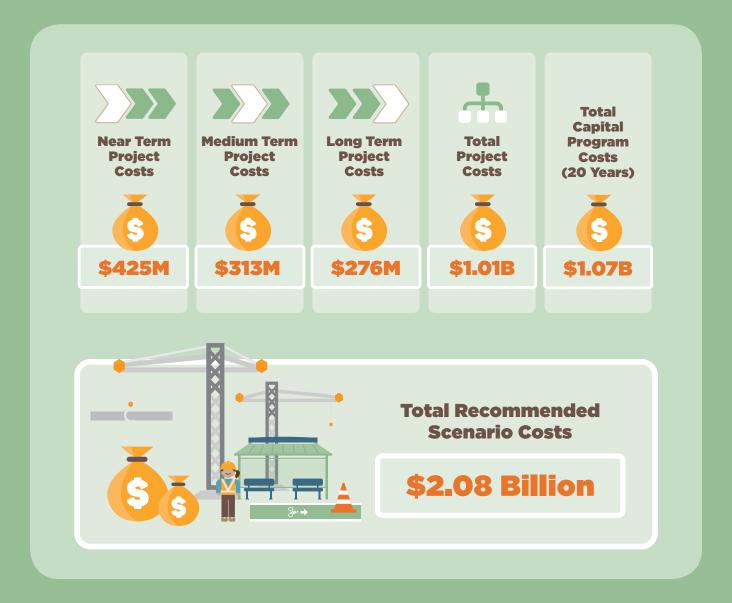


The total cost for the 88 Projects & 13 Island-Wide Capital Programs is estimated at

\$1.90 to \$2.26 Billion



The table below shows the breakdown of average costs for projects and programs, including projects expected to move forward in the near-term (the next five years) and those that are more likely mid-term or long-term projects (more than six years out).



These costs were developed using a combination of existing cost estimates—from the MPO's Transportation Improvement Program, Maui County Department of Public Works' Capital Improvement Program, and State of Hawai'i Department of Transportation's capital programs—and custom estimates based on recent transportation projects completed on Maui.

To the extent possible, costs represent the total amount of funding that will be needed to plan, design, and build a project. The costs are presented in 2019 dollars, and inflation has been factored into the estimates to reflect the 20-year timeframe for the plan. Because many of the projects in Hele Mai Maui are not yet fully scoped or designed, these are planning-level cost estimates rather than engineered estimates.

Paying for Hele Mai Maui

Funding Hele Mai Maui's projects and capital programs will take a coordinated effort of federal, state, county, and other funding sources. With federal and state funds combined, there is an estimated \$1.3 billion available to fund projects and programs by 2040. However, federal and state funding sources are not guaranteed and are constantly in flux. With total costs of projects and capital programs recommended in the plan amounting to an estimated \$2.08 billion, the \$800 million funding gap must be filled with secure, stable revenue sources to realize the transportation vision.



Federal Transportation Funding Sources

Maui MPO's role is to help direct federal funds to projects identified in Hele Mai Maui. Federal funding on Maui comes through the Hawai'i Department of Transportation (HDOT) from two primary sources: the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

We used the following assumptions to project federal funding revenues for the long-range plan:

- Federal funding remains flat through 2040 rather than increasing each year. This reflects the uncertainty of federal budgets and future federal transportation bills.
- Maui receives approximately 14% of the total amount of FHWA funds that are allocated to the state of Hawai'i. This percentage is calculated based on the vehicle miles traveled each year and lane miles of roads.
- Maui's estimated allocation of FTA funds was based on an average of the funds shown in the MPO's 2019-2022 Transportation Improvement Plan (TIP).

State Transportation Funding Sources

The State Highway Fund is made up of four key funding sources—vehicle registration fees, weight taxes, rental/tour vehicle surcharges, and fuel taxes—as well as other miscellaneous sources. Only about 50% of the total Highway Fund is available for capital projects. The level of state funding available in a given year varies significantly, in part due to non-capital costs such as salaries.

We used the following assumptions to project state funding revenues for Hele Mai Maui:

- > State revenues are projected to increase at approximately 0.50% per year. This is consistent with the newest information released by HDOT and is a conservative escalation rate.
- Maui receives 11% of the total amount available through the State Highway Capital Projects Fund. This percentage was based on a six-year average of Maui's recent allocations from the state.
- Maui receives \$10.5 million per year for from the additional rental car surcharge that was passed by the State Legislature in 2018. This amount is based on Maui receiving a share of the surcharge based on the number of rental cars on the island. These funds have been earmarked for state capacity projects, such as the Lahaina Bypass.

Federal Funding Outlook

Hele Mai Maui 20-year federal funding total:

FHWA

FTA

\$526.6M

\$83.1M

Federal funds require a 20% match of County funds. In 2019, this was \$2.5 million.

State Funding Outlook

Hele Mai Maui 20-year state funding total:

State Highway Capital Projects Fund Additional Rental Car Surcharge (Capacity Projects Only)

Additional EV & Alternate Fuel Vehicle Surcharge

\$445.7M

\$231.9M

\$1.1M

The Funding Gap



New State Funding Sources

Rental Car Surcharge

The Rental Car Surcharge, 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 additional surcharge is estimated to provide an additional \$10.5 million in revenue for Maui per year, or \$231.9 million by 2040.



Competitive State Funding Sources

Funding sources like Safe Routes to School and the Transportation Alternatives Program are competitive programs administered through HDOT and provide additional transportation funding opportunities for Maui.

Safe Routes to School (SRTS): HDOT manages the Federal SRTS program. HDOT also manages the SRTS program special fund, which consists of state funds collected as traffic violation surcharges and distributed to the counties to expend. Funding is competitive, and Maui County must apply to receive SRTS funding.

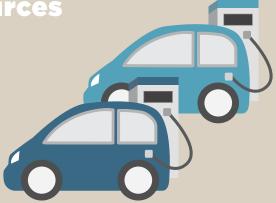


Transportation Alternatives Program (TAP): TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation; community improvement activities;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

New State Funding Sources

EV and Alternative Fuel Surcharge

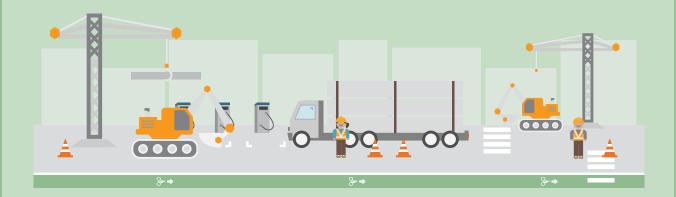
In 2019, the Hawai'i Legislature enacted a new \$50 annual surcharge on electric and alternative fuel vehicle registrations. The fee serves as a partial replacement for the gas tax and is estimated to provide an additional \$1.2 million for Maui over the next 20 years.



Potential New Funding Sources

There are many potential transportation funding sources that Maui could consider. A handful of the most promising are described below. Public feedback on Hele Mai Maui indicated strong support for an additional rental car surcharge and traffic impact fees (described on Page 67).

BUILD Grants: The U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit. The program is highly competitive and is best suited for signature multimodal projects that produce a significant community benefit. Project awards vary but can be as much as \$25 million.



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



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, including transit hubs and service. The 2016 Maui Bus Short Range Transit Plan states that based on a 0.5% increase, Maui County could expect to generate approximately \$37 million per year. The State Legislature offered counties the opportunity to pursue this funding source in 2018-2019, but Maui County did not implement a surcharge before the authorization expired. Maui County could request that the Legislature provide this opportunity again in the future.

Community Facilities District (CFD): Maui County has passed legislation to authorize 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 County bonds must be publicly approved. CFDs can be used to finance public capital improvements with community-wide benefits including transit, highways, and bicycle and pedestrian facilities. The amount that could be generated is highly dependent on the size of the district and the value of property within it.



Paid Parking Revenue: Maui County completed a Parking Action Plan for Wailuku Town and Lahaina 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. For example, Lahaina parking revenues could be used for Front Street improvements or relocation of the Lahaina transit hub. The Parking Action Plan recommends on-street paid parking in portions of Lahaina Town, which could generate almost \$780,000 per year, and off-street hourly and permit parking in two lots to generate \$442,000 per year.

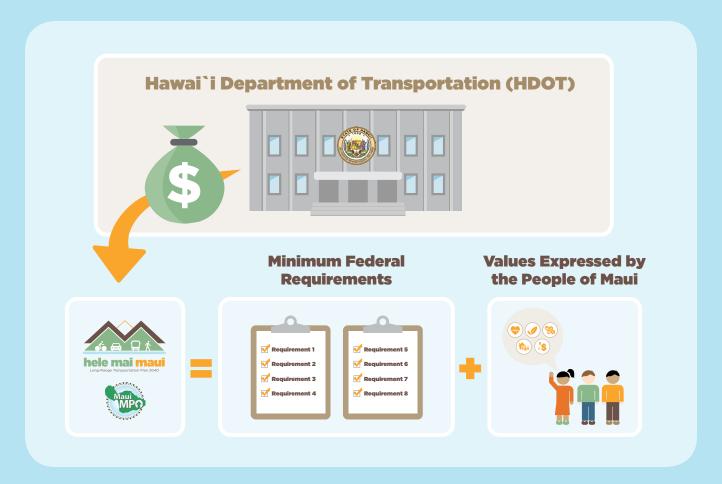


CHAPTER EIGHT

Measuring Our Success

Hele Mai Maui sets a vision for Maui's transportation future. But how can we ensure that Maui is making progress toward that vision and achieving goals of safety, health, sustainability, connectivity, and more? This section outlines the performance measures for Hele Mai Maui, which can help track the investments and provide transparency and accountability as Maui works together to improve mobility today and in the future.

To receive transportation funding from the Hawai'i Department of Transportation's (HDOT) state capital improvement program, major special maintenance program, or any federal formula programs, Maui MPO must evaluate transportation performance against federally-required measures. Hele Mai Maui looks beyond the minimum federal requirements to reflect the values expressed as the plan developed. While consistent with HDOT's Smart Transportation Rank Choice (SmartTRAC) evaluation framework, Hele Mai Maui includes performance measures for each of the plan goals that will help to assess both the overall transportation system and specific project performance.



The following performance measurement framework will allow the Maui MPO to monitor progress toward meeting the goals of Hele Mai Maui and also meet the federal or SmartTRAC performance monitoring requirements (as indicated by the ②). This simple framework will help to better align transportation investment decisions with tangible and measurable benefits. The progress on these measures—which will be reported each year—should trend in the direction indicated by the arrows in the table below. For example, the MPO will prioritize investments in projects and programs that reduce or decrease the number of injuries and fatalities from crashes.



Goal 1: Improve safety and promote health

Measure: Eliminate traffic-related fatalities and reduce serious		Metrics: Number and rate of injuries and fatalities from crashes		Target Di
	injuries from traffic collisions	Number of projects installed that are anticipated to reduce crashes at high crash locations using crash modification factors (CMFs)	①	irectio
	Increase the amount of safe	Total and annual lane miles of bicycle facilities constructed	①	n (Inc
	facilities for people walking and biking	Total and annual blocks of sidewalks constructed	①	rease
	Increase physical activity by making walking and biking	 Key corridor and project bicycle and pedestrian volumes (pre-/post-project) 	①	or Deci
	preferred modes of travel	Level of traffic stress (pre-/post-project)	•	rease)



Goal 2: Enhance cultural and natural resources, climate resilience, and sustainability

	•			_
Me	easure:	Metrics:		rge
•	Improve climate resilience and adaptability of infrastructure	Number of projects that improve asset resilience to natural weather events or sea level rise	①	Dire
		 Coastal water quality to indicate effectiveness of stormwater management 	①	ction
		Amount of vegetation and green infrastructure in projects	①	(Inc
	Reduce transportation- related air emissions	Total greenhouse gas emissions from ground transportation	•	rease or
	Protect or enhance cultural resources	Number of projects that improve or enhance cultural or environmental resources	①	Decrease
				9



Goal 3: Expand mobility choices to reduce traffic congestion

N	Tabanaa kaliability and		
	Enhance reliability and connections in our ransportation system	Person hours of delay	• UF
0	ncrease the number of options people have available	 Percent of people who take transit, walk, bike, and share rides for all types of trips 	(Increas
	mprove freight and transit novement	 Rate of on-time performance Freight corridor travel time 	• Or Decrea



Goal 4: Connect and strengthen communities to improve quality of life

Me	easure:	Metrics:	
•	Improve access to and resilience for town centers,	Number of projects within a 10-minute walk to a town center, institution, or essential service	①
schools, jobs, parks, and basic life needs	schools, jobs, parks, and	Percent of households with direct connections to job centers	•
	Invest in disadvantaged areas	Number of projects in low-income or historically underinvested areas	•
	Provide mobility benefits to vulnerable populations	Average household housing and transportation costs	•



Goal 5: Maintain assets and invest strategically for economic vitality

Target Direction (Increase or Decrease) Measure: **Metrics:** Percent of National Highway System (NHS) lane Bring existing infrastructure miles of pavement in good condition and transit assets into a • state of good repair Percent of NHS lane miles of pavement in poor ⊕⊕ Percent of NHS bridges in good condition Percent of NHS bridges in poor condition **①** • Percent of transit assets in a state of good repair Balance cost-effective, implementable projects with • Hele Mai Maui high-priority projects completed **(** high-impact projects

Statewide Federal Performance Targets

Public agencies have moved to performance-based asset management, which focuses on projects that help to preserve the existing transportation system.

In 2019 the Maui MPO Policy Board agreed to program projects that support Statewide safety, pavement, and bridge condition targets set in the Hawai'i Statewide Transportation Asset Management Plan (TAMP). Failure to meet targets leads to penalties such as federal restrictions on use of funds.



CHAPTER NINE

Near-Term Actions

Hele Mai Maui is a long-range plan. It describes the projects and programs that are needed over the next 20 years to make it safer, easier, and more convenient to move on Maui and to improve the sustainability and resiliency of our transportation system. But not everything in the plan needs to take 20 years! There are many projects that will be built in the next 10 years, and there are programs that can roll out in the next two years.

To help Maui get started, this chapter highlights 11 actions that Maui can move forward on immediately to start making the changes you're hoping to see. Some of them have first steps completed, and others are less developed. However, these actions are critical to our success. While many of these will require work beyond the MPO, such as approval by the Maui County Council, we present near-term actions Maui MPO can support County, State, and community partners in implementing.

Pursue Federal Grants for Shovel-Ready Projects

Many critical County projects, such as the Kihei North-South Collector Road and Multi-Use Path, don't have fully identified funding. Projects that are "shovel-ready" are good candidates for federal grants, such as the BUILD Grant. BUILD Grants allow project sponsors, such as Maui County, to secure funding for transformative multimodal projects that are more difficult to support through traditional funding sources. These grants are highly competitive and require broad support and partnerships. Maui MPO and the County should confirm the scope and design of the project and develop an application for submission in 2020.







Roadway Fatalities

Maui County Mayor's Vision Zero proclamation called for the creation of a Vision Zero Action Plan with strategies to eliminate traffic fatalities, developed in partnership with a coalition of agencies and safety advocates. Maui MPO will begin the development of the Action Plan in late 2019.



Test Microtransit Upcountry

Maui Bus is exploring innovative approaches to provide more flexible and cost-effective transit service on the island. Microtransit uses smaller vehicles that can provide a door-to-door, on-demand service to better connect people to the places they need to go. Maui County Department of Transportation should launch a pilot program in 2020 to explore the feasibility of microtransit on Maui.















Expand an Airport Shuttle Program

Managing the impacts of visitors and tourist traffic on Maui is a theme that emerged early in the Hele Mai Maui planning process. The MPO and Maui County should continue to partner with the visitor industry and State legislators to fund and expand an airport shuttle program that would reduce the need for visitors to rent cars at the airport. This would lessen the pressure on Maui's roads and offer opportunities for car-free or car-light travel to Maui.

Launch the Kahului to Wailuku Transit Corridor and Transit-Oriented Development Study



The State of Hawai'i has provided \$500,000, matched by \$100,000 from Maui County, to conduct a transit and TOD corridor study along Ka'ahumanu Avenue between Kahului and Wailuku. This key connection presents an opportunity to expand mobility and increase affordable housing in Central Maui. To prepare for rapid implementation and leverage current development interest, the MPO and the County should begin the study in early 2020.





Test a Street and Bus Improvement District

Maui County's Parking Action Plan (2018) identifies paid parking in Lahaina Town as an important opportunity to manage the use of the curb, improve safety and mobility, and generate funding for transportation improvements. The County should test a Street & Bus Improvement District program in Lahaina by implementing paid parking in mid-2020 and reinvesting the revenues to fund street and bus improvements, such as a new transit hub.

Support a Maui General Excise Tax (GET) Surcharge

A 0.5% GET surcharge could raise up to \$37M a year for transportation projects on Maui. The Hele Mai Maui long-range plan establishes a list of projects that are priorities for funding, including bus transit improvements identified in the Maui Bus Short Range Transit Plan (2016). The opportunity to pursue a GET surcharge expired in early 2019. The Maui County Council and Administration should work with Maui's Senators and Representatives to request that the State Legislature again offer the County the authority to implement a surcharge through an ordinance.



Establish a Short-Term Plan to Protect Key Roadways from Storm Events

Several of Maui's most important corridors, such as Honoapi'ilani Highway and North and South Kihei Road, are incredibly vulnerable to storm events and other impacts of climate change and sea level rise. While longerterm planning efforts are underway, the MPO should work with the Maui County Department of Planning and HDOT to develop a near-term resiliency plan that explains the actions to be taken in responding to an emergency. This would help to prevent emergency actions, such as shoreline armoring, that can have unintended negative consequences.

Explore a Hāna Highway Visitor Management and Education Program

Hāna Highway is one of the most popular tourist destinations on Maui, and it is also a critical link to the East Maui community. The large number of visitors is presenting safety and sustainability challenges and impacting residents' quality of life. Potential techniques to manage the number of cars on Hāna Highway include a reservation system (similar to Ha'ena State Park on Kaua'i), enforcement of illegal parking, and educational programs. Maui MPO should support actions recommended by the Mayor's visitor advisory group to mitigate impacts on Hāna Highway.







Develop a Transportation Demand Management (TDM) Program for Government Employees

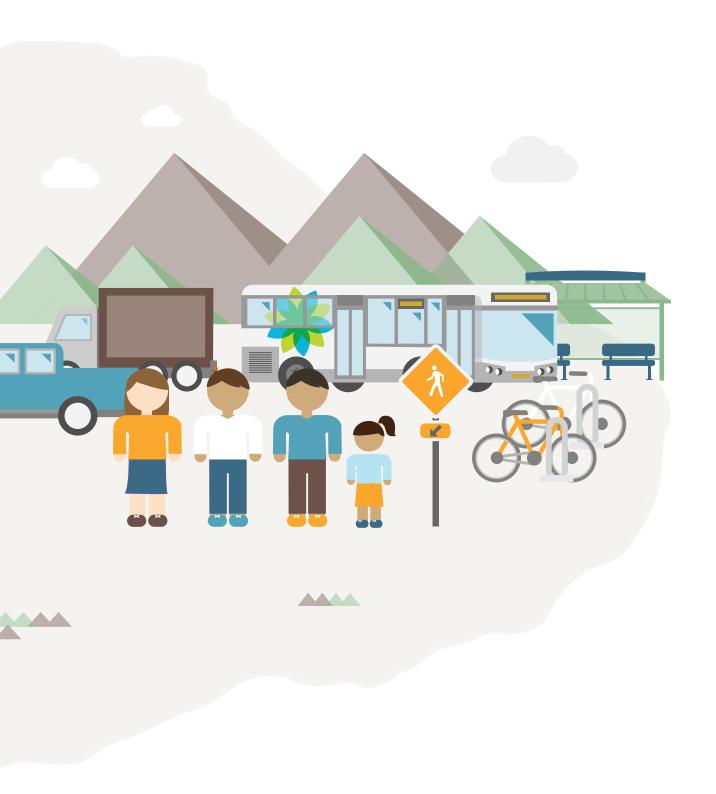
One of the biggest traffic generators on Maui is the County and State offices in Wailuku. County and State employees arrive and depart at the same time each day, contributing to significant congestion and pressure on the transportation system. The County should develop and implement a TDM program—first for County employees, with opportunities to expand for State employees—that includes incentives to try carpooling or a different mode of transportation, offers flexible or shifted schedules, and manages parking.



CONCLUSION Moving Forward

hele mai — mau

There is much work to be done to achieve Maui's transportation vision, but there is a strong foundation on which to build. By working together, by honoring our history, and by thinking creatively about the future, we can make this vision a reality. We will keep Maui, Maui and ensure that both our current and future generations have the mobility options they need to connect to the people and places they love.



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Hele Mai Maui Factbook

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Scenario Planning

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Recommended Projects and Capital Programs

APPENDIX F

Potential Funding Sources

APPENDIX G

Federal and State Funding Projections

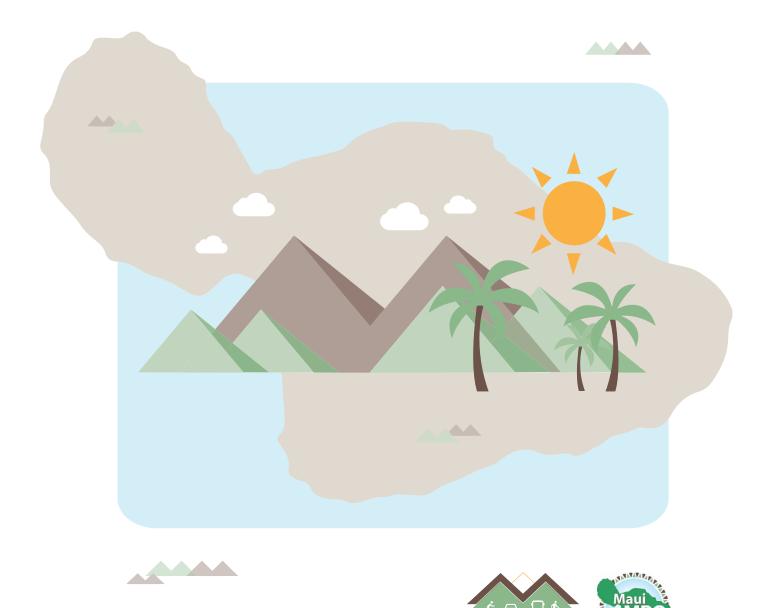
APPENDIX H

Community Engagement Activities

APPENDIX I

Disposition of Public Comments

APPENDIX A Hele Mai Maui Factbook



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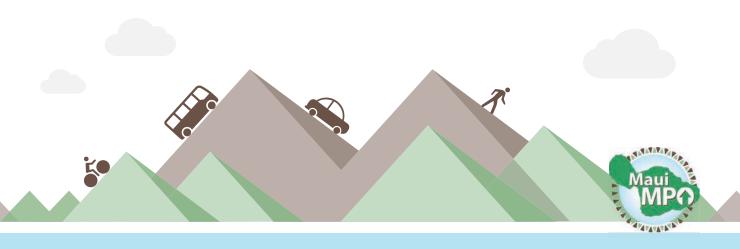




hele mai maui

Long-Range Transportation Plan 2040

Factbook DECEMBER 2018



PART ONE What is

Hele Mai Maui is a 20-year plan that will identify safe and comfortable transportation options, services, and infrastructure for people of all ages and abilities.

Why Hele Mai Maui?

Maui is growing, creating challenges for our current transportation system. Our population is also changing—the number of older adults is growing, and young people are driving less than their parents. Hele Mai Maui is the long-range transportation plan for the island of Maui, a key federal requirement carried out by the Maui Metropolitan Planning Organization (MPO). Hele Mai Maui will prioritize transportation projects to receive limited funds.

The Planning Process on Maui

Z Z Z Z

STATEWIDE TRANSPORTATION PLAN

- ✓ Policy
- ✓ Goals & Objectives
- ✓ All Transportation Modes

MAUI GENERAL PLAN & COMMUNITY PLANS

PROGRAM EVELOPMENT

HELE MAI MAUI 2040

- ✓ Project Definition
- ✓ Project Prioritization
- ✓ Implementation Plan

MID-RANGE PLAN

- ✓ 8-10 Year Program Plan
- Expenditure Plan



PROJECT ANAGEMENT

BUDGET

- ✓ Capital Improvement Plan
- ✓ Operations & Maintenance
- ✓ STIP/TIP

PROJECT DEVELOPMENT

- Environmental
- ✓ Preliminary Engineering
- ✓ Design & Construction

Who is the Maui MPO?

Hele Mai Maui is led by the Maui Metropolitan Planning Organization (MPO). The MPO was formed in 2016 by Federal requirements to develop plans and programs for a multimodal transportation system. The formation of the MPO was triggered when the urbanized area of Kahului, Wailuku, and Pā'ia exceeded 50,000 residents. The role of the MPO is:



COLLABORATION

To facilitate regional and local surface transportation planning by serving as a forum for collaboration among local communities and government agencies.



FUNDING

To direct federal funds toward projects that increase access to opportunity and prosperity, while promoting the health and wellness of Maui's people and environment through improved multimodal pedestrian, bicycle, and transit options

To learn more about the MPO go to www.mauimpo.org

Hele Mai Maui Process

Hele Mai Maui will develop a vision for our transportation needs and opportunities over the next 20 years to ensure that our communities are connected by a safe, efficient, and sustainable transportation system. The project team—made up of County staff and consultants—will be engaging with the community at key milestones.



MAY JUN JUL AUG SEP OCT NOV DEC

2018

Project Launch

We kicked off in May 2018 by developing an overall project brand and website, forming our Community Think Tank, and holding meetings with key stakeholders.

Community Values & Opportunities

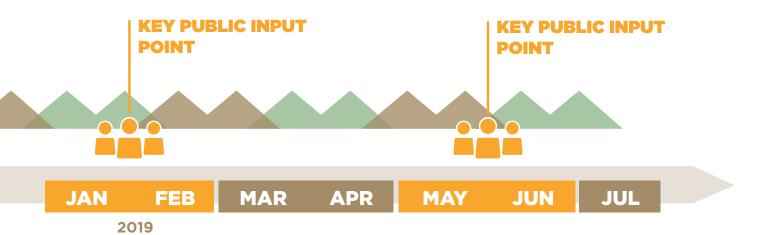
We will gather public input about what is most important when it comes to getting around Maui.

Factbook

This document presents a look at the emerging trends in transportation; a look at who lives, works, and visits Maui; how people move around Maui today; and a summary of key issues and opportunities to focus the next phase of work.

Evaluation Framework

We will develop an evaluation framework to prioritize projects and programs using input gathered from the community and past plans and processes.



Call for Projects & Programs

In partnership with the community, we will identify bicycle, pedestrian, transit, auto, and programmatic improvements to help make it easier and safer to connect to jobs, schools, and family and friends.

Project & Program Prioritization

Using public input and data, we will prioritize projects and programs to support people traveling around the island.

Funding Options & Draft Plan

For the final list of projects and programs, we'll identify funding options and financial recommendations for getting it all done.

Final Long-Range Transportation Plan

Hele Mai Maui will include a final list of projects and programs, along with metrics to monitor performance.

Who Guides Our Work?

Community Think Tank

The Community Think Tank is an 18-member committee comprised of residents of all ages and geographies across the island. Think Tank members include students, teachers, advocates, and industry representatives. A full list of members can be found on the **Hele Mai Maui website**. The Think Tank will help identify key issues and opportunities, prioritize projects, and serve as an important sounding board for the project team throughout the development of Hele Mai Maui.

Technical Advisory Committee

The MPO's Technical Advisory Committee (TAC) is a standing committee that provides input and technical advice to the Maui MPO Policy Board. It includes staff representatives from County of Maui Department of Planning, County of Maui Department of Public Works, County of Maui Department of Transportation, and the State of Hawai'i Department of Transportation. The TAC will provide technical guidance and oversight as Hele Mai Maui is developed, reviewing the plan before it is adopted.

Policy Board

The Maui MPO Policy Board is another standing MPO committee that includes elected officials and department leaders. Members include the County of Maui Department of Planning Director, County of Maui Department of Transportation Director, County Department of Public Works Director, three Maui County Council members, and the State of Hawai'i Department of Transportation Director. In 2019, two state legislators will join the Policy Board. The Policy Board will review progress as Hele Mai Maui is developed and will approve the final plan.

You!

Hele Mai Maui includes many opportunities to provide input along the way. Sign up for updates on the project website and check back frequently to see where and how you can get involved: https://mauimpo.org/hele-mai-maui-2040

WHAT
WE'VE
HEARD
SO FAR:

Our roads are eroding and ocean water sometimes covers the highway.

Guiding Principles for Hele Mai Maui



I love taking the bus, but we need more stops and better shelters.

We need alternate routes from Lahaina to Wailuku and Kahului.

There need to be better options for



We need safer walkways and parks.

I wish people would slow down and obey traffic laws.

and cars be best.





PARTNERSHIPS

Include partner agencies and departments to ensure that plans reflect diverse needs.



EQUITY

Involve underrepresented communities in the process to ensure all voices are heard.



RESILIENCE

Consider impacts of climate change on transportation infrastructure.



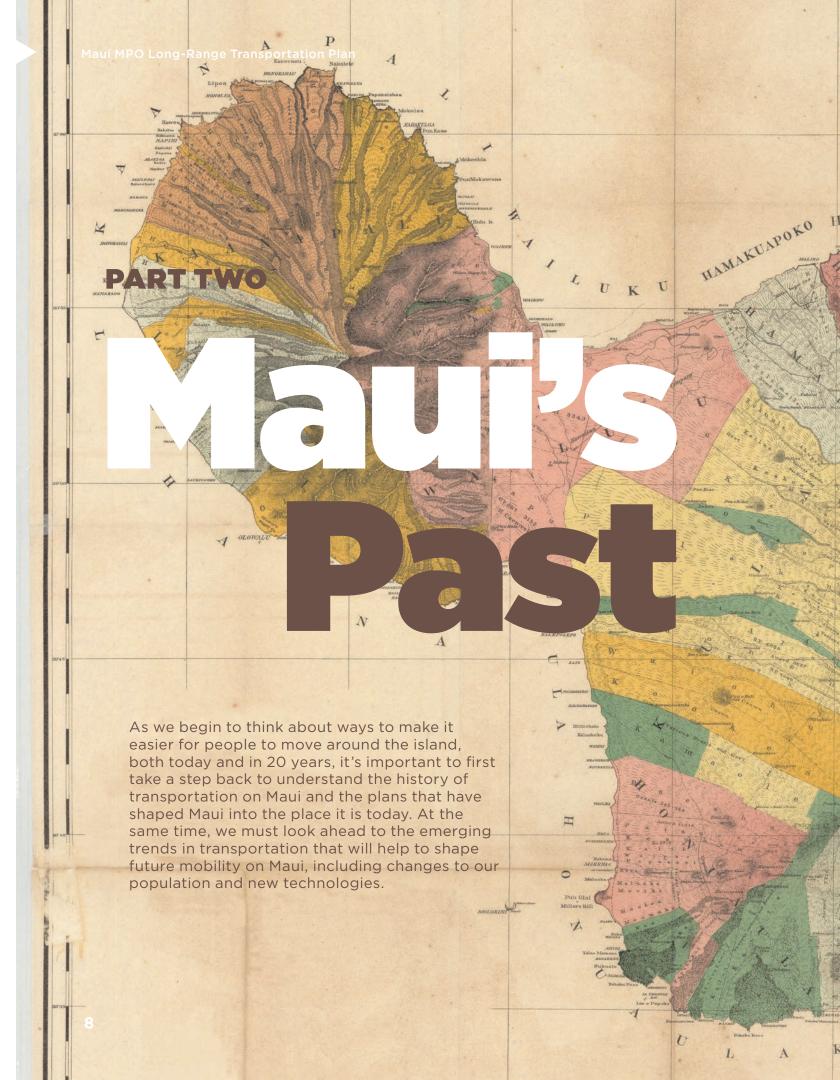
LAND USE

Link transportation conversations to how communities are built.



