

# Appendix **M**



## Transportation Management Plans



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December 18, 2009

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BRIAN HASHIRO, P.E.  
Highways Division

RECEIVED

DEC 22 2009

PACIFIC RIM LAND, INC.  
MAUI - MAUI

Mr. Charles Jencks  
HONUUA`ULA PARTNERS, LLC  
P. O. Box 220  
Kihei, Maui, Hawaii 96753

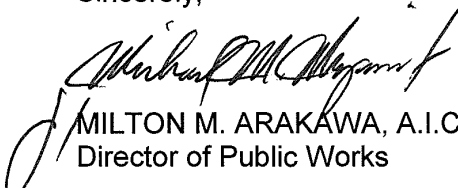
Dear Mr. Jencks:

**SUBJECT: HONUUA`ULA DEVELOPMENT CONSTRUCTION AND  
POST-TRANSPORTATION MANAGEMENT PLANS**

We have reviewed the Transportation Management Plans. We have no further comments to offer and, therefore, approve the subject plans.

Please call Michael Miyamoto at 270-7845, if you should have any questions.

Sincerely,

  
MILTON M. ARAKAWA, A.I.C.P.  
Director of Public Works

MMA:MMM:jso

xc: Development Services Administration

s:\mike\cjencks\_honuula construction & post\_transp mgmt plans

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**TRANSPORTATION MANAGEMENT PLAN  
FOR CONSTRUCTION OPERATIONS OF  
PIILANI HIGHWAY WIDENING PROJECT,  
KAONOULU AFFORDABLE HOUSING PROJECT  
AND HONUULA PROJECT DISTRICT  
WAILEA, MAUI, HAWAII**

**FINAL**

August 27, 2009  
Revised October 27, 2009

Prepared for:

Honua'ula Partners LLC  
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**APPENDIX – AGENCY REVIEW COMMENTS AND RESPONSES**



KENNETH K. KUROKAWA, P.E.  
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DONOHUE M. FUJII, P.E.  
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**TRANSPORTATION MANAGEMENT PLAN**  
**FOR**  
**CONSTRUCTION OPERATIONS OF**  
**HONUULA PROJECT DISTRICT, PIILANI HIGHWAY WIDENING**  
**PROJECT AND KAONOULU AFFORDABLE HOUSING PROJECT**  
**Kihei, Maui, Hawaii**

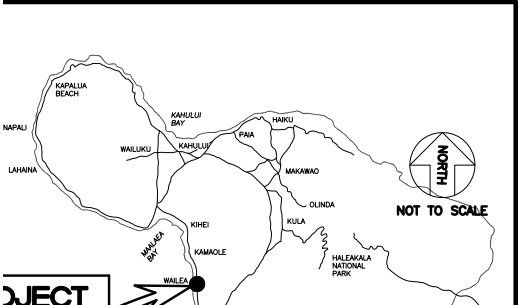
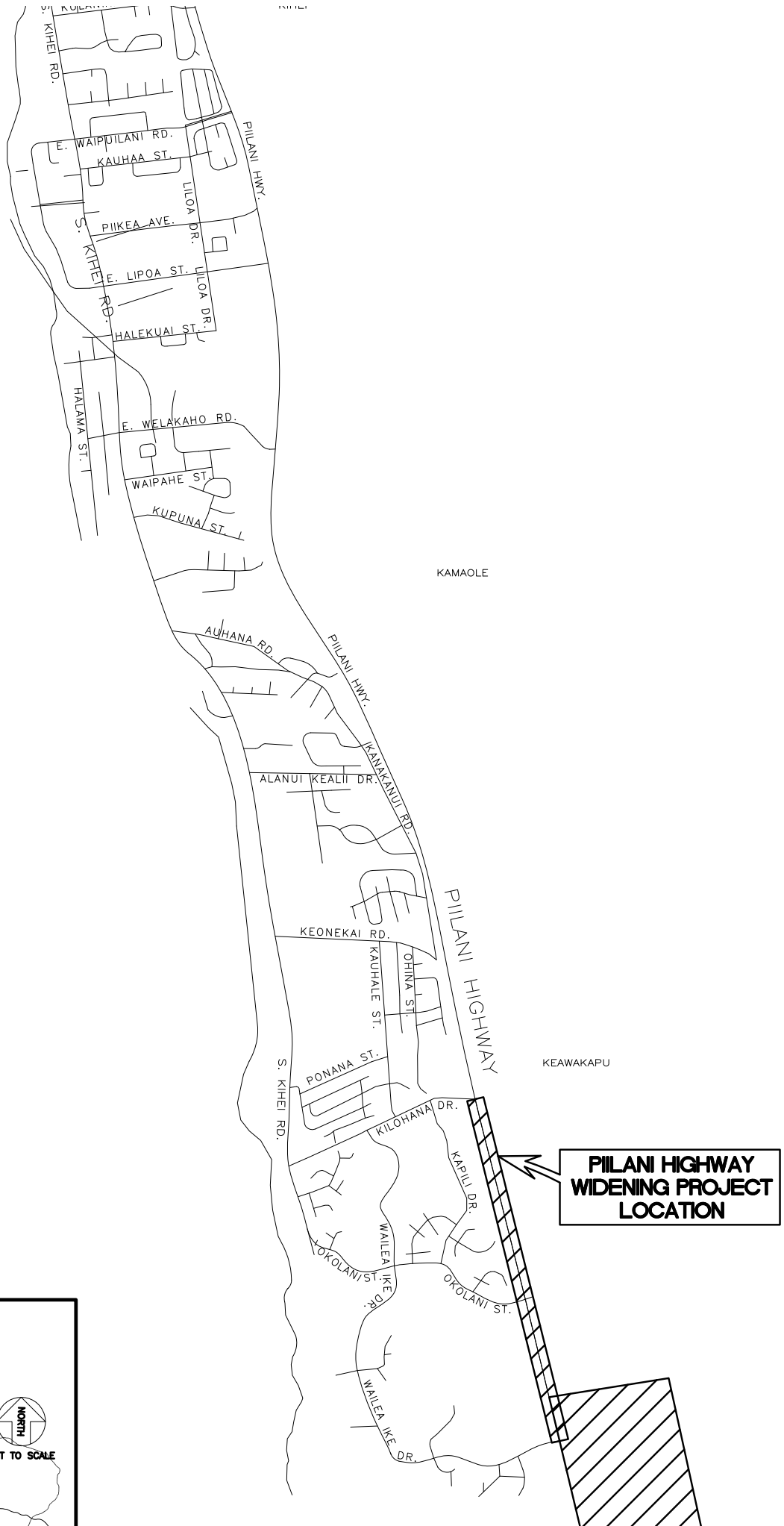
**I. INTRODUCTION**

This Transportation Management Plan (TMP) proposes transportation management strategies to reduce construction related traffic for the construction operations of Honuula (formally known as Wailea 670), Piilani Highway Widening Project and the Kaonoulu Affordable Housing Project in the Kihei-Wailea region of Maui. Figure 1 shows the locations of all three projects.

**A. Goals & Objectives**

Zoning Condition No. 28 of the Honuula project which requires a TMP is as follows:

*“That, prior to commencement of any construction activity, Honuula Partners, LLC, its successors and permitted assigns, shall develop and submit a Transportation Management Plan (TMP), to be reviewed and approved by the State Department of Transportation, the County Department of Public Works, and the County Department of Transportation. The purpose of the TMP shall be to reduce traffic generated by construction activity related to the Kaonoulu Light Industrial Subdivision and Kihei-Makena Project District 9, including*



PROJECT



*traffic generated by the improvements to Piilani Highway between Kilohana Drive and Wailea Ike Drive. The TMP shall provide for programs such as park and ride, shuttles, and/or restrictions on worker access to ongoing construction activity during peak hour traffic. Upon approval, project contractors shall implement the TMP during construction activities. Honuaula Partners, LLC, its successors and permitted assigns, shall submit an annual report to the State Department of Transportation, the County Department of Public Works the County Department of Transportation and the Maui County Council to document the success of the TMP in meeting its benchmarks of reducing traffic during project construction.”*

Compliance with Zoning Condition No. 28 will be achieved through implementation of transportation, parking, and construction management policies and practices geared towards consolidating and reducing the peak hour vehicle trips generated by construction activity. Implementation of this TMP is intended to reduce the impact on peak hour travel times in and around the subject project areas. This management plan will utilize the following goals and objectives in achieving the desired mitigation:

- Develop programs and initiatives for reducing peak hour trips generated by construction activity to achieve a benchmark of approximately 15 percent overall construction traffic reduction during the peak hours of traffic. *At the height of construction, this equates to approximately 50 construction vehicles.*
- Monitor and evaluate the effectiveness of this TMP.
- Coordinate construction activities with adjoining land owners.

