

KIHEI COMMUNITY ASSOCIATION
POSITION STATEMENT – DATED MAY 1, 2014
ADDRESSING ROAD AND TRANSPORTATION STANDARDS

KCA is concerned about the needed transportation and transportation infrastructure in the Kihei/Wailea/Ma'alea corridor. This includes roadways, sidewalks, bike facilities and public transportation. The past growth in South Maui from the 1980s to the present day has caused a serious disconnect between development and transportation and transportation infrastructure. This disconnect will only increase as further development occurs over time.

Kihei's linear form has been defined by two parallel roadways, South Kihei Road and the Pi'ilani Highway. These facilities and the roadways connecting these roadways are operating at unacceptable level of service at many times of the year. Each development south of the Mokulele Highway and each new traffic signal degrades the level of service in the road system. Public transportation by bus requires a well developed road system in which to operate.

Many of the roadways in our community lack sidewalks, forcing pedestrians to walk in the roadways. Consequently pedestrian fatalities and injuries are occurring more frequently in South Maui. Because of the lack of safe pedestrian facilities, many persons opt to drive automobiles even for short walkable trips.

Bike lanes located on South Kihei Road and Piilani Highway are too narrow and offer no separation from fast moving traffic. Bike paths are few and for the most part not complete enough to offer bicycling as a viable and safe method of travel. A comprehensive system of bike paths and adequate bike lanes would encourage an alternative to automobile travel.

Public transportation in South Maui is provided by the county bus system. The system has become a popular alternate for many trips. More frequent service, bus stops with shelters, and paved turnouts off the road to pick up and drop off passengers and bikes are important next steps.

Therefore KCA's position is as follows:

1. Update the outdated Maui County's Kihei Traffic Master Plan that was prepared in October 1996. Using 2030 as the traffic horizon year, develop a Transportation Improvement Program with a viable financing program with roadways, bike lanes, sidewalks, and transit providing adequate levels of service (LOS D or better).
2. KCA requests that all developments meet the Hawaii State Mandate for "Complete Streets".
3. Road design should incorporate "Green Streets" principles to alleviate storm water damage to the community and the ocean and the reefs/fisheries and to replenish the aquifer.
4. Where roundabouts meet traffic warrants, KCA prefers roundabouts to stop signs and traffic signals at intersections. (Roundabouts offer a safer, more efficient approach to intersections in many cases.)
5. County and State roads shall be guided by Kihei Community Association publication titled "Road Designs and Standards for the Kihei Overlay District", when new roadways or major renovations of existing roadways are constructed.

With use of the above Road Design Standards, the following specific criteria should be followed:

[Type text]

Criterion	Standard
Automobile lane width	11 foot minimum and 12 foot maximum
Bike lane width	4 foot minimum (without gutter)
Bike path width two way	8 foot minimum
Bike and pedestrian path width	10 foot minimum
Sidewalk width	4 foot minimum
Parking lane width	7 foot minimum
Crosswalk width	8 feet minimum
Curbs	Mountable where possible
Right of Way	Limit right of way when able to save trees or sensitive property
Traffic Control	Limit the use of traffic signals. Where necessary and warranted, interconnect signals to adjacent signals along the main traveled ways. Use of roundabouts is desirable when the intersection meets the traffic warrants.
Too slow traffic, on lightly travel roads or by schools	Use speed humps rather than speed bumps
Bike Design	Bike paths are preferred to bike lanes
Separation of travel modes	Automobiles and pedestrians/bikes is desirable
Level of Service (LOS)	Roads should be designed for Level D or better
Road design	Use of Green Street concepts is desirable
Landscaping	Use street trees and landscaping within the road right of way is preferable except for safety consideration
Bus turn outs	8 foot minimum

6. BRIDGE DESIGN

A. HYDROLOGY

1. Bridges on the state highways should be designed to pass a 100 year storm event without damage.
2. Bridges on major collectors roads should be designed to pass a 50 year storm event without major damage.
3. Bridges on neighborhood streets should be designed to pass a 10 year storm event without major damage.

B. TYPE OF STRUCTURE

Bridges in Kihei should be aesthetically pleasing. Arch structures are preferable to a series of box culverts or multiple culvert pipes.