MEASURES

Apply performance measures to project funding decisions to ensure effective progress toward community-wide goals.



A Rich History

From the first Polynesian settlers to the growth of the sugar plantations in the 1800s, Maui has a rich history that shaped its transportation network. Pi'ilani, ruling chief of Maui in the 1600s, created Ke Ala Loa—the first trail to encircle an entire Hawaiian island.

The island's first "modern" transportation system—the railroad—was built to accommodate the growing sugar industry. But the railroad closed in the 1950s, leaving the island dependent on air, ocean, and local roads to transport a growing number of people and goods. The closure of HC&S sugar cane operations in 2016 affected 32,000 acres of agricultural land. Coordinated land use planning is more important than ever.

CRATER OF HALLAKALA

Did you know?

- Many of the island's primary roads have their roots in pathways used by Native Hawaiians.
 Others were developed as part of the sugar industry, although many are no longer in use today.
- Maui's communities are as diverse as its landscapes, with communities that are more central and urban having very different needs than those in more rural areas or along the coasts. For example, in Wailuku and Kahului, traffic congestion is a challenge, while in Kīhei, pedestrian safety is a bigger issue.
- While some Maui residents speak only English, almost half (46%) speak a second language. More than a third (36%) of those living on Maui speak a native Asian or Pacific Islander language.

A Strong Planning Foundation

Maui has a strong history of plans that highlight the community's commitment to the environment, protection of natural resources, respect for diversity, and access for all. These planning processes (described in the first section of the Factbook) have tackled the complex and varied needs of different parts of the island: from rural to more urban and from Upcountry to coastal. Hele Mai Maui will build on these past plans as we develop a vision for moving people around Maui in the years to come.



The 6 Key Themes

Environment

Protection of the island's natural environment is at the forefront of nearly all of Maui's past plans.

Connections

Past plans
emphasize
transportation
as a service
for the
community
that should
connect
all people
to jobs,
destinations,
and other key
locations on the
island.

Economy

Transportation plays a large role in Maui's economic growth. Tourism is a significant contributor to the local economy but also presents challenges for transportation.

Multimodal Systems

Maui's previous plans support a diverse range of transportation options, and Maui strives to build an integrated multimodal transportation system. Plans and policies call for reducing the numbers of people driving alone by providing new modes of transportation and improving the existing network.



Native Hawaiian culture and history must be respected when planning and designing transportation projects. Preserving sites of importance, including burial grounds, requires careful study and consultation.

Safety

Safety is one of the top priorities for Maui residents, regardless of how people travel, and is mentioned in the majority of past plans.

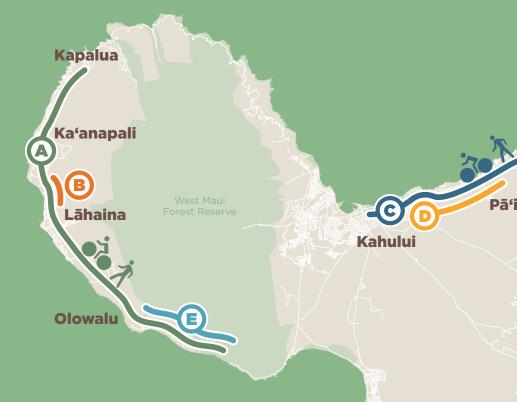


The 6 Legacy Projects

Along with a strong history of planning on Maui, there are a number of transportation projects that have been identified as priorities over the years. While this long-range plan won't necessarily solve every one of these major transportation issues or identify funding to complete all the legacy projects, the work we do as part of Hele Mai Maui can help to build on the initial ideas that have emerged from many community discussions.

West Mauf Greenway

The West Maui Greenway is a proposed multiuse trail that would connect Olowalu and Lāhaina. The 25mile trail would use abandoned cane haul roads and a railroad right-of-way to create a recreational trail connecting people to destinations between Ukumehame and Lipoa Point. The first phase will connect people from Ka`anapali to Lāhaina.



Kīhei

B Lāhaina Bypass

The most recent phase of the Lāhaina Bypass was completed and opened to the public in April 2018. It includes the following improvements:

- A new 2.7-mile road between Hokiokio Place and Honoapi'ilani Highway
- Intersection improvements at Hokiokio Place and Kai Hele Ku Street
- A new bridge over the future Punakea Loop
- Two detention basins and drainage structures
- A connection to Honoapi'ilani Highway (Hwy 30), including a new South Connector Road

The next phase (shown on the map) will extend the bypass north to Ka'anapali.

© North Shore Greenway

The North Shore Greenway is a 1.7-mile path accessible from Kanahā Beach Park or the Kaunoa Senior Center. The next phase of the project will fill in the gap between Ulupua Place and Baldwin Park, allowing people to ride or walk continuously from Kanahā Beach Park to Pā'ia.

(D) Pāfia Relief Route

This project aims to alleviate congestion, accommodate future travel demand, and improve access and safety through widening of the Hāna Highway and/or constructing a new highway. One possible route for the project is currently in the environmental review phase.

(E) Honoapifilani Highway

The Hawai'i Department of Transportation (HDOT) has several active projects along the Honoapi'ilani Highway:

- Jun 2018 A second turn lane at the Kapunakea and Keawe Street intersections
- Aug 2018 Resurfacing between Puamana Beach Park to Aholo Road
- Sept 2018 Safety enhancements (rumble strips, pavement markings, signs) from Kapoli Street to Papalaua Beach Park and Ukumehame to Olowalu
- Dec 2018 Feasibility study of alternatives for realignment of critically vulnerable section of highway from mile marker 13.5-14.5 just south of Olowalu
- Jan 2019 Upgraded traffic signals along the corridor

The Pali to Puamana Parkway Plan outlines the vision to move the highway inland to improve safety and resilience to sea level rise, while protecting public open space and parks along the shoreline.

F Kihei North-South Collector

Kīhei's North-South Collector road will bring much needed connectivity to the community. With a projected right-of-way of 60 feet, the new road will provide dedicated pedestrian and bicycle facilities to make it safer for everyone to use the road.

A Look Ahead...

The transportation landscape is changing daily. New technologies are making it easier for people to connect to transportation options, and people are demanding new travel choices. Hele Mai Maui will consider the influence of these trends—and the ways that Maui can help to shape them—throughout the planning process.

Technology

New technology is changing the ways people connect, how information is shared, and what services are offered. Real-time travel information available via smart phone helps people make travel decisions at a moment's notice. Apps connect people to new services and improve the experience of using current services, such as riding the bus.



Shared Mobility

Shared mobility options provide new ways for people to get around without owning a vehicle. Car share and bike share systems make vehicles and bicycles readily available and accessible via smartphone; rideshare services support carpooling; shuttles connect people to transit or destinations; and ridehailing services, like Uber and Lyft, expand upon traditional taxi services.

Autonomous Vehicles

The potential benefits of automation—such as improved safety, increased mobility, and maximized efficiency—may be just around the corner. However, Maui must be prepared to address potential challenges, including safety, integration with existing systems, and increasing congestion.



Tourism

The local economy relies heavily on tourism, which accounts for 39% of the gross county product, 75% of all private sector jobs, and \$3 billion in annual visitor spending. Despite shuttle bus service to many of the resort areas today, visitors often rely on rental cars to get around the island, increasing traffic congestion.

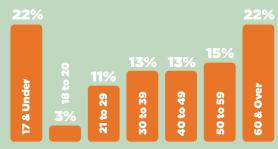
Tourism accounts for

39%

of the gross county product

Demographics

Today, people 65 and older make up approximately 17% of the state's population; the same group is expected to be nearly a quarter of the population by 2040. The growth in older adults may be even greater on Maui, where 22% of the population is already at least 60 years old. This points to a need for a transportation system that safely serves people of all ages and abilities with a variety of travel options.



Source: 2016 ACS Census Data (5-Year)

Resilience

The threat of global sea levels rising as much as 3.2 feet by 2060 could lead to \$3.2 billion in economic loss (due to structure and land loss), 1,600 displaced homes, 3,130 flooded acres, and 11.2 miles of flooded major roadways on Maui. Damage to major utilities would have significant impacts on our communities and the economy, further limiting mobility on the island.



Source: Hawai'i Climate Change Mitigation and Adaptation Commission. 2017. Hawai'i Sea Level Rise Vulnerability and Adaptation Report.

PART THREE

Who Me Are

Maui is a diverse island that has seen significant growth in the last 50 years. With that growth and diversity comes opportunities and challenges for the people that live, work, and visit the island. Hele Mai Maui will identify investments and improvements that help all people connect to home, school, work, and Maui's beautiful natural areas.

Maui by the Numbers















Source (unless otherwise noted below): 2016 ACS Census Data (5-Year) and State of Hawaii Department of Business, Economic Development, and Tourism. (2018). Population and Economic Projections for the State of Hawaii to 2045.

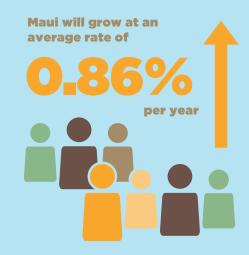
^{*}Source: 2017 Hawaii Data Book

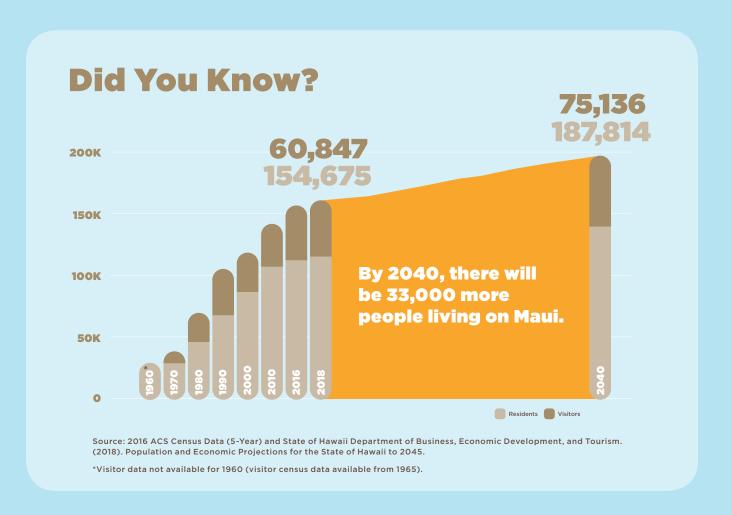
^{**}Source: Mayor's Office of Economic Development Maui County (Aug 30, 2018)

How many people live on Maui?

Maui's population has grown quickly since 1960 from 35,000 residents to over 150,000 residents in 2016. On an average day in 2018, about 61,000 visitors are on the island, resulting in an average daily population of 215,000 people. The number of visitors varies throughout the year, as does the number of residents, many of whom are seasonal.

Moving forward, predictions indicate that both population and visitor rates will continue to rise, but at a significantly slower rate. Between 2018 and 2040, population will grow at an average rate of 0.86% per year in Maui County—a far cry from the 33.5% average annual growth rate between 1960 and 2010. The number of visitors is also projected to grow at a rate of 1.7% to 2.7% until 2040.





Where Do People Live & Work?

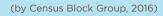
People and jobs on Maui are concentrated in a handful of areas. The darker areas on the map show parts of the island with more housing or more jobs. The darkest brown areas are those with a mix of many homes and many jobs.

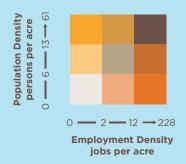
- Communities such as
 Ka'anapali in West Maui, Kīhei
 and Wailea in South Maui,
 and Kahului in Central Maui
 have higher employment
 density due to jobs at the
 resorts and the industrial
 area around the airport.
- Ha'ikū-Pauwela and Waihe'e-Waiehu are areas with high concentrations of residents.
- Makawao, Kīhei, and much of Central Maui have a dense mix of people living and working though many people may commute in and out.

High concentrations of jobs and/or residents are relatively spread out, resulting in a need for infrastructure and services to connect people across the island.

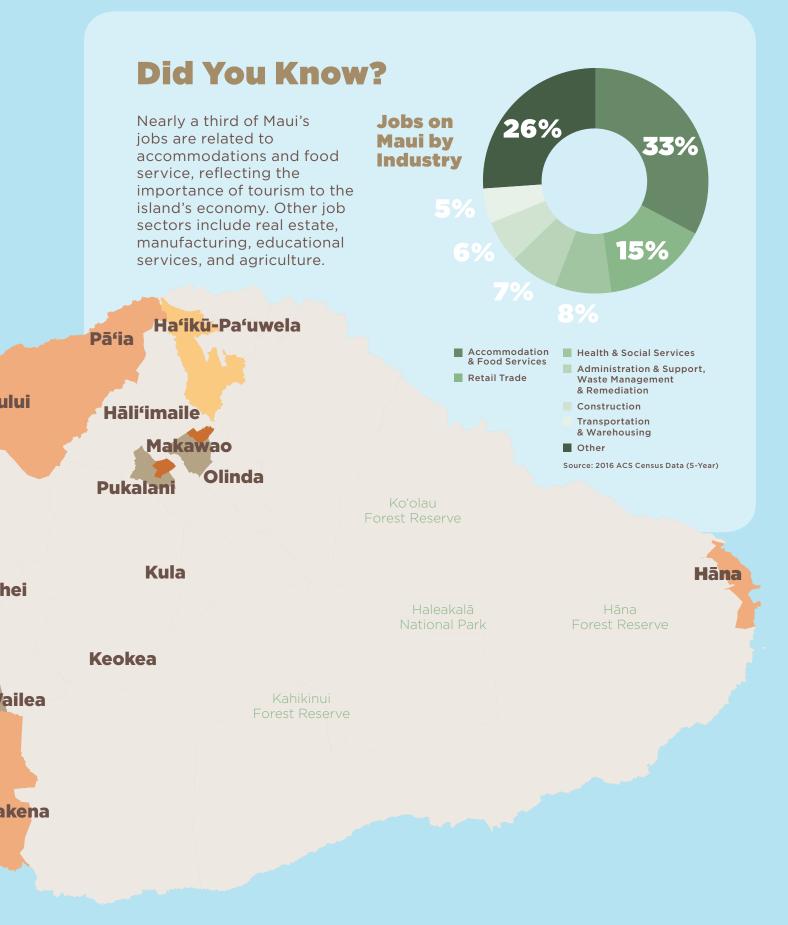


Population / Employment Density Matrix





Kīhe



Focusing on Equity

Equity is an important tool to analyze people's access to transportation and to plan future investments. Planning within an equity framework empowers decisionmakers to invest in places where transportation projects and programs can support historically underrepresented communities that may have fewer transportation options.

Communities identified in darker shades of green may have a higher reliance on non-auto forms of transportation and are likely to benefit the most from multimodal investments in the transportation system.

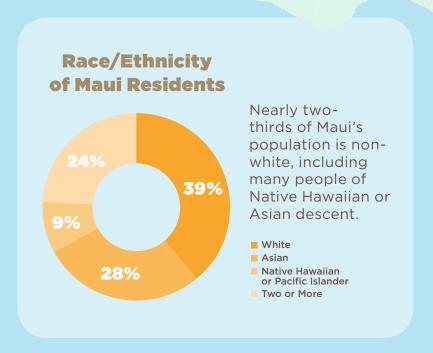
The transportation equity index is based on combined densities of people below 200% of the federal poverty level, adults aged 65 and over, youth between the ages of 10 to 17, households without access to a vehicle, people with a disability, people with limited English proficiency, and people who self-identify as not white/Caucasian.



Kīhe

Wail

Make



Did You Know?



10%

of residents live below the poverty line (\$13,370)

11%

of households rely on food stamps



5%

of homes do not have access to a vehicle



6%

of Maui residents are unemployed

(about 1% higher than national rates)



22%

of the population is over 60 years old



22%

of the population is under 17 years old

Source: 2016 ACS Census Data (5-Year)

Pāʻia Haʻikū-Paʻuwela

Hāli'imaile

Makawao



Olinda

Koʻolau orest Reserve

Kula

Haleakalā National Park Hāna

Hāna Forest Roserva

Keokea

Kahikinui Forest Reserve

Keokea

Transportation Equity Index

(by Census Block Group, 2016)



Darker green areas are those where focusing on equity is critical and where people may have a greater reliance on non-auto transportation.

kena

*l*ailea

ului

hei

PART FOUR

How We Get Around

The past plans and future transportation trends described earlier in the Factbook are an important piece of Maui's mobility story. The way people get around today—and the ways they want to move in the future—point to opportunities for Hele Mai Maui to guide the next 20 years of transportation on the island. This section looks at who drives, walks, bikes, and takes the bus on Maui today, focusing on the places people need to go and the connections they are making.

Getting to Work on Maui



People who work on Maui mostly drive alone to work.

Source: 2016 ACS Census Data (5-Year)

72% drive alone

drive alone to work.

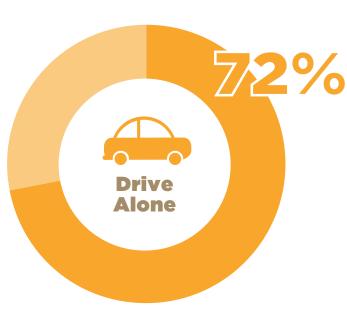
14%

share rides to work.

2%

increase in the number of people driving alone to work since 2013.

Commute by Mode



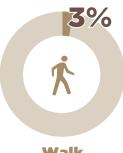
Source: 2016 ACS Census Data (5-Year)

14%

Carpool & Vanpool



Work from Home



Walk



Bus

Did You Know?

Just over half of Maui commuters can get to work in



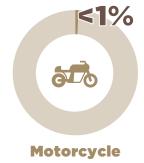
which is 20% less than the national average.



Other



Bicycle



<1% Taxi

Transit on Maui

Maui Bus has provided transit service to move people around the island since 2009. Understanding how existing service operates is important for identifying ways to make the bus easier for everyone to use. In July 2018, for example, Maui Bus launched the new Kula Islander and Waihe'e Villager services to bring transit to new areas. New buses and real-time information available on the Maui Bus app also make it easier than ever to ride the bus on Maui.

> 13 Maui Bus Routes

help move people across the island seven days a week, including the new Kula Islander and Waihe'e Villager routes.

> 4 Commuter Buses

help get people to work on Maui. There are often long lines of people waiting for the commuter buses, suggesting a need for more of these services.

Several Private Shuttles

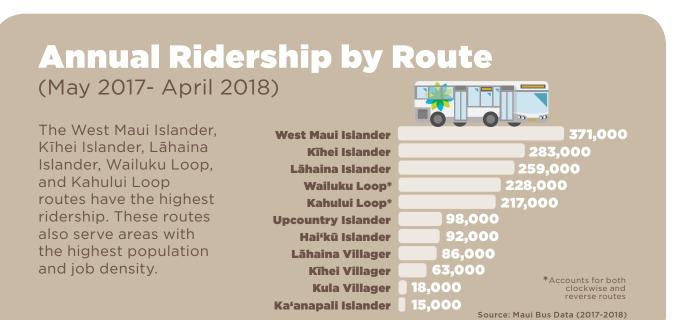
transport visitors between airports and hotels, on tours and sightseeing trips, and to shopping centers.

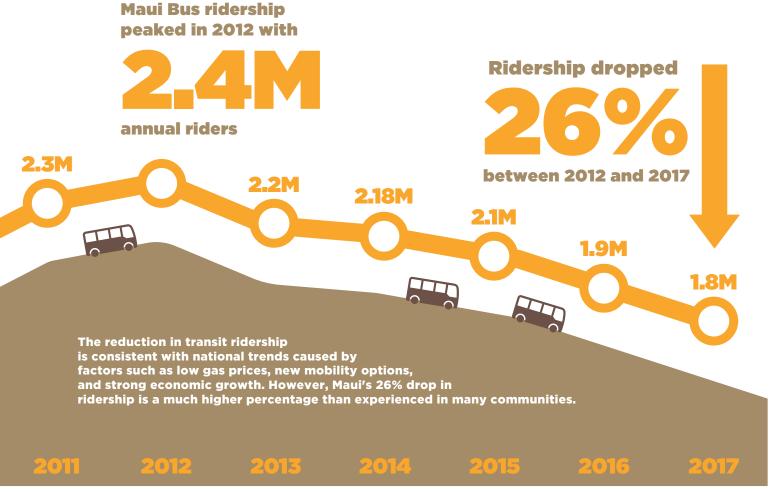
▶ 1 Key Transit Hub

connects most routes at the Queen Kaʻahumanu Shopping
Center in Kahului. Maui Bus staff are on hand to help
people transfer between routes. A new transit hub is
planned for Vevau Street in 2020.

1.9M

2009
2010





Source: Maui Bus Data (2017-2018)

Walking on Maui

Each day, people walk, roll, or use mobility devices like wheelchairs to move on Maui. Whether getting to the bus stop, to their parked car, or within their community, people should feel safe and comfortable getting around Maui.

Providing safe places to walk on Maui requires careful consideration of and respect for the natural and rural context of the island. While sidewalks are not needed along every major highway in Maui—especially longer-distance connections between towns—providing safe places to walk to schools, community centers, and other local destinations is critical. In more rural areas, creative design approaches can be used, such as crushed gravel paths away from the side of the road, to avoid disrupting the natural environment.











Existing pedestrian infrastructure in Kīhei, Wailuku, Pā'ia, and Lāhaina (clockwise from top left). Sidewalks or trails and well-marked crossings were noted as the two items most needed to make walking better on Maui by survey respondents in August 2018.

Biking on Maui

Whether it's riding along the coast or through Upcountry, bicycling on Maui is popular among residents and visitors. However, creating a bikeable Maui that makes it easier and safer to ride for all types of trips requires a more intentional approach to bicycle infrastructure.



A new bike lane in Pā'ia (top) and a multi-use path in Kīhei (bottom) provide dedicated space for people biking.

Maui's Bicycle Facilities



Greenway

Greenways provide a space completely separated from the roadway, usually buffered by landscaping, for bicyclists. Examples include a greenway running parallel to Maui Veterans Highway and the North Shore Greenway connecting Kahului and Pā'ia.



lowalu

◆ Bicycle Lane

Ma'alaea

Kīhe

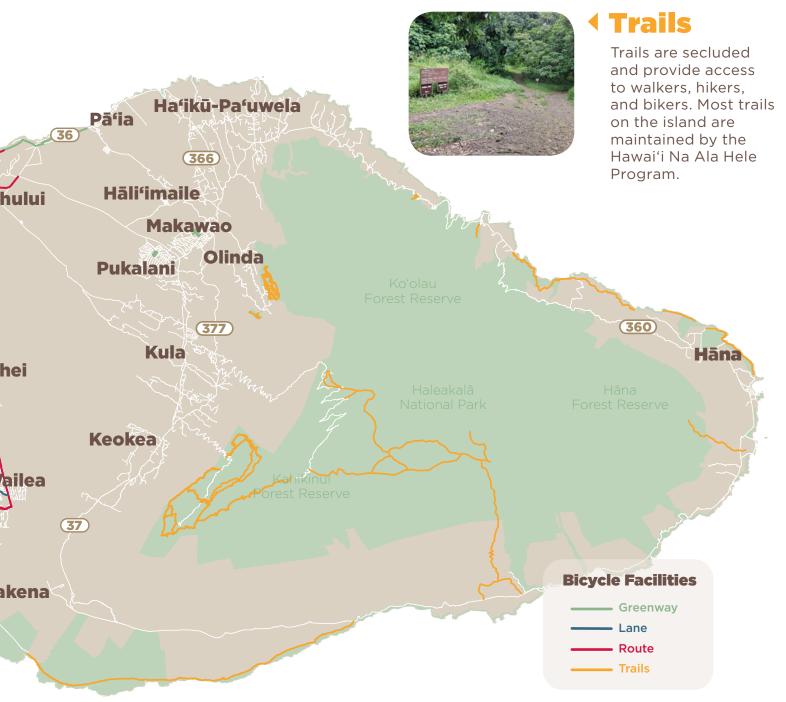
Make

Bicycle lanes create dedicated space on the roadway for bicycles. This helps improve safety by providing clear space for cars and bikes, but bike lanes that lack protection may not be comfortable for all types of riders.



Bicycle Route

Bicycle routes are typically marked with signs but include no other roadway treatments or improvements. On Maui, routes tend to be along major corridors where bicyclists are encouraged to ride on the shoulder. Bicycle routes along high-speed roads generally attract only the most fearless of riders.



Driving on Maui

About 85% of people use a car to get to work on Maui, whether they drive alone or carpool. Respondents to the Hele Mai Maui survev (summer 2018) indicated that they drive for most trips, especially when traveling between communities. This reliance on driving leads to congestion, increases the need for roadway maintenance, and adds greenhouse gases and other pollutants to our air. Visitors to Maui are also primarily driving—Maui has the largest number of rental vehicles in the state.



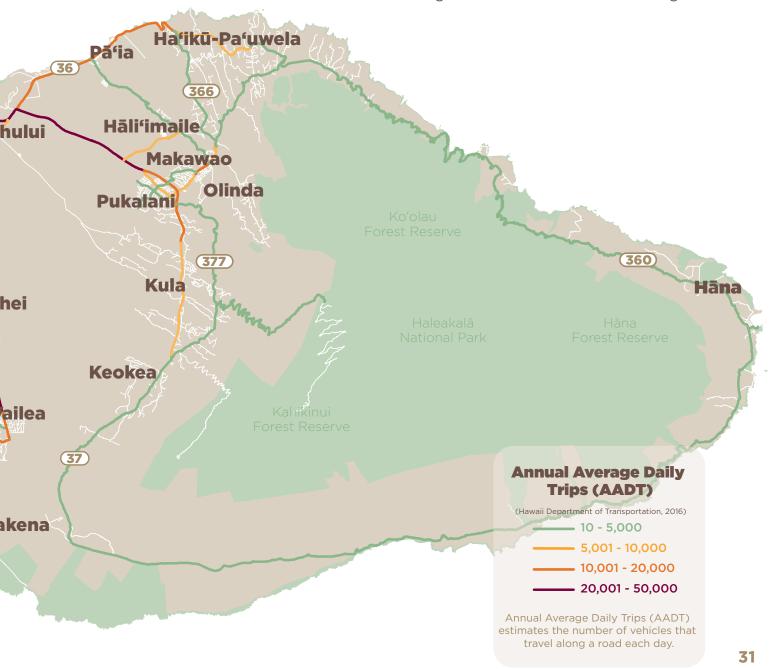
...The more roads we build, the more traffic we will have. I prefer slowing down drivers with less lanes and adding greenways to make this island more of a meandering experience...



Make

While 90% of summer 2018 survey respondents primarily rely on a vehicle to get around Maui today, more than half would like to use other modes of transportation. Hele Mai Maui has the opportunity to increase the number of safe, reliable, and comfortable options to provide people with news ways to travel.

- The busiest roadways on Maui are those that connect people to jobs located in Kahului, Wailea, and Ka'anapali. These roads link the major employment centers and residential centers of the island.
 - Because many parts of Maui are connected by only one major road, the most travelled roadways are those in areas with few options, such as Honoapi'ilani Highway or Haleakalā Highway. A transportation system with limited options—or a lack of redundancy—can create challenges during emergencies when demands to get into or out of an area are high.



Safety on Maui

The County of Maui has adopted Vision Zero, with a goal of eliminating all traffic fatalities by 2040. Maui police data shows there are more than 100 traffic collisions on Maui involving people walking and bicycling each year.

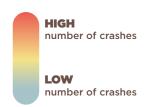
To understand how safe Maui's roadways are today, we analyzed crash data from 2010 to 2017. The maps in this section show "crash density," which highlights areas of the island where more pedestrians and cyclists are hit by vehicles. This analysis helps point to areas of Maui where transportation improvements are needed.

Note: Crashes are between either bikes and motor vehicles or pedestrians and motor vehicles.



- Kahului, Wailea/Kīhei, and Lāhaina have the highest number of collisions that involve a bicycle or pedestrian on the island.
- Bicycle collisions make up 35% of bicycle or pedestrian involved crashes, and pedestrian collisions account for the remaining 65%. The majority (59%) of bicycle/pedestrian collisions result in non-serious injuries, but 15% result in serious injury or death.

Bicycle & Pedestrian Crash Density



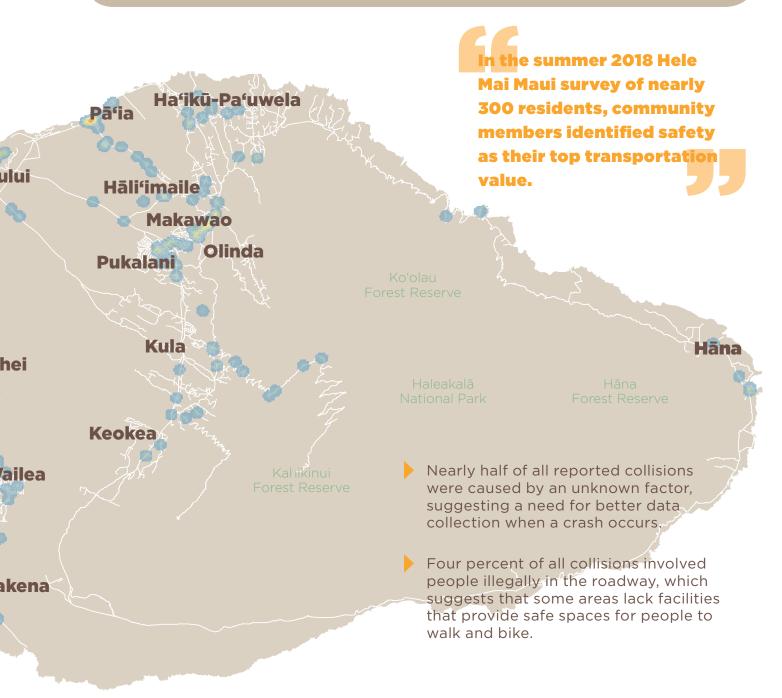
Source: Maui County Police Department (2010-2017)

Vision Zero

Vision Zero sets a goal to eliminate traffic deaths on Maui by 2040

- People walking and bicycling, who are often children or elderly, represent a disproportionate rate of fatalities
- County of Maui invests in Complete Streets and Safe Routes to School to encourage safe and active transportation
- Vision Zero Committee to advise Mayor's Office and County Council on implementing a Vision Zero Safety Action Plan





Central Maui

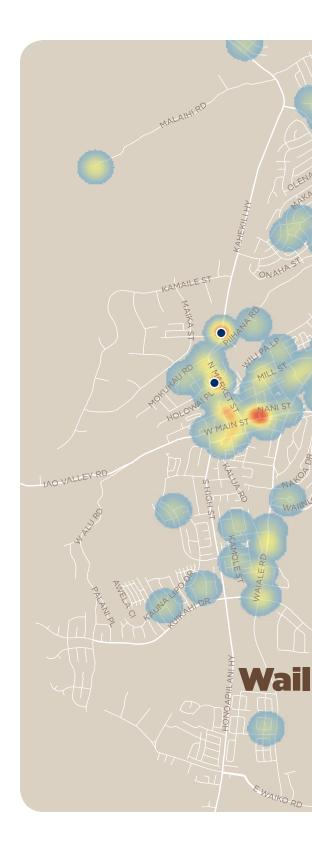
What does this map tell us?