*The draft TMP for Construction operations was submitted to the State Department of Transportation (SDOT), the County Department of Public Works (DPW), and the County Department of Transportation (MDOT) on August 28, 2009. Comments letters from the agencies were received dated September 30, 2009 (SDOT), October 2, 2009 (DPW), and September 3, 2009 (MDOT). These comment letters and the response letters to the reviewing agencies are included in the Appendix.*



## **B. Regional Location and Access**

### Roadway System

The following are brief descriptions of the existing roadway network in the vicinity of the Projects:

Piilani Highway - is generally a four-lane, undivided, north/south State arterial highway providing access to Kihei and Wailea from areas north of Kihei. Piilani Highway narrows to a two-lane highway at its intersection with Kilohana Drive/Mapu Place until its terminus at Wailea Ike Drive. Piilani Highway begins at its intersection with South/North Kihei Road and ends at its intersection with Wailea Ike Drive, with provisions to extend the highway further south. Left-turn storage lanes are generally provided at major intersections on Piilani Highway. The posted speed limit on Piilani Highway is generally 40 miles per hour (mph). The speed limit on Piilani Highway is 45 mph in the northbound direction from Wailea Ike Drive to Kilohana Drive; the southbound speed limit on this segment decreases from 45 mph to 25 mph as it approaches Wailea Ike Drive.

Kilohana Drive - is a two-lane, undivided, east/west roadway that connects South Kihei Road with Piilani Highway. Kilohana Drive intersects Piilani Highway across Mapu Place, which provides the north access to Maui Meadows residential subdivision. The posted speed limit on Kilohana Drive is 25 mph.

Mapu Place – is a two-lane, undivided, east/west roadway that provides one of two access points from Piilani Highway, across Kilohana Drive, to Maui Meadows residential subdivision. The posted speed limit on Mapu Place is 25 mph.

Okolani Drive - is a four-lane, divided, east/west roadway between South Kihei Road and Wailea Alanui Drive. Okolani Drive narrows to a two-lane undivided roadway east of Wailea Alanui Drive to its intersection with Piilani Highway directly across of Mikioi Place. The posted speed limit on Okolani Drive is 30 mph.

Mikioi Place – is a two-lane, undivided, east/west roadway that provides one of two access points from Piilani Highway, across Okolani Drive, to Maui Meadows residential subdivision. The posted speed limit on Mikioi Place is 25 mph.



Wailea Ike Drive is a four-lane, divided north-south roadway that is striped as a two-lane roadway just before its connection to Piilani Highway. Wailea Ike Drive is the main access and entry point to the Wailea Resort and connects Piilani Highway with Wailea Alanui Drive. It is a divided roadway with a relatively steep grade and a posted speed limit of 30 mph.

Figure 1 shows the roadway system in the vicinity of the Projects.

## **C. Approach & Methodology**

### **1. Approach to TMP Formulation**

The approach and methodology for developing this TMP is based upon the following tasks and steps for each of the three projects referenced above:

- Determine Construction Labor Transportation Requirements

An analysis of the types of projects anticipated, their individual needs and requirements relative to the labor, supervisory personnel, equipment, deliveries were evaluated. The summary of workers by project and type are summarized in section II.B.

Included within this portion of the analysis are consideration of the time frames during which construction is permitted on state highways, limitations on noise generating activities and limitations on the number of dwelling units that can be constructed during a calendar year as imposed by zoning conditions.

- Develop Programs for Reducing and Consolidating Trips During the Peak Hours

Programs, policies and actions that will positively address and mitigate the impact on peak hour travel are provided. Turning movement count data indicate that the weekday AM peak hour of traffic occurs between 7:00 a.m. and 8:00 a.m. and the weekday PM peak hour of traffic occurs between 4:00 p.m. and 5:00 p.m.



- Implementation, Monitoring, and Evaluation

Employ a Transportation Coordinator (TC) to monitor the TMP program approach, implement modifications to the program as the Projects evolve and construction needs change and provide a source of contact for the public.

## 2. **Construction Trip Data**

The three projects subject to this TMP each have distinct needs in terms of the type of work, number of workers, type of equipment needed, in addition to differentials on the type and quantity of materials needed to complete the work in a timely manner. Therefore, in compliance with Zoning Condition No. 28, it is projected that approximately 15 percent of the overall construction related trips generated by each project will be reduced during the AM peak hour (7:00 a.m. to 8:00 a.m.) and PM peak hour (4:00 p.m. to 5:00 p.m.) of traffic.

## II. **PROJECT OVERVIEWS**

### A. **Project Descriptions**

The following describes the various construction projects addressed in Zoning Condition No. 28:

#### 1. **Piilani Highway Widening Project**

Currently, Piilani Highway is generally a four-lane, undivided, north/south State arterial highway providing access to Kihei and Wailea from areas north of Kihei. Piilani Highway narrows to a two-lane highway north of its intersection with Kilohana Drive/Mapu Place until its terminus at Wailea Ike Drive. The Piilani Highway corridor will be widened and improved consistent with the following requirements:

- Prior to commencement of any construction on the Honuaula Project site, upgrade Piilani Highway from Kilohana Drive to Wailea Ike Drive, to four lanes of traffic.
- Prior to occupancy of the first unit in Honuaula, modify the Piilani Highway/Kilohana Drive/Mapu Place intersection to



provide an exclusive left-turn lane, and the southbound Piilani Highway approach to provide an exclusive right-turn lane into Mapu Place.

- Prior to occupancy of the first unit in Honuaula, signalize Piilani Highway/Okolani Drive/Mikioi Place intersection and provide an exclusive left-turn lane on Okolani Drive.
- Prior to occupancy of the first unit in Honuaula, modify the Piilani Highway/Wailea Ike Drive intersection to provide a signalized intersection, a free right-turn lane from Piilani Highway to Wailea Ike Drive and a second right-turn lane from Wailea Ike Drive to northbound Piilani Highway.

Figure 2 shows the intersections and roadway segments affected by the Piilani Highway Widening Project.

## 2. **Kaonoulu Affordable Housing Project**

The Kaonoulu Affordable Housing Project site is located on a 13 acre parcel located within the light industrial project with frontage on the proposed Kihei/Upcountry highway. The Kaonoulu Affordable Housing Project will construct 125 affordable rental and 125 owner occupied affordable housing units in a series of three story structures along with parking and a 2 acre park for the residents on the east side of Piilani Highway with access off of its intersection with Kaonoulu Street.

Figure 3 shows the conceptual site plan for the Kaonoulu Affordable Housing Project.



KILOHANA DR.

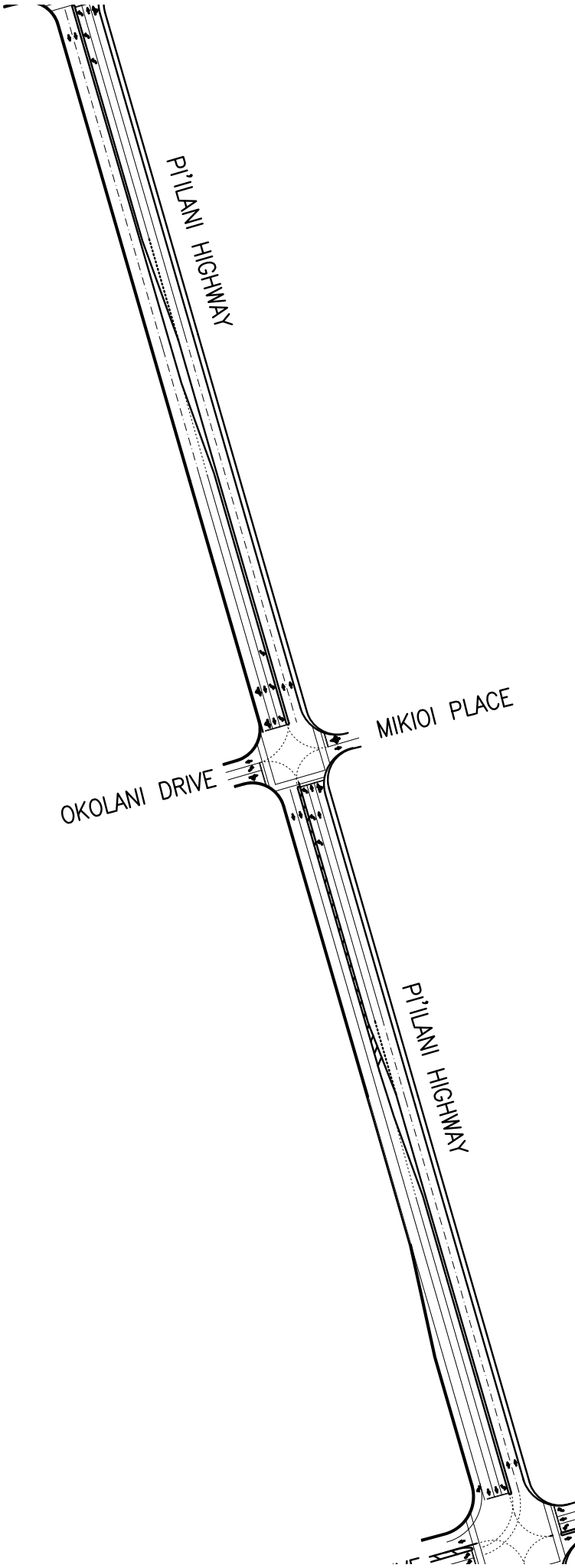
PILANI HIGHWAY

OKOLANI DRIVE

MIKIOI PLACE

PILANI HIGHWAY

FUTURE HONUA'ULA  
ACCESS ROAD



Building A B C and D:  
 12 units per floor, 4-story building, 10 units on the 4th floor  
 46 units per building  
 Total: 184 units