C. BRIDGE LOADING

Bridge structures should be designed to carry the heaviest legal loading. The design life should be 50 to 100 years. Critical bridges should be designed for the longer period.

D. BRIDGE SHOULDERS AND BIKE LANES

Bridge structure should carry the full shoulder or bikeway across the bridge. There should be no less width across the bridge than the width of the approaches. Separation of pedestrians and automobile traffic by a barrier should be provided.

E. BRIDGE RAILING

One of the most important aesthetic issues with a bridge structure is the rail. KCA would like railing that is not the standard concrete K rail. The railing typically adds very little to the total cost of a bridge, but makes an important visual statement. The rail should be designed, where possible, to give clear view of the adjacent vegetation/water and the rail should make a design statement.

F. BRIDGE FOUNDATION

The foundation for the bridge structure should be designed to resist scour and to withstand tsunami and seismic events.

7. PUBLIC TRANSPORTATION

Public transportation in Kihei should continue to be provided by county buses. The following improvements should be considered to continue to reduce dependence on the automobile for many trips both within Kihei and to other island destinations:

- 7.1 Provide bus shelters with benches at all bus stops starting with the major stops. The shelters should have up to date schedules for each bus route served. Provide a phone information number when scheduled service is running late or is canceled.
- 7.2 When service levels dictate increase the frequency of routes to every 15 minutes in Kihei. The more frequent buses will promote increased ridership.
- 7.3 Provide more direct bus travel to the airport in an effort to reduce the need for many tourists to make automobile trips. In Kihei many locations do not require an automobile to shop and for restaurant access.
- 7.4 Provide off road turnouts for buses at bus stop locations. These paved turn outs should be at least 8 feet wide. Buses stopping on South Kihei Road create safety problems and traffic congestion especially in situations where bikes on the buses and handicapped patrons are loaded on the buses.
- 7.5 During major events in Kihei, such as fourth Friday, fireworks, whale days, consider free bus service to reduce traffic congestion. While there is a cost for operation, the reduction in the fare box revenue would not be significant on a yearly basis. Free service will often attract riders that will use the service in the future and thus offset the operational costs.
- 7.6 For new commercial or industrial development, allow a reduction in automobile parking requirements for developers willing to contribute to the public bus service.
- 7.7 Allow passengers to subscribe to receive texts describing service changes, schedule updates, delay notifications, special events, etc. for specific and all routes.
- 7.8 In planning for the more distant future of transportation in Kihei with less dependence on automobile travel consider the additional transit incentives:
 - a. reduced fare-monthly pass card for residents
 - b. buses that allow for viewing the vistas along S. Kihei Road
 - c. bus routes that make a continuous loop up and down S. Kihei Rd. to allow for residents and tourist to use the bus for shopping and local use
 - d. express bus routes from central Kihei to Kahului and Wailuku using Piilani Highway and Mokulele Highway rather than S. Kihei Road.

KCA's above position is based on the following assumptions and facts:

- Southwest Maui is essentially a lineal development parallel to the ocean. Its transportation infrastructure has not kept pace with development for the last 30 years.

[Type text]

- Kihei Roadway Design Standards and this position paper are necessary to assure that new and reconstructed roadways are constructed to provide safe transportation for autos, pedestrians, and bikes.
- **Kihei Community Association desires to have a walkable and bikeable community.**
- Kihei has an excellent climate to support a comprehensive bike and pedestrian paths, which if constructed could reduce automobile traffic and improve air quality, public health, and tie the community together.
- Recent bridge designs from Maui County provide bridge structures that do not pass a 50 year storm event and does not adequately address aesthetics.
- With only two complete north/south through roads in Kihei, it is important that these facilities remain open even in major storm and seismic events. Loss of even one road in a major event would paralyze our community.
- Population density in Kihei is not expected to be high enough in the future to make a rail system economically feasible. Kihei desires to have a well run bus system for its public transportation services. The existing service has been very successful and KCA would like to see it continue with improvements.
- Kihei supports the Complete Streets and Green Streets approach to road design.

INTERNET CONNECTIONS:

Complete Streets.....

Roundabouts..... <http://safety.fhwa.dot.gov/intersection/roundabouts/>

Green Streets...http://ashlandtsp.com/system/datas/95/original/AshlandTSP_Greenstreet_WP_020211.pdf