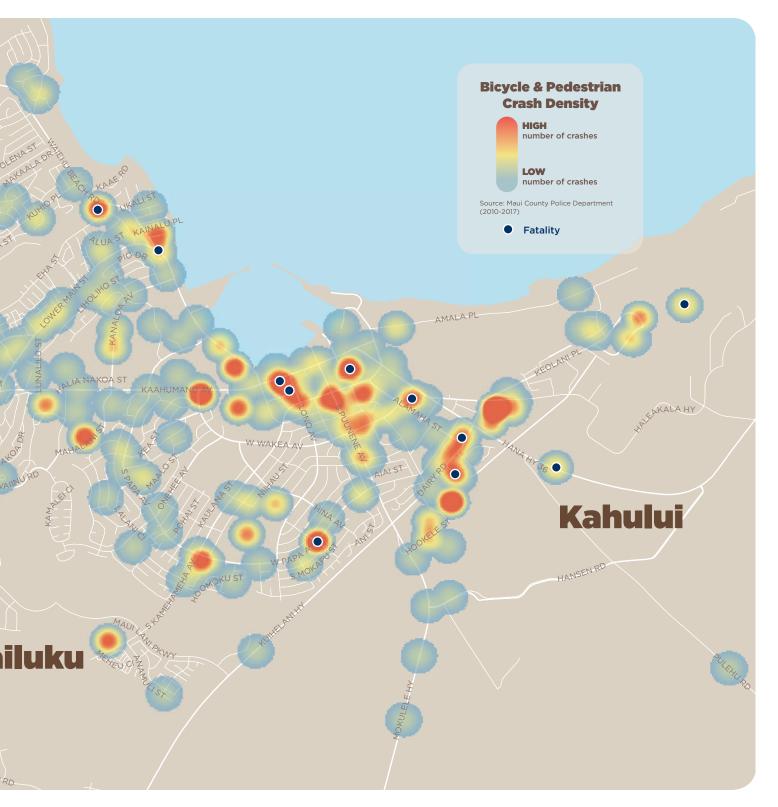
Large intersections with slip lanes—right-turn lanes that don't require a vehicle to stop—are major locations for crashes because they speed up traffic and create potential conflicts with pedestrians. Crash hot spots that have slip lanes include:

- Wai'ehu Beach Road/Eha Street adjacent to the shopping area
- Wai'ehu Beach Road/Kahului Beach Road
- Access points to University of Hawai'i Maui
- Maui Memorial Medical Center
- Wakea Avenue/Kaʻahumanu Avenue adjacent to Queen Kaʻahumanu Center

There are also large concentrations of bicycle and pedestrian collisions in parking lots, which point to conflicts caused by multiple driveways or the design of parking lots themselves:

- Walmart
- Costco
- Maui Memorial Medical Center
- Queen Ka'ahumanu Center
- Maui Mall
- Maui Marketplace
- Safeway
- Shopping strip along Pu'unene Avenue from Kaua'i Street to Kamehameha Avenue



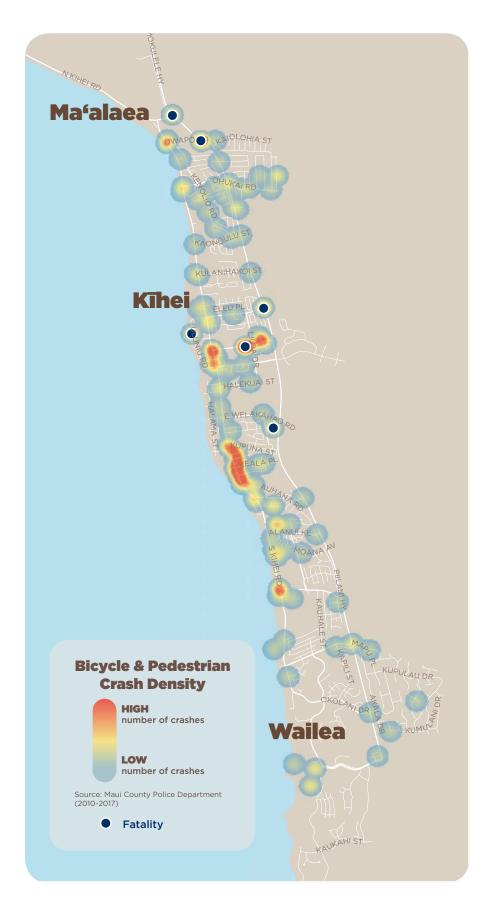


South Maui

What does this map tell us?

- Access points to Pi'ilani
 Highway have a large
 number of crashes.
 At Uwapo Road and
 Waipuilani Road, the slip
 lane creates a challenging
 environment for people
 walking and biking.
- Pi'ikea Avenue has a high concentration of crashes. The new roundabout should help to reduce collisions as people become accustomed to it.
- There are several safety hot spots along South Kīhei Road, particularly adjacent to Kalama Beach Park. South Kīhei Road has heavy pedestrian activity, suggesting the need for safer crossing opportunities between the beach and commercial destinations.

We need more flashing crossing signs in Kīhei.



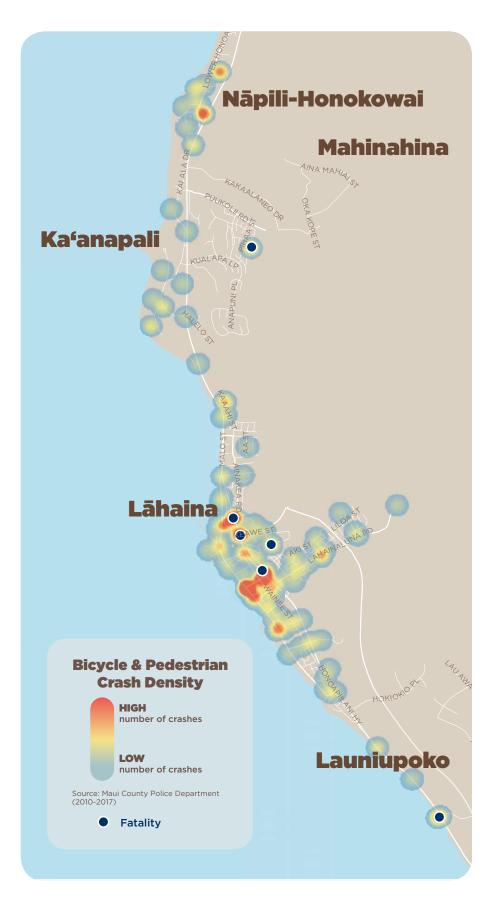
West Maui

What does this map tell us?

- Lāhaina Town has large numbers of people walking, including many visitors, in the historic center. This area has one of the highest densities of crashes in Maui.
- Retail developments with large parking lots and multiple driveways have high concentrations of collisions, such as Lāhaina Gateway, Lāhaina Cannery Mall, and destinations along Papalaua Street like the Old Lāhaina Center and Outlets of Maui.
- Slip lanes create challenging crossings where Keawe Street joins Honoapi'ilani Highway and where Honoapi'ilani Highway meets Lower Honoapi'ilani Road.

I find Keawe Street to be extremely dangerous to walk or drive.

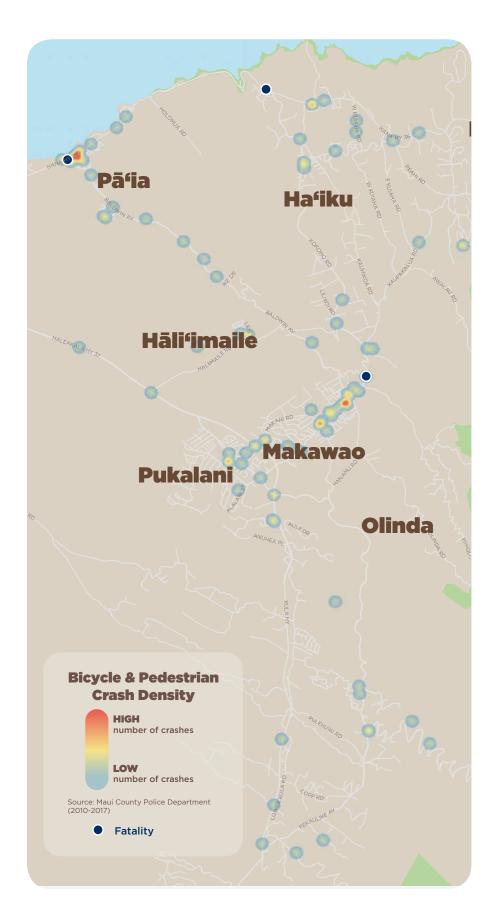




Upcountry

What does this map tell us?

- Upcountry has significantly fewer crashes than other parts of the island, which may be due to the more rural character and a smaller number of people who walk or bike.
- The highest concentration of collisions is in Pā'ia, where Hāna Highway meets Baldwin Avenue. This is a site with large numbers of pedestrians due to a busy commercial strip and many visitor destinations. The street parking was recently redesigned to improve safety.
- The other concentration of crashes in Upcountry is in Makawao Town, another area with many shops and more opportunities for walking and biking.
- Crashes on Crater Road in Kula may be linked to downhill bicycle tours and lack of safe space on road shoulders.



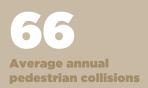
East Maui

What does this map tell us?

- East Maui has the least amount of crashes compared to other parts of Maui. This is likely due to the smaller population centers, and lower number of vehicles travelling east of Upcountry. Additionally, walking and biking along Hana Highway is likely limited outside of the small populated areas.
- of 10 crashes involving bicyclists and pedestrians in East Maui, only two occurred in the same location. This location was the Travaasa Hana Resort, suggesting the possibility to improve crossing opportunities between the resort property and the parking lot located on the opposite side of Hana Highway.
- Most collisions occurred along rural sections of Hana Highway. This provides an opportunity to consider how highway signage and striping could be improved to limit incidents.



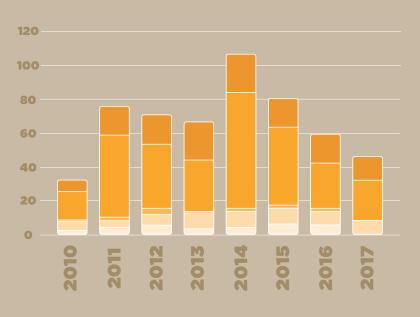




Average fatalities per year since 2010

Reported collisions resulting in severe or fatal injury since 2010

Pedestrian Collisions by Severity



Source: Maui County Police Department (2010-2017)



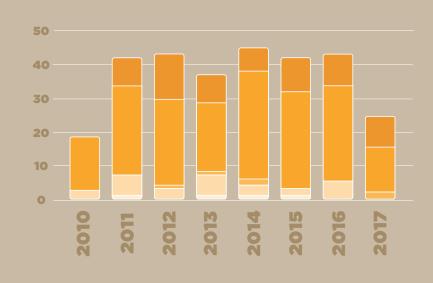


36
Average annual bicycle collisions

Average fatality per year since 2010

Reported collisions resulting in severe or fatal injury since 2010

Bicycle Collisions by Severity



Source: Maui County Police Department (2010-2017)



Fatal Car Crashes

Here's what we know about where fatal motor vehicle crashes occurred:

- Maui police data show that between 2012 and 2017 there were about 11 fatalities annually due to crashes involving vehicles only.
- The 75 fatalities are distributed across the island, but Upcountry and Central Maui each account for about a third of fatalities.
- Nearly all of these crashes occurred along the island's highways or other major thoroughfares, reinforcing the need to improve roadway design to enhance safety for all.



Source: Maui County Police Department (2010-2017)

Kīhe

Here's what we know about why fatal motor vehicle crashes occurred:

- More than 75% of these fatalities were caused by drivers under the influence of alcohol or drugs.
- Speeding accounted for 8% of crashes, while no other individual factor accounted for more than three fatal crashes.
- These data suggest the importance of education and enforcement as well as better roadway design.



Other Ways of Getting Around Maui Today

In 2015, there were nearly 140,000 passenger vehicles, over 20,000 rental vehicles, and just over 4,000 motorcycles/motor scooters registered in Maui County. While driving a personal vehicle is the primary mode of transportation on the island, Maui Bus and newer mobility options are changing the ways people get around.



Transportation Network Companies (TNCs) & Taxis

Several local taxi services, as well as TNCs such as Lyft and Uber, are available on Maui. Uber has been on Maui since 2014 and Lyft since 2017. These services provide alternatives to renting or owning a car for some people. They also provide a new travel option for some trips, especially shorter connections.



Electric Carts

Turtle Tracks is a local business that uses five-passenger neighborhod electric vehicles to provide on-demand, local trips at \$3 per ride. The service operates along South Kīhei Road and to Wailea. Most people who use the service are visitors.

Kahului Airport

Kahului Airport—the state's largest rental car provider with an average of 2,200 rentals per day—is in the midst of a \$340 million project to construct a consolidated car rental facility. When complete in May 2019, this new facility will move all car rental companies to a single location, reducing congestion in the airport area by eliminating the shuttles associated with the remote rental car lots.



Rendering of Kahului Airport consolidated car rental facility.



Rental Cars

Rental cars are popular with visitors, but shuttle ridership trends suggest visitors are now looking for alternatives. The large number of visitors to Maui—and current rates of car rentals—puts a tremendous strain on Maui's roadways.

What You Said

Through Hele Mai Maui outreach in summer 2018, the project team heard from people at in-person events and through an online survey. We talked to hundreds of people from all parts of Maui, asking about what works and what doesn't when it comes to transportation today. You told us what would make it better to walk, bike, take the bus, and drive, and you shared the values that are most important to you when it comes to moving around Maui. Here are a few highlights about how you move today:

What's most important?

Safety, sustainability and resiliency, travel time, and affordability were the priorities people shared for getting around Maui.

Maui needs safe travel options and better connections between those options.



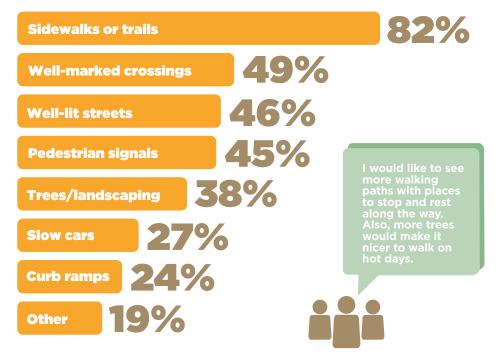
Want to get involved?

Visit the Hele Mai Maui website to sign up for updates and learn about upcoming events:

https://mauimpo.org/ hele-mai-maui-2040

Walking on Maui would be better if there were...

More than 80% of people identified more sidewalks or trails as the most important walking improvement needed on Maui. Crossing improvements and better street lighting were also identified as priorities. Comments cited the crossings along South Kīhei Road as examples of what is desired, and called for enforcement of speed limits and other traffic regulations for the safety of all.

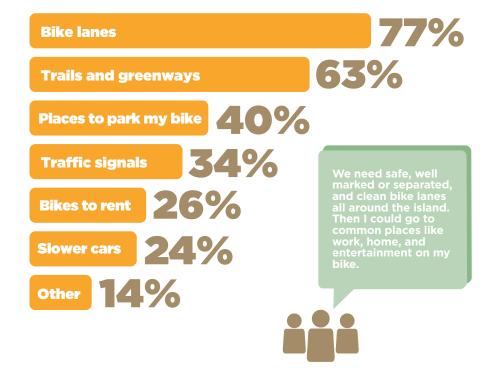




Community members identify areas where they feel transportation solutions are needed on Maui.

Biking on Maui would be better if there were...

Adding bike lanes, trails, and greenways were the improvements most people identified to help improve biking on Maui. Respondents also noted a need for parking facilities and lighting.



Riding the bus on Maui would be better if...

Nearly half of the survey respondents identified more frequent bus service and better shelters as improvements that would get them to ride the bus more often. Respondents also note the need for more stops and routes that allow tourists to move without a rental car.

The bus came more often 51%

Better bus shelters 49%

Early and late times 38%

Faster buses 37%

More transit maps 37%

Other 28%

Weekend service 27%

Weekend service 49%

Bus routes on Maui need to be more integrated with each other. I shouldn't always have to go to Kahului to switch between routes.



Maui's younger residents enjoyed coloring and learning about transportation, while parents participated in completing surveys, identifying transportation hotspots, and communicating their mobility values.

Driving on Maui would be better if there were...

People would like less traffic, separation between cars and bikes, and fewer potholes to make driving more pleasant on Maui. Written comments also call out the need for synchronized signals, alternative routes between communities, and enforcement to keep all users safe.

Less traffic 59%

Clear spaces for cars 55%

No potholes 51%

Wider roads 39%

Lighting 32%

Other 27%

Faster signals 21%

Maui needs reliable alternative routes between some of our major destinations. We need to have a new option between places like Lahaina and Kahului.





The Hele Mai Maui Community Think Tank convened to discuss the challenges facing Maui's transportation system.

PART FIVE

Where We Go From Laga

Through Hele Mai Maui outreach and engagement, we've heard that Maui residents want safe, comfortable, and reliable ways to get around the island. For some that means better biking connections or safer walking conditions; for others, that means a reliable way to drive or an efficient trip to work on the bus. We also know that visitors need more options to reduce the need for car rentals for the duration of their stay.

This section summarizes what we've heard from the community. It also builds on our analysis of existing transportation options, how people get around, and who lives and visits the island today and in the future. This discussion sets the groundwork to explore solutions for transportation on Maui for the next 20 years.

Each of the six topics below includes a description of what we learned and introduces some of the opportunities that will be explored in the next phases of Hele Mai Maui.

Multimodal Options

What we know:

We've heard that people are interested in biking, walking, taking transit, and sharing rides on the island. And we've also heard that they want the trips they do need to make by car to be more reliable. However, making a variety of travel options a preferred choice to driving alone is challenging given the current transportation system and offerings.

Nearly

75%

of residents drive alone to work.

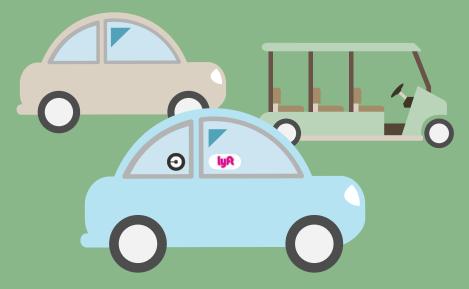
Ridership on Maui Bus has declined

26%

since 2012.

Bus routes operate every hour at best, making it difficult to depend on transit for most trips.





New mobility options like Uber and Lyft are just beginning to pop up on Maui.

More localized options, like Turtle Tracks, provide an easy option for people get around Kīhei and Wailea.



Technology is changing the way people commute and connect.

It is easier than ever for people to use their smartphones to find shared rides and to see where the bus is in real time.

Multimodal Options

What we know:

Through our summer outreach, we learned about transportation "hot spots" on Maui. These are places that are challenging to walk, bike, take the bus, or drive.

Freight

There are three key freight routes on Maui—Honoapi'ilani Highway, Kuihelani Highway, and Pi'ilani Highway. These routes are often congested at peak hours, which can slow delivery times. With the increase in online shopping, freight and delivery needs are likely to increase.





Traffic is congested on key routes during peak travel times.

Areas of community focus for:

- Walking safety
- Bike safety
- Bus shelter needs
- Traffic Congestion

Make

Queen Ka'ahumanu Center

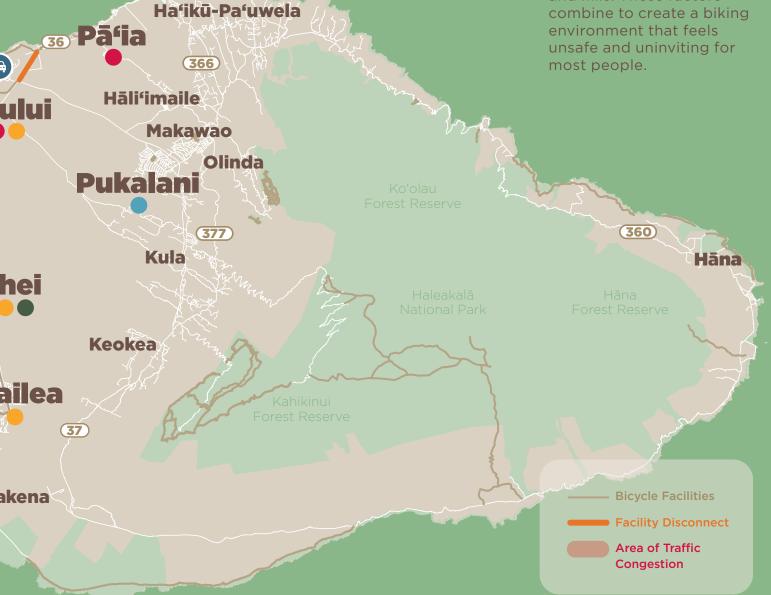
Many Maui Bus routes start and end at Queen Ka'ahumanu Center, which increases the amount of time it takes to ride the bus.

(A) Airport Rental Car Facility

The rental car facility at the airport is the primary rental facility on the island. This means that most visitors rent a car for their entire stay rather than having easy access to a vehicle for a day trip.

Bike Routes

Bike routes on Maui are somewhat disconnected, and many of the existing facilities are simply signed routes. Long commutes also make biking challenging, particularly due to the warm weather and hills. These factors combine to create a biking environment that feels unsafe and uninviting for most people.



Multimodal Options

Opportunities we'll explore:

Helping people get around Maui now and in the future is not just about roads, bike lanes, and transit service—it's also about education, awareness, and building programs that reach people.

Bus

- Explore opportunities for a second transit hub to make connecting between routes more efficient.
- Seek funds to increase bus frequency on high ridership routes.
- Consider places where it makes sense to designate transit corridors, giving priority to buses to improve reliability.
- Leverage success of visitor and commuter shuttles to resorts.
- Market Maui Bus to visitors with more convenient airport access.
- Create additional parkand-ride lots.



Bike

- Encourage biking for short trips (3 miles or less) and for recreation.
- Explore bike share opportunities for major commercial centers and resorts, including electric bike share to support longer trips.
- Expand the bike network, including greenways and protected bike lanes.



Walk

- Explore opportunities to make walking safer and more comfortable within our communities by using innovative and low-cost treatments.
- Map and preserve historic trails.
- Expand public access to parks and open space.



New Mobility

- Consider programs that support shared rides that help people get to work or school and connect to transit.
- Explore new shared mobility options—such as shuttles, Lyft and Uber, short-term car rentals, car share, and bike share.
- Pilot a Central Maui shuttle service (modeled after "Free Ride Everywhere Downtown").

Programs

- Develop programs and campaigns to build the business case for biking, walking, taking transit, and sharing rides for all types of trips.
- Consider a public outreach campaign for a "car-free" visitor experience.
- Consider limiting rental cars, providing shuttles, or charging vistor tolls along the Road to Hāna and other key visitor destinations.
- options throughout the island and partner with hotels and resorts to host rental cars.



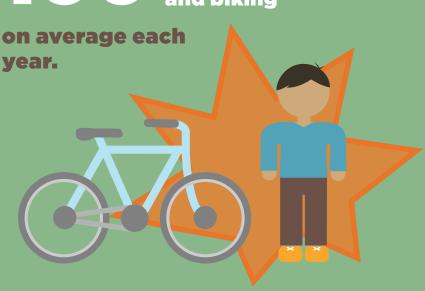
Health & Safety

Having safe ways to move around the island is one of Maui residents' top concerns. People worry about fast-moving vehicles and limited facilities for people walking and biking. Those same concerns have an impact on the health of Maui residents, as a lack of a safe and connected bicycle and pedestrian network impacts our individual and community health.

What we know:

There are approximately

crashes involving people walking and biking



21%
of these collisions involve people over the age of 60.

17%
are with
kids under
18 years old.

Source: Maui County Police Department (2010-2017)

Maui's adult obesity rate is 24%

And a quarter of children between the ages of 10-17 are overweight or obese.



Source: The State of Obesity. (2017). The State of Obesity in Hawaii

Missing and disconnected facilities contribute to safety concerns and limited opportunities for physical activity.



Poorly maintained crosswalk on Pi'ikea Avenue, at South Kīhei Road.



No sidewalk for pedestrians on Pi'ikea Avenue.



Difficult crossing at Onehe'e Avenue and Uhu Street.

Opportunities we'll explore:

- Explore opportunities to partner with public health agencies to develop an education campaign that helps people understand the connection between transportation and health.
- Leverage existing organizations and island-wide efforts such as the Healthy Eating Active Living Coalition and Vision Zero.
- Identify opportunities to build on the County's existing Safe Routes to School program and to develop a Safe Routes for Seniors program to identify needed improvements and raise awareness about safety for Maui's most vulnerable people.

Sustainability & Resilience

Ground transportation on Maui accounts for 27% of petroleum use on the island, contributing to carbon emissions that cause climate change. Additionally, a recent study found that sea level rise of 3.2 feet by 2100 would render more than 11 miles of major coastal roads on Maui impassible, jeopardizing critical access to and from many communities. Natural disasters like brush fires and flooding also cause closures, which could become more frequent with climate change.

What is "sustainability?"

Haʻikū-Paʻuwela

Olinda

Sustainability focuses on managing change in a balanced way to meet the needs of current and future generations.

Sustainable transportation systems minimize negative impacts to the natural environment and improve human health and mobility.

Ka'anapali

Hali'imaile

Dukalani

Makawao



Olowalu

Lāhaina

Launiupoko

Resilience is defined as the capacity to absorb stress and maintain function in the face of disruption. Resilient transportation systems are able to move people around after extreme weather events, collisions, and equipment or infrastructure failure.

Waihe'e-Wai'ehu

Wailuku

Waikapu

Kahului



One way

in and one way out

What we know:

- Sustainability and resilience was one of the top values people shared through summer 2018 public input.
- Shoreline erosion, storms, and sea level rise are projected to increase and continue to damage major infrastructure like the Honoapi'ilani Highway.
- Increases in Maui's population, visitors, and auto rentals strains the transportation system, as well as the island's natural resources.



Infrastructure damage after Hurricane Lane passed south of Maui County.

Opportunities we'll explore:

- Explore partnerships with private landowners to identify emergency routes that can be used during natural disasters.
- Protect views, archeological and cultural lands and resources, and environmentally sensitive areas through regulation and active management.
- Expand stormwater management and landscaping in new development and redevelopment to help prevent erosion, recharge aquifers, and provide shade.
- Coordinate with the County to develop an "adopt-a-street" program to incorporate small-scale stormwater management and landscaping into new and redevelopment projects.
- Learn from best practices to integrate adaptable approaches to infrastructure design to ensure resilience of public investments in a changing environment.
- Reduce greenhouse gas emissions by supporting expanded use of electric vehicles and biofuels, especially in County fleets and buses.

Growth & Efficiency

Maui's transportation system is challenged by increased use—due, in part, to the large number of visitors. Maui has experienced significant growth in the past 40 years. Today, housing, job centers, and other key destinations are spread across the island, making it difficult to get around efficiently without a vehicle.



194K

more people living on the island by 2045



20K

more jobs on Maui by 2045



19K

more visitors on the island every day by 2045



820

people arrive by air every day



2K

cars travel the Road to Hana each day



people visit Haleakala National Park every year



67

miles of Maui highways in National Freight Network*



2,4M

tons of freight arrive in Kahului harbor annually**



17%

of inbound freight is petroleum**



74%

of inbound freight is manufactured products**

(including vehicles)

^{*}Source: Hawai'i Department of Transportation (2018)

^{**}Source: Maui County Data Book (2017)

What we know:

- People value getting to the places they need to go efficiently. Those who participated in our summer 2018 engagement said that they don't want to be stuck in traffic—it takes them away from friends and family and from doing the things they enjoy.
- Our demographics are changing. By 2045, 23.8% of the island population will be over the age of 65—a 40% increase for this age group. In line with national trends, the younger generation on Maui is likely to drive less than their parents.
- While many people make long trips to work—like between Kula and Lāhaina—it generally takes less time for people on Maui to get to work than it does in other parts of the country.



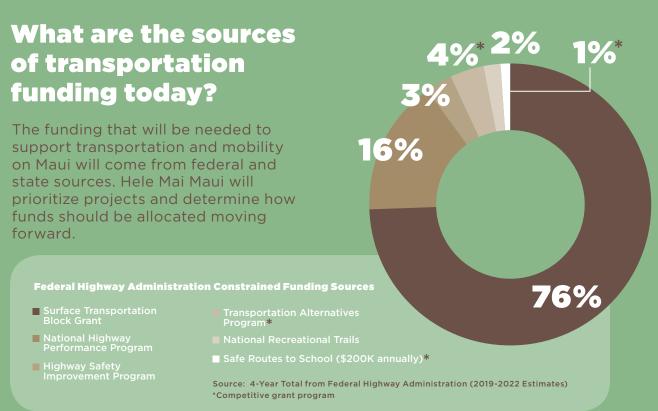
Traffic congestion on Honoapi'ilani Highway.

Opportunities we'll explore:

- Highlight the importance of infill development, complete communities, and transportation corridors. Leverage the County's update to its zoning code to strengthen the connection between land use and transportation and better manage growth and infrastructure needs.
- Use Maui County's new Street Design Manual to support right-of-way decisions that create great places and connect people.
- Consider the opportunity to require new development and redevelopment to include facilities and programs that support biking, walking, and taking transit.
- Update the County's subdivision code to support connectivity for people walking and biking.

Funding & Affordability

Funding and affordability are a key issue for both Maui residents and for the agencies and departments who design, build, operate, and maintain transportation projects, programs, and services. Financial constraints represent a balance between a strong desire to meet Maui's infrastructure needs and known financial limitations.



What we know:

Maui has 157 miles of highways owned and maintained by the State of Hawai'i Department of Transportation. The majority are on the National Highway System and all are eligible for Federal funding. These roads are critical to mobility for regional movements — they link airports, harbors, industrial areas, and major communities, and support commuter, visitor, and freight travel.

Also included in Maui's Federal Aid System are 185 miles of roads owned and maintained by Maui County Department of Public Works.

Transportation and housing costs are high.

The average single family home sold for \$769,000 in 2018, which is up 30 percent since 2015.



GEOGRAPHY	PERCENT INCOME SPENT ON HOUSING	PERCENT INCOME SPENT ON TRANSPORTATION	TOTAL PERCENT INCOME SPENT ON HOUSING/TRANSPORTATION
Maui Island	35%	23%	56%
County of Maui	33%	23%	55%
City & County of Honolulu	33%	19%	52 %
County of Kauai	32 %	24%	55%
County of Hawaii	33%	28%	61%
Bend, Oregon	31%	25%	56%
Las Vegas, Nevada	29%	24%	53%
Cape Coral, Florida	32%	26%	59%

With the increase in visitors, short-term rentals have squeezed the housing market, making long-term rentals difficult to find. These demands have driven prices to an average of about \$1,475 per month for a one-bedroom unit, which is unaffordable for many Maui residents.