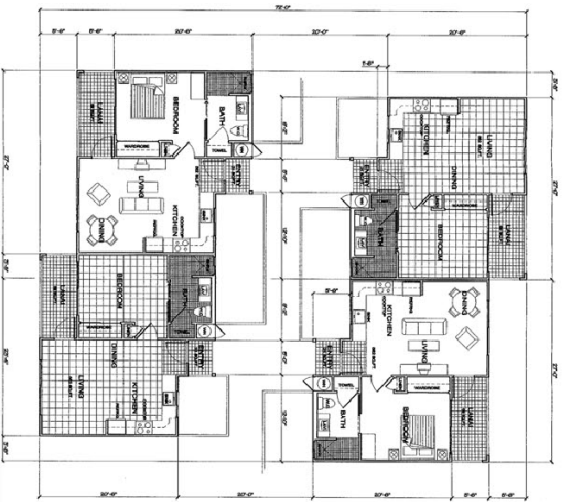
Building E:  
 10 units per floor, 3-story building  
 Total: 30 units

Building F:  
 12 units per floor, 3-story building  
 Total: 36 units

TOTAL UNITS: 250

Required Parking Space: 500  
 Provide +/- 500 Parking Stalls, including:  
 +/- 160 Tandem Parking  
 +/- 340 Regular Parking

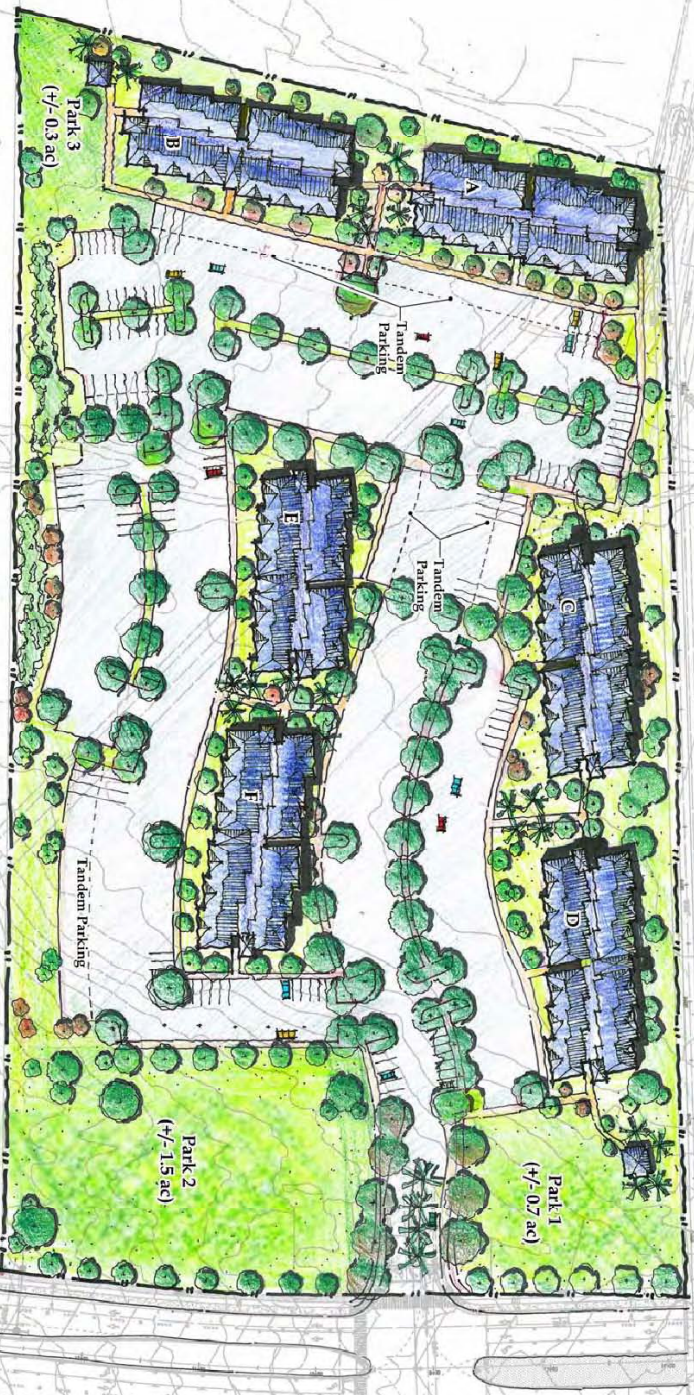
Total Park Area : +/- 2.5 acres



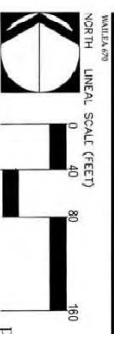
Typical Unit Floor Plan (Not to Scale)



Building E Typical Floor Plan (Not to Scale)



DRAFT 07/21/2008  
 Conceptual Affordable Housing  
 HONUA'UA





### 3. Honouaula Project

The original plan for the Honouaula Project included more than 2,000 new single-family and multi-family residential units, two 18-hole golf courses and a commercial district. The Honouaula Project has since been scaled down and modified. The Honouaula Project currently proposes 1,150 new single-family and multi-family residential units of which, 450 will be affordable, an 18-hole private homeowner golf course and 100,000 square feet of commercial and office space. The following are the development phases for the Honouaula Project:

#### Honouaula Project Phase I (Year 2016)

By Year 2016, The Honouaula Project proposes to construct 26,000 square feet of Office Space, 74,000 square feet of Commercial space, and 400 residential units, with 75 units being affordable. With Phase I of the Project, the east leg of the Piilani Highway/Wailea Ike Drive intersection will be constructed and Kaukahi Street will be extended into the Project.

#### Honouaula Project Phase II (Year 2018)

By Year 2018, The Honouaula Project proposes to construct an additional 400 residential units, with half being affordable. With Phase II of the Project, Piilani Highway will be extended, forming the south leg of the Piilani Highway/Wailea Ike Drive intersection and extending to the Kaukahi Street extension.

#### Honouaula Project Phase III (Year 2022)

By Year 2022, the Honouaula Project proposes to construct the final 350 residential units, with 175 being affordable.

Figure 4 shows the conceptual site plan for the Honouaula Project.



- ly Residential and Roadways
  - y Residential and Roadways
  - ge-Mixed Use and Roadways
- Recreation and Open Space / Utility
  - Roadways, Bikeways, and Walkways
  - Golf Course, Open Space, and Parks
  - Native Plant Preservation Area
  - Utilities

# HONUA'ULA

WALEA, MAUI

Project District Phase 2  
Master Plan





## **B. Construction Traffic**

### **1. State of Hawaii and County of Maui Construction Regulations**

In accordance with Honuaula's zoning conditions, State Department of Health (DOH) and State Department of Transportation (SDOT) regulations, there are limitations to permitted construction work time frames, noise generating activities and number of dwelling units that can be constructed during a calendar year.

In compliance with DOH regulations, construction can only be performed between 7:00 a.m. and 6:00 p.m., Monday through Friday, and 9:00 a.m. and 6:00 p.m. on Saturdays. The use of certain demolition and construction equipment (such as pile drivers, hydraulic hammers, jackhammers, etc.) shall be limited to 9:00 a.m. to 5:30 p.m., Monday through Friday. In compliance with SDOT regulations, unless permitted by the District Engineer, work on State roadways can only be performed between 8:30 a.m. and 3:30 p.m., Monday through Friday. In accordance with the zoning conditions, the 250 Kaonoulu Affordable Housing Project units must be completed prior to any market rate units for Honua'ula. Honua'ula will also be limited to construct no more than 100 market rate units per year, with no limitations on the number of affordable housing units constructed each year based on Chapter 19.90A Section 020 of Maui County's Zoning Code. Additionally, limiting the number of market rate units per year will control the number of construction workers and deliveries required during construction; hence a limit on construction traffic

### **2. Projected Construction Labor**

*At the height of construction, it has been estimated that there will be approximately 330 construction vehicles and deliveries during the peak hours of traffic. A 15 percent reduction results in approximately 50 construction vehicles during the peak hours of traffic. The following is a breakdown of estimated construction vehicles per project.*



### Piilani Highway Widening Project

The Piilani Highway Widening Project is required to be completed prior to any construction, with the exception of grading within the Honuaula Project. Construction of the Piilani Highway Widening Project is estimated to generate approximately 55 workers to the construction site, 20 percent of which will be supervisory personnel with an average of 6 truck deliveries per day.

### Kaonoulu Affordable Housing Project

The Kaonoulu Affordable Housing Project is estimated to generate approximately 100 workers to the construction site, 20 percent of which will be supervisory personnel, with an average of 6 truck deliveries per day.

### Honuaula Project

The main infrastructure and site development of the Honuaula Project is projected to be completed within four years. Based on this projection, the project is estimated to generate 90 workers to the construction site, 20 percent of which will be supervisory personnel and an average of 10 truck deliveries per day.

Residential building construction is estimated to generate 111 workers to the construction site, 20 percent of which will be supervisory personnel with an average of 10 truck deliveries per day.



### III. PEAK HOUR TRANSPORTATION MANAGEMENT INITIATIVES AND PROGRAMS

#### A. Reduction of Construction Worker Traffic During Peak Hours of Traffic

Much of the construction related traffic will be a result of individual construction and trades workers arriving and leaving the construction site. The following are the proposed TMP strategies to reduce construction worker related traffic during the peak hours of traffic.