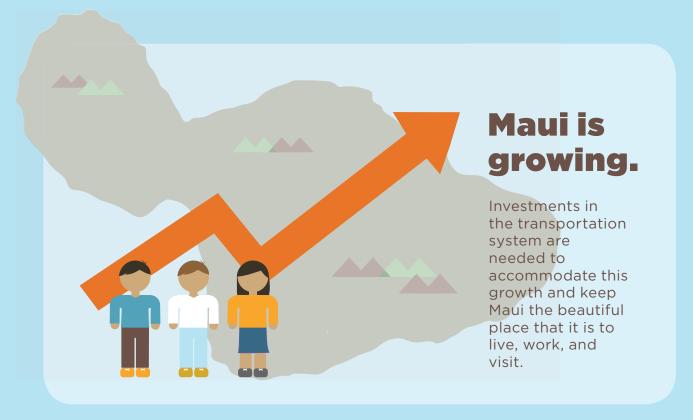
Opportunities we'll explore:

- Develop multimodal projects that can compete for varied funding sources.
- Plan for maintenance needs at the beginning of projects to ensure full lifecycle costing.
- Explore opportunities to partner with employers to fund transit and transportation services.
- Partner with Maui Bus to develop a low-income fare structure.
- Explore opportunities to create complete communities with a mix of housing and transportation options.
- Work in partnership with the State of Hawai'i Department of Transportation to identify funding strategies for state roads and proposed projects.

PART SIX

Next Up For hele mai malu

We heard that people on Maui want it to be safer, easier, and more convenient to travel around the island, for both residents and visitors. We also heard that people value a sustainable, resilient, and affordable transportation system that will serve people on Maui for years to come. Below are a few takeaways from our work that will help us launch the next phase of Hele Mai Maui, which is working with you to identify and prioritize projects that best meet these needs.



Transit options can be improved.

While transit service reaches much of the island, ridership has declined and community members want service to be more convenient. People also want waiting for the bus to be more comfortable and pleasant.



Safety is a priority.

Safety on the island is top of mind for community members, and the data show that serious and fatal collisions are a critical issue. Safety for everyone on our roads—whether they are walking, biking, or driving—is a focus for Hele Mai Maui.



Affordability is a challenge.



Housing and transportation affordability are a challenge for people on Maui, taking more than half of people's income. In many cases, people are forced to live long distances from where they work to find affordable housing, adding to the congestion on the island and to the cost of transportation.

More sustainable and resilient infrastructure is needed.

Our transportation system contributes to climate change and is vulnerable to its effects. We need to focus on opportunities to better manage our impacts and create a system that will work for future generations.



Driving is the most common way to get around.

With the growing population and growing number of visitors, there is a need to make driving on the island more reliable while providing better non-driving options for people.



Walking and biking are challenging.

Missing and disconnected bicycle and pedestrian facilities make it difficult for people to bike and walk.



Join Us!

Over the next eight months, the Hele Mai Maui project team will continue to ask Maui residents to help shape our work. We will partner with you to:

- Identify goals that represent the values you've shared
- Host a "call for projects" to make sure your transportation projects are captured
- Establish criteria to evaluate the benefits and tradeoffs of projects identified by the community
- Create a funding plan for the final list of projects
- Develop the final Hele Mai Maui Plan the 20-year vision for transportation on Maui



Check back to the project website for updates on the next round of community engagement in early 2019!







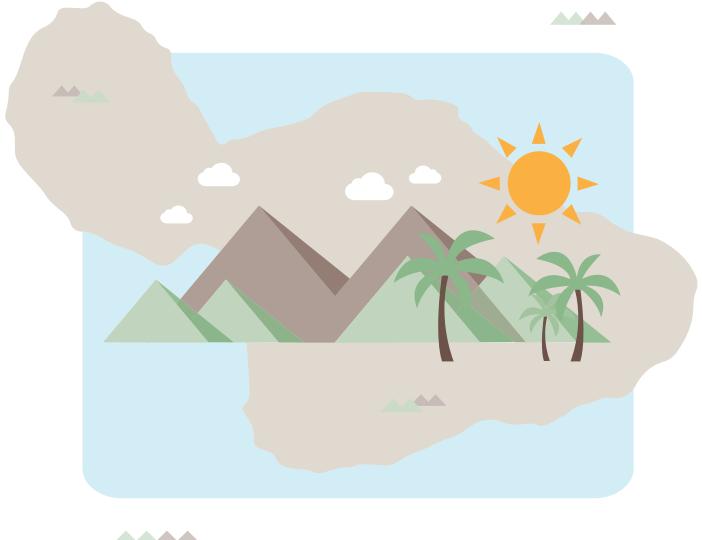
https://mauimpo.org/hele-mai-maui-2040





APPENDIX B

Evaluation Framework









HELE MAI MAUI: LONG-RANGE TRANSPORTATION PLAN

Maui

Project Evaluation Process

Maui's past planning efforts have yielded a sizable list of transportation projects and programs to make it safer, easier, and more comfortable for people to travel around the island over the next 20 years. However, transportation funding and staff resources are limited, necessitating a process to prioritize investments that will best achieve the community's goals.

Four-Step Framework

As part of Hele Mai Maui, the project team developed a four-step evaluation framework to help screen, score, assess scenarios, and prioritize projects for funding and implementation. The table below describes the steps in this process.

Step	Purpose
Screening	Filter a very large number of project and program recommendations from past plans and community outreach to identify those appropriate for long-range plan scoring and prioritization/recommendation
Scoring	Use geographic criteria to score projects based on community values, identifying the transportation projects (for all modes) across the island that best match the values
Assessing Scenarios	Develop scenarios that combine different types of projects and capital programs to assess their relative strengths in meeting the Hele Mai Maui goals
Prioritizing & Recommending	Combine projects from the scenarios to develop a near-, medium-, and long-term list of recommended investments, focusing on qualitative assessment to create the greatest benefit

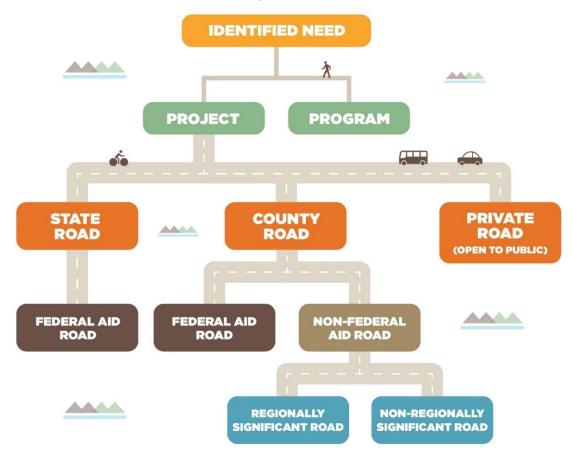
Each of these steps is described in more detail below, including specific proposed criteria for the geographic prioritization and more generalized criteria to establish project phasing. The graphic to the right illustrates how this process was used to sort a large number of projects into those most important for funding through the Long-Range Plan.



Step 1: Screening

The project team worked with TAC members and the public to develop a comprehensive list of transportation project and program needs for Maui. This needs list drewfrom past planning efforts that included project lists (e.g., TIP, CIP, Maui Bike Plan), from resident requests to the County of Maui and the MPO, and from community outreach across the island (in February and March 2019). This list was screened through the following process:

- A. Is the need a project or a program? Projects continue through the process, and programmatic needs are included in a separate section of the Long-Range Plan.
- B. Is the project on State road, a Countyroad, or a private road that is open to the public? Projects located on State or Countyroads continue through the process. Projects on private roads are referred back to County Public Works.
- C. Is the project on a Federal Aid Road? Only projects on Federal Aid Roads are eligible for funding through the MPO. All other projects—such as those on local roads or rural minor collectors—are referred back to County Public Works and maintained on a list of transportation needs.
- D. Is the project on a regionally significant road? Select Non-Federal Aid Roads may be regionally significant or may be classified as Federal Aid roads in the future. Projects that are deemed regionally significant will continue through the process, and those that are not will be referred back to County Public Works.



Step 2: Scoring

With a screened list of projects in hand, the project team used geographic criteria to score the remaining projects. A focus on geographic criteria at this stage maked it possible to evaluate a large number of projects quickly, adjusting criteria weighting as necessary to best match the community's values, needs, and technical priorities. The criteria for scoring—based on the Hele Mai Maui goals—are described in the table below.

Goal	Desired Outcomes	Descriptive Evaluation Criteria	Geographic Evaluation Criteria
1. Improve safety and promote health	 Eliminate traffic-related fatalities and reduce serious injuries from traffic collisions Improve safety for people walking and biking Increase physical activity by making walking and biking preferred modes of travel 	 Is the project located in a high crash location? Top 30 high crash locations (all crash types) Corridor with nonmotorized fatalities 	 Projects within 1/10 mile of high crash locations on county roads OR 1/4 mile of high crash locations on state roads Projects on a corridor with non-motorized fatalities
2. Enhance cultural and natural resources, climate resilience, and sustainability	 Improve climate resilience and adaptability of infrastructure Reduce transportation-related air emissions Protect or enhance cultural resources 	 Does the project reduce vulnerability to natural weather events or sea level rise? Does the project have the potential to impact cultural or natural resources? 	 5 Points Projects outside of 3.2-foot projected sea level rise exposure area and storm surge area Projects on a critical evacuation corridor Projects outside of wetlands or critical species habitat areas (as identified in the National Wetlands Area and State Critical Habitat layer) Projects outside of 50-foot buffer around streams Projects outside of 50-foot buffer around historical sites (listed on the National Register of Historic Places) 1
3. Expand mobility choices to reduce traffic congestion	 Reduce person hours of delay Increase street, trail/greenway, and sidewalk network connectivity Improve freight and transit movement 	 Does the project improve freight and transit movement? Does the project connect to existing motorized and nonmotorized networks? Does the project increase travel options? 	 4 Points Projects located on a designated freight route Projects within 3/4 mile of a transit route Projects within 1/2 mile of a transit stop Projects that intersect existing trail, sidewalk, or bike network

¹ The State Historic Preservation Division will make final determinations of any project's impact to sites as projects advance through planning, design, and environmental review.

Goal	Desired Outcomes	Descriptive Evaluation Criteria	Geographic Evaluation Criteria
4. Connect and strengthen communities to improve quality of life	 Improve access to and resilience for town centers, schools, jobs, parks, and basic life needs Invest in disadvantaged areas Provide mobility benefits to vulnerable populations 	 Does the project connect to an employment center, educational institution, park, town center, or key community destination? Is the project located in a high need area? Areas with residents who are disproportionately likely to benefit from non- auto mobility options ("high need" equity analysis areas) 	 4 Points Projects that intersect job centers² OR higher educational institutions Projects located within 1 mile of an elementary school OR within 2 miles of a middle or high school Projects located within 1/2 mile of a designated Directed Growth Area (Urban and Small Town designations) Projects that intersect census tracts with an Equity Index of 26 or greater (out of 35)³
5. Maintain assets and invest strategically for economic vitality	 Bring existing infrastructure and transit assets into a state of good repair Balance cost-effective, implementable projects with high-impact projects 	 Does the project improve the condition of existing infrastructure (roads or bridges) or address a maintenance need? Does the project serve an area with higher concentrations of people and jobs? 	 3 Points Roads with "poor" pavement condition (Pavement Condition Index of 40 or less) OR a County-defined remaining service life (RSL) of TBD years or less (per Public Works) Bridges with "poor" condition rating (Condition Rating TBD by Public Works) Projects that intersect the top two quartiles of census block groups based on the sum of population and employment densities (ACS 2011-2015)

When the initial scoring is complete, the project team reviewed the distribution of project scores across Maui to identify the highest scoring projects in each of the island's distinct geographic areas. This provided the opportunity to ensure that potential projects addressed holistic transportation system and network needs.

Step 3: Assessing Scenarios

To evaluate and communicate the benefits of a future multimodal transportation system, the Hele Mai Maui project team developed three investment scenarios. The scenarios illustrated different choices Maui could make to maximize the value of its transportation investments. Scenario planning helped to explain how distinct combinations of projects and programs could work

 $^{^2}$ We are defining job centers using employment density data from pg. 18 of the Hele Mai Maui Factbook (i.e., census block groups with 4 or more jobs PER ACRE).

³ The Equity Index is based on combined densities of people below 200% of the federal poverty level, adults aged 65 and over, youth aged 10 through 17, no-vehicle households, people with a disability, people with limited English proficiency, and people who self-describe as not White/Caucasian. The Equity Index is unitless, with a value between 0 and 40.

together to help Maui meet its long-range transportation goals. The Hele Mai Maui project team created three scenarios:

- Scenario 1: Provide New Connections The projects in this scenario add capacity to the transportation network by building new roadways and greenways. They may require additional right-of-way, which could be used to expand the space available for many modes.
- Scenario 2: Create a Multimodal System This scenario focuses on building new and upgrading existing transportation facilities to support different modes of travel. Projects include complete streets improvements that provide safe spaces for people to walk and bike, transit corridors and increased busservice, and new sidewalks.
- Scenario 3: Take Care of What We Have The maintenance projects, safety corridors, and intersection improvements included in this scenario focus on supporting the existing transportation network rather than building new infrastructure.

The types of projects included in each scenario are shown below, and results of the assessment of these three scenarios can be found in Appendix D.

Scenario 1:	Scenario 2:	Scenario 3:
Provide New Connections	Create a Multimodal System	Take Care of What we Have
New connections Greenways	Bike facilities (except greenways) Sidewalk improvements Bus stops and amenities Bus corridors and service Complete streets Programs	Maintenance and preservation Intersection improvements and traffic operations Safety corridors

Step 4: Prioritizing & Recommending

The scenarioe valuation process in Step 3 helped to illustrate that focusing on specific project types provides select benefits for people traveling on Maui. Rather than choosing just one of these scenarios, the project team identified the strongest elements of each to create the recommended list of projects and capital programs. The final list combines projects from all three scenarios to maximize the value of transportation investments and help to create Maui's transportation future. The Hele Mai Maui recommended project list identifies projects that:

- Add new connections where they are most critical to provide access to and from communities, to improve daily travel options, and to build a more resilient transportation system;
- Target key corridors to support safe, multimodal connections within communities and to important destinations by foot, bike, bus, or car;
- Prioritize critical maintenance projects to keep our roadways and bridges in a state of good repair; and
- Prioritize investments that are distributed across Maui's distinct geographies.

With a relatively small set of projects included in the recommended project list, the project team worked with the TAC to use a SmartTRAC-like evaluation to identify the phasing for each project. The criteria shown below were applied qualitatively—along with professional judgement and using input from the public—to develop recommendations for near- (1-5 years), medium- (6-11 years), and long-term (12-20 years) projects. The list of recommended projects and capital programs by phase is available in Appendix E.

APPENDIX B EVAIUATION Framework

Goal	Desired Outcomes	Near-Term	Medium-Term	Long-Term
1. Improve safety and promote health	 Eliminate traffic-related fatalities and reduce serious injuries from traffic collisions Improve safety for people walking and biking Increase physical activity by making walking and biking preferred modes of travel 	Project includes or is expected to achieve <u>all</u> of the following: - Proven measures4 to reduce driver fatalities and serious injury crashes - Proven measures to reduce bicycle and pedestrian fatalities and serious injury crashes - Complete Streets Design Guide elements or streetscape enhancements - Increases number of people walking or biking	Project includes two to three of the following: - Proven measures to reduce driver fatalities and serious injury crashes - Proven measures to reduce bicycle and pedestrian fatalities and serious injury crashes - Complete Streets Design Guide elements or streetscape enhancements - Increases number of people walking or biking	Project includes <u>one</u> of the following: - Proven measures to reduce driver fatalities and serious injury crashes - Proven measures to reduce bicycle and pedestrian fatalities and serious injury crashes - Complete Streets Design Guide elements or streetscape enhancements - Increases number of people walking or biking
2. Enhance cultural and natural resources, climate resilience, and sustainability	 Improve climate resilience and adaptability of infrastructure Reduce transportation-related air emissions Protect or enhance cultural or natural resources 	Project is expected to achieve all of the following: — Adaptable infrastructure to support climate resilience5 — Reduces percent of people who drive to work alone — Improves stormwater management (with lowimpact development) — Protects or enhances cultural or natural resources	Project is expected to achieve two or three of the following: — Adaptable infrastructure to support climate resilience — Reduces percent of people who drive to work alone — Improves stormwater management (with lowimpact development) — Protects or enhances cultural or natural resources	Project is expected to achieve <u>one</u> of the following: - Adaptable infrastructure to support climate resilience - Reduces percent of people who drive to work alone - Improves stormwater management (with lowimpact development) - Protects or enhances cultural or natural resources

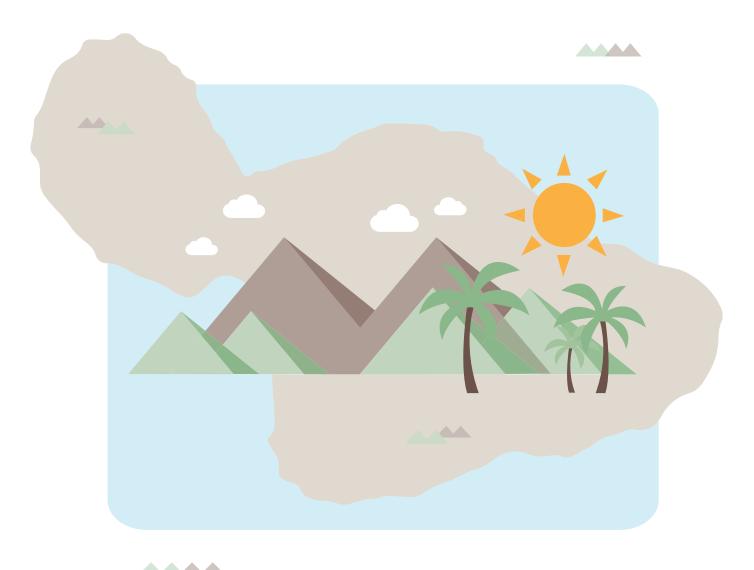
⁴ Proven measures are identified in the Crash Modification Measures Clearinghouse, available at <u>www.cmfclearinghouse.org</u>

⁵ Examples of adaptable infrastructure include drainage systems equipped to handle increasingly large storm events and roadways with flexible space to support changing needs for transit or non-driving modes.

APPENDIX B EVAIUATION Framework

Goal	Desired Outcomes	Near-Term	Medium-Term	Long-Term
5. Maintain assets and invest strategically for economic vitality	 Bring existing infrastructure and transit assets into a state of good repair Balance cost-effective, implementable projects with high-impact projects Cost index (or categories) will be developed to support evaluation of cost effectiveness. 	Project includes or is expected to achieve both of the following: — Brings existing assets to a state of good repair — Addresses a long-standing, community-identified need (in past planning efforts)	Project includes or is expected to achieve one of the following: — Brings existing assets to a state of good repair — Addresses a long-standing, community-identified need (in past planning efforts)	Project includes or is expected to achieve none of the following: — Brings existing assets to a state of good repair — Addresses a long-standing, community-identified need (in past planning efforts)









ID	Project Name	Project Type
B1	Hana Highway Bridge Preservation Program - Puohokamoa Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Kopiilua Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Mokulehua Stream Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Ulaino Stream Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Kailua Stream Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Makanali Stream Bridge	Maintenance Projects
B10	Wooden Bridge Reparations	Maintenance Projects
B11	Nahiku Bridge	Maintenance Projects
B12	Koukouai Bridge (#16) Repair/Replace	Maintenance Projects
B13	Lelekea Bridge (#81) Replacement	Maintenance Projects
B14	Waiopai Bridge (#11) Repair/Replace	Maintenance Projects
B15	Mahalawa Bridge (#20) Repair/Replace	Maintenance Projects
B16	Puuhaoa Bridge (#22) Repair/Replace	Maintenance Projects
B17	Alaalaula Bridge (#27) Repair/Replace	Maintenance Projects
B18	Kahawaiokapiha Bridge (#30) Repair/Replace	Maintenance Projects
B19	Pauwela Bridge (#39) Repair/Replace	Maintenance Projects
B2	Anakaluahine Stream Bridge	Maintenance Projects
B20	Po'o Po'o Bridge (#10) Repair/Replace	Maintenance Projects
B21	South Wailua Bridge (#23) Repair/Replace	Maintenance Projects
B22	Waikakoi Bridge (#26) Repair/Replace	Maintenance Projects
B3	Honokohau Stream Bridge	Maintenance Projects
B4	Honokowai Stream Bridge	Maintenance Projects
B5	Honolua Stream Bridge Repair	Maintenance Projects
B6	Papanahoa Stream Bridge	Maintenance Projects
B7	Kahana Nui Bridge Replacement	Maintenance Projects
B8	Kahawaiokapia Bridge Replacement	Maintenance Projects
B9	Kulanihakoi Bridge Repair	Maintenance Projects
C1	Maui Lani Pkwy Extension	New Connections
C10	Honoapi'ilani Hwy Realignment	New Connections
C10 C11	Lahaina Bypass Phase 1C	New Connections
C12	Pa'ia Relief Route	New Connections
C12	Kihei Mauka Bypass	New Connections
C13 C14	Kihei-Upcountry Connector	New Connections
C14 C15		New Connections
	Pu'unene Bypass Onehe'e Ave Extension	New Connections
C16 C17	Kamehameha Ave Extension	
	Imi Kala Rd Extension Wailuku	New Connections
C18		New Connections
C2	Imi Kala Rd Extension Wai'ehu	New Connections
C25	Kaluanui Road - Kokomo Rd to Baldwin Ave	Maintenance Projects
C26	Waiko Road Extension - Mokulele Hwy to Kulhelani Hwy	Maintenance Projects
C27	Haliimaile Bypass	Maintenance Projects
C28	Central to West Maui Tunnel/Rail Connection	Maintenance Projects
C29	Kahekelli Highway - Northern Island Connection	Maintenance Projects
C3	Lono Ave Extension	New Connections
C30	Honoapi'ilani Highway Capacity Improvement - Ma'alaea to Launiupoko	New Connections
C31	Maui Veteran's Hwy Capacity Improvement - Kuihelani Hwy to Piilani Hwy	New Connections

Source	Project Area	Project Score
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
Public Input	East	17
Public Input	East	12
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
HDOT Priority Bridge List	West	15
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
Maui County Department of Public Works - Bridges of Concern List	East	N/A
HDOT Priority Bridge List	West	15
HDOT Priority Bridge List	West	39
HDOT Priority Bridge List	West	18
HDOT Priority Bridge List	West	34
2019-2022 Maui TIP	West	26
2019-2022 Maui TIP	East	18
Kihei Sub-Area Study	South	43
HDOT 2015-2035 Capacity Program	Central	30
2019-2022 Maui TIP	West	21
HDOT 2015-2035 Capacity Program	West	30
HDOT 2015-2035 Capacity Program	North	21
Maui Island Plan	South	21
HDOT 2015-2035 Capacity Program	South/Upcountry	17
Wailuku-Kahului Community Plan	Central	21
HDOT 2015-2035 Capacity Program	Central	35
Traffic Impact Study	Central	25
Maui Island Plan	Central	51
Maui Island Plan	Central	42
Public Input	Upcountry	21
Public Input	Central	18
Public Input	Upcountry	30
Public Input	Islandwide	48
Public Input	North	15
Wailuku-Kahului Community Plan; 2019-2022 Maui TIP	Central	38
HDOT 2015-2035 Capacity Program	West	30
HDOT 2015-2035 Capacity Program	South	43

ID	Project Name	Project Type
C32	Road B - Lipoa to Piikea	New Connections
C33	Honoapi'ilani Highway Capacity Improvement - Ma'alaea to Wailuku	New Connections
C34	Ka'ahumanu Avenue Capacity Improvement - Hana Highway to Main Street	New Connections
C35	Kula Hwy Capacity Improvement - Haleakala Highway to Pulehu Road	New Connections
C36	Haleakala Hwy Capacity Improvement - Old Haleakala Highway to Kula Highway	New Connections
C37	S Kihei Rd Capacity Improvement - Piikea Avenue to Lipoa Street	New Connections
C4	Wai'ale Rd Extension	New Connections
C5	Kihei North-South Collector Road Phase 1A	New Connections
C6	Kihei North-South Collector Road Phase 2	New Connections
C7	Kihei North-South Collector Road Phase 1B	New Connections
C8	Kihei North-South Collector Road Phase 3	New Connections
C9	Kuhua St Extension	New Connections
G1	West Maui Greenway & Multi-Use Path Phase 1	Multi-Use Paths
G10	lao Stream Greenway	Multi-Use Paths
G12	North Shore Greenway Phase 4	Multi-Use Paths
G13	North Shore Greenway & Multi-Use Path Pa'ia to Ho'okipa	Multi-Use Paths
G14	North Shore Greenway Phase 6	Multi-Use Paths
G16	Kealia Pond Greenway	Multi-Use Paths
G17	Upcountry Greenway Phase 3 Pukalani to Makawao Path	Multi-Use Paths
G18	Upcountry Greenway Phase 1 Giggle Hill Loop Path	Multi-Use Paths
G19	Upcountry Greenway Phase 2 Baldwin Ave Path	Multi-Use Paths
G2	West Maui Greenway & Multi-Use Path Phase 2	Multi-Use Paths
G22	Kahului Beach Rd Esplanade	Complete Streets
G23	Kulanihakoi Greenway	Multi-Use Paths
G24	Kahului Greenway	Multi-Use Paths
G25	Waiale Rd Greenway	Multi-Use Paths
G26	Kahekili Hwy Bicycle Facility	Multi-Use Paths
G28	Kula Highway Greenway	Multi-Use Paths
G29	Kuihelani Highway Greenway	Multi-Use Paths
G3	West Maui Greenway & Multi-Use Path Phase 3	Multi-Use Paths
G4	West Maui Greenway Phase 4	Multi-Use Paths
G5	West Maui Greenway Phase 5	Multi-Use Paths
G6	West Maui Greenway Phase 6	Multi-Use Paths
G7	Kihei Greenway & Multi-Use Path Phase 3	Multi-Use Paths
G8	Kihei Greenway & Multi-Use Path Phase 4	Multi-Use Paths
G9	Kihei Greenway & Multi-Use Path Phase 5	Multi-Use Paths
11	Market St & Pi'ihana Rd Intersection Safety Analysis	Intersection Improvements
I10	Lipoa St & Liloa Dr Intersection Safety Analysis	Intersection Improvements
l11	Piilani Hwy & Wailea Ike Dr Intersection Improvements	Intersection Improvements
l12	Keala PI & South Kihei Rd Intersection Improvements	Intersection Improvements
l13	Kulanihakoi St & South Kihei Rd Intersection Safety Analysis	Intersection Improvements
114	Waine'e St & Lahainaluna Rd Intersection Safety Analysis	Intersection Improvements
I15	Central Maui Traffic Signal Upgrades (9 Locations)	Complete Streets
116	Liloa Dr & Welakahao Rd Intersection Improvements	Intersection Improvements
117	Mill St & Imi Kala Rd Intersection Improvements	Intersection Improvements
l18	Pa'ia Mini-Bypass - Baldwin Ave Intersection Improvements	Intersection Improvements

1997 Kihei Traffic Master Plan	Source	Project Area	Project
HDOT 2015-2035 Capacity Program West 43 HDOT 2015-2035 Capacity Program Central 62 HDOT 2015-2035 Capacity Program Central 62 HDOT 2015-2035 Capacity Program Central 41 HDOT 2015-2035 Capacity Program Upcountry 29 HDOT 2015-2035 Capacity Program South 54 HDOT 2015-2035 Capacity Program South 54 HDOT 2015-2035 Capacity Program South 54 HDOT 2015-2035 Capacity Program, 2019-2022 Maul TIP South 42 HDOT 2015-2035 Capacity Program, 2019-2022 Maul TIP South 43 HDOT 2015-2035 Capacity Program South 43 HDOT 2015-2035 Capacity Program South 43 HDOT 2015-2035 Capacity Program South 44 HDOT 2015-2035 Capacity Program South 44 HDOT 2015-2035 Capacity Program West 45 HDOT 4015-2035 Capacity Program West 45 Hawaii Bike Plan Central 43 Hawaii Bike Plan North 30 Hawaii Bike Plan North 40 Hawaii Bike Plan North 40 Hawaii Bike Plan North 40 Hawaii Bike Plan Upcountry 31 Upcountry Greenway Master Plan Upcountry 31 Upcountry Greenway Master Plan Upcountry 30 Hawaii Bike Plan Upcountry 30 Hawaii Bike Plan Upcountry 30 Hawaii Bike Plan South 33 Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Central 39 Hawaii Bike Plan West 45 Hawaii Bike Plan West 39		1 Toject Area	
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HDOT 2015-2035 Capacity Program			
HDOT 2015-2035 Capacity Program			.
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Upcountry Greenway Master Plan Hawaii Bike Plan West 40 Wailuku-Kahului Community Plan, Central Maui Bike/Ped Master Plan South Maui Region Parks and Open Space Master Plan Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Upcountry 31 Upcountry 31 Upcountry 31 Upcountry 31 Upcountry 31 Hawaii Bike Plan West 45 Hawaii Bike Plan West 39 Hawaii Bike Plan West 39 Hawaii Bike Plan West 39 Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Upcountry Greenway Master Plan	Upcountry	31
Hawaii Bike Plan Wailuku-Kahului Community Plan, Central Maui Bike/Ped Master Plan Central South Maui Region Parks and Open Space Master Plan South Maui Region Parks and Open Space Master Plan Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Central 39 Public Input West 31 Pawaii Bike Plan West 45 Hawaii Bike Plan West 39 Hawaii Bike Plan West 39 Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Central 44 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 48 DPW 6-year CIP, 2019-2022 Maui TIP Central 54	Upcountry Greenway Master Plan	Upcountry	16
Wailuku-Kahului Community Plan, Central Maui Bike/Ped Master Plan South Maui Region Parks and Open Space Master Plan South Maui Region Parks and Open Space Master Plan Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Central 39 Public Input Central 45 Public Input Central 45 Public Input Central 45 Public Input Central 46 Public Input Central 47 Public Input Central 46 Public Input Central 47 Public Input Central 47 Public Input Central 47 Public Input Central 46 Public Input Central 47 Public Input Central 45 Public Input Central 46 Public Input Central 47 Public Input Central 48 Public Input Central 49 Public Input Central 49 Public Input Central 40 Public	Upcountry Greenway Master Plan	Upcountry	30
South Maui Region Parks and Open Space Master Plan Public Input Central 39 Public Input Central 38 Public Input Central 39 Public Input Central 45 Public Input Central 45 Public Input Central 46 Public Input Central 47 Public Input Central 46 Public Input Central 47 Public Input Central 47 Public Input Central 47 Public Input Central 46 Public Input Central 47 Public Input Central 45 Public Input Central 45 Public Input Central 46 Public Input Central 47 Public Input Central 48 Public Input Central 49 Public Input Central 49 Public Input Central 40 Public Input Central 40 Pub	Hawaii Bike Plan	West	40
Public Input Public Input Central 38 Public Input Central 38 Public Input Central 38 Public Input Upcountry 31 Public Input Central 39 Public Input Central 39 Public Input Central 39 Public Input West 45 Hawaii Bike Plan West 39 Hawaii Bike Plan West 39 Hawaii Bike Plan West 39 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP	Wailuku-Kahului Community Plan, Central Maui Bike/Ped Master Plan	Central	56
Public Input Publi	South Maui Region Parks and Open Space Master Plan	South	33
Public Input Publi	Public Input	Central	39
Public Input Central 39 Public Input Central 39 Hawaii Bike Plan West 45 Hawaii Bike Plan West 39 Hawaii Bike Plan West 31 Hawaii Bike Plan West 39 Hawaii Bike Plan West 39 Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 42 Kihei Sub-Area Study South 42 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Central 44 Hele Mai Maui Collision Analysis South 31 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 45 DPW 6-year CIP, 2019-2022 Maui TIP Central 45 Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Public Input	Central	38
Public Input Hawaii Bike Plan West Hawaii Bike Plan Hawaii Bike Plan West Hawaii Bike Plan West Hawaii Bike Plan Hawaii B	Public Input	Central	38
Hawaii Bike Plan Hawaii Bike Plan West 39 Hawaii Bike Plan West 31 Hawaii Bike Plan West 39 Kihei Sub-Area Study Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 48 Hele Mai Maui Collision Analysis South 49 Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP, 2019-2022 Maui TIP Central 45 Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Public Input	Upcountry	31
Hawaii Bike Plan Hawaii Bike Plan West 31 Hawaii Bike Plan West 39 Kihei Sub-Area Study Kihei Sub-Area Study Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 48 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Public Input	Central	39
Hawaii Bike Plan Hawaii Bike Plan West 39 Kihei Sub-Area Study Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis West 46 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP	Hawaii Bike Plan	West	45
Hawaii Bike Plan Kihei Sub-Area Study Kihei Sub-Area Study Kihei Sub-Area Study South 40 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis West 46 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Hawaii Bike Plan	West	39
Kihei Sub-Area Study Kihei Sub-Area Study South 42 Kihei Sub-Area Study South 40 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis West 46 DPW 6-year CIP, 2019-2022 Maui TIP Central 45 Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Hawaii Bike Plan	West	31
Kihei Sub-Area Study South Kele Mai Maui Collision Analysis Kouth Kele Mai Maui Collision Analysis Kest Kest Kentral Kele Mai Maui Collision Analysis Kest Kentral Kele Mai Maui Collision Analysis Kest Kest Kentral Kele Mai Maui Collision Analysis Kest Kentral	Hawaii Bike Plan	West	39
Kihei Sub-Area Study Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis West 46 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Kihei Sub-Area Study	South	40
Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis West 46 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Kihei Sub-Area Study	South	42
Hele Mai Maui Collision Analysis West DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Kihei Sub-Area Study	South	40
Hele Mai Maui Collision Analysis South 40 Hele Mai Maui Collision Analysis South 47 Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis West 46 DPW 6-year CIP, 2019-2022 Maui TIP Central 45 Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Hele Mai Maui Collision Analysis	Central	44
Hele Mai Maui Collision Analysis DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 45 Hele Mai Maui Collision Analysis DPW 6-year CIP Central 54	Hele Mai Maui Collision Analysis	South	47
Hele Mai Maui Collision Analysis Hele Mai Maui Collision Analysis West 46 DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Hele Mai Maui Collision Analysis	South	31
Hele Mai Maui Collision Analysis DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis DPW 6-year CIP Central 45 Central 54	Hele Mai Maui Collision Analysis	South	40
DPW 6-year CIP, 2019-2022 Maui TIP Hele Mai Maui Collision Analysis DPW 6-year CIP Central 54 Central 54	Hele Mai Maui Collision Analysis	South	47
Hele Mai Maui Collision Analysis South 40 DPW 6-year CIP Central 54	Hele Mai Maui Collision Analysis	West	46
DPW 6-year CIP Central 54	DPW 6-year CIP, 2019-2022 Maui TIP	Central	45
DPW 6-year CIP Central 54	Hele Mai Maui Collision Analysis	South	40
Hele Mai Maui Collision Analysis North 31	DPW 6-year CIP		54
	Hele Mai Maui Collision Analysis	North	31

ID	Project Name	Project Type
119	Eha St & Waena St Intersection Improvements	Intersection Improvements
2	Pu'unene Ave & Kamehameha Ave Intersection Safety Analysis	Intersection Improvements
20	Mahaolu St & Kamehameha Ave Intersection Improvements	Intersection Improvements
21	Pakaula St - Walmart Intersection Improvements	Intersection Improvements
22	Baldwin Ave - Hana Hwy Intersection Improvements	Intersection Improvements
23	Hana Hwy - Mama's Intersection Improvements	Intersection Improvements
24	Wai'ehu Beach Rd & Eha St Intersection Safety Analysis	Intersection Improvements
25	Wai'ehu Beach Rd & Lower Main St Intersection Safety Analysis	Intersection Improvements
26	Papa Ave & Pu'unene Ave Intersection Safety Analysis	Intersection Improvements
27	Makawao Ave - Makani Rd Intersection Improvements	Intersection Improvements
28	Dairy Rd - Hukilike St Intersection Improvements	Intersection Improvements
29	Hukilike St - Wakea Ave Intersection Improvements	Intersection Improvements
3	Waiale Rd - Wai'inu Rd Intersection Improvements	Intersection Improvements
30	Lono Ave - Wakea Ave Intersection Improvements	Intersection Improvements
31	Kane St & Vevau St Intersection Safety Analysis	Intersection Improvements
32	Oma'opio Rd - Kula Hwy Intersection Improvements	Intersection Improvements
33	Papa Ave & La'au St Intersection Improvements	Intersection Improvements
34	Ohukai Rd & South Kihei Rd Intersection Improvements	Intersection Improvements
35	Piilani Hwy & Kihei High School Crossing	Intersection Improvements
36	Wakea Ave & Kamehameha Ave Intersection Improvements	Intersection Improvements
37	Pedestrian Crossing at Leilani Road	Intersection Improvements
38	South Kihei Road Intersection Improvements	Intersection Improvements
39	Ukali St/Waiehu Beach Road Intersection Improvement	Intersection Improvements
4	Ka'ohu St - Wai'ale Rd Intersection Improvements	Intersection Improvements
40	Pillani Highway Crossings at Pukea Ave	Intersection Improvements
41	Leoda's Access	Intersection Improvements
12	Hookele/Pulehu Intersection Improvements	Intersection Improvements
43	Maui Lani/Kamehameha Ave Intersection Improvements	Intersection Improvements
14	Honoapi'ilani Hwy & Keawe St Intersection Safety Analysis	Intersection Improvements
45	Kahekili Hwy Spot Improvements	Intersection Improvements
16	Pillani/Uwapo Road Multimodal Intersection Improvements	Intersection Improvements
17	Kahekii Hwy Landscaping Spot Improvements	Intersection Improvements
48	Haleakala Hwy/Upper Kimo Dr Intersection Improvement	Intersection Improvements
19	S. Kihei and CovePark crosswalk revamp	Intersection Improvements
5	Papa Ave & Lono Ave Intersection Safety Analysis	Intersection Improvements
5	Hansen Rd & Pulehu Rd Intersection Safety Analysis	Intersection Improvements
, 	Old Haleakala Highway Signal Upgrade	Intersection Improvements
3	Piikea Rd & South Kihei Rd Intersection Safety Analysis	Intersection Improvements
)	Lipoa & South Kihei Rd Intersection Improvements	Intersection Improvements
<u> </u>	Sidewalk Gap Program (20 Years)	Program
10	Slow Vehicle Lane Program	Program
11	Infrastructure Construction Partnerships with Developers	Program
12	Bike Facility maintenance Program	Program
13	Roundabout Feasibility Program	Program
14	Walk2Connect - Community Walk Program	Program
15	EV Charging Program	Program
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Source	Project Area	Project Score
DPW 6-year CIP	Central	49
Hele Mai Maui Collision Analysis	Central	51
DPW 6-year CIP	Central	45
Hele Mai Maui Collision Analysis	Central	39
Hele Mai Maui Collision Analysis	North	44
Hele Mai Maui Collision Analysis	North	31
Hele Mai Maui Collision Analysis	Central	55
Hele Mai Maui Collision Analysis	Central	55
Hele Mai Maui Collision Analysis	Central	51
Hele Mai Maui Collision Analysis	Upcountry	35
Hele Mai Maui Collision Analysis	Central	50
Hele Mai Maui Collision Analysis	Central	47
Hele Mai Maui Collision Analysis	Central	40
Hele Mai Maui Collision Analysis	Central	47
Hele Mai Maui Collision Analysis	Central	46
Hele Mai Maui Collision Analysis	Upcountry	31
DPW 6-year CIP	Central	58
DPW 6-year CIP	South	41
Kihei Sub-Area Study	South	51
DPW 6-year CIP, 2019-2022 Maui TIP	Central	54
Kihei Sub-Area Study	South	38
Kihei Sub-Area Study	South	55
Public Input	Central	51
Central Maui Bike & Pedestrian Study 2018	Central	42
Public Input	South	51
Public Input	West	34
Public Input	Central	30
Public Input	Central	30
Public Input	West	59
Public Input	North	15
Public Input	South	51
Public Input	North	15
Public Input	Upcountry	21
Kihei Sub-Area Study	South	40
Hele Mai Maui Collision Analysis	Central	51
Hele Mai Maui Collision Analysis	Central	26
2019-2022 Maui TIP	Upcountry	46
Hele Mai Maui Collision Analysis	South	55
Hele Mai Maui Collision Analysis	South	47
Public Input	Islandwide	N/A

ID	Project Name	Project Type
P16	Traffic Signal Modernization (10 Years)	Program
P17	Bridge Program (20 Years)	Program
P18	Pavement Program (20 Years)	Program
P19	Rockfall Program (10 Years)	Program
P2	Safe Routes to School Infrastructure Program (20 Years)	Program
P20	Traffic Operations & Improvements Program (20 Years)	Program
P21	Capacity Program	Program
P22	Bus Purchases Fixed Route & Paratransit (20 Years)	Program
23	Bus Purchases for Paratransit System	Program
24	Smart Card Fare Collection System	Program
25	Bike Share Program	Program
26	National Recreational Trails Program (20 Years)	Program
23	Bus Stop Siting, Upgrades, & Maintenance Program (20 Years)	Program
P4	Front Street Reimagined Plan	Program
P5	HOV Program	Program
P6	Bus Service & Operations Improvements (20 Years)	Program
P8	Culuturally Relevant Signage/Wayfinding/Signals	Program
9	Traffic Impact Fee/Program	Program
51	Papa Ave Complete Street	Safety Corridors
510	Waiko Rd Improvements	Complete Streets
512	Waine'e St Improvements	Complete Streets
S13	Pulehu Rd Pavement Reconstruction	Maintenance Projects
S14	Iolani, Loha, & Liholani St Pavement Rehabilitation	Maintenance Projects
S15	Guardrail & Shoulder Improvement Program (20 Years)	Safety Corridors
516	Dickenson St Improvements	Complete Streets
517	Prison St Improvements	Safety Corridors
518	Kane St Improvements	Complete Streets
519	Lono Ave Improvements Phase 2	Safety Corridors
52	Lower Honoapi'ilani Rd Improvements	Safety Corridors
520	Pu'unene Ave Improvements	Safety Corridors
522	South Kihei Rd Improvements	Safety Corridors
523	Kamehameha Ave Improvements	Complete Streets
524	South Kihei Rd Sidewalk Improvements	Complete Streets
526	Kula Highway (Route 37) Safety Improvements	Safety Corridors
527	Lipoa Parkway Sidewalk	Complete Streets
528	Lono Ave Improvements Phase 1	Safety Corridors
529	Pi'ikea Ave Improvements	Complete Streets
53	Kenolio Rd Improvements	Complete Streets
30	Hana Highway Improvements	Safety Corridors
531	Kalepa Revetment & Seawall Repairs	Maintenance Projects
32	Ka'ahumanu Ave Transit & Multimodal Corridor	Safety Corridors
533	Ohukai Rd Sidewalk Improvements	Safety Corridors
534	Pukalani Terrace Subdivision Pavement Reconstruction	Maintenance Projects
535	Dairy Rd Improvements	Complete Streets
536	Makawao Ave & Makani Rd Improvements	Safety Corridors
S37	North Kihei Rd (Route 310) Safety Improvements	Safety Corridors

Source	Project Area	Project
Public Input	Islandwide	Score N/A
HDOT	Islandwide	N/A
HDOT	Islandwide	N/A
HDOT	Islandwide	N/A
Public Input	Islandwide	N/A
HDOT	Islandwide	N/A
HDOT	Islandwide	N/A
Short-Range Transit Plan	Islandwide	N/A
Short-Range Transit Plan	Islandwide	N/A
Short-Range Transit Plan	Islandwide	N/A
Maui Metropolitan Planning Organization	Islandwide	N/A
2019-2022 Maui TIP	Islandwide	N/A
Public Input	Islandwide	N/A
Hele Mai Maui Collision Analysis	Central	55
Maui Long Range Transportation Plan	Central	35
Lahaina Walk Audit 2017	West	50
DPW 6-year CIP	Central	24
DPW 6-year CIP, 2019-2022 Maui TIP	Upcountry	41
2019-2022 Maui TIP	Upcountry	33
Lahaina Walk Audit 2017	West	47
Lahaina Walk Audit 2017	West	51
DPW 6-year CIP	Central	46
Public Input	Central	50
2019-2022 Maui TIP	West	31
2019-2022 Maui TIP	Central	50
DPW 6-year CIP, 2019-2022 Maui TIP	South	54
Public Input	Central	46
DPW 6-year CIP	South	50
2019-2022 Maui TIP	Upcountry	38
Kihei Sub-Area Study	South	35
Public Input	Central	42
Public Input	South	52
Public Input	South	38
Hana Community Plan	East	40
DPW 6-year CIP	East	18
Kahului-Wailuku Community Plan	Central	59
DPW 6-year CIP	South	46
DPW 6-year CIP	Upcountry	41
Public Input	Central	48
DPW 6-year CIP, 2019-2022 Maui TIP	Upcountry	43
2019-2022 Maui TIP	South	32
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APPENDIX C Full Project List

ID	Project Name	Project Type
S38	Olinda Rd & Pi'iholo Rd Safety Improvements	Safety Corridors
S39	Pedestrian Crossing at Wetlands	Complete Streets
54	Lower Main St Improvements	Safety Corridors
S43	Pi'ilani Hwy Improvements	Safety Corridors
545	Shoreline Protection/Mitigation Program (20 Years)	Safety Corridors
547	South Kihei Road Sidewalks	Complete Streets
S48	Kalepa Point Rockfall Repairs	Maintenance Projects
S49	Kamehameha Ave Sidewalk Improvements	Complete Streets
S5	Kanaloa Ave & Mahalani St Improvements	Safety Corridors
550	Keonekai Rd Sidewalk Improvements	Complete Streets
551	Kinipopo St Sidewalk Improvements	Complete Streets
552	Front St Pedestrian Esplanade	Complete Streets
553	Makawao Ave Safety Corridor Makani Rd to Haleakala Hwy	Safety Corridors
554	Lipoa Pkwy Repaving	Maintenance Projects
555	Napilihau Safety Improvements	Complete Streets
556	Kokomo Rd Safety Improvements	Safety Corridors
557	Piilani Highway Safety Corridor	Complete Streets
558	Hana Hwy Safety Improvements	Safety Corridors
S59	Haiku Rd Safety Improvements - Aoku Rd to Hana Hwy	Safety Corridors
S6	Wai'ale Rd Complete Street	Safety Corridors
560	Kauhikoa Road Repavement	Safety Corridors
561	Haleakala Hwy Safety Corridor	Safety Corridors
562	Mill St Pavement Reconstruction	Maintenance Projects
563	Kea St Reconstruction	Maintenance Projects
664	Kaupakalua Rd (Route 365) Pavement Reconstruction	Maintenance Projects
57	Onehe'e Ave Improvements	Safety Corridors
58	Keawe St Improvements	Safety Corridors
59	Holomua Rd Improvements	Safety Corridors
Γ1	Ho'okele Transit Hub Area	Transit Improvements
Γ10	Haleakala Bus Transit Corridor	Transit Improvements
T11	Ka'ahumanu Ave Transit Corridor	Transit Improvements
T12	Kuihelani Bus Transit Corridor	Transit Improvements
Γ13	North Shore Bus Transit Corridor	Transit Improvements
T14	Kihei Transit & Multimodal Corridor	Transit Improvements
T15	Waikapu Bus Transit Corridor	Transit Improvements
T16	Lahaina Transit & Multimodal Corridor	Transit Improvements
Γ2	Kihei Transit Hub	Transit Improvements
Г26	Pa'ia-Makawao Bus Service	Transit Improvements
Г28	South to West Maui Water Taxi	Transit Improvements
Г29	Wai'ale Transit Hub Area	Transit Improvements
Г3	Lahaina Transit Hub	Transit Improvements
T30	North Kihei Transit Hub Area	Transit Improvements
T31	Kulamalu Transit Hub Area	Transit Improvements
T4	Paia Transit Hub	Transit Improvements
T5	Upcountry Transit Hub Area	Transit Improvements
Г6	Vevau Street Transit Hub Area	Transit Improvements

Source	Project Area	Project Score
DPW 6-year CIP	Upcountry	24
Kihei Sub-Area Study	South	46
2019-2022 Maui TIP	Central	58
Hana Community Plan	East	12
2019-2022 Maui TIP	Various	34
Kihei Sub-Area Study	South	48
DPW 6-year CIP	East	18
DPW 6-year CIP	Central	58
2019-2022 Maui TIP	Central	49
DPW 6-year CIP	South	45
DPW 6-year CIP	Central	45
Public Input	West	48
Public Input	Upcountry	47
Public Input	South	47
Public Input	West	39
Public Input	Upcountry	30
Public Input	South	51
Public Input	East	20
Public Input	Upcountry	22
DPW 6-year CIP, TAP	Central	50
Public Input	Upcountry	26
Public Input	Upcountry	31
2019-2022 Maui TIP	Central	54
2019-2022 Maui TIP	Central	49
2019-2022 Maui TIP	Upcountry	20
DPW 6-year CIP, 2019-2022 Maui TIP	Central	45
DPW 6-year CIP	West	57
DPW 6-year CIP	North	19
Maui Bus	Central	35
Maui Island Plan	Upcountry	30
Maui Island Plan	Central	59
Maui Island Plan	Central	39
Maui Island Plan	North	40
Maui Island Plan	South	51
Maui Island Plan	Central	40
Maui Island Plan	West	39
Short-Range Transit Plan	South	55
Short-Range Transit Plan	North	35
Public Input	South/West	17
Maui Bus	Central	40
Short-Range Transit Plan	West	41
Maui Bus	North	27
Maui Bus	Upcountry	35
Short-Range Transit Plan	North	31
Maui Island Plan	Upcountry	38
Maui Island Plan	Central	37

APPENDIX C Full Project List

ID	Project Name	Project Type
T7	Waikapu Baseyard Transit Maintenance Hub	Transit Improvements
T8	Waikapu Transit Hub Area	Transit Improvements
T9	Central Maui Transit Hub	Transit Improvements

Source	Project Area	Project Score
Maui Island Plan	Central	16
Maui Island Plan	Central	23
Short-Range Transit Plan	Central	51











HELE MAI MAUI GOALS & OUTCOMES

Goal #1:

Improve safety and promote health



- Eliminate injuries and fatalities
- Improve safety for people walking and biking
- Increase physical activity

Goal #2:

Enhance cultural and natural resources, climate resilience, and sustainability



- Improve climate resilience and adaptability of infrastructure
- Reduce transportation-related air emissions
- Protect or enhance cultural resources

Goal #3:

Expand mobility choices to reduce traffic congestion



- Reduce delay
- Increase street, trail/greenway, and sidewalk network connectivity
- Improve freight and transit movement

Goal #4:

Connect and strengthen communities to improve quality of life



- Improve access to and resilience for town centers, schools, jobs, parks, and basic life needs
- Provide mobility benefits to vulnerable populations

Goal #5:

Maintain assets and invest strategically for economic vitality



- Bring existing infrastructure and transit assets into a state of good repair
- Balance cost-effective, implementable projects with high-impact projects

SCENARIO EVALUATION RESULTS			
1 = PROVIDE NEW CONNECTIONS	2 = CREATE A MULTIMODAL SYSTEM	3 = TAKE CARE OF WHAT WE HAVE	
LOW	HIGH	MED	
LOW	HIGH	MED	
MED	HIGH	MED	
MED	HIGH	MED	
LOW	MED	HIGH	

1 = PROVIDE NEW CONNECTIONS

LEAST SUPPORTIVE OF GOALS







MOST SUPPORTIVE OF GOALS



Goal #1: Improve safety and promote health





Enhance cultural and

natural resources, climate resilience, and sustainability





Cultural Resources



Goal #3:

Expand mobility choices to reduce traffic congestion







Connect and strengthen communities to improve quality of life





Goal #5:

Maintain assets and invest strategically for economic vitality



Cost Effectiness



1 = PROVIDE NEW CONNECTIONS

ID	Project Name	Project Type
C1	Maui Lani Pkwy Extension	New Connections
C10	Honoapi'ilani Hwy Realignment	New Connections
C11	Lahaina Bypass Phase 1C	New Connections
C12	Pa'ia Relief Route	New Connections
C16	Onehe'e Ave Extension	New Connections
C17	Kamehameha Ave Extension	New Connections
C18	Imi Kala Rd Extension Wailuku	New Connections
C2	Imi Kala Rd Extension Wai'ehu	New Connections
C28	Central to West Maui Tunnel/Rail Connection	Maintenance Projects
C3	Lono Ave Extension	New Connections
C31	Maui Veteran's Hwy Capacity Improvement - Kuihelani Hwy to Piilani Hwy	New Connections
C32	Road B - Lipoa to Piikea	New Connections
C33	Honoapi'ilani Highway Capacity Improvement - Ma'alaea to Wailuku	New Connections
C34	Ka'ahumanu Avenue Capacity Improvement - Hana Highway to Main Street	New Connections
C35	Kula Hwy Capacity Improvement - Haleakala Highway to Pulehu Road	New Connections
C37	S Kihei Rd Capacity Improvement - Piikea Avenue to Lipoa Street	New Connections
C4	Wai'ale Rd Extension	New Connections
C5	Kihei North-South Collector Road Phase 1A	New Connections
C6	Kihei North-South Collector Road Phase 2	New Connections
C7	Kihei North-South Collector Road Phase 1B	New Connections
C8	Kihei North-South Collector Road Phase 3	New Connections
C9	Kuhua St Extension	New Connections
G1	West Maui Greenway & Multi-Use Path Phase 1	Multi-Use Paths
G10	lao Stream Greenway	Multi-Use Paths
G13	North Shore Greenway & Multi-Use Path Pa'ia to Ho'okipa	Multi-Use Paths
G3	West Maui Greenway & Multi-Use Path Phase 3	Multi-Use Paths
G8	Kihei Greenway & Multi-Use Path Phase 4	Multi-Use Paths
P10	Slow Vehicle Lane Program	Program

Source	Project Area	Project Score
HDOT 2015-2035 Capacity Program	Central	30
2019-2022 Maui TIP	West	21
HDOT 2015-2035 Capacity Program	West	30
HDOT 2015-2035 Capacity Program	North	21
HDOT 2015-2035 Capacity Program	Central	35
Traffic Impact Study	Central	25
Maui Island Plan	Central	51
Maui Island Plan	Central	42
Public Input	Islandwide	48
Wailuku-Kahului Community Plan; 2019-2022 Maui TIP	Central	38
HDOT 2015-2035 Capacity Program	South	43
1997 Kihei Traffic Master Plan	South	39
HDOT 2015-2035 Capacity Program	West	43
HDOT 2015-2035 Capacity Program	Central	62
HDOT 2015-2035 Capacity Program	Central	41
HDOT 2015-2035 Capacity Program	South	54
DPW 6-year CIP, Federal-Aid Highways 2035 Plan	Central	29
HDOT 2015-2035 Capacity Program, 2019-2022 Maui TIP	South	42
DPW 6-year CIP, Federal-Aid Highways 2035 Plan	South	43
HDOT 2015-2035 Capacity Program	South	38
HDOT 2015-2035 Capacity Program	South	40
HDOT 2015-2035 Capacity Program	West	45
DPW 6-year CIP, TAP	West	62
Hawaii Bike Plan	Central	43
Hawaii Bike Plan	North	40
Hawaii Bike Plan	West	45
Kihei Sub-Area Study	South	42
Public Input	Islandwide	N/A

2 = CREATE A MULTIMODAL SYSTEM

LEAST SUPPORTIVE OF GOALS







MOST SUPPORTIVE OF GOALS



Goal #1:

Improve safety and promote health



Walking and Biking Safety

Physical Activity



Goal #2:

Enhance cultural and natural resources, climate resilience, and sustainability





Cultural Resources



Goal #3

Expand mobility choices to reduce traffic congestion





Freight Movement



Goal #4:

Connect and strengthen communities to improve quality of life



Vulnerable Populations



Goal #5:

Maintain assets and invest strategically for economic vitality



Cost Effectiness



2 = CREATE A MULTIMODAL SYSTEM

ID	Project Name	Project Type
G22	Kahului Beach Rd Esplanade	Complete Streets
P1	Sidewalk Gap Program (20 Years)	Program
P12	Bike Facility maintenance Program	Program
P14	Walk2Connect - Community Walk Program	Program
P15	EV Charging Program	Program
P2	Safe Routes to School Infrastructure Program (20 Years)	Program
P22	Bus Purchases Fixed Route & Paratransit (20 Years)	Program
P23	Bus Purchases for Paratransit System	Program
P24	Smart Card Fare Collection System	Program
P25	Bike Share Program	Program
Р3	Bus Stop Siting, Upgrades, & Maintenance Program (20 Years)	Program
P4	Front Street Reimagined Plan	Program
P5	HOV Program	Program
P6	Bus Service & Operations Improvements (20 Years)	Program
P8	Culuturally Relevant Signage/Wayfinding/Signals	Program
P9	Traffic Impact Fee/Program	Program
S1	Papa Ave Complete Street	Safety Corridors
S12	Waine'e St Improvements	Complete Streets
S16	Dickenson St Improvements	Complete Streets
S17	Prison St Improvements	Safety Corridors
S18	Kane St Improvements	Complete Streets
S19	Lono Ave Improvements Phase 2	Safety Corridors
S2	Lower Honoapi'ilani Rd Improvements	Safety Corridors
S20	Pu'unene Ave Improvements	Safety Corridors
S22	South Kihei Rd Improvements	Safety Corridors
S23	Kamehameha Ave Improvements	Complete Streets
S24	South Kihei Rd Sidewalk Improvements	Complete Streets
S26	Kula Highway (Route 37) Safety Improvements	Safety Corridors
S28	Lono Ave Improvements Phase 1	Safety Corridors
S29	Pi'ikea Ave Improvements	Complete Streets
S32	Ka'ahumanu Ave Transit & Multimodal Corridor	Safety Corridors
S33	Ohukai Rd Sidewalk Improvements	Safety Corridors
S35	Dairy Rd Improvements	Complete Streets
S36	Makawao Ave & Makani Rd Improvements	Safety Corridors
S37	North Kihei Rd (Route 310) Safety Improvements	Safety Corridors
S38	Olinda Rd & Pi'iholo Rd Safety Improvements	Safety Corridors
S39	Pedestrian Crossing at Wetlands	Complete Streets
S4	Lower Main St Improvements	Safety Corridors
S47	South Kihei Road Sidewalks	Complete Streets
S49	Kamehameha Ave Sidewalk Improvements	Complete Streets
S5	Kanaloa Ave & Mahalani St Improvements	Safety Corridors
S50	Keonekai Rd Sidewalk Improvements	Complete Streets
S51	Kinipopo St Sidewalk Improvements	Complete Streets
S52	Front St Pedestrian Esplanade	Complete Streets
S6	Wai'ale Rd Complete Street	Safety Corridors
S7	Onehe'e Ave Improvements	Safety Corridors

Source	Project Area	Project Score
Wailuku-Kahului Community Plan, Central Maui Bike/Ped Master Plan	Central	56
Public Input	Islandwide	N/A
Short-Range Transit Plan	Islandwide	N/A
Short-Range Transit Plan	Islandwide	N/A
Short-Range Transit Plan	Islandwide	N/A
Maui Metropolitan Planning Organization	Islandwide	N/A
Public Input	Islandwide	N/A
Hele Mai Maui Collision Analysis	Central	55
Lahaina Walk Audit 2017	West	50
Lahaina Walk Audit 2017	West	47
Lahaina Walk Audit 2017	West	51
DPW 6-year CIP	Central	46
Public Input	Central	50
2019-2022 Maui TIP	West	31
2019-2022 Maui TIP	Central	50
DPW 6-year CIP, 2019-2022 Maui TIP	South	54
Public Input	Central	46
DPW 6-year CIP	South	50
2019-2022 Maui TIP	Upcountry	38
Public Input	Central	42
Public Input	South	52
Kahului-Wailuku Community Plan	Central	59
DPW 6-year CIP	South	46
Public Input	Central	48
DPW 6-year CIP, 2019-2022 Maui TIP	Upcountry	43
2019-2022 Maui TIP	South	32
DPW 6-year CIP	Upcountry	24
Kihei Sub-Area Study	South	46
2019-2022 Maui TIP	Central	58
Kihei Sub-Area Study	South	48
DPW 6-year CIP	Central	58
2019-2022 Maui TIP	Central	49
DPW 6-year CIP	South	45
DPW 6-year CIP	Central	45
Public Input	West	48
DPW 6-year CIP, TAP	Central	50
DPW 6-year CIP, 2019-2022 Maui TIP	Central	45

2 = CREATE A MULTIMODAL SYSTEM

ID	Project Name	Project Type
S8	Keawe St Improvements	Safety Corridors
S9	Holomua Rd Improvements	Safety Corridors
T11	Ka'ahumanu Ave Transit Corridor	Transit Improvements
T13	North Shore Bus Transit Corridor	Transit Improvements
T14	Kihei Transit & Multimodal Corridor	Transit Improvements
T2	Kihei Transit Hub	Transit Improvements
T26	Pa'ia-Makawao Bus Service	Transit Improvements
T3	Lahaina Transit Hub	Transit Improvements
Т9	Central Maui Transit Hub	Transit Improvements

Source	Project Area	Project Score
DPW 6-year CIP	West	57
DPW 6-year CIP	North	19
Maui Island Plan	Central	59
Maui Island Plan	North	40
Maui Island Plan	South	51
Short-Range Transit Plan	South	55
Short-Range Transit Plan	North	35
Short-Range Transit Plan	West	41
Short-Range Transit Plan	Central	51

3 = TAKE CARE OF WHAT WE HAVE









MOST SUPPORTIVE OF GOALS



Goal #1: Improve safety and promote health



Walking and Biking Safety

Physical Activity



Goal #2:

Enhance cultural and natural resources, climate resilience, and sustainability





Cultural Resources



Goal #3

Expand mobility choices to reduce traffic congestion





Freight Movement



Goal #4:

Connect and strengthen communities to improve quality of life



Vulnerable Populations

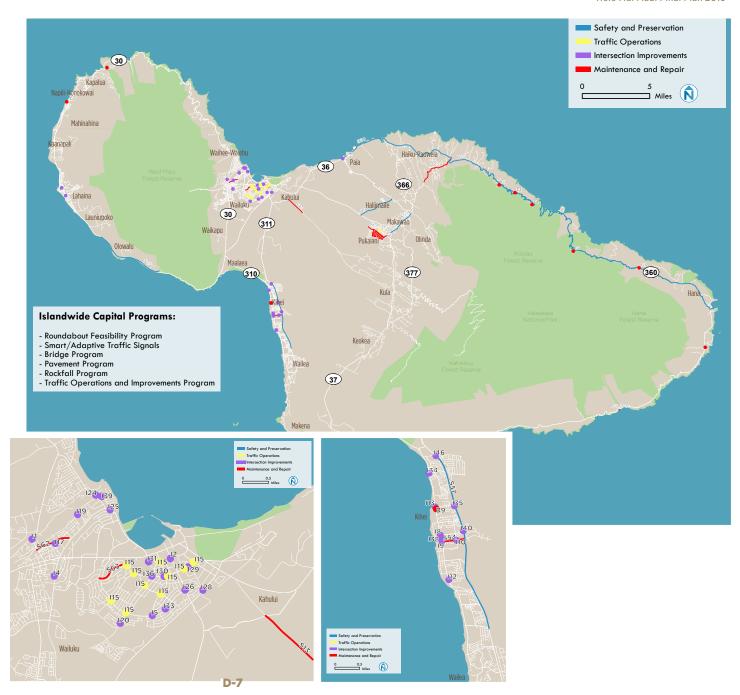


Goal #5:

Maintain assets and invest strategically for economic vitality



Cost Effectiness



3 = TAKE CARE OF WHAT WE HAVE

ID	Project Name	Project Type
B1	Hana Highway Bridge Preservation Program - Puohokamoa Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Kopiilua Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Mokulehua Stream Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Ulaino Stream Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Kailua Stream Bridge	Maintenance Projects
B1	Hana Highway Bridge Preservation Program - Makanali Stream Bridge	Maintenance Projects
B5	Honolua Stream Bridge Repair	Maintenance Projects
B7	Kahana Nui Bridge Replacement	Maintenance Projects
B8	Kahawaiokapia Bridge Replacement	Maintenance Projects
В9	Kulanihakoi Bridge Repair	Maintenance Projects
11	Market St & Pi'ihana Rd Intersection Safety Analysis	Intersection Improvements
110	Lipoa St & Liloa Dr Intersection Safety Analysis	Intersection Improvements
l12	Keala PI & South Kihei Rd Intersection Improvements	Intersection Improvements
I13	Kulanihakoi St & South Kihei Rd Intersection Safety Analysis	Intersection Improvements
114	Waine'e St & Lahainaluna Rd Intersection Safety Analysis	Intersection Improvements
l15	Central Maui Traffic Signal Upgrades (9 Locations)	Complete Streets
117	Mill St & Imi Kala Rd Intersection Improvements	Intersection Improvements
119	Eha St & Waena St Intersection Improvements	Intersection Improvements
12	Pu'unene Ave & Kamehameha Ave Intersection Safety Analysis	Intersection Improvements
120	Mahaolu St & Kamehameha Ave Intersection Improvements	Intersection Improvements
122	Baldwin Ave - Hana Hwy Intersection Improvements	Intersection Improvements
124	Wai'ehu Beach Rd & Eha St Intersection Safety Analysis	Intersection Improvements
125	Wai'ehu Beach Rd & Lower Main St Intersection Safety Analysis	Intersection Improvements
126	Papa Ave & Pu'unene Ave Intersection Safety Analysis	Intersection Improvements
128	Dairy Rd - Hukilike St Intersection Improvements	Intersection Improvements
129	Hukilike St - Wakea Ave Intersection Improvements	Intersection Improvements
130	Lono Ave - Wakea Ave Intersection Improvements	Intersection Improvements
131	Kane St & Vevau St Intersection Safety Analysis	Intersection Improvements
133	Papa Ave & La'au St Intersection Improvements	Intersection Improvements
134	Ohukai Rd & South Kihei Rd Intersection Improvements	Intersection Improvements
135	Piilani Hwy & Kihei High School Crossing	Intersection Improvements
136	Wakea Ave & Kamehameha Ave Intersection Improvements	Intersection Improvements
138	South Kihei Road Intersection Improvements	Intersection Improvements
139	Ukali St/Waiehu Beach Road Intersection Improvement	Intersection Improvements
14	Ka'ohu St - Wai'ale Rd Intersection Improvements	Intersection Improvements
140	Piilani Highway Crossings at Pukea Ave	Intersection Improvements
144	Honoapi'ilani Hwy & Keawe St Intersection Safety Analysis	Intersection Improvements
146	Piilani/Uwapo Road Multimodal Intersection Improvements	Intersection Improvements
15	Papa Ave & Lono Ave Intersection Safety Analysis	Intersection Improvements
17	Old Haleakala Highway Signal Upgrade	Intersection Improvements
18	Piikea Rd & South Kihei Rd Intersection Safety Analysis	Intersection Improvements
19	Lipoa & South Kihei Rd Intersection Improvements	Intersection Improvements
P13	Roundabout Feasibility Program	Program
P16	Traffic Signal Modernization (10 Years)	Program
P17	Bridge Program (20 Years)	Program
P18	Pavement Program (20 Years)	Program

Source	Project Area	Project Score
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
2019-2022 Maui TIP	East	15
HDOT Priority Bridge List	West	18
2019-2022 Maui TIP	West	26
2019-2022 Maui TIP	East	18
Kihei Sub-Area Study	South	43
Hele Mai Maui Collision Analysis	Central	44
Hele Mai Maui Collision Analysis	South	47
Hele Mai Maui Collision Analysis	South	40
Hele Mai Maui Collision Analysis	South	47
Hele Mai Maui Collision Analysis	West	46
DPW 6-year CIP, 2019-2022 Maui TIP	Central	45
DPW 6-year CIP	Central	54
DPW 6-year CIP	Central	49
Hele Mai Maui Collision Analysis	Central	51
DPW 6-year CIP	Central	45
Hele Mai Maui Collision Analysis	North	44
Hele Mai Maui Collision Analysis	Central	55
Hele Mai Maui Collision Analysis	Central	55
Hele Mai Maui Collision Analysis	Central	51
Hele Mai Maui Collision Analysis	Central	50
Hele Mai Maui Collision Analysis	Central	47
Hele Mai Maui Collision Analysis	Central	47
Hele Mai Maui Collision Analysis	Central	46
DPW 6-year CIP	Central	58
DPW 6-year CIP	South	41
Kihei Sub-Area Study	South	51
DPW 6-year CIP, 2019-2022 Maui TIP	Central	54
Kihei Sub-Area Study	South	55
Public Input	Central	51
Central Maui Bike & Pedestrian Study 2018	Central	42
Public Input	South	51
Public Input	West	59
Public Input	South	51
Hele Mai Maui Collision Analysis	Central	51
2019-2022 Maui TIP	Upcountry	46
Hele Mai Maui Collision Analysis	South	55
Hele Mai Maui Collision Analysis	South	47
Public Input	Islandwide	N/A
Public Input	Islandwide	N/A
HDOT	Islandwide	N/A
HDOT	Islandwide	N/A

3 = TAKE CARE OF WHAT WE HAVE

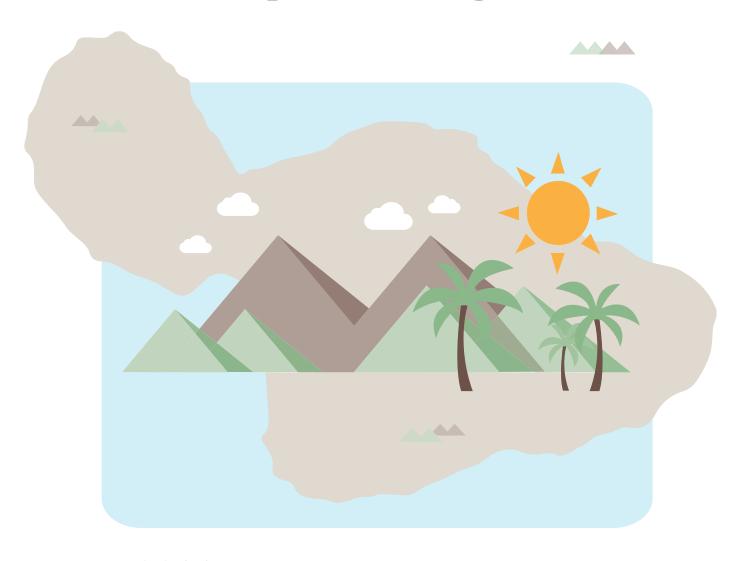
ID	Project Name	Project Type
P19	Rockfall Program (10 Years)	Program
P20	Traffic Operations & Improvements Program (20 Years)	Program
S13	Pulehu Rd Pavement Reconstruction	Maintenance Projects
S14	Iolani, Loha, & Liholani St Pavement Rehabilitation	Maintenance Projects
S15	Guardrail & Shoulder Improvement Program (20 Years)	Safety Corridors
S30	Hana Highway Improvements	Safety Corridors
S31	Kalepa Revetment & Seawall Repairs	Maintenance Projects
S34	Pukalani Terrace Subdivision Pavement Reconstruction	Maintenance Projects
S45	Shoreline Protection/Mitigation Program (20 Years)	Safety Corridors
S48	Kalepa Point Rockfall Repairs	Maintenance Projects
S53	Makawao Ave Safety Corridor Makani Rd to Haleakala Hwy	Safety Corridors
S54	Lipoa Pkwy Repaving	Maintenance Projects
S57	Piilani Highway Safety Corridor	Complete Streets
S58	Hana Hwy Safety Improvements	Safety Corridors
S62	Mill St Pavement Reconstruction	Maintenance Projects
S63	Kea St Reconstruction	Maintenance Projects
S64	Kaupakalua Rd (Route 365) Pavement Reconstruction	Maintenance Projects

Source	Project Area	Project Score
HDOT	Islandwide	N/A
HDOT	Islandwide	N/A
DPW 6-year CIP	Central	24
DPW 6-year CIP, 2019-2022 Maui TIP	Upcountry	41
2019-2022 Maui TIP	Upcountry	33
Hana Community Plan	East	40
DPW 6-year CIP	East	18
DPW 6-year CIP	Upcountry	41
2019-2022 Maui TIP	Various	34
DPW 6-year CIP	East	18
Public Input	Upcountry	47
Public Input	South	47
Public Input	South	51
Public Input	East	20
2019-2022 Maui TIP	Central	54
2019-2022 Maui TIP	Central	49
2019-2022 Maui TIP	Upcountry	20



APPENDIX E

Recommended Projects and Capital Programs







APPENDIX E Recommended Projects and Capital Programs

ID	Project Name	Project Type	Project Source
T9	Central Maui Transit Hub	Transit Improvements	Short-Range Transit Plan
15	Papa Ave & Lono Ave Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
126	Papa Ave & Pu'unene Ave Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
133	Papa Ave & La'au St Intersection Improvements	Intersection Improvements	DPW 6-year CIP
117	Mill St & Imi Kala Rd Intersection Improvements	Intersection Improvements	DPW 6-year CIP
119	Eha St & Waena St Intersection Improvements	Intersection Improvements	DPW 6-year CIP
12	Pu'unene Ave & Kamehameha Ave Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
136	Wakea Ave & Kamehameha Ave Intersection Improvements	Intersection Improvements	DPW 6-year CIP, 2019-2022 Maui TIP
120	Mahaolu St & Kamehameha Ave Intersection Improvements	Intersection Improvements	DPW 6-year CIP
11	Market St & Pi'ihana Rd Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
124	Wai'ehu Beach Rd & Eha St Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
125	Wai'ehu Beach Rd & Lower Main St Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
131	Kane St & Vevau St Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
16	Hansen Rd & Pulehu Rd Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
S63	Kea St Reconstruction	Maintenance Projects	2019-2022 Maui TIP
S13	Pulehu Rd Pavement Reconstruction	Maintenance Projects	DPW 6-year CIP
S62	Mill St Pavement Reconstruction	Maintenance Projects	2019-2022 Maui TIP
T7	Waikapu Baseyard Transit Maintenance Hub	Transit Improvements	Maui Island Plan
C18	Imi Kala Rd Extension Wailuku	New Connections	Maui Island Plan
C2	Imi Kala Rd Extension Wai'ehu	New Connections	Maui Island Plan
C3	Lono Ave Extension	New Connections	Wailuku-Kahului Community Plan
C4	Wai'ale Rd Extension	New Connections	DPW 6-year CIP, Federal-Aid Highways 2035 Plan
S28	Lono Ave Improvements Phase 1	Safety Corridors	Public Input
S19	Lono Ave Improvements Phase 2	Safety Corridors	Public Input
S32	Ka'ahumanu Ave Transit & Multimodal Corridor	Transit Improvements	Kahului-Wailuku Community Plan
S1	Papa Ave Complete Street	Complete Streets	2019-2022 Maui TIP
S5	Kanaloa Ave & Mahalani St Improvements	Complete Streets	2019-2022 Maui TIP
S6	Wai'ale Rd Complete Street	Complete Streets	DPW 6-year CIP, TAP
S7	Onehe'e Ave Improvements	Complete Streets	DPW 6-year CIP, 2019-2022 Maui TIP
S4	Lower Main St Improvements	Complete Streets	2019-2022 Maui TIP
S20	Pu'unene Ave Improvements	Complete Streets	2019-2022 Maui TIP
G22	Kahului Beach Rd Esplanade	Complete Streets	Wailuku-Kahului Community Plan, Central Maui Bike/Ped Master Plan
S51	Kinipopo St Sidewalk Improvements	Complete Streets	DPW 6-year CIP
S49	Kamehameha Ave Sidewalk Improvements	Complete Streets	DPW 6-year CIP
115	Central Maui Traffic Signal Upgrades (9 Locations)	Intersection Improvements	DPW 6-year CIP, 2019-2022 Maui TIP
B1	Hana Hwy Bridge Preservation Program (6 Bridges)	Maintenance Projects	2019-2022 Maui TIP
S31	Kalepa Revetment & Seawall Repairs	Maintenance Projects	DPW 6-year CIP
S48	Kalepa Point Rockfall Repairs	Maintenance Projects	DPW 6-year CIP
B8	Kahawaiokapia Bridge Replacement	Maintenance Projects	2019-2022 Maui TIP
S58	Hana Hwy Safety Improvements	Safety Corridors	Public Input
T4	Paia Transit Hub	Transit Improvements	Short-Range Transit Plan
G13	North Shore Greenway & Multi-Use Path Pa'ia to Ho'okipa	Multi-Use Paths	Hawaii Bike Plan
C12	Pa'ia Relief Route	New Connections	HDOT 2015-2035 Capacity Program
S9	Holomua Rd Improvements	Safety Corridors	DPW 6-year CIP
T2	Kihei Transit Hub	Transit Improvements	Short-Range Transit Plan
T14	Kihei Transit & Multimodal Corridor	Transit Improvements	Public Input
110	Lipoa St & Liloa Dr Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
18	Piikea Rd & South Kihei Rd Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
134	Ohukai Rd & South Kihei Rd Intersection Improvements	Intersection Improvements	DPW 6-year CIP
l13	Kulanihakoi St & South Kihei Rd Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
135	Piilani Hwy & Kihei High School Crossing	Intersection Improvements	Kihei Sub-Area Study
В9	Kulanihakoi Bridge Repair	Maintenance Projects	Kihei Sub-Area Study
C5	Kihei North-South Collector Road Phase 1A	New Connections	HDOT 2015-2035 Capacity Program, 2019-
C7	Kihei North-South Collector Road Phase 1B	New Connections	HDOT 2015-2035 Capacity Program
C6	Kihei North-South Collector Road Phase 2	New Connections	HDOT 2015-2035 Capacity Program, DPW 6-
C8	Kihei North-South Collector Road Phase 3	New Connections	HDOT 2015-2035 Capacity Program

Project Source	Project	Phasing	Cost	Ide		entified Funding	
Project source	Area	Filasilig	(\$1,000)	Federal	State	Local Other	
Short Pango Transit Plan	Central	Noor	\$ 3,000				• • • • • • • • • • • • • • • • • • • •
Short-Range Transit Plan Hele Mai Maui Collision Analysis	Central	Near Mid	\$ 3,000	х	Х	X X	
Hele Mai Maui Collision Analysis	Central	Mid	\$ 2,517	X		X	
DPW 6-year CIP	Central	Near	\$ 2,517	^		X	
DPW 6-year CIP	Central	Near	\$ 2,041	х		X	
DPW 6-year CIP	Central	Near	\$ 2,517	X		X	
Hele Mai Maui Collision Analysis	Central	Mid	\$ 2,517	x	х		
DPW 6-year CIP. 2019-2022 Maui TIP	Central	Near	\$ 2,993	х		х	
DPW 6-year CIP	Central	Near	\$ 2,517			х	
Hele Mai Maui Collision Analysis	Central	Long	\$ 2,517	х		х	
Hele Mai Maui Collision Analysis	Central	Long	\$ 2,517	х		Х	
Hele Mai Maui Collision Analysis	Central	Mid	\$ 2,517	Х		Х	
Hele Mai Maui Collision Analysis	Central	Near	\$ 2,517			Х	
Hele Mai Maui Collision Analysis	Central	Near	\$ 2,517	Х		Х	
2019-2022 Maui TIP	Central	Near	\$ 3,000	Х		Х	
DPW 6-year CIP	Central	Near	\$ 1,700			Х	
2019-2022 Maui TIP	Central	Near	\$ 4,300	Х		Х	
Maui Island Plan	Central	Long	\$ 50,000			х	
Maui Island Plan	Central	Mid	\$ 2,686	Х		х	х
Maui Island Plan	Central	Long	\$ 27,482				Х
Wailuku-Kahului Community Plan	Central	Mid	\$ 6,800	Х		Х	
DPW 6-year CIP, Federal-Aid Highways	Central	Mid	\$ 18,000	Х		Х	Х
2035 Plan							
Public Input	Central	Mid	\$ 1,085	х		х	
Public Input	Central	Mid	\$ 5,851	х		х	
Kahului-Wailuku Community Plan	Central	Near	\$ 10,000		х	х	
2019-2022 Maui TIP	Central	Near	\$ 11,523			х	
2019-2022 Maui TIP	Central	Near	\$ 4.505	х			
DPW 6-year CIP, TAP	Central	Near	\$ 17,199	х	х		
DPW 6-year CIP, 2019-2022 Maui TIP	Central	Near	\$ 4,500	х		х	
2019-2022 Maui TIP	Central	Near	\$ 3,710	х			
2019-2022 Maui TIP	Central	Near	\$ 14,000	х	х		
Wailuku-Kahului Community Plan,	Central	Long	\$ 534	Х	Х		Х
Central Maui Bike/Ped Master Plan							
DPW 6-year CIP	Central	Near	\$ 119			х	
DPW 6-year CIP	Central	Near	\$ 2,212			X	
DPW 6-year CIP, 2019-2022 Maui TIP	Central	Near	\$ 3,399	х		х	
2019-2022 Maui TIP	East	Near	\$ 27,198	Х	Х		
DPW 6-year CIP	East	Near	\$ 15,600			х	
DPW 6-year CIP	East	Near	\$ 350			х	
2019-2022 Maui TIP	East	Near	\$ 5,790	Х			
Public Input	East	Long	\$ 140,000	х	х		
Short-Range Transit Plan	North	Mid	\$ 5,000			х	Х
Hawaii Bike Plan	North	Long	\$ 21,575	Х		Х	
HDOT 2015-2035 Capacity Program	North	Mid	\$ 120,000		Х		
DPW 6-year CIP	North	Near	\$ 7,578			х	
Short-Range Transit Plan	South	Mid	\$ 10,000			Х	Х
Public Input	South	Mid	\$ 10,000	х		х	х
Hele Mai Maui Collision Analysis	South	Mid	\$ 2,517	х		х	
Hele Mai Maui Collision Analysis	South	Mid	\$ 2,517	Х		х	
DPW 6-year CIP	South	Near	\$ 2,517	Х		х	
Hele Mai Maui Collision Analysis	South	Mid	\$ 2,517	Х		х	
Kihei Sub-Area Study	South	Near	\$ 3,502		Х		х
Kihei Sub-Area Study	South	Mid	\$ 5,816	х		х	
HDOT 2015-2035 Capacity Program, 2019-	South	Near	\$ 21,107	х		х	
HDOT 2015-2035 Capacity Program	South	Mid	\$ 17,338	х		х	
HDOT 2015-2035 Capacity Program, DPW 6-	South	Mid	\$ 6,441	х		х	
HDOT 2015-2035 Capacity Program	South	Long	\$ 16,182	х		х	

APPENDIX E Recommended Projects and Capital Programs

ID	Project Name	Project Type	Project Source
G7	Kihei Greenway & Multi-Use Path Phase 3	Multi-Use Paths	Kihei Sub-Area Study
G8	Kihei Greenway & Multi-Use Path Phase 4	Multi-Use Paths	Kihei Sub-Area Study
G9	Kihei Greenway & Multi-Use Path Phase 5	Multi-Use Paths	Kihei Sub-Area Study
S37	North Kihei Rd (Route 310) Safety Improvements	Safety Corridors	2019-2022 Maui TIP
S22	South Kihei Rd Improvements	Complete Streets	DPW 6-year CIP, 2019-2022 Maui TIP
S33	Ohukai Rd Sidewalk Improvements	Complete Streets	DPW 6-year CIP
S24	South Kihei Rd Sidewalk Improvements	Complete Streets	DPW 6-year CIP
S50	Keonekai Rd Sidewalk Improvements	Complete Streets	DPW 6-year CIP
S14	Iolani, Loha, & Liholani St Pavement Rehabilitation	Maintenance Projects	DPW 6-year CIP, 2019-2022 Maui TIP
S34	Pukalani Terrace Subdivision Pavement Reconstruction	Maintenance Projects	DPW 6-year CIP
S64	Kaupakalua Rd (Route 365) Pavement Reconstruction	Maintenance Projects	2019-2022 Maui TIP
S53	Makawao Ave Safety Corridor Makani Rd to Haleakala Hwy	Safety Corridors	Public Input
S36	Makawao Ave & Makani Rd Improvements	Complete Streets	DPW 6-year CIP, 2019-2022 Maui TIP
S38	Olinda Rd & Pi'iholo Rd Safety Improvements	Safety Corridors	DPW 6-year CIP
S26	Kula Highway (Route 37) Safety Improvements	Safety Corridors	2019-2022 Maui TIP
17	Old Haleakala Highway Signal Upgrade	Intersection Improvements	2019-2022 Maui TIP
T3	Lahaina Transit Hub	Transit Improvements	Short-Range Transit Plan
T16	Lahaina Transit & Multimodal Corridor	Transit Improvements	Short-Range Transit Plan
G1	West Maui Greenway & Multi-Use Path Phase 1	Multi-Use Paths	DPW 6-year CIP, TAP
G2	West Maui Greenway & Multi-Use Path Phase 2	Multi-Use Paths	Hawaii Bike Plan
G3	West Maui Greenway & Multi-Use Path Phase 3	Multi-Use Paths	Hawaii Bike Plan
144	Honoapi'ilani Hwy & Keawe St Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
114	Waine'e St & Lahainaluna Rd Intersection Safety Analysis	Intersection Improvements	Hele Mai Maui Collision Analysis
B5	Honolua Stream Bridge Repair	Maintenance Projects	HDOT Priority Bridge List
B7	Kahana Nui Bridge Replacement	Maintenance Projects	2019-2022 Maui TIP
C10	Honoapi'ilani Hwy Realignment	New Connections	2019-2022 Maui TIP
C11	Lahaina Bypass Phase 1C	New Connections	HDOT 2015-2035 Capacity Program
S2	Lower Honoapi'ilani Rd Improvements	Safety Corridors	2019-2022 Maui TIP
<u>S8</u>	Keawe St Improvements	Complete Streets	DPW 6-year CIP
S17	Prison St Improvements	Complete Streets	Lahaina Walk Audit 2017
<u>S16</u>	Dickenson St Improvements	Complete Streets	Lahaina Walk Audit 2017
S52	Front St Pedestrian Esplanade	Complete Streets	Public Input
P1	Sidewalk Gap Program (20 Years)	Program	Public Input
P2	Safe Routes to School Infrastructure Program (20 Years)	Program	Public Input
P22	Bus Purchases Fixed Route & Paratransit (20 Years)	Program	Short-Range Transit Plan
P3	Bus Stop Siting, Upgrades, & Maintenance Program (20 Years)	Program	Short-Range Transit Plan
P6	Bus Service & Operations Improvements (20 Years)	Program	Short-Range Transit Plan
P16	Traffic Signal Modernization (10 Years)	Program	Public Input
P17	Bridge Program (20 Years)	Program	HDOT
P18	Pavement Program (20 Years)	Program	HDOT
P19	Rockfall Program (10 Years)	Program	HDOT
P20	Traffic Operations & Improvements Program (20 Years)	Program	HDOT
S15	Guardrail & Shoulder Improvement Program (20 Years)	Program	2019-2022 Maui TIP
S45	Shoreline Protection/Mitigation Program (20 Years)	Program	2019-2022 Maui TIP
P26	National Recreational Trails Program (20 Years)	Program	2019-2022 Maui TIP

^{*} Identified funding sources are aspirational and not necessarily programmed.

Project Source	Project	Phasing	Cost	Identified		entified F	Funding
·	Area		(\$1,000)	Federal	State	Local	Other
Kihei Sub-Area Study	South	Near	\$ 4,505	Х		Х	
Kihei Sub-Area Study	South	Mid	\$ 10,969	Х		Х	
Kihei Sub-Area Study	South	Long	\$ 11,267	Х		Х	
2019-2022 Maui TIP	South	Near	\$ 1,800	Х	Х		
DPW 6-year CIP, 2019-2022 Maui TIP	South	Near	\$ 5,450	Х		Х	
DPW 6-year CIP	South	Near	\$ 600			Х	
DPW 6-year CIP	South	Near	\$ 1,900			Х	
DPW 6-year CIP	South	Near	\$ 400			Х	
DPW 6-year CIP, 2019-2022 Maui TIP	Upcountry	Near	\$ 8,400	х		Х	
DPW 6-year CIP	Upcountry	Mid	\$ 8,000			Х	
2019-2022 Maui TIP	Upcountry	Near	\$ 7,500	х		Х	
Public Input	Upcountry	Mid	\$ 9,159	х		Х	
DPW 6-year CIP, 2019-2022 Maui TIP	Upcountry	Near	\$ 3,378	х		Х	
DPW 6-year CIP	Upcountry	Mid	\$ 34,400			Х	
2019-2022 Maui TIP	Upcountry	Near	\$ 920	Х	Х		
2019-2022 Maui TIP	Upcountry	Near	\$ 765	х	х		
Short-Range Transit Plan	West	Near	\$ 15,000			Х	Х
Short-Range Transit Plan	West	Mid	\$ 10,000	х		Х	Х
DPW 6-year CIP, TAP	West	Near	\$ 1,750	Х		X	X
Hawaii Bike Plan	West	Mid	\$ 5,743	х		х	Х
Hawaii Bike Plan	West	Long	\$ 4,121	Х		X	Х
Hele Mai Maui Collision Analysis	West	Mid	\$ 2,517	х	х		
Hele Mai Maui Collision Analysis	West	Mid	\$ 2,517	х		х	
HDOT Priority Bridge List	West	Near	\$ 7,208		х		
2019-2022 Maui TIP	West	Near	\$ 5,733	х	х		
2019-2022 Maui TIP	West	Near	\$ 75,000		X		
HDOT 2015-2035 Capacity Program	West	Near	\$ 75,000	х	х		
2019-2022 Maui TIP	West	Near	\$ 25,400	Х			
DPW 6-year CIP	West	Near	\$ 447			х	
Lahaina Walk Audit 2017	West	Mid	\$ 1,059			X	
Lahaina Walk Audit 2017	West	Mid	\$ 1,077			х	
Public Input	West	Mid	\$ 619			х	
Public Input	Islandwide		\$ 11,000			X	
Public Input	Islandwide		\$ 30,000		х	х	
Short-Range Transit Plan	Islandwide		\$ 84,000	х		X	
Short-Range Transit Plan	Islandwide		\$ 10,000	х		х	
Short-Range Transit Plan	Islandwide		\$ 20,000			Х	
Public Input	Islandwide		\$ 35,000		х	х	
HDOT	Islandwide		\$ 348,255	х	X		
HDOT	Islandwide		\$ 269,574	x	X		
HDOT	Islandwide		\$ 75,070	x	X		
HDOT	Islandwide		\$ 20,000	X	X		
2019-2022 Maui TIP	Islandwide		\$ 60,000	x	X		
2019-2022 Maui TIP	Islandwide		\$ 94,400	x	X		
2019-2022 Maui TIP	Islandwide		\$ 9,000	X	X		
EOTO COCC MIGGI III	isiailuwiud		\$ 3,000 \$ 425 594	^	^		

\$ 425,584 \$ 312,696

\$ 276,195

TOTAL PROJECT \$ 1,014,475 \$ 1,066,299

LONG-RANGE PLAN RECOMMENDED PROJECTS & CAPITAL \$ 2,080,774



APPENDIX F Potential Funding Sources







APPENDIX F Potential Funding Sources

The funding sources described below are existing sources available to Maui County today and sources that could be considered in the future. These sources could help to fund the projects and programs identified in Hele Mai Maui.

Existing Funding Source	Description	Distribution
Federal Transit Administration (FTA) Grants	These are discretionary grants outlined in the Fixing America's Surface Transportation (FAST) Act that include Metropolitan and Statewide Planning Funds. Potential projects include bus and bus facilities, procurement, access and mobility, research, and state of good repair.	Competitive and Formula
Congestion Mitigation & Air Quality (CMAQ)	CMAQ provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.	Formula to State
Surface Transportation Block Grant (STBG)	Surface Transportation Block Grants are flexible funding that may be used for projects to preserve and improve conditions on and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.	Formula to State
Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) goal is to reduce fatal and serious injury crashes.	Formula to State
Transportation Alternatives Program (TAP)	The Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, including on- and offroad pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and improved mobility; community improvement activities and environmental remediation; recreational trail program projects; and safe routes to school projects.	Formula to State
Safe Routes to School (SRTS) Program	The Hawaii Department of Transportation (HDOT) manages the Federal Safe Routes to School program. HDOT also manages the SRTS program special fund, which consists of state funds collected as traffic violation surcharges and distributed to the counties to expend.	State and County Authorization
National Highway Freight Program	The FAST Act established a National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network. Projects include truck-only lanes, real-time information systems, highway ramp metering, and efforts to reduce the environmental impacts of freight movement, among others.	Formula to State

Typical Award Level	Implementing Agencies	Notes
\$-\$\$\$	State/County/MPO	Section 5310 Funds: Formula funding to states and metropolitan regions for the purpose of meeting the transportation needs of seniors and people with disabilities. Section 5311 Funds: Formula funding for transit capital, planning, and operations in rural areas (population less than 50,000). Section 5311(f) Funds: Rural intercity bus. Discretionary program. Section 5339 Funds: Funding through an allocation process to states for small urban and rural areas (and transit agencies in large urban areas) to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Section 5307 Funds: Formula transit funds for large and small urban districts. Section 5309 Capital Investment Grants: Funding major transit capital investments including heavy rail, light rail, and bus rapid transit. Section 5303/4/5 Metropolitan and Statewide Planning: Funds allocated to states, which then distribute to regional and local agencies.
\$-\$\$	State/County	Maui is currently in compliance with air quality standards.
\$-\$\$	State/County	Federal Highway Administration (FHWA) funding currently used for most County federal-aid projects.
\$-\$\$	State/County	FHWA
\$-\$\$	State/County	FHWA
\$	State/County	FHWA
\$-\$\$	State/County	FHWA

APPENDIX F Potential Funding Sources

Existing Funding Source	Description	Distribution
National Highway Performance Program (NHPP)	The National Highway Performance Program provides funding for projects on the National Highway System (NHS). Eligible projects include the construction of new facilities on the NHS, as well as projects to ensure that investments of Federal funds in highway construction are directed to support progress toward achieving performance targets established in a state's asset management plan for the NHS. A separate NHS Asset Management program was created to highlight the importance of preserving the roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway.	Formula to State
Recreational Trails Program	The Recreational Trails Program supports trail-related projects, such as hiking, running, bicycling, off-road motorcycling, and all terrain vehicle riding. The program is administered by the Hawaii Department of Land and Natural Resources.	Formula to State
Land and Water Conservation Fund	The fund supports the acquisition of land for public outdoor recreation or to develop basic outdoor recreational facilities.	Competitive
Federal Lands Access Program	The program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. It supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.	Competitive
Systemic Safety Analysis Report Program (SSARP)	The Systemic Safety Analysis Report Program (SSARP) was established in 2015 with a \$10 million set-aside (and exchange for state funds) from the HSIP. The intent of the SSARP is to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications.	
State Highway Fund	State highway fund revenue sources include Motor Vehicle Fuel Taxes; Motor Vehicle Registration Fees; Rental/Tour Vehicle Surcharge; Vehicle Weight Taxes; and miscellaneous income (e.g., commercial license fees and earned interest). Fund expenditures are restricted to construction, improvement, maintenance, operation, and use of public highways, roads, streets, and roadside rest areas.	State Authorization
Bonds	Bonds are issued by the state or other agency to finance assets with long useful lives (such as transportation projects). The administering entity issues bonds with a set return on investment, and investors purchase the bonds to help fund transportation projects. Bonds can help to smooth the financial impact of expensive projects by providing upfront capital, allowing the State or County to repay over a set amount of time.	Local Authorization

Typical Award Level	Implementing Agencies	Notes
\$-\$\$	State	FHWA
\$	State	FHWA
\$	State/County	
\$	State/County	
	State/County	
\$-\$\$\$	State	Public roadways in Hawaii are largely paid for with the gas tax, weight tax, rental vehicle surcharge, and registration fees. To fund state highways, Hawaii drivers pay a tax of 16 cents per gallon of gasoline. The federal government and counties also collect fuel taxes. As Hawaii residents buy more fuel-efficient or alternate fuel vehicles, they consume fewer gallons of gasoline. Consequently, gas tax revenue also declines. The state and counties depend in large part on gas taxes for road upkeep and improvement. In 2019, the Hawaii legislature enacted a new \$50 annual surcharge on registration of electric vehicles.
\$-\$\$\$	State/County	There are five main types of bond financing: revenue (secured with highway fund), general obligation (secured with general fund), land-secured (Community Facilities Districts and Special Improvement Districts), lease financing, and private activity. Most capital improvement projects in Maui County over the past 30 years have been financed through general obligation bonds. General obligation bonds (GO Bonds) may be issued by the State.