##### 1. Transportation Coordinator

The Transportation Coordinator (TC) will be responsible for overseeing, administering and reporting progress of this TMP. The following are duties that are recommended to be carried out by the TC:

- Works with project managers, construction managers, and construction workers on-site to participate in the TMP.
- Enforce scheduling for arrival and departure of construction workers to occur during off-peak hours of traffic.
- Monitor the use of ridesharing/carpooling/vanpooling and provide incentives to construction workers who participate in ridesharing programs.
- Monitor surrounding residential areas to ensure construction workers are not parking in these areas *utilizing the following strategies:*
  - *Busing of employees to the project area. Requiring within the project contract the provision of vanpooling for employees from off site construction facilities and monitoring of activity,*
  - *Establishment of parking areas within the Honuaula project area for both workers and delivery vehicles,*
  - *Active policing of worker parking and patrolling of off-site residential areas to ensure construction parking is not taking place outside the construction area,*



- *Notify the residents to report construction workers parking in the neighborhood by calling the “hotline”.*
- Require construction supervisors to enforce parking violations and monitor parking lot.
- Encourage individual construction companies to utilize park-and-ride lots or have their employees meet at their own baseyard for carpooling or vanpooling.
- Schedule and arrange truck deliveries during off-peak hours of the day and coordinate truck deliveries within the projects.
- Notify motorists of lane or road closures to give them time to plan alternative routes to avoid possible roadway congestion.
- Publicize construction schedules, roadway use, alternative routes, and alternative modes of transportation via a website or written notices.
- Establish a “hotline” for inquiries, construction activities, and complaints.
- Conduct regular informational meetings with the surrounding communities to provide construction schedule information.
- *Keep records of the number of construction workers on-site as well as the number of vehicles accessing the site during the peak hours of traffic to measure the effectiveness of the TMP.*

## 2. Schedule Off-Peak Arrivals/Departures

Typical work days are recommended to be scheduled so workers avoid travelling during peak hours of the day. *Recommended work schedules would be from 6:30 am (prior to the AM peak hour of traffic) and end at 3:30 pm (prior to the PM peak hour of traffic).* The TC will enforce the peak hour scheduling restrictions so that construction personnel can cycle on and off the construction site during off-peak hours so that vehicles do not impact the majority of traffic during the AM and PM peak hours of the day.





**3. Ridesharing/Carpooling/Vanpooling Programs**

Ridesharing, carpooling and vanpooling will be encouraged through various measures and incentives. The Project Manager and TC are recommended to provide incentives to construction workers who utilize these ridesharing programs, such as reimbursements for the costs of the ridesharing programs. For those who wish to carpool utilizing their personal cars, preferential parking in the designated employee parking lot will be provided as further described below.

**4. Guaranteed Ride Home Initiative**

To ensure that rideshare users are not restricted without a personal vehicle on-site, a Guaranteed Ride Home (GRH) program will accommodate their needs. This program offers a guaranteed free ride for a person who does not drive to work and who needs a ride for an emergency, unexpected situation, personal sickness, sickness of a family member, or if workers must stay late to work unscheduled overtime. This would guarantee the ride from a fellow coworker, paid taxi, rental car or shuttle service. The GRH program offers peace of mind for workers who worry about getting to a destination if unexpected events or emergencies occur.

**5. Employee Parking**

A parking lot will be designated for construction worker parking. The parking facility will be managed and regulated so as to promote ridesharing as follows:

- Limit the number of employee parking spaces on-site.
- All vehicles will be given parking passes to regulate vehicles permitted to park in the parking lot.



- The TC will monitor surrounding residential areas to ensure workers are not parking off-site and are using parking provided by project. *To monitor surrounding residential areas, the TC should utilize the following strategies:*
  - *Busing of employees to the project area. Requiring within the project contract the provision of vanpooling for employees from off site construction facilities and monitoring of activity,*
  - *Establishment of parking areas within the Honuaula project area for both workers and delivery vehicles,*
  - *Active policing of worker parking and patrolling of off-site residential areas to ensure construction parking is not taking place outside the construction area,*
  - *Notify the residents to report construction workers parking in the neighborhood by calling the “hotline”.*
- TC will inform the construction supervisors to deal with construction workers who violate the parking regulations.

## **6. Implement Park-and-Ride Facility**

To facilitate ease of ridesharing/carpooling/vanpooling, a park-and-ride staging area can be a way for construction workers to meet at a central location to transport to the construction site. A park-and-ride facility would need to be located outside of the construction work zone. Currently, there is an existing park-and-ride facility in Kahului along Puunene Avenue near Kuihelani Highway and another facility in the Maalaea area along North Kihei Road near Honoapiilani Highway. Construction workers will be able to park their personal vehicles at the park-and-ride lot and either carpool, vanpool or use a shuttle to enter the project site. New park-and-ride facility locations should be determined in conjunction with other construction projects in the Kihei-Makena region and based on availability of open areas for lease and development of the facility.



## **B. Reductions of Construction Traffic Delays and Delivery Trucks**

A small contribution of construction related traffic will be caused by construction improvements along Piilani Highway and delivery trucks arriving and leaving the construction site during peak hours of traffic. The following are the proposed TMP strategies to reduce traffic congestion as a result of the traffic delays and delivery trucks during the peak hours.

### **1. Consolidate Deliveries**

Whenever possible, construction materials, fuel, supplies and equipment should be consolidated and delivered to the site during off-peak hours of the day. To the extent feasible, deliveries will be scheduled so that vehicle trips to and from the construction site do not disrupt or coincide with the AM peak hour (7:00 a.m. to 8:00 a.m.) and PM peak hours (4:00 p.m. to 5:00 p.m.). Deliveries that are required to be made during peak hours of the day will be arranged and monitored by the TC, so proper coordination, planning and regulation of truck flows can be made prior to the delivery.

### **2. Reduce Traffic Delays and Reduction in Flow**

Unless absolutely necessary and for public safety reasons, lane or road closures will occur during off-peak hours in conjunction with SDOT regulations. Providing lane or road closures during off-peak hours will result in less congestion during peak hours and a reduction in the number of vehicles affected by detours. If lane or road closures do occur, the TC will notify motorists and provide alternate routes to avoid congested roadways. Lane or road closures will be specific to the area of work to reduce the number of roadways affected by the closure. The contractor will follow SDOT and County regulations when utilizing their roadway facilities. *Additionally, the contractor will notify the appropriate agencies and the public at least five days prior to lane closures.*



### **3. Public Information and Outreach Program**

To implement a public information and outreach program, the following are duties of the TC:

- Coordinate delivery schedules and roadway construction schedules with other projects in the area.
- Coordinate with unions, construction companies, developer and owner of properties affected by the TMP or construction operations, to establish a set of agreed upon TMP initiatives.
- Notify motorists of lane or road closures to give them time to plan different routes to avoid congested roadway.
- Publicize construction schedules, roadway use, alternative routes, and alternative modes of transportation via a website or written notices.
- Establish a “hotline” for inquiries, construction activities, and complaints. The TC will investigate and respond by taking appropriate action on the valid complaints received.
- Conduct regular information meetings with the surrounding communities to provide construction schedule information.

Information of the various construction activities will allow the public to utilize alternative routes or adjust their schedules to reach their destination in a timely fashion and limit the impact to the surrounding roadways.



#### **IV. PROJECT SPECIFIC PEAK HOUR TRANSPORTATION MANAGEMENT INITIATIVES AND PROGRAMS**

##### **A. Piilani Highway Widening Project**

With the exception of grading within the Honuaula Project, the widening of Piilani Highway between Kilohana Drive/Mapu Place and Wailea Ike Drive is required to be completed as described in the Zoning Conditions. During construction of the Piilani Highway Widening Project, the Honuaula Project site will be utilized as the contractor's staging area. The following are transportation initiatives and programs, as described in Section IV that are recommended to be implemented specific to the Piilani Highway Widening Project.

##### **1. Transportation Coordinator**

As mentioned in Section IV.A.1 all duties and responsibilities carried out by the TC could be applied to the Piilani Highway Widening Project.

##### **2. Schedule Off-Peak Work**

As mentioned in Section IV.A.2. all initiatives dealing with the consolidation of deliveries could be applied to the Piilani Highway Widening Project.

##### **3. Implement Park-and-Ride Facility**

Due to the nature of the project, a majority of the construction work will be completed by one construction company. To the extent possible, construction workers will park their personal vehicles at the Contractor's baseyard and carpool to the Honuaula Project site where the construction staging area and construction vehicle parking will be located. The TC will restrict any construction related personal vehicles from parking at the Honua'ula staging area.

##### **4. Guaranteed Ride Home Initiative**

As mentioned in Section IV.A.4, all initiatives dealing with a GRH program could be applied to the construction of the Piilani Highway Widening Project.



## 5. Employee Parking

A parking lot on the Honuaula Project site will be designated for construction worker parking. The parking facility will be regulated so as to promote ridesharing as follows:

- The TC will monitor surrounding residential areas to ensure construction workers are not parking in these areas *utilizing the following strategies:*
  - *Busing of employees to the project area. Requiring within the project contract the provision of vanpooling for employees from off site construction facilities and monitoring of activity.*
  - *Establishment of parking areas within the Honuaula project area for both workers and delivery vehicles.*
  - *Active policing of worker parking and patrolling of off-site residential areas to ensure construction parking is not taking place outside the construction area.*
  - *Notify the residents to report construction workers parking in the neighborhood by calling the "hotline".*
- Limit the number of construction vehicle parking spaces on the Honuaula Project site as a disincentive.