Existing Funding Source	Description	Distribution
Rental Car Surcharge	Current revenues from rental car fees go toward airport improvements and the State Highway Fund.	State Law
County Highway Fund	The Highway Fund was established to deposit fuel taxes, public utility franchise taxes, public transit fares, and motor vehicle weight taxes. These revenues are used for acquisition, design, construction, improvement, repair, and maintenance of county highways, streets, street lights, public transit, and storm drains and bridges. Revenues are also used for purposes and functions connected with transit.	Ordinance
County General Fund	The General Fund revenues come from four major sources: Real Property Taxes, Transient Accommodations Taxes (TAT), Public Service Company Taxes, and intergovernmental revenue and other revenues. The County can issue general obligation bonds for Capital Improvement Projects that are secured with the County General Fund.	Ordinance

Typical Award Level	Implementing Agencies	Notes
\$\$	State/County	Existing: \$4.50 per vehicle per day goes toward airport improvements, including debt service for the rental car facility that opened in May 2019. Also, \$3 goes to the State Highway Fund. A \$2 increase in 2019 is anticipated to generate \$10.5 million annually for Maui, which is specified for use on state highway capacity projects. HDOT has identified priority state highway capacity projects on each island to be completed by floating a revenue bond secured with anticipated rental car surcharge fees. On Maui, the projects HDOT identified for State legislators are Lahaina Bypass North, Pu'unene Avenue Improvements, and Pa'ia Relief Route. This information was shared with the MPO Policy Board in Supplemental Meeting Materials 6/28/19.
\$-\$\$	County	
\$-\$\$\$	County	

Potential New Revenue		
Sources	Description	Distribution
Paid Parking Revenue	Municipalities can fund improvements, including transportation projects, through parking meter revenues. An ordinance is typically necessary to govern the use of the revenues by specifying eligible projects or project types. Parking Benefit Districtssometimes called Mobility Benefit Districtsare a common type of benefit assessment district that uses parking meter revenue to invest in services and infrastructure, as determined by a downtown association or similar entity. Parking Benefit Districts are often established in conjunction with a Business Improvement District. The revenue from parking meters contributes to the budget assessments from members of the district.	Ordinance
Advertising Revenue	Advertising opportunities in the right-of-way (e.g., on buses, at transit stops and hubs) could raise funds to support transit stop investments and maintenance.	Ordinance
Stormwater Utility	Counties have the authority to collect fees related to the control and treatment of stormwater based on existing State authorization. Funding could be used to support transportation improvements, including maintenance projects such as slope stabilization, depending on program design.	Ordinance
BUILD Grants	U.S. DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Competitive
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.	State Authorization
Property Taxes	These are taxes assessed on the value of an owned property, a portion of which can be used to fund transportation projects.	Ordinance
Community Facilities Districts (CFD)	CFDs are secured by special property taxes in a defined area, and County bonds must be publicly approved. CFDs can be used to finance public capital improvements with community-wide benefits including parks, beach restoration, transit, highways, and bicycle and pedestrian facilities. A CFD can be initiated by the County or petitioned by property owners. The County could assist property owners who agree to tax themselves through CFD formation; improvements must be owned by the County.	Ordinance

Typical Award Level	Implementing	Notes
\$-\$\$	Agency(s) County	A Parking Action Plan was completed for Wailuku Town and Lahaina Town in February 2018. Ideally, parking programs should be self-sustaining, with a portion of revenues reinvested into the towns via Parking Benefit Districts and guided by Parking Advisory Committees. Lahaina parking revenues could be used for Front St improvements or relocation of the Lahaina transit hub. Wailuku parking revenues could be used for event planning, shuttles, and public art. Parking Action Plan recommendations are to implement on-street paid parking in portions of Lahaina Town, which could net the County almost \$780,000 per year, and off-street hourly and permit parking in two lots to generate \$442,000 per year. In Wailuku Town, the County should implement additional employee permit parking, and, once the Civic Hub parking structure is complete, implement on-street paid parking for potential revenue of \$82,000 per year. The Civic Hub structure could generate \$134,000 per year.
\$-\$\$	County	
\$-\$\$	County	Establishing a utility would require a feasibility study, ordinance, and implementation plan. A Stormwater Utility could be combined with Maui's existing Water and Sewer Utility. Fees could be based on a property's impervious area, or hard surfaces like roofs and driveways that stop rain runoff from soaking into the ground.
\$\$-\$\$\$	State/County	The County could apply for complete streets, transit hubs, and corridor projects, such as the Kihei North-South Collector.
\$\$\$	State/County	Maui County did not adopt a GET surcharge prior to expiration of State authorization for counties to consider a GET surcharge by March 31, 2019. Maui MPO estimates \$37 million in annual GET 0.5% surcharge revenue (\$222.62 annual per capita based on O'ahu GET surcharge x 165,386 population = \$37 million per year).
	State/County	
\$-\$\$	County	Potential projects to finance with a CFD could be those where future development hinges on new or improved road connections, such as Wai'ale Road Extension, Imi Kala Road Extension, or Kihei North-South Collector. The ordinance must describe the types of improvements to be undertaken and financed.

Potential New Revenue Sources	Description	Distribution
Tax Increment Financing (TIF)	TIFs are used to capture additional property taxes generated in the vicinity of transportation-specific improvements or areas. This type of funding can also be used to capture a portion of property value increase caused by a particular investment.	Ordinance
Special Improvement Districts (SID)	SIDs are assessments secured by special property taxes in a defined area when there is a strong relationship between benefit and assessment (e.g., sewer lines or sidewalks in a specific neighborhood, maintenance and security services in a district). The assessment engineer reports on benefit based on square footage of lot to distribute cost equitably. SIDs can be initiated by the County or petitioned by property owners and function like a reimbursement agreement. SIDs are also called Business Improvement Districts (BIDs) or Community Benefit Districts in some municipalities.	Ordinance
Toll Roads	Drivers pay a fee each time a specific roadway is used or a certain bridge is crossed. Toll fees may change based on the time of day. Tolling in Hawaii would require the Legislature to change the current laws that prohibit toll charges.	State Law
Vehicle-Based Tolls	Drivers would pay a fee based on their destination. Vehicle transponders could be used to target trips to certain areas of the island (e.g., Hana).	State Law
Increase State Highway Fund Sources	An option to fund road maintenance includes increasing the taxes and fees that make up the State Highway Fund. The current revenue sources are Motor Vehicle Fuel Taxes; Motor Vehicle Registration Fees; Rental/Tour Vehicle Surcharge; Vehicle Weight Taxes; and miscellaneous income (e.g., commercial license fees and earned interest).	State Authorization
Road User Charge	Instead of paying a per-gallon gasoline tax, drivers would pay to use roads based on how many miles they drive.	State Law
Rental Car Surcharge Modifications	State law could be changed to allocate a portion of the rental car fee allocated for airport improvements to multimodal improvements outside the airport. Conversely, an additional surcharge could be added to the rental car fee to fund multimodal improvements.	State Law

Typical Award Level	Implementing Agency(s)	Notes
\$-\$\$	State/County	Tax increment financing is similar to a CFD, but taxes are based on the incremental increase rather than the current value of a property.
\$-\$\$	State/County	Bicycle and pedestrian improvements often can be included as part of larger efforts of business improvement and retail district beautification. SIDs/BIDs collect levies on businesses to fund area-wide improvements that benefit businesses and improve access for customers. These districts may fund sidewalk improvements and pedestrian crossing enhancements along with ongoing maintenance, placemaking, and landscaping projects.
\$-\$\$	State	State law currently requires that there must be an alternative route free of charge for a toll road to be implemented. A private entity could finance construction of a transportation project, then collect toll payments. Flexible options to charge different toll amounts based on user type and peak congestion hours can also help control demand on a roadway. Honoapi'ilani Highway has been suggested as a possibility for tolling, as it has Annual Average Daily Traffic [AADT] counts of 25,500 traveling both directions on Lahaina Pali. Any tolling program would need to account for the profit margin of a private tolling entity or costs of toll collection technology.
\$\$-\$\$\$	State	Rental cars in places like New Zealand have transponders for tolling.
\$-\$\$\$	State	HDOT has investigated the pros and cons of many of alternatives. Some alternatives have been implemented in the past decade in other states and HDOT has been studying their progress.
n/a	State	HDOT is conducting a pilot study on Road User Charge as a method to replace declining revenues from the State gas tax: https://hiruc.org/.
\$\$	State/County	State law could be changed so a portion of the \$4.50 could be used for multimodal improvements outside the airport, or an additional surcharge could be added to fund multimodal improvements.

Potential New Revenue Sources	Description	Distribution
Traffic Impact Fees	Private developers pay a pre-determined fee per development unit. This fee is based on the number of vehicle trips expected to be generated by the potential development. Eligible capital improvements are identified through a needs assessment study, and could focus solely on multimodal transportation improvements.	Ordinance
Development Agreements	Many agencies negotiate development agreements on a case-by-case basis to specify the standards and conditions that will govern development of a property. As new developments are proposed, a jurisdiction may negotiate for developers to contribute toward the funding of pedestrian, bicycle, or transit infrastructure improvements or for developers to implement such improvements themselves. Private developers can often complete such construction more cost effectively than public agencies.	Ordinance
Carbon Tax/Cap	A fee or tax could be imposed on producers of large amounts of carbon. These producers would pay a fee to "offset" their carbon production. Funds could be allocated for sustainable transportation projects.	State Law
Opportunity Zones	The Opportunity Zones Program provides incentives to re-invest unrealized capital gains into Opportunity Funds in exchange for temporary tax deferral and other benefits. The Opportunity Funds are used to provide investment capital in certain identified low-income communities. Opportunity Zones are approved by the State, and often overlap with identified transit-oriented development opportunities.	State Authorization

Typical Award Level	Implementing Agency(s)	Notes
\$-\$\$	County	 The Traffic Impact Fee Study completed in 2012 identifies \$940 million of needed transportation projects by 2035 and outlines alternatives for cost-sharing among Community Plan areas with rates for residential, office, retail, industrial, visitor, and institutional uses per future unit of development. Maui County Council allocated funds in FY2020 to update the Traffic Impact Fee Study. Concerns have been expressed about impacting developers' ability to deliver housing at an affordable price, with too many government fees. A portion of traffic impact fee revenues could be dedicated to buy buses, expand facilities, or other capital investments related to growth in travel demand.
\$-\$\$	State/County	
\$\$-\$\$\$	State/County	Senator Schatz of Hawaii introduced the "American Opportunity Carbon Fee Act" in April 2019.
\$-\$\$	State/County	

Potential New Revenue	Description	Distribution
Private Foundations	A number of local and national foundations have begun to play important roles in supporting pedestrian and other transportation infrastructure improvements and programming. Examples include the Kresge Foundation and Weinberg Foundation.	Competitive
Public-Private Partnerships	Public-private partnerships involve a private entity, such as a local business owner or resort association, working with a public agency to fund a project (e.g., bus stop shelters, sidewalk maintenance, circulator shuttles that serve specific areas).	Ordinance
Community Development Block Grants (CDBG)	The Federal Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) program is a flexible program that provides communities with funding to address a wide range of community development and public infrastructure needs.	Competitive
Grant Anticipation Borrowing	This strategy allows public agencies to borrow against anticipated future federal and/or state revenues to fund capital projects that require large upfront expenditures. Existing programs include Grant Anticipated Revenue Vehicle (GARVEE) bonds for highways and Grant Anticipation Notice (GAN) bonds for transit.	State Authorization
Dwelling Unit Revolving Fund (DURF)	State funds are available to support the creation of affordable housing near transit through the Hawaii Housing Finance and Development Corporation (HHFDC). Act 132, SLH 2016 authorized the use of Dwelling Unit Revolving Funds (DURF) to finance regional infrastructure projects in conjunction with the counties, private landowners, and developers. DURF could be used to implement transit-oriented developments (TODs), which include a mix of commercial, residential, office, and entertainment located within walking distance of public transportation.	State Authorization

Typical Award Level	Implementing Agency(s)	Notes
\$	County	Other potential sources include: • Bloomberg Philanthropies' Sustainable Cities and Initiative for Global Road Safety grants aim to tackle climate change at the city and local level and reduce traffic deaths and injuries, respectively. • Outside the Box is a grant program funded by Redbox and managed by the Online Computer Library Center (OCLC) in partnership with the Project for Public Spaces to support libraries and their communities in carrying out free, fun events in the public right-of-way to activate spaces. • The Robert Wood Johnson Foundation funds projects and research related to the health impacts of active transportation and the built environment. • Southwest Airlines' Heart of the Community Program grants provide financial and technical assistance to local community partners who seek to bring new life to public spaces and transform them into vibrant places that connect people and strengthen communities. • The Surdna Foundation's Sustainable Transportation Networks and Equitable Development Patterns Grant supports efforts to boost sustainable transportation networks.
\$-\$\$	County	
\$-\$\$	State/County	
\$-\$\$	State/County	
\$-\$\$\$	State/County	State funds are available to support the creation of affordable housing near transit. The Kahului-Wailuku Transit Corridor study will bring together public and private stakeholders to create a plan for healthy, walkable communities in Central Maui. Transit corridor planning can be done for other parts of Maui as well, particularly in Lahaina and Kihei.



APPENDIX G

Federal and State Funding Projections







APPENDIX G Federal and State Funding Sources

With federal and state funds combined, there is an estimated \$1.3 billion available to fund projects and programs by 2040.

Funding Source	Escalation Rate	2020	2021	2022	2023	2024	2025	Near-Term Sub-Total
FHWA	%0	\$18,610	\$26,882	\$27,476	\$25,200	\$25,200	\$25,200	\$148,568
FTA	%0	\$3,779	\$3,893	\$4,008	\$3,966	\$3,966	\$3,966	\$23,579
State Highway - Capital Projects Fund	0.50%	\$20,266	\$20,368	\$20,470	\$20,470	\$20,572	\$20,675	\$122,821
Additional EV & Alt Fuel Vehicle Surcharge	0.50%	\$52	\$52	\$53	\$53	\$53	\$54	\$317
Additional Rental Car Surcharge (Capacity Projects Only)	0.50%	\$10,500	\$10,553	\$10,605	\$10,658	\$10,712	\$10,765	\$63,793
Subtotal (x1,000)		\$53,208	\$61,748	\$62,612	\$60,348	\$60,504	\$60,660	\$359,079
Funding Source	Escalation Rate	2026	2027	2028	2029	2030	2031	Medium-Term Subtotal
FHWA	%0	\$25,200	\$25,200	\$25,200	\$25,200	\$25,200	\$25,200	\$151,200
FTA	%0	\$3,966	\$3,966	\$3,966	\$3,966	\$3,966	\$3,966	\$23,798
State Highway - Capital Projects Fund	0.50%	\$20,779	\$20,883	\$20,987	\$21,092	\$21,197	\$21,303	\$126,241
Additional EV & Alt Fuel Vehicle Surcharge	0.50%	\$54	\$54	\$54	\$55	\$55	\$55	\$327
Additional Rental Car Surcharge (Capacity Projects Only)	0:20%	\$10,819	\$10,873	\$10,928	\$10,982	\$11,037	\$11,092	\$65,732
Subtotal (x1,000)		\$60,818	\$60,976	\$61,135	\$61,295	\$61,456	\$61,617	\$367,297

APPENDIX G Federal and State Funding Sources

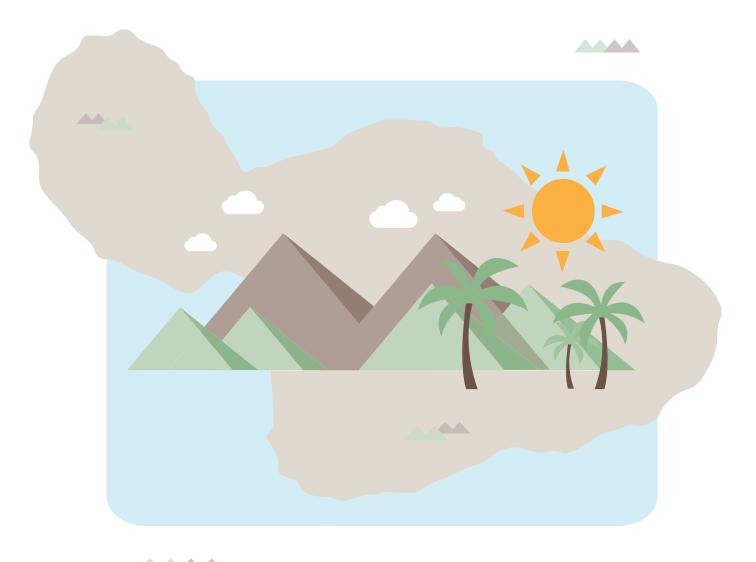
Funding Source	Escalation Rate	2032	2033	2034	2035	2036	2037	2038	2039	2040	Long-Term Subtotal
FHWA	%0	\$25,200	\$25,200	\$25,200	\$25,200	\$25,200	\$25,200	\$25,200	\$25,200	\$25,200	\$226,800
FTA	%0	\$3,966	\$3,966	\$3,966	\$3,966	\$3,966	\$3,966	\$3,966	\$3,966	\$3,966	\$35,696
State Highway - Capital Projects Fund	0.50%	\$21,410	\$21,517	\$21,625	\$21,733	\$21,841	\$21,950	\$22,060	\$22,171	\$22,281	\$196,588
Additional EV & Alt Fuel Vehicle Surcharge	0.50%	\$55	\$56	\$56	\$56	\$57	\$57	\$57	\$57	\$58	\$509
Additional Rental Car Surcharge (Capacity Projects Only)	0.50%	\$11,148	\$11,204	\$11,260	\$11,316	\$11,373	\$11,430	\$11,487	\$11,544	\$11,602	\$102,363
Subtotal (x1,000)		\$61,780	\$61,943	\$62,107	\$62,271	\$62,437	\$62,603	\$62,770	\$62,938	\$63,107	\$561,956

\$1,288,332

Long-Range Plan Total (x1,000)



APPENDIX H Community Engagement Activities







APPENDIX H Community Engagement Activities



HELE MAI MAUI: LONG-RANGE TRANSPORTATION PLAN



Community Engagement Activities

Hele Mai Maui was shaped by extensive input from Maui residents, beginning in June 2018 and continuing through December 2019. Activities included presentations and briefings at standing meetings, engagement with a Community Think Tank, in-person events around the island, and online surveys, videos, and comment forums. A project website, along with notices via social and print media, provided additional opportunities for people to engage with the project team and in the development of the plan.

 $Feedback from the events and activities \ listed \ below \ has been incorporated into the long-range \ plan, and summaries of the input received are available in the Final Plan, the Factbook, in meeting notes, and upon request.$

Maui MPO Policy Board Meetings

Chapter 2.35 of the Maui County Code establishes the Maui MPO Policy Board and its members. Maui MPO Policy Board members are: State of Hawaii Department of Transportation (HDOT) Director, County of Maui Department of Planning Director, County of Maui Department of Transportation (MDOT) Director, County Department of Public Works (DPW) Director, and three Maui County Council members. The Policy Board approves key Maui MPO plans and programs. All Policy Board meetings include an opportunity for public comment.

- September 14, 2018 Project overview, results of initial outreach, and preliminary Factbook findings
- October 25, 2018 Draft Factbook and preliminary project goals
- **November 21, 2018** Draft project evaluation framework
- March 1, 2019 Final project evaluation framework and approach to identifying projects
- March 29, 2019 Results of public engagement and draft project list
- May 24, 2019 Initial project scoring and scenario development
- **June 28, 2019** Results of initial scenario evaluation and draft programs
- August 2, 2019 Preliminary recommended scenario and approach to cost estimating
- August 30, 2019 Draft cost estimates and revenue projections
- **September 27, 2019** Review of updated costs, revenues, and draft plan
- **December 12, 2019** Review of final revised plan

Maui MPO Technical Advisory Committee Meetings

The Maui MPO Technical Advisory Committee (TAC) provides input and technical advice to the Maui MPO Policy Board and Executive Director. The TAC includes staff representatives from State of Hawaii Department of Transportation (HDOT), County of Maui Department of Planning, County of Maui Department of Public Works (DPW), County of Maui Department of Transportation (MDOT), County of Maui Department of Parks and Recreation, and County of Maui Department of Housing and Human

Concerns. The TAC typically meets two weeks prior to the Policy Board, and may recommend actions to the Board. All TAC meetings include an opportunity for public comment.

- June 14, 2018 Project overview and workplan, desired outcomes, and resources to review
- July 12, 2018 Plans for public engagement and outreach activities
- October 11, 2018 Results of initial outreach and draft Factbook
- November 8, 2018 Draft Hele Mai Mauigoals and project evaluation framework
- February 14, 2019 Draft project list, final evaluation framework, and public outreach activities
- March 14, 2019 Results of public engagement and draft project list
- May 9, 2019 Approach to capacity projects, initial project scoring, and scenario approach
- June 13, 2019 Results of initial scenario evaluation and list of non-capital programs
- August 8, 2019 Preliminary recommended scenario, draft cost estimates and revenue projections, and preliminary funding sources
- **September 16, 2019** Review of updated costs, revenues, performance measures, near-term actions, and draft plan
- November 21, 2019 Review of final revised plan and referral to MPO Policy Board

Community Think Tank Meetings

The Community Think Tank was an 18-member committee comprised of residents of all ages from across the island. Think Tank members included students, teachers, advocates, and people with diverse perspectives on transportation. The Think Tank met six times to identify key issues and opportunities, prioritize projects, and serve as a sounding board for the project team.

- Meeting 1: June 14, 2018 Group formation and desired outcomes
- Meeting 2: September 13, 2018 Highlights of summer outreach and Factbook findings
- Meeting 3: December 5, 2018 Factbook feedback, project goals, and evaluation framework
- Meeting 4: February 26, 2019 Project ideas and funding priorities
- Meeting 5: May 21, 2019 Project evaluation results and program priorities
- Meeting 6: August 28, 2019 Recommended projects and programs, costs and funding, and draft planoutreach

June 2018 Focus Group Discussions

At the beginning of Hele Mai Maui, the project team held small group discussions focused on specific topics to better understand potential areas of focus for the long-range plan. The dates and focus group topics are listed below.

- June 12, 2018 Bicycles and Pedestrians
- June 12, 2018 Business and Economy
- **June 12, 2018** Resilience and Environment
- June 13, 2018 Transit and Service Providers
- June 14, 2018 Culture and History
- June 14, 2018 Land Owners and Developers

General Public Engagement

Meeting people where they are is one of the best ways to reach a broad audience. The project team "popped up" at community destinations to share information and gather feedback and held an Open House to hear project ideas. This in-person outreach was complemented by online engagement, including surveys that invited people to share their mobility values, describe improvements needed to make traveling on Maui better, and map ideas for specific walking, biking, bus, and driving projects on the island.

- Round 1: June, July, and August 2018 Understanding mobility values, identifying desired outcomes, brainstorming what works and what doesn't by mode
 - Pop-up events
 - o June 15, 2018 Makawao 3rd Friday
 - o June 16, 2018 Queen Ka'ahumanu Center
 - o July 13, 2018 Pā'ia Mantokuji O-Bon Festival
 - o July 27, 2018 Kīhei 4th Friday
 - o August 3, 2018 Wailuku 1st Friday
 - o August 10, 2018 Lāhaina 2nd Friday
 - Online survey
- Round 2: November and December 2018 Reviewing Hele Mai Maui Factbook
 - Online comments on draft document
 - Online survey
 - Project video
- Round 3: February and March 2019 Identifying projects, setting funding priorities, and confirming goals
 - Open house on February 23, 2019
 - Online survey and mapping exercise
- Round 4: October and November 2019 Reviewing Draft Hele Mai Maui
 - Pop-up events
 - o October 4, 2019 Wailuku 1st Friday
 - o October 11, 2019 Lāhaina 2nd Friday
 - o October 12, 2019 Kula Farmers Market
 - o October 25, 2019 Kīhei 4th Friday
 - Online survey

Other Community Briefings

The MPO Executive Director and project team members participated in community association meetings and other briefings during the course of the project. A listing of the dates and locations of these meetings is provided below. The informations hared with the group corresponded to the point in the planning process at which the briefing or meeting took place. Other informal, one-on-one and small group meetings were held throughout the development of Hele Mai Maui and helped to shape the final plan.

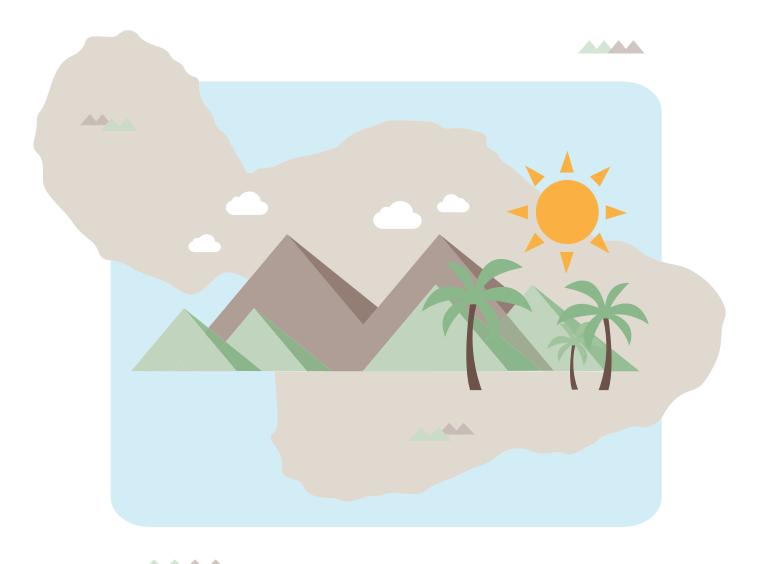
ACTIVITIES Community Engagement

- June 4, 2018 Waikapū Community Association, Waikapū
- **June 6, 2018** Maui Wheelers Advocacy Group, Kahului
- June 13, 2018 South Maui Walking Tour, Kīhei
- July 3, 2018 Blue Zones Program Bingo Night, Kahului
- September 15, 2018 Maui Bicycling League and Vision Zero Event, Kīhei
- **September 19, 2018** Na Ala Hele Trails Maui Council, Wailuku
- **September 24, 2018** Alliance of Community Associations, Pā'ia
- October 19, 2018 Seabury Hall, Makawao
- November 14, 2018 Kula Community Association, Kula
- November 28, 2018 Ha'ikū Community Association, Ha'ikū
- February 12, 2019 West Maui Taxpayers Association Board, Lāhaina
- March 12, 2019 Mayor's Tourism Working Group, Kahului
- March 19, 2019 Kīhei Community Association, Kīhei
- March 30, 2019 Maui Police Department 'Ohana Day, Wailuku
- April 4, 2019 Ka Ipu Kukui Fellowship Program, Wailuku
- April 11, 2019 Maui County Commission on Persons with Disabilities, Wailuku
- April 17, 2019 Pukalani Community Association, Pukalani
- May 1, 2019 Mayor's TV Show on Akakū, Kahului
- May 22, 2019 Maui High Schools Drivers Education Class, Kahului
- May 29, 2019 Hāna Community Meeting, Hāna
- June 19, 2019 Healthy Eating Active Living Coalition, Wailuku
- June 26, 2019 Aloha Independent Living Vision Impairment Support Group, Kahului
- August 22, 2019 West Maui Community Plan Advisory Committee, L\(\bar{a}\) haina
- September 27, 2019 Ka Ipu Kukui Fellowship Program, Kahului
- October 10, 2019 Hāna Community Meeting
- October 11, 2019 Kihei Community Association Board
- October 17, 2019 West Maui Community Plan Advisory Committee
- **November 6, 2019** Ha'ikū Community Association
- November 6, 2019 Healthy Eating Active Living Coalition, Wailuku
- **November 13, 2019** Kula Community Association



APPENDIX I

Disposition of Public Comments







APPENDIX | Disposition of Public Comments

Date	Source	Page	Comment	Disposition
10/1/2019	Online draft	29	The coming switch is not only to electrics but to autonomous vehicles. That will impact the entire transportation system, affecting everything from parking needs (much less) to mass transit costs (much lower without driver costs).	Comments provided to Maui MPO Technical Advisory Committee and Policy Board.
10/1/2019	Online draft	29	I would love to see electric vehicles as part of the plan. That involves steadily increasing numbers of public charging stations. Another element is to set a deadline if for the conversion of the commercial (rentals, delivery, taxi, construction) and governmental (auto, truck, bus) fleets to electrics. At the every least set a date for when no more carbon vehicles can enter those fleets. That will support the charging station build, encourage uptake in the personal fleet as electrics get turned over) and begin educating local drivers in the great experience of driving one. It also makes Maui a model for other places and gives our million of visitors a taste of the future.	Comment provided to County Energy Commissioner. Page 61 includes "Green Fleet Program" to expand the use of electric vehicles and alternative fuels, especially for County fleets and buses, and to support electric vehicle charging infrastructure on Maui. Text added to Electric Vehicles call-out box on Page 13 to call out buses as well as vehicles more broadly.
10/1/2019	Online draft	55	Realignment is the minimal adaptation. It would be much better to tunnel under the WMM. That would have a host of benefits, not least by reducing pressure on the vulnerable coastal road and by reducing travel time to the hospital and the airport. In New technology is radically reducing tunneling costs (~90%), bringing once unimaginable projects within reach. A long, straightline tunnel could reach directly from Ka'anapali to the above two critical destinations, while a shorter tunnel from Olowalu to Kuihelani highway would obsolete the Ukumehame relocation and eliminate the pali bottleneck, at still lower cost.	A tunnel to West Maui was suggested by a member of the public in the intial project list for Hele Mai Maui, but the project scored poorly in the criteria of environmental and cultural preservation, and was not included in the cost-constrained final project list.
10/1/2019	Online draft	57	How about Safe Routes to School? Thinking particularly about Kihei high school, which needs pedestrian and bicycle access both crossing and paralleling the highway. A roundabout appears to be the best way to handle the former, while separate bike and Highway and Kulanihakoi Street is included as a near-term pedestrian paths handle the latter. The current bottlenecks over access to Kihei Charter HS at Lipoa will be much worse if the public high school access isn't handled properly.	Comment provided to State Department of Transportation. Improvements to Kihei High School intersection at Pi'ilani Highway and Kulanihakoi Street is included as a near-term priority in the cost-constrained project list.
	Online draft	59	Autonomous vehicles are much more likely to observe speed limits, in part because that can be made part of the software, as Tesla has done and in part because drivers is will be in much less of a hurry if they can get online while the car drives. As is obvious, iroad design should have a long time horizon and not be overly stuck on solving the problems of the moment.	Comment provided to State Department of Transportation. On page 24, "Future-proofing our investments" discusses the implications of autonomous vehicles for transportation system design, and how the priority Hele Mai Maui projects help prepare for future conditions and technology.
10/1/2019	Online draft	63	To get visitors to change their behavior, something really high profile is needed. Possibilities: - a tunnel from the airport to the west side that takes 10 minutes instead is of 45+ - a ban on driving rental cars to Hana (must take a van/bus) - (stretching) a gondola from Kihei to Kula/Ulupalakua that would take drivers off of Kula Highway.	Comments provided to Maui MPO Technical Advisory Committee and Policy Board.
10/1/2019	Online draft	75	I like a mileage tax, which would discourage driving.	Comments provided to Maui MPO Technical Advisory Committee and Policy Board.
10/2/2019	Our Transportation Future Online Survey	N/A	Improvements of Hwy 30 from Maaleaa to Olowalu West Maui Greenway all the way to Maaleaa	Comment provided to State Department of Transportation and County Department of Public Works.

APPENDIX I Disposition of Public Comments

Date	Source	Page	Comment	Disposition
10/2/2019	Our Transportation Future Online Survey	A/N	With the new bus hub being located across Foodland, across the new Kahului Lani senior homes, and the Library, this plan really needs to look at all the roads within at least one-half mile to make them safer for pedestrians and bicycles to get to/from the bus hub. For example, all of kane Street needs to be made safer; as well as School Street, and the nearby areas of West Kamehameha Ave, Lono Ave, and Kaahumani Ave.	Comment provided to County Department of Public Works.
10/2/2019	Our Transportation Future Online Survey	N/A	First priority must be moving highway at Olowalu and Ukumehame for sea level rise.	Comment provided to State Department of Transportation.
10/2/2019	Onir Transportation Future Online Survey	N/A	1. The area along High Street (both side of the street) between Maloko Street and before Keanu Street. The area is narrow with cars zooming by and there is no sidewalk. Kids walk along there, by themselves to attend lao and Wailuku El and it's very dangerous. There are beautiful, mature trees that line the road which I do not want to see removed. Perhaps having a simple paved path behind the trees (which creates a buffer between the road and peds/cyclists) would be ideal. 2. Synchronizing the traffic lights would be awesome and adjusting the length of green lights or skipping green lights when there are no, few, or many cars waiting would be awesome and should be a priority.	Comment provided to State Department of Transportation.
10/2/2019	Our Transportation Future Online Survey	N/A	No all the projects are essential - WHAT I do think is that we should prioritize C	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/3/2019	Federal Highway Administration Hawaii Division	N/A	tial environmental, cultural and equity rative text in project spotlight sections potential of TOD to cause uity.	Discussion of potential project impacts added throughout plan, including on Page 17 (second bullet), Page 25 (new paragraph), and Page 55 (new final sentence).
10/3/2019	Federal Highway Administration Hawaii Division	A/N	Ensure compliance with 23CFR450.324.g: The MPO shall consult, as appropriate, with decompliance with 23CFR450.324.g: The MPO shall consult, as appropriate, with and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic properties of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans to inventories of natural maps, if available."	Maui MPO Executive Director contacted State agencies and landowners for meetings to review Hele Mai Maui, and compared plan with conservation maps and resource maps.
10/3/2019	Federal Highway Administration Hawaii Division	N/A	Consider implications of including project list in main document for future updates to faciliate ease of maintaining consistency between TIP and Hele Mai Maui transportation Plan.	Project lists retained within body of plan, with the understanding that Hele Mai Maui must be amended if a TIP project comes up that is not in the plan.
10/3/2019	Federal Highway Administration Hawaii Division	N/A	onstrained project list is clear.	Projects listed as near and mid-term priorities in the body of the plan are fiscally constrained. The full project list in Appendix C is not.
10/3/2019	Federal Highway Administration Hawaii Division	78	Safety performance measure should include number and rate of fatalities and serious Added "rate" to first metric under Goal 1. injuries.	Added "rate" to first metric under Goal 1.

APPENDIX I Disposition of Public Comments

Date	Source	Page	Comment	Disposition
10/3/2019	Online draft	29	Missing bike connection to North Shore Greenway.	Bicycle facilities connecting the Mokulele Bike Path to North Shore Greenway are included in the longer project list but did not score high enough to end up in the cost-constrained list.
10/3/2019	Online draft	29	Sidewalks are missing from High Street, there is not a safe way to walk toward Kuikahi of Drive from Wailuku	Comments provided to County Department of Public Works, Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/3/2019	Online draft	41	No complete street connection to Veteran's Highway bike path.	Comments provided to County Department of Public Works, Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/3/2019	Online draft	43	Improvements to North Kihei Road should be done outside the projected sea level rise County Department of Public Works is initiating a study to by realigning roadway, existing paving could be left as multimodal bike / pedestrian address sea level rise impacts. Comments provided to Cou Department of Public Works, Maui MPO Technical Advisor Committee and Policy Board for consideration.	County Department of Public Works is initiating a study to address sea level rise impacts. Comments provided to County Department of Public Works, Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/3/2019	Online draft	45	Does the Paia Relief Route encourage additional driving / induce traffic demand in conflict with the plan to encourage multi-modal transit? Would \$120M be better spent investing in infrastructure in existing urban areas rather than encouraging commuting longer distances by car?	Comments provided to Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/3/2019	Online draft (Factbook)	29	ational Park can be traveled by bicycle.	Skyline Trail is accessible by bicycle. Future iterations of the Maui Bicycle Facilities should be titled "Bicycle Facilities and Recreational Trails".
10/3/2019	Our Transportation Future Online Survey	N/A	Two lanes in each direction on the Pali - Maui Ocean Center to Launiupoko	Comment provided to State Department of Transportation.
10/3/2019	Our Transportation Future Online Survey	N/A	Continue sidewalks on Makawao Ave west from Eddie Tam to at least Leia Dr. Two sides of street ideal, at least one side of street for safety. Many kids walk here back and forth to school.	Comment provided to County Department of Public Works. Page 47-48 describe Makawao Avenue Safety Improvements that include sidewalks on both sides of the street.
10/4/2019	Wailuku 1st Friday Pop-Up event	N/A	Please limit how many visitors can come at one time. Show on all incoming flights a short movie showing how to be low impact on environment, i.e. no spray suntan lotion, no smoking, clean up your own mess, etc.	Page 63 describes "Visitor Management" program opportunities. Comment provided to Mayor's Tourism Advisory Group.
10/4/2019	Wailuku 1st Friday Pop-Up event	N/A	More bike paths & wider shoulders. Add Makawao back to Kula Islander route. More Comment provided to County Department of Transportation and trees along walkways. Bus route between Paia & Makawao.	Comment provided to County Department of Transportation and County Department of Public Works.
10/4/2019	Wailuku 1st Friday Pop-Up event	N/A	Restore the Kula bus to once every 1-1/2 hours, also connect it to Makawao. Protect the shade trees and plant more trees.	Comment provided to County Department of Transportation.
10/4/2019	Wailuku 1st Friday Pop-Up event	N/A	Need wheel stops for County parking stalls on Kaohu Street because over hang on to sidewalk & difficulty for people with disabilities. Need to improve walkways, crosswalks, sidewalks for wheelchair and strollers.	Comment provided to County Department of Public Works.
10/4/2019	Wailuku 1st Friday Pop-Up event	N/A	Maui Feather Lei - Aunty Pattie Hanna (ph. 280-1517) asked if a presentation could be Maui MPO Executive Director followed up on request. done to her Kupuna Group.	Maui MPO Executive Director followed up on request.
10/4/2019	Wailuku 1st Friday Pop-Up event	N/A	l like that you care about ordinary citizens opinions. Thank you.	Thank you.

APPENDIX | Disposition of Public Comments

Date	Source	Page	Comment	Disposition
10/5/2019	Our Transportation Future Online Survey	N/A	Cars are raicing to Wailea. MORE roundabouts needed down by Kamali'i school and South in Wailea. The developers should NOT be allowed to put new lights on Piillani Hiway in Wailea thru Maui Meadows., They should all be roundabouts.	Comment provided to State Department of Transportation.
10/6/2019	Our Transportation Future Online Survey	N/A	Off road bike/ped path on mauka edge of Piilani ROW as defined in our Open Space Masterplan	Comment provided to State Department of Transportation.
10/10/2019	Hana Community Meeting	N/A	Charge tour buses and vans for use of road, bathrooms, etc. They don't buy anything out in Hana. They use the facilities and drive through town. Some stop. Not everyone spends money.	Comment provided to Mayor's Tourism Advisory Group and Maui legislators. Page 63 describes "Visitor Management" program opportunities.
10/10/2019	Hana Community Meeting	N/A	to hold accountable the books and tapes that are promoting (and promoting) illegal activities? For example, if a "Road to Hana" lling people how to get to Kailalulu they are encouraging people to see them? Can we pass a law to prohibit promotion of illegal ling trespassing on private property?	Comments provided to Mayor's Tourism Advisory Group and Maui legislators.
10/10/2019	Hana Community Meeting	N/A	The slurry paving "does not work". Please do a better job. Also need a sidewalk 2 mile radius from the school. Hana side has some, but the other direction, none. Bike/walk lane in conjunction with Hana Biological. Already making one but near bridges etc, people have to use the bridge.	Comments provided to County Department of Public Works.
10/10/2019	10/10/2019 Hana Community Meeting	W/A	This is Hana area specific. We need to have safe walking areas on "uproad" (State) fand "down road". Before all the traffic and road paving/widening reaching to rock walls and wire fences ~ no place to walk safely.	Page 38 includes "Hana Highway Safety Improvements" in the project list.
10/10/2019	Hana Community Meeting	N/A	The Hana Highway from Haiku towards Kaupo needs to have more patrol officers. (Particularly the famous "road to Hana" needs regulation. Tourists run rampant and without care for our natural resources. There needs to be some regulation and protocol for the road. How many cars until it is considered dangerous? How many cars, vans, buses until we implode?	Comments provided to Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/10/2019	10/10/2019 Hana Community Meeting	N/A	Instead of focusing on controlling visitor traffic and fines to them for not abiding - Page 38 inc how about improving the highway with better, larger shoulders and signs stating "pull-project list off area ahead".	Page 38 includes "Hana Highway Safety Improvements" in the project list.
10/10/2019	Hana Community Meeting	N/A	The section of Hana Highway in Hana near Keawa Place is highly dangerous and high Comments provided to State Department of Transportation, risk for pedestrians. Should be a community intervention priority. Dr. Chad Meyer 264-Maui MPO Technical Advisory Committee and Policy Board for consideration.	Comments provided to State Department of Transportation, Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/11/2019	Kihei Community Association Board	N/A	Kihei High School intersection needs a grade-separated pedestrian crossing. An underpass at Kulanihakoi Gulch would work.	Comments provided to State Department of Transportation and County Department of Public Works.
10/11/2019	Lahaina 2nd Friday Pop-Up event	W/N	Have you folks considered a text message blast in the event of a fire or prolonged froad closure. Signed Aviella Aloha Stylist to the Stars	People can sign up for emergency alerts related to fires and road closures at: https://www.mauicounty.gov/AlertCenter.aspx
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	Tour companies should contribute to Hana Hwy work. Increase Gas Tax per mile for funding.	Comment provided to Mayor's Tourism Advisory Group and Maui legislators.

APPENDIX! Disposition of Public Comments

Date	Source	Page	Comment	Disposition
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	Shared mobility - don't follow the San Francisco model. Bikes are dumped on streets everywhere - a real mess. Require bikes be parked at bike stations. And have lots of them.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board. Text on Page 64 regarding Emerging Shared Mobility Pilot Programs has been adjusted to reflect the importance of well-managed programs.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	Light rail from Airport to Ma'alaea then a split light rail that spans from west coast to east coast to help eliminate tourist traffic. Stops at main tourist stops.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	I would love to see more bike paths and greenways!	Comment provided to Maui MPO Technical Advisory Committee and Policy Board. Comment added to Page 53 of the plan as a call-out.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	1% property tax (0.5% for transporation, 0.5% for kids)	Comment provided to Council Economic Development and Budget Committee.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	Bike path with cane haul road	Page 53 highlights the West Maui Greenway, portions of which could be on the cane haul road.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	Creating safe transportation alternatives for children/teens connecting to school. A bike path separated from cars by physical barrier, busses going up Lahainaluna on school hours, expansion of sidewalks. More options for pedestrians.	Page 58 includes "Safe Routes to School" program opportunities. Comment provided to County Department of Transportation. Comment added to Page 35 of the plan as a call-out.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	Zero cars for visitors, and I'm a visitor! Zion National Park does this in the most popular part.	Comment provided to Haleakala National Park.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	Halfprice tickets, when you buy a halfprice pass (valid for a year)	Context is unclear.
10/11/2019	Lahaina 2nd Friday Pop-Up event	N/A	A (leaple) nominal charge for tourist could help support your projects. Tourists all having significant impact on your infrastructure and they aren't paying for it. It isn't going to get better with more tourists coming!	Comment provided to Mayor's Tourism Advisory Group and Maui legislators.
10/11/2019	Our Transportation Future Online Survey	N/A	and North Kihei Road which will be Highway	Comment provided to County Department of Public Works and State Department of Transportation.
10/12/2019	Kihei Community Association Board	N/A	Kihei North-South Collector Road is a critical priority for the safety and connectivity of project list, but additional funding may be needed to comp the project list, but additional funding may be needed to comp the project. Comment added to Page 42 of the plan as a cal	Kihei North-South Collector Road is included in the priority project list, but additional funding may be needed to complete the project. Comment added to Page 42 of the plan as a call-out.
10/12/2019	Kihei Community Association Board	W/A	There should be a free shuttle along South Kihei Road to help alleviate traffic congestion.	Comment provided to County Department of Transportation, Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/12/2019	Kula Farmers Market	W/A	Get a bus to Keokea	The County may pilot microtransit Upcountry. Comment provided to MDOT, Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/12/2019	Kula Farmers Market	N/A	Property tax on non-resident owners	Comments provided to Council Economic Development and Budget Committee, Maui MPO Technical Advisory Committee and Policy Board for consideration.
10/12/2019	Kula Farmers Market	N/A	Education on how to merge and use blinkers when using the right turn lane, crosswalk lage 59 describes "Vision Zero Initiative" that includes education and stopping	Page 59 describes "Vision Zero Initiative" that includes education as a safety strategy.

APPENDIX! Disposition of Public Comments

Date	Source	Page	Comment	Disposition
10/12/2019	Kula Farmers Market	N/A	Toll booth to Hana and Makena	Tolling was among the additional revenue sources considered in Hele Mai Maui. Initial analysis shows that traffic volumes on Maui would not justify the cost of installing and maintining a tolling mechanism, but more research could be done.
10/12/2019	Kula Farmers Market	N/A	E (Shared Mobility Pilot Program) is Europe's successful answer and people are not fat Comments provided to Maui MPO Technical Advisory Committee	Comments provided to Maui MPO Technical Advisory Committee and Policy Board.
10/12/2019	Kula Farmers Market	N/A	If tourists can take the bus to Hana it could alleviate traffic. Very interested in S58 Hana Highway Improvements	Page 63 describes "Visitor Management" program opportunities.
10/12/2019	Kula Farmers Market	N/A	th senior price	Comment provided to County Department of Transortation.
10/12/2019	Kula Farmers Market	N/A	Cut salaries for all elected officials. Stop paying for rail in Honolulu, Stop taxing normal Comments provided to Maui MPO Technical Advisory Committee people.	Comments provided to Maui MPO Technical Advisory Committee and Policy Board.
10/12/2019	Kula Farmers Market	N/A	Use underground parking garages to prevent the destruction of more land.	Comments provided to Maui MPO Technical Advisory Committee and Policy Board.
10/12/2019	Kula Farmers Market	N/A	Keep trying for additional rental car surcharge. Also push to increase fuel and weight taxes. The public needs better education about what the GET surcharge means. There is not enough volume to make toll roads worthwhile. Traffic impact fees are a barrier to affordable housing. Increase property taxes on non-resident owners 4x, and add an exemption for long-term rentals.	Comments provided to Maui legislators, Maui MPO Technical Advisory Committee and Policy Board.
10/20/2019	Our Transportation Future Online Survey	N/A	Pi'ilani Highway, Kihei Charter School crossing at Lipoa St.	Comment provided to State Department of Transportation.
10/21/2019	Our Transportation Future Online Survey	N/A	Limit rental cars on island. Increase public transportation and pedestrian access/trails. Comment provided to Maui MPO Technical Advisory Committee Reawe and Honoapiilani hwy leading to Lahaina bypass needs turnabouts to make retailer access safe	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/21/2019	Our Transportation Future Online Survey	N/A	Maybe I'm reading it wrong, but I think there should be linking Pukalani/ Makawao rarea with lower Haiku / Paiaand they should have reverse direction routes to allow travel in either direction.	Comment provided to County Department of Transportation.
10/21/2019	Our Transportation Future Online Survey	N/A	The entire island needs sidewalks and bike paths - we need to refocus on walkability - Kenolio Road or ohukai Road which is a busy throughfare is lacking in sidewalks. Also troads like Keala Road in Kihei no sidewalks or some but kids and people have to walk in the street. Also the crossing situation at Lipoa and Piilani is dangerous - how many kids use that intersection we need to create pedestrian friendly options. What exactly is the plan for Kulanihakoi and Piilani at the location of the new high school?	Comment provided to County Department of Transportation and County Department of Public Works.
10/21/2019	Our Transportation Future Online Survey	N/A	I understand that most projects are somewhat to very important, and without seeing the data that was used to create this map, I don't have a fully accurate assessment at this time.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board. Full project scores are available in Appendix C.

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Date	Source	Page	Comment	Disposition
10/21/2019	Our Transportation Future Online Survey	A/N	Something must be done at high schools and connecting Mauka to Makai - pedestrian comment provided to State Department of Transportation. bridges, under road tunnels, a greenway along highway similar to Mokulele . Perhaps roundabouts to slow traffic but keep it moving efficiently.	provided to State Department of Transportation.
10/21/2019	Our Transportation Future Online Survey	N/A	Please consider adding adequate walking sidewalks or bike lanes, or shoulders, and Comment p crosswalks with buttons within each area of road improvement.	Comment provided to State Department of Transportation and County Department of Public Works.
10/21/2019	Online Survey	₹ Z	The biggest issues for me as a student and resident are all around the bus system. There are not enough busses that run in a timely manner. It takes me 2.5 hours total front are not enough busses that run in a timely manner. It takes me 2.5 hours total to travel what should be the 7 miles between Makawao and a Paia, but it is via Kahului. There are zero bus connections between Haiku and Makawao, and it makes it much more difficult to get around upcountry, so working in Haiku is not even an option for me. I don't even try to go to Lahaina or Kihei because of the time schedule issues and delays as well. The sometimes hour and a half wait times between bus lines means that I am often much more restricted schedule wise, to the point where I had to pass that I am often much more restricted schedule wise, to the point where I had to pass that I am often much more restricted schedule wise, so I had of the shift was 9pm, after the last bus leaves from Paia, which is before 8pm, so I had of the shift was 9pm, after the last bus leaves from Paia, which is before 8pm, so I had of the shift was 9pm, after the last bus leaves from Paia, which is before 8pm, so I had on reliable way to get home. Also, I discovered that am unable to get a student with more limited pol schedule options anyway, compounded by the bus route schedule issues, even \$45/month for the pass is an expense that requires a choice between food for a week, or transportation to work and school. Another issue is that I am unable to use a card or any kind of digital payment to get a ticket, either on the bus, or at QKc. This, along with being required to have exact change in cash, limits my ability to get to and from school sometimes. Every other city I have lived in with adequate public transportational allows for one free transfer for each ride purchased, trains and busses run every 15-30 minutes, and in the payment plans and options vs. keeping us dependent and relating to many and only adds to the traffic congestion and polition of our island. Please co	Maui legislators.

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Date	Source	Page	Comment	Disposition
10/22/2019	Our Transportation Future Online Survey	N/A	a hwy from Kihei/Wailea to Upcountry is needed as a high priority.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/22/2019	Our Transportation Future Online Survey	N/A	Bypass to Kula from Kihei Re commission rails add train from Airport to Kihei, Kahului, and Lahaina/Kanapali.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/22/2019	Our Transportation Future Online Survey	N/A	G1, T3, G7-9, S32 greenway projects are nice but other projects need high priorities and need to be completed Before these projects.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/22/2019	Our Transportation Future Online Survey	N/A	npleted asap.	Comment provided to State Department of Transportation.
10/23/2019	Our Transportation Future Online Survey	N/A	Circulator bus routes within town areas such as Kihei. this would greatly reduce in town congestion.	Comment provided to County Department of Transportation.
10/23/2019	Our Transportation Future Online Survey	N/A	gh tide. /ailuku.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/23/2019	Our Transportation Future Online Survey	N/A		Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/23/2019	Our Transportation Future Online Survey	N/A	I think all projects should be "green streets" based technology.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/23/2019	Our Transportation Future Online Survey	N/A	Get county and state office to maintain what we have by making fire breaks , clearing trees tangled in power line and have abandoned fields cleared of dying trees and kindling.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Car 2 Go concept	Car sharing is one of the "Emerging shared mobility" solutions explored on page 64.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Consider a fee charged for all tourists as a part of all airfares to Maui. Something like the "Airport Enhancement Fees" like for several Canadian airports. THANK YOU FOR HAVING US!!	Comment provided to Maui legislators for consideration.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Manage the road to Hana by reservation like Haleakala Sunrise	Comment provided to State Department of Transportation and State Department of Land and Natural Resources Division of State Parks.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Electric charging stations-more. Electric car battery swap-out stations so no waiting to charge. Idea by Albert Perez of Maui Tomorrow Foundation. Good Luck!	Comment provided to County Energy Commissioner.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Educational handout on how to take care of the environment (on flights)	Comment provided to Mayor's Tourism Advisory Group.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Charge fee for additional cars/household. i.e. 1 car per household than + \$ for additional vehicles	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Driving/Signage ettiquette from rental car	Comment provided to Mayor's Tourism Advisory Group.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Get Oprah to build upcountry to Kihei road	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Increase or take a portion of tickets to fund projects	Context is unclear.

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Date	Source	Page	Comment	Disposition
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Makawao Avenue needs sidewalks. Thera are a few bus stops & folks have to walk on comment provided to County Department of Public Works. the grass or street. This is a problem in general but specifically for people with special Makawao Avenue Safety Improvements project on Page 47-48 needs/physical limitations, kids, & strollers. Also, there are 2 schools in the area & includes sidewalks.	Comment provided to County Department of Public Works. Makawao Avenue Safety Improvements project on Page 47-48 includes sidewalks.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Why not integrate more EV into rental car inventory	Comment provided to Mayor's Tourism Advisory Group.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Lipoa Street/Piilani Hwy safe crossing permanent solution for Kihei Charter students to safely cross the highway without piling up and needing a cop to ensure traffic is stopped.	Comment provided to State Department of Transportation.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	an Eco Sustainable village. 2. Plant fruit trees/vegetables on land & % of ot projects. Innovator: Keone 446-4485	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	tewater treatment plant to flow into marshland, koa trees & native nts & charge a fee to enter. Sell trees too & wood to make items, for generating money"	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Tax Touro type vehicle rentals (like vacation rentals). These vehicles are taking parking spots on public roads.	Comment provided to Mayor's Tourism Advisory Group.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Just pay in person - Donations	Context is unclear.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	There should be better google instructions for how to drive in places where they visit and more stringent law enforcement for dirving. Close off Front Street to cars. Segways + bikes.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
10/25/2019	Kihei 4th Friday Pop-Up event	N/A	Close Front Street to auto traffic	Comment provided to County Department of Public Works.
10/25/2019	Our Transportation Future Online Survey	N/A	Make sure to leave adequate shoulders for cyclists. Also avoid putting the rumble strips inside the shoulders. Better to rumble the white line at the shoulder margin. There often is too narrow a passage when placing the rumbles on the inside especially with frequent debris, glass, garbage cans, etc in the shoulders.	Comment provided to County Department of Public Works, State Department of Transportation.
10/25/2019	Our Transportation Future Online Survey	N/A	These projects should be given priority. More and more emergencies happening on West side and these bike paths help not only to improve quality of life but also as a way to get from A to B. During Kahana fire many were on bikes to get from A to B. G1West Maui Greenway and Multi-Use Path Phase 1G2West Maui Greenway and Multi-Use Path Phase 2G3West Maui Greenway and Multi-Use Path Phase 3	Comment provided to County Department of Public Works.
10/25/2019	Our Transportation Future Online Survey	N/A	Please make the paia bypass bicycle friendly with a decent shoulder on both sides. That will help get the bikes out of paia traffic. Thanks!	Comment provided to State Department of Transportation.
10/29/2019	County of Maui Department of Transportation (MPO TAC member)	82	We changed the scope for Microtransit and we are now going to first focus and hopefully implement a pilot project in Upcountry.	Technical Advisory Committee comment incorporated into final draft. Changed title of near-term action on Page 82.

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Date	Source	Page	Comment	Disposition
10/29/2019	Our Transportation Future Online Survey	N/A	CS- Kihei North South Collector Rd Ph 1a, C6 Kihei N/S Collector Rd Ph 2, C7 Kihei N/S Collector Road Ph 1b, C8 Kihei N/S Collector Road Ph 3, should all be moved up if possible	Comment provided to County Department of Public Works.
11/3/2019	Kihei Community Association Board	N/A	With the understanding that much of this goes beyond you and this one plan, when we evaluate what is planned for S Maui in next 20 years for multimodal transportation, it goes beyond disappointing. By 2040 we see: Nothing close to a contiguous NSCR. SKR and NKR both greatly impacted by sea level rise and erosion to the point neither is any longer a contiguous transit. No progress toward a mauka Pi'llani bypass road. Conclusion our district will be reduced to a heavily congested Pi'llani hwy for all through traffic. We see no added bicycle transits in the next 20 years. For decades the only hope was the greenway along NSCR, but no road means no bike path. Seeing sharrows painted onto roadways is meaningless as most drivers have no clue what they mean and simply ignore them. Most people will not use bicycles so even more motor vehicles.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
11/5/2019	MPO Staff Comments	18	Clarify County Department	Change made to "Maui County Department of Public Works in item C.
11/5/2019	MPO Staff Comments	12	Address equity in the plan. Add (TOD) after the first mention of transit-oriented development. Add text to acknowledge the role TOD can play in displacement due to increased property values.	Change made. New sentence added to end of first paragraph in TOD Program call-out box.
11/5/2019	MPO Staff Comments	20	Address equity in the plan.	Added call-out to Goal 4 criteria to highlight the focus on equity in this goal.
11/5/2019	MPO Staff Comments	19	Clarfiy four tiers of scoring.	Added sentence to end of first paragraph: "Projects are grouped into four tiers based on overall score."
11/5/2019	MPO Staff Comments	21	Address equity in the plan.	Added sentences to descriptions of Scenario 2 and Scenario 3. Scenario 2: "In terms of equity, this scenario could have the most positive impact for people with limited income or access to a vehicle." Scenario 3: "and the modes of transportation they can use."
11/5/2019	MPO Staff Comments	33	Address equity in the plan.	Added new paragraph to describe potential equity outcomes.
11/5/2019	MPO Staff Comments	38	Add legend explaining priority.	Added.
11/5/2019	MPO Staff Comments	51	Address equity in the plan.	Added new paragraph to describe potential equity outcomes.
11/5/2019	MPO Staff Comments	53	Use proper name for North Shore Greenway (not North Maui Greenway).	Change made.
11/5/2019	MPO Staff Comments	59	In graphic, correct 30% to 50%.	Change made.
11/5/2019	Project Team Comments	Cover	Change date	Date updated to November 2019 and draft text removed.
11/5/2019	Project Team Comments	Cover		Change made.
11/5/2019	Project Team Comments	11	Change first three words from Hele Maui Maui to Hele Mai Maui.	Change made.
11/5/2019	Project Team Comments	21	Add text to end of second paragraph to clarify outcomes.	Change made.
11/5/2019	Project Team Comments	52	Change "Signage" to "Signs" in graphic.	Change made.
11/5/2019	Project Team Comments	49	Correct typo in "What is it?" description of Emerging Shared Mobility Pilot Programs.	Changed first sentence to: "Introduces or expands new mobility options"

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Date	Source	Page	Comment	Disposition
11/5/2019	Project Team Comments	89	Reflect public input on draft plan related to program priorities.	Added sentence to concluding paragraph to highlight the top priority programs shared by members of the public.
11/5/2019	Project Team Comments	7.5	Reflect public input on draft plan related to potential new funding sources.	Added sentence to first paragraph to highlight the top priority funding options shared by members of the public.
11/6/2019	Ha'iku Community Association	N/A	Review traffic impact fees that were never collected.	Comment provided to Maui MPO Technical Advisory Committee and Policy Board.
11/6/2019	Ha'iku Community Association	N/A	Pave 1.5 miles from Old Maui High to Baldwin Ave. Rename/renumber Pi'ilani Hwy east of Kihei!!! Pa'ia Relief Road - Do Not Start from Beginning; use PRRAG info. Retrofit buses - renewal energy buses; County vehicles. Maui Bus - Haiku-Pa'ia Makawao Triangle Route (Go to Twin Falls). Flashing Warning Lites at Crosswalks. Do not overtax nor fees visitors and guests; Locals (Hawaii License) get rebates - do not pay! Collect impact fees from future/current/past developers.	Comments provided to County Department of Public Works, State Department of Transportation, and County Department of Transportation.
11/6/2019	Ha'iku Community Association	N/A	Speed tables are frequently installed with no regard to posted speed. There is a standard profile for various speed zones. Motorcyclist would appreciate a narrow unpaved margin on the right.	Comment provided to County Department of Public Works.
11/12/2019	Hawaii Department of Transportation	80	Add text to Page 80 to reflect the importance of safety and preservation within HDOT's priorities.	Added new sentence: "Safety and preservation, as well as freight, commuter and visitor movement on the National Highway System, are top priorities for HDOT."





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Any opinions, findings, and conclusions or recommendations expressed in this plan are those of the Maui Metropolitan Planning Organization and do not necessarily reflect the views of the U.S. Department of Transportation, State of Hawai'i, or County of Maui.