## 6. Consolidate Deliveries

In addition to consolidating deliveries, as mentioned in Section IV.B.1, the number of truck deliveries can be reduced by providing material handling and processing on the Honuaula Project site. For example, these activities could include rock crushing and processing, concrete material storage and batching, and material recycling. Utilizing materials available on-site will reduce the number of deliveries to the project site.



**7. Reduce Traffic Delays and Reduction in Flow**

In accordance with SDOT regulations, lane closures may only occur between 8:30 a.m. and 3:00 p.m., unless permitted by the District Engineer. The Contractor shall comply with traffic control and lane closure requirements, as required by the SDOT *and County. The appropriate agencies and the public will be notified at least five days prior to lane closures*

**8. Public Information and Outreach Program**

As mentioned in Section IV.B.3, all initiatives dealing with a public information and outreach program could be applied to the construction of the Piilani Highway Widening Project.

**B. Honuaula and Kaonoulu Affordable Housing Projects**

The Zoning Conditions for the Honuaula Project mandates that the Kaonoulu Affordable Housing Project be completed prior to any market rate units within the Honuaula Project site and that no work other than grading be initiated within the Honuaula Project prior to completion of the Piilani Highway Widening Project. Construction for the Piilani Highway Widening Project may occur during the same time Kaonoulu Affordable Housing Project is being constructed.

Once Piilani Highway is widened, construction within the Honuaula Project will commence. Therefore, when major construction activities occur on the Honuaula Project site, additional capacity will be provided along Piilani Highway. The following are transportation initiatives and programs that are recommended to be implemented specific to the Honuaula and Kaonoulu Affordable Housing Projects.

**1. Transportation Coordinator**

As mentioned in Section IV.A.1 all duties and responsibilities carried out by the TC could be applied to the Honuaula and Kaonoulu Affordable Housing Projects.



**2. Schedule Off-Peak Work**

As mentioned in Section IV.A.2 all initiatives dealing with the consolidation of deliveries could be applied to the Honuaula and Kaonoulu Affordable Housing Projects.

**3. Ridesharing/Carpooling/Vanpooling programs**

As mentioned in Section IV.A.3 all initiatives dealing with ridesharing, carpooling and vanpooling could be applied to the Honuaula and Kaonoulu Affordable Housing Projects.

**4. Implement Park-and-Ride Facility**

To reduce regional traffic in the Kihei-Wailea region, workers should use existing park-and-ride facilities. Currently, there is an existing Kuihelani Highway park-and-ride facility in Kahului along Puunene Avenue near Kuihelani Highway and another facility in the Maalaea area along North Kihei Road near Honoapiilani Highway. Workers will be able to park their personal vehicle at these facilities and carpool to the Project sites.

Currently, the Maui Bus runs a few routes connecting the Wailea Makena Region to other regions on the Island of Maui. The Kihei Islander Route runs along South Kihei Road with its last stop on Wailea Ike Drive and the Haiku-Wailea Commuter route runs along Piilani Highway with its last stop in Makena. The TC will be responsible to coordinate with the Maui Bus to **provide additional stops along the Haiku-Wailea Commuter route** at the Kaonoulu Affordable Housing and Honuaula Projects.

New park-and-ride facility locations should be determined in conjunction with other construction projects in the Kihei-Makena region and based on availability of open areas for lease and development of the facility. Central Maui is known to be the main residential area on Maui; therefore, a park-and-ride facility would be most useful in that area, attracting construction workers in the Central, East and Upcountry Maui areas.





**5. Guaranteed Ride Home Initiative**

As mentioned in Section IV.A.4 all initiatives dealing with ridesharing, carpooling and vanpooling could be applied to the Honuaula and Kaonoulu Affordable Housing Projects.

**6. Employee Parking**

As mentioned in Section IV.A.5 all initiatives dealing with employee parking could be applied to the Honuaula and Kaonoulu Affordable Housing Projects.

**7. Consolidate Deliveries**

The Kaonoulu Affordable Housing Project will require delivery of all materials necessary for construction of on and offsite improvements. Therefore, to the extent feasible, the TC will schedule deliveries of material during off peak hours of traffic during the course of the construction.

For the Honuaula Project, the number of truck deliveries can be reduced by providing material handling and processing on the Honuaula Project site. For example, these activities could include rock crushing and processing, concrete material storage and batching, and material recycling. Utilizing materials available on-site will reduce the number of deliveries to the project site.

**8. Public Information and Outreach Program**

As mentioned in Section IV.B.3, all initiatives dealing with a public information and outreach program should apply to the Honuaula and Kaonoulu Affordable Housing Projects.



## V. SUMMARY AND CONCLUSION

### A. Summary for Piilani Highway Widening Project

Implementing and regulating the construction transportation management initiatives should effectively reduce the traffic congestion due to the construction activities for the Piilani Highway Widening Project.

#### 1. Reduction of Construction Worker Traffic During Peak Hours

- A TC will need to coordinate with the developer, administrators, employees, officials and the general public in order to effectively implement the initiatives and programs.
- The TC will need to coordinate with construction managers and construction workers to make sure employee work shifts occur during off-peak hours to reduce the impacts to the AM and PM peak hours of traffic. *Recommended work schedules would be from 6:30 am (prior to the AM peak hour of traffic) and end at 3:30 pm (prior to the PM peak hour of traffic).*
- Since the majority of the construction work on Piilani Highway will be completed by one construction company, to the extent possible, construction workers will park their personal vehicles at the contractor's baseyard and carpool to the Honuaula Project site, where construction staging and construction vehicle parking will be located. Construction company vehicles will be used to transport construction workers from the Honuaula Project site to the designated work area along Piilani Highway.
- To ensure rideshare users are not prevented from attending to emergency or unexpected situations off-site, a guaranteed ride home will be provided to accommodate their needs.
- The number of parking spaces will be limited to construction vehicles. Additionally, the TC will monitor surrounding residential areas to ensure construction workers are not parking in these areas.



- *The TC will monitor surrounding residential areas to ensure construction workers are not parking in these areas utilizing the following strategies:*
  - *Busing of employees to the project area. Requiring within the project contract the provision of vanpooling for employees from off site construction facilities and monitoring of activity,*
  - *Establishment of parking areas within the Honuaula project area for both workers and delivery vehicles,*
  - *Active policing of worker parking and patrolling of off-site residential areas to ensure construction parking is not taking place outside the construction area,*
  - *Notify the residents to report construction workers parking in the neighborhood by calling the “hotline”.*

## **2. Reduction of Traffic Delays and Delivery Trucks During Peak Hours**

- Where feasible, all construction materials, equipment and supplies should be consolidated and delivered to the construction site during off-peak hours
- Where feasible, construction material should be handled and processed on-site to reduce the number of delivery trucks traveling to the construction site.
- Due to SDOT regulations, lane closures may only occur between 8:30 a.m. and 3:00 p.m., unless permitted by the District Engineer.
- The TC should implement a public information and outreach program to inform the public of the various construction activities and establish a “hotline” for inquiries, construction activities, and complaints



## **B. Summary for the Honuaula and Kaonoulu Affordable Housing Projects**

Implementing and regulating the construction transportation management initiatives should effectively reduce the traffic congestion due to the construction activities for the Honuaula and Kaonoulu Affordable Housing Projects.

### **1. Reduction of Construction Worker Traffic During Peak Hours**

- A TC will need to coordinate with the developer, administrators, employees, officials and the general public in order to effectively implement the initiatives and programs.
- The TC will need to coordinate with construction managers and construction workers to make sure employee work shifts occur during off-peak hours to reduce the impacts to the AM and PM peak hours of traffic.
- Provide incentives for construction employees to participate in ridesharing programs.
- To ensure rideshare users are not restricted to attend an emergency or unexpected situation off-site will be guaranteed a ride home to accommodate their needs.
- The on-site construction worker parking lot should be limited to a set amount of stalls and managed to promote ridesharing and alternative modes of transportation.
- Limit the use of vehicles in the parking lot by putting a parking fee that varies based upon the amount of riders per vehicle.
- Where feasible, existing park-and-ride facilities in Kahului and Maalaea should be used as a staging area for construction workers to meet and carpool and vanpool to the construction site.



## 2. **Reduction to Traffic Delays and Delivery Trucks During Peak Hours**

- Where feasible, all construction materials, equipment and supplies should be consolidated and delivered to the construction site during off-peak hours
- For the Honuaula Project, construction material handling and processing be processed on site to reduce the number of delivery trucks entering and exiting the site.
- The TC should implement a public information and outreach program to inform the public of the various construction activities and establish a “hotline” for inquiries, construction activities, and complaints.

### C. **Monitoring and Evaluation**

The TC will oversee and implement the transportation management initiatives and programs. The TC will have the responsibility to monitor and evaluate the effectiveness of the TMP initiatives to reduce construction generated traffic. *The TC will keep records of the number of construction workers on-site as well as the number of vehicles accessing the site during the peak hours of traffic to evaluate the effectiveness of the TMP.* All of the construction workforce will be encouraged to actively participate with the TMP programs. Employee feedback will be an important evaluation tool used to determine travel behaviors and successes and failures of the TMP. This can lead to modifications to the TMP initiatives.

### D. **Agency Review and Approval**

Based on Zoning Condition No. 28, an annual report will be submitted to the SDOT, DPW, MDOT and Maui County Council to determine the effectiveness of the TMP as it relates to achieving traffic reductions during the AM and PM peak hours of traffic. *However, by request of SDOT a semi-annual report of the TMP can be accommodated.*

*The draft TMP for Construction operations was submitted to the State Department of Transportation (SDOT), the County Department of Public Works (DPW), and the County Department of Transportation (MDOT) on August 28, 2009. Comments letters from the agencies were received dated September 30,*



*2009 (SDOT), October 2, 2009 (DPW), and September 3, 2009 (MDOT). These comment letters and the response letters to the reviewing agencies are included in the Appendix.*



## REFERENCES

1. Makena Resort Transportation Management Plan for Construction Operations Draft, prepared by Munekiyo, Hiraga, Inc., dated February 2009.
2. Traffic Impact Analysis Report for Kaanapali Ocean Resort, Lot 3, prepared by Austin, Tsutsumi & Association, Inc., dated July 13, 2006.
3. Construction Traffic Management Plan Royal Lahaina Resort Revitalization, prepared by Wilson Okamoto Corporation, dated May 2006.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
CIVIL ENGINEERS • SURVEYORS

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# **APPENDIX**

## AGENCY REVIEW COMMENTS AND RESPONSES

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LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

September 30, 2009

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI  
JIRO A. SUMADA

IN REPLY REFER TO:  
HWY-PS  
2.3454

RECEIVED  
OCT 01 2009

AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
Honolulu, Hawaii 96817-5031

Ms. Lee H. Yokomizo, P.E.  
Traffic Engineer  
Austin, Tsutsumi & Associates, Inc.  
501 Sumner Street, Suite 521  
Honolulu, Hawaii 96817-5031

Dear Ms. Yokomizo:

Subject: Transportation Management Plan (TMP) for Post-Construction Operations of  
Kaonoulu Affordable Housing Project and Honuaula Project District and  
  
Transportation Management Plan (TMP) for Construction Operations of  
Piilani Highway Widening Project, Kaonoulu Affordable Housing Project and  
Honuaula Project District; Wailea, Maui

Thank you for your transmittal regarding the subject TMP's. We have the following comments:

GENERAL COMMENTS:

1. We suggest that the TMP include a discussion relating the implementation schedule/timetable or phased development with respective cost/funding to satisfactorily address the TMP goals and objectives.
2. The TMP should be expanded to include a discussion of the factors/criteria to be used in determining a reliable measure of effectiveness in implementing the various transportation management initiatives and programs for the respective projects.
3. We suggest that reporting on the effectiveness of the TMP be done semi-annually rather than annually. We recommend that the traffic monitoring report include discussion/evaluation of additional roadway mitigation measures (especially at major intersections) should implementation of the TMP not provide a satisfactory level of service (LOS) on Piilani Highway during peak hours.

**TMP for Post-Construction Operations of Kaonoulu Affordable Housing Project and Honuaula Project District**

The TMP should incorporate a discussion on ENFORCEMENT, how compliance with Zoning Condition No. 28 will be accomplished that requires a reduction on the dependency on individual vehicular transportation mode. We suggest that the owner's deed/title of each residential dwelling unit/commercial and office space should incorporate these conditions regarding compliance to the TMP's programs, policies and actions.

**TMP for Construction Operations of Honuaula Project District, Piilani Highway Widening Project and Kaonoulu Affordable Housing Project**

Page 3 of the report states that one of the TMP objectives is reducing peak hour trips generated by construction activity to achieve a benchmark of 15 percent overall construction traffic reduction during the peak hours of traffic. This statement is more understandable if it relates to a number of peak hour traffic generated during construction or an equivalent generated (due to construction) traffic level of service (LOS) condition on Piilani Highway during peak hours.

If you have any questions, please contact Ken Tatsuguchi, Head Planning Engineer, Highways Division, at 587-1830.

Very truly yours,



Ken Tatsuguchi  
Head Planning Engineer  
Highways Division

# HONUA'ULA

October 8, 2009

Mr. Ken Tatsuguchi  
Head Planning Engineer,  
Highways Division  
State Department of Transportation  
State of Hawaii  
869 Punchbowl Street, Room 513  
Honolulu, HI 96813

Subject: Transportation Management Plan (TMP) Comments for Construction and Post-Construction Operations: Kaonoulu Affordable Housing, Pi'ilani Highway Widening and Honua'ula Project District; Wailea, Maui

Dear Mr. Tatsuguchi:

Thank you for your comments received by Austin, Tsutsumi & Associates, Inc. (ATA) dated September 30, 2009 (reference HWY-PS 2.3454), on the above referenced TMP documents submitted to your office for review. We have reviewed the comments provided by your office with ATA's traffic engineers and have the following responses for your consideration:

Comment 1 – All elements of the TMP programs, especially as they relate to construction projects, will be part of the contractual agreements between the landowners/funding partners and the contracting entity. Funding for the specific mitigation programs such as parking regulation, management of construction deliveries/personnel and implementation of park and ride facilities will be the responsibility of the individual contracting entities while enforcement of the programs the responsibility of the landowner/funding partners. At the time construction activities are scheduled for the projects analyzed in the TMP, the State Department of Transportation will be actively involved in the review of permits and plans for construction of the projects and through that oversight have the ability to also ensure the TMP programs are effective and implemented on schedule.

Comment 2 – The Construction TMP will be revised to include a paragraph discussing the criteria that should be used to determine measure of effectiveness. To determine the effectiveness of the measures, the transportation coordinator will keep records of the number of construction workers on-site as well as the number of vehicles accessing the site during the peak hours of traffic. The Conditions of Zoning does not require the Honua'ula Project to submit an annual report for the post construction TMP.

Mr. Ken Tatsuguchi  
October 8, 2009  
Page 2

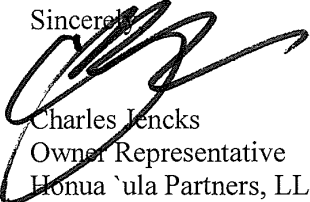
Comment 3 – Condition 28 does request an annual TMP report to the State Department of Transportation and other governmental agencies. A request to provide semi-annual reporting of the construction TMP could be accommodated should the State of Hawaii, Department of Transportation (HDOT) request such a report. However, if this request is made we would hope that there will be timely reviews and meaningful input provided to assist us in managing the TMP. With regard to traffic mitigation measures, prior to construction of the Honua`ula project, improvements to Pi`ilani Highway and its intersections with Kilohana Drive/Mapu Place, Okolani Drive/Mikioi Street, and Wailea Ike Drive will be implemented as required by the Zoning Conditions and as agreed upon between HDOT and the three major developers in the Wailea Area (Honua`ula, Wailea Resort and Makena Resort). Additionally, the Traffic Impact Analysis Report for the Pi`ilani Highway Widening does not account for implementation of the Post-Construction TMP's for Honua`ula and the Makena Resort which will provide additional peak hour mitigation.

Comment 4 – Your comment regarding the future enforcement of TMP procedures and guidelines with the Honua`ula project is a good one. It is our intent to not only tie the TMP guidelines to any future sale of commercial properties (including multi-family residential properties) so that the guidelines can be handled by future management agencies but also continually encourage the County of Maui to effectively expand their current transit programs into the Wailea and Makena areas of south Maui. Discussions with the County Department of Transportation on the proposed TMP have and will continue to take place through future planning and permitting of the project area and it is expected that as demand and rider-ship continues to increase so will the availability of transit options for the project area.

Comment 5 – At the height of construction for Honua`ula, it has been estimated that there will be approximately 330 construction vehicles and deliveries during the peak hours of traffic. This will result in a reduction of approximately 50 construction vehicles during the peak hours of traffic. This reduction and any anticipated peak hour trips will be achieved through various programs, as stated in the TMP, such as scheduling construction workers and deliveries during off peak hours.

Mr. Tatsuguchi, should you have any questions with regard to the above responses please do not hesitate to contact Mr. Keith Niiya in the offices of ATA at 533-3646 or me personally in my office at 879-5205.

Sincerely,



Charles Jencks  
Owner Representative  
Honua`ula Partners, LLC

CHARMAINE TAVARES  
Mayor

MILTON M. ARAKAWA, A.I.C.P.  
Director

MICHAEL M. MIYAMOTO  
Deputy Director

Telephone: (808) 270-7845  
Fax: (808) 270-7955



COUNTY OF MAUI  
**DEPARTMENT OF PUBLIC WORKS**  
200 SOUTH HIGH STREET, ROOM NO. 434  
WAILUKU, MAUI, HAWAII 96793

October 2, 2009

RALPH NAGAMINE, L.S., P.E.  
Development Services Administration

CARY YAMASHITA, P.E.  
Engineering Division

BRIAN HASHIRO, P.E.  
Highways Division

RECEIVED  
OCT 07 2009

AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
Honolulu, Hawaii 96817-5031

Mr. Lee H. Yokomizo, P.E.  
AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
501 Sumner Street, Suite 521  
Honolulu, Hawaii 96817-5031

Dear Mr. Yokomizo:

**SUBJECT: TRANSPORTATION MANAGEMENT PLAN FOR  
CONSTRUCTION OPERATIONS OF PIILANI HIGHWAY  
WIDENING PROJECT, KAONOULU AFFORDABLE  
HOUSING PROJECT AND HONUULA PROJECT  
DISTRICT**

We reviewed the subject plan and have the following comments:

1. "The TC will monitor surrounding residential areas to ensure workers are not parking off-site and are using parking provided by project."

Can this actually be enforced? What is the plan?

2. "Typical work days are recommended to be scheduled so workers avoid traveling during peak hours of the day. The TC will enforce the peak hour scheduling restrictions so that construction personnel can cycle on and off the construction site during off-peak hours so that vehicles do not impact the majority of traffic during the AM and PM peak hours of the day."

For clarity, give example: What would be a recommended schedule so impacts to AM/PM peaks are minimized?

3. "Unless absolutely necessary and for public safety reasons, lane or road closures will occur during off-peak hours in conjunction with SDOT regulations. Providing lane or road closures during off-peak

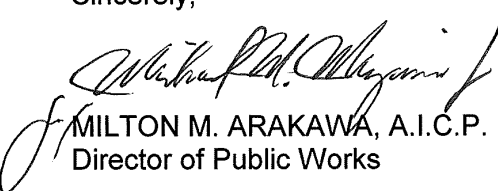
Mr. Lee H. Yokomizo, P.E.  
October 2, 2009  
Page 2

hours will result in less congestion during peak hours and a reduction in the number of vehicles affected by detours. If lane or road closures do occur, the TC will notify motorists and provide alternate routes to avoid congested roadways. Lane or road closures will be specific to the area of work to reduce the number of roadways affected by the closure. The contractor will follow SDOT and County regulations when utilizing their roadway facilities.”

Recommend a number of days advance notice required prior to closing, if needed.

Please call Michael Miyamoto at (808) 270-7845 if you have any questions regarding this letter.

Sincerely,



MILTON M. ARAKAWA, A.I.C.P.  
Director of Public Works

MMA:MMM:ls

xc: Highways Division  
Engineering Division

S:\LUCA\CZM\Trans\_Piilani\_widening\_Kaonoulu\_afford\_hsg\_ls.wpd



KENNETH K. KUROKAWA, P.E.  
TERRANCE S. ARASHIRO, P.E.  
DONOHUE M. FUJII, P.E.  
STANLEY T. WATANABE  
IVAN K. NAKATSUKA, P.E.

#08-048

October 9, 2009

Mr. Milton M. Arakawa, A.I.C.P.  
Director  
Department of Public Works  
County of Maui  
200 South High Street, Room 434  
Wailuku, Hawaii 96793

**Subject: Response to Comments on the Transportation Management Plan (TMP)  
for Construction Operations of Pi'ilani Highway Widening Project,  
Kaonoulu Affordable Housing Project, and Honua`ula Project District;  
Wailea, Maui, Hawaii**

Dear Mr. Arakawa:

Thank you for your prompt review and comments (letter dated October 2, 2009) on the above referenced TMP. We have reviewed the comments provided by your office and have the following responses for your consideration:

- 1) *"The TC will monitor surrounding residential areas to ensure workers are not parking off-site and are using parking provided by project.*

*Can this actually be enforced? What is the plan?"*

The greatest project of concern is the widening of the Piilani Highway when it comes to parking for construction workers. It is certainly Honua`ula LLC's goal to not allow any construction parking in either the Wailea Resort or Maui Meadows communities during the course of construction on that project. Some of the measures to be employed to ensure this is not an issue are as follows:

- a. Busing of employees to the project area. Requiring within the project contract the provision of vanpooling for employees from off site construction facilities and monitoring of activity;
- b. Establishment of parking areas within the Honua`ula project area for both workers and delivery vehicles;
- c. Active policing of worker parking and patrolling of off site residential areas to ensure construction parking is not taking place outside the construction area;
- d. Notify the residents to report construction workers parking in the neighborhood by calling the "hotline".



Mr. Milton M. Arakawa, A.I.C.P.  
Director  
Department of Public Works  
County of Maui

October 9, 2009

- 2) *“Typical work days are recommended to be scheduled so workers avoid traveling during peak hours of the day. The TC will enforce the peak hour scheduling restrictions so that construction personnel can cycle on and off the construction site during off-peak hours so that vehicles do not impact the majority of traffic during the AM and PM peak hours of the day.*

*For clarity, give example: What would be a recommended schedule so impact to AM/PM peaks are minimized?”*

Recommended work schedules would be from 6:30 am (prior to the AM peak hour of traffic) and end at 3:30 pm (prior to the PM peak hour of traffic). Through contract provisions, the Contractor and his Subcontractors will be required to restrict access to the construction area outside of the peak hour time frames for arrivals and departures.

- 3) *“Unless absolutely necessary and for public safety reasons, lane or road closures will occur during off-peak hours in conjunction with SDOT regulations. Providing lane or road closures during off-peak hours will result in less congestion during peak hours and a reduction in the number of vehicles affected by detours. If lane or road closures do occur, the TC will notify motorists and provide alternate routes to avoid congested roadways. Lane or road closures will be specific to the area of work to reduce the number of roadways affected by the closure. The contractor will follow SDOT and County regulations when utilizing their roadway facilities.*

*Recommend a number of days advance notice required prior to closing, if needed.”*

The Contractors are required to follow the State Department of Transportation regulations during construction which requires an advance notice of five (5) days prior to lane closures or changes to lane closures. This requirement will also be accommodated within the project contract documents. Additionally, the Contractor will publicize, via website or written notices, construction schedules, roadway use, alternative routes, and alternative modes of transportation via a website or written notices to keep the public up-to-date on the upcoming construction work.





Mr. Milton M. Arakawa, A.I.C.P.  
Director  
Department of Public Works  
County of Maui

October 9, 2009

The above responses are meant to address your concerns as stated on the comment letter and responses to your comments will be included in the TMP, as appropriate, and resubmitted. Should you have any questions with regard to the above responses please do not hesitate to contact Mr. Keith Niiya or myself at (808) 533-3646.

Sincerely,

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

By

LEE H. YOKOMIZO, P.E.  
Traffic Engineer

LHY:mt

CHARMAINE TAVARES  
MAYOR



DON A. MEDEIROS  
Director  
WAYNE A. BOTEILHO  
Deputy Director  
Telephone (808) 270-7511  
Facsimile (808) 270-7505

**DEPARTMENT OF TRANSPORTATION**

COUNTY OF MAUI  
200 South High Street  
Wailuku, Hawaii, USA 96793-2155

September 3, 2009

Mr. Lee Yokomizo  
Austin, Tsutsumi & Associates  
501 Summer Street, Suite 5212  
Honolulu, Hawaii 96817

Subject: Transportation Management Plan for Post-Construction Operations of  
Kaonoulu Affordable Housing Project

Dear Mr. Yokomizo,

The County Department of Transportation is concerned with the assumptions made on page 9 of the abovementioned plan.

There is no flexibility in the existing Maui Bus system to accommodate this project. A new route would be required to incorporate this housing project into the Maui Bus system. The cost of this new route is not in the current or foreseeable DOT budget.

The proposed Transportation management strategy, however infers that the Maui Bus system will expand the existing system to accommodate the housing development.

Thank you for the opportunity to comment on the project. Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Medeiros", is written over a light blue horizontal line.

Don Medeiros  
Director

## Lee H. Yokomizo

---

**From:** Don Medeiros [Don.Medeiros@co.maui.hi.us]  
**Sent:** Monday, October 19, 2009 9:41 AM  
**To:** Lee H. Yokomizo  
**Subject:** RE: Construction and Post-Construction TMP for Honuaula

Good Morning Lee,

Although the letter addresses only the Affordable Housing Project. We do have the same concerns with the statements made on page 20 of the Project District document.

Don

>>> "Lee H. Yokomizo" <lyokomizo@atahawaii.com> 10/19/2009 9:22 AM >>>  
Hi Don,

Our TMP for Post-Construction Operations addressed Kaonoulu Affordable Housing Project as well as the Honuaula Project District. Does this letter apply to both? Just verifying because the subject of the letter addresses Kaonoulu Affordable Housing Project but not the Honuaula Project.

Thanks!  
Lee

-----Original Message-----

From: Don Medeiros [mailto:Don.Medeiros@co.maui.hi.us]  
Sent: Monday, October 19, 2009 7:24 AM  
To: Lee H. Yokomizo  
Subject: RE: Construction and Post-Construction TMP for Honuaula

Good Morning Lee,

Please see the attached that was sent to you last month.

Mahalo,

Don Medeiros  
Director  
County of Maui  
Department of Transportation  
2145 Kaohu Street, Suite 102  
Wailuku, HI. 96793

Phone: (808) 270-7511  
Fax (808) 270-7505

>>> "Lee H. Yokomizo" <lyokomizo@atahawaii.com> 10/16/2009 1:10 PM >>>  
Hi Don,

See attached pdf's for both TMP's for Honuaula project both dated August 27, 2009. The transmittal is dated August 28, 2009.

Thanks!  
Lee

-----Original Message-----

From: Don Medeiros [mailto:Don.Medeiros@co.maui.hi.us]  
Sent: Friday, October 16, 2009 11:43 AM  
To: Lee H. Yokomizo  
Subject: Re: Construction and Post-Construction TMP for Honuaula

Good Morning Lee,



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

CONTINUING THE ENGINEERING PRACTICE FOUNDED BY H. A. R. AUSTIN IN 1934

KENNETH K. KUROKAWA, P.E.  
TERRANCE S. ARASHIRO, P.E.  
DONOHUE M. FUJII, P.E.  
STANLEY T. WATANABE  
IVAN K. NAKATSUKA, P.E.

#08-048

October 20, 2009

Mr. Don Medeiros  
Director  
Department of Transportation  
County of Maui  
200 South High Street  
Wailuku, Hawaii 96793

Dear Mr. Medeiros:

**Subject: Response to Comments for Transportation Management Plan (TMP)  
for Construction Operations  
of Piilani Highway Widening, Kaonoulu Affordable Housing Project  
and Honua`ula Project District;  
Wailea, Maui, Hawaii**

Thank you for your prompt review and comments (letter September 3, 2009 with follow up email dated October 19, 2009) on the above referenced TMP. We have reviewed the comments provided by your office and have the following response for your consideration.

*Comment:*

*"The County Department of Transportation is concerned with the assumptions made on page 9 of the Transportation Management Plan for Post-Construction Operations of Kaonoulu Affordable Housing Project and Honuaula Project District.*

*There is no flexibility in the existing Maui Bus system to accommodate this project. A new route would be required to incorporate this housing project into the Maui Bus system. The cost of this new route is not in the current or foreseeable DOT budget.*

*The proposed Transportation management strategy, however infers that the Maui Bus system will expand the existing system to accommodate the housing development.*

*Same concerns with the statements made on page 20 for the Honuaula Project (In regards to the subject project."*

*Response:*

Currently, the existing Maui Bus Haiku-Wailea Commuter route runs along Pi'ilani Highway. At the time of construction, if feasible, the developer and the County of Maui Department of Transportation could look into providing additional stops along the Haiku-Wailea Commuter route at the Kaonoulu Affordable Housing Project site and the Honua`ula Project site.

REPLY TO:  
501 SUMNER STREET, SUITE 521 • HONOLULU, HAWAII 96817-5031  
PHONE (808) 533-3646 • FAX (808) 526-1267  
EMAIL : atahnl@atahwall.com

OFFICES IN:  
HONOLULU, HAWAII  
WAILUKU, MAUI, HAWAII  
HILO, HAWAII



Mr. Don Medeiros  
Director  
Department of Transportation  
County of Maui

October 20, 2009

The above responses are meant to address your concerns as stated on the comment letter. Should you have any questions with regard to the above responses please do not hesitate to contact Mr. Keith Niiya or myself at (808) 533-3646.

Very truly yours,

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

By 

LEE H. YOKOMIZO, P.E.  
Traffic Engineer

LHY:mt

---

**TRANSPORTATION MANAGEMENT PLAN  
FOR POST-CONSTRUCTION OPERATIONS OF  
KAONOULU AFFORDABLE HOUSING PROJECT  
AND HONUULA PROJECT DISTRICT  
WAILEA, MAUI, HAWAII**

**FINAL**

August 27, 2009  
Revised October 27, 2009

Prepared for:

Honua'ula Partners LLC  
381 Huku Li'i Place, Suite 202  
Kihei, Hawaii 96753



*Austin, Tsutsumi & Associates, Inc.*

Civil Engineers • Surveyors  
501 Sumner Street, Suite 521  
Honolulu, Hawaii 96817-5031  
Telephone: (808) 533-3646  
Facsimile: (808) 526-1267  
E-mail: [atahnl@atahawaii.com](mailto:atahnl@atahawaii.com)  
Honolulu • Wailuku • Hilo, Hawaii

---

**TRANSPORTATION MANAGEMENT PLAN  
FOR POST-CONSTRUCTION OPERATIONS OF  
KAONOULU AFFORDABLE HOUSING PROJECT  
AND HONUULA PROJECT DISTRICT**

Wailea, Maui, Hawaii

**FINAL**

Prepared for

**Honua'ula Partners LLC**

Prepared by

**Austin, Tsutsumi & Associates, Inc.**

Civil Engineers • Surveyors  
Honolulu • Wailuku • Hilo, Hawaii

August 27, 2009

Revised October 27, 2009



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**APPENDIX – AGENCY REVIEW COMMENTS AND RESPONSES**



KENNETH K. KUROKAWA, P.E.  
TERRANCE S. ARASHIRO, P.E.  
DONOHUE M. FUJII, P.E.  
STANLEY T. WATANABE  
IVAN K. NAKATSUKA, P.E.

**TRANSPORTATION MANAGEMENT PLAN**  
**FOR**  
**POST-CONSTRUCTION OPERATIONS OF**  
**KAONOULU AFFORDABLE HOUSING PROJECT**  
**AND HONUULA PROJECT DISTRICT**  
**Kihei, Maui, Hawaii**

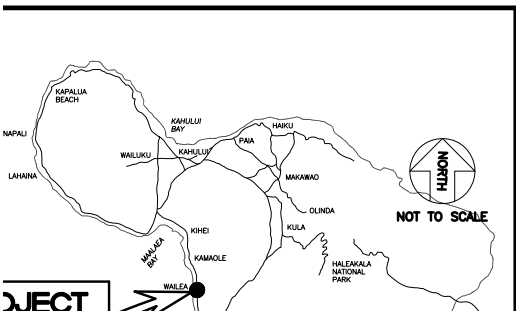
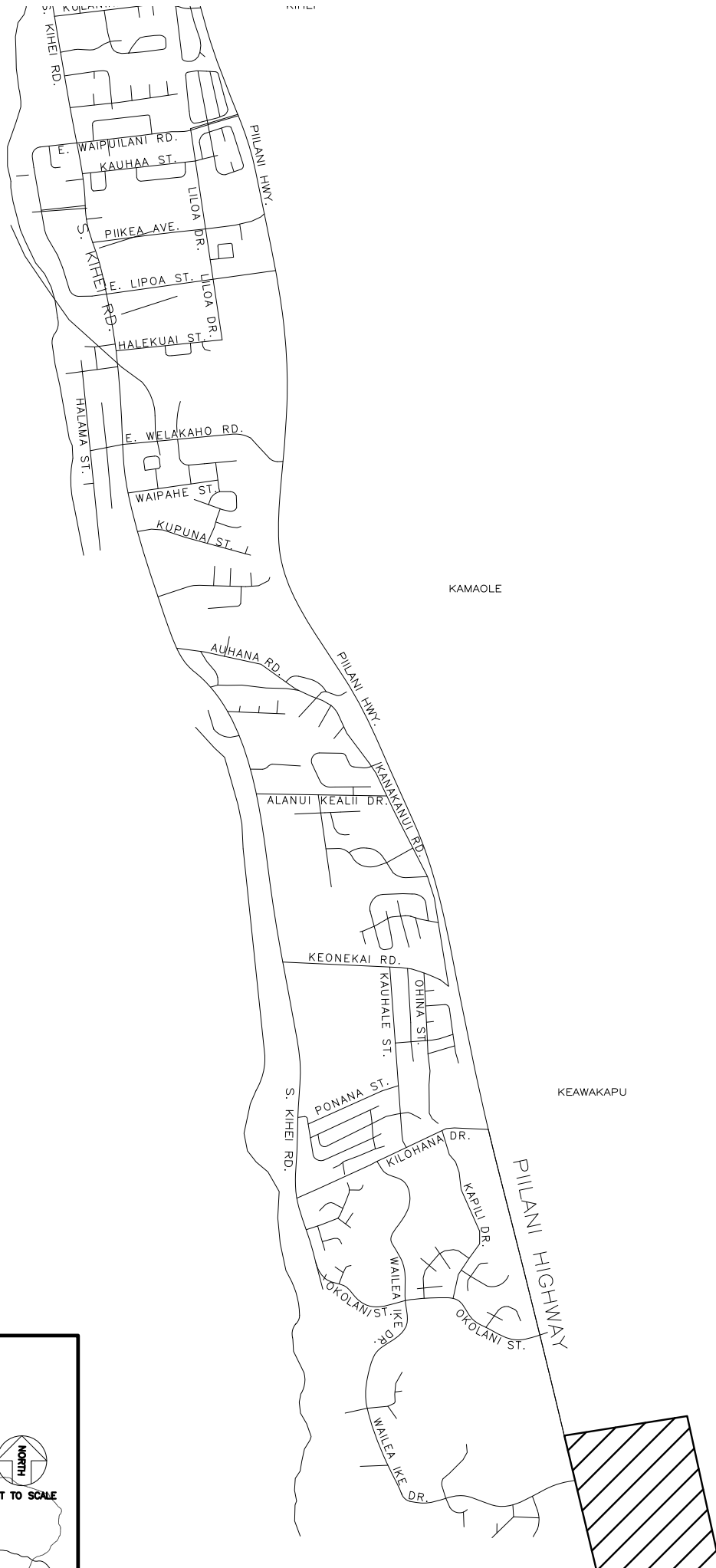
**I. INTRODUCTION**

This Transportation Management Plan (TMP) proposes transportation management strategies to reduce the dependency on individual vehicular transportation modes from the Honuula (formally known as Wailea 670) Project and the Kaonoulu Affordable Housing Project in the Kihei-Wailea region of Maui. Figure 1 shows the location of both projects.

**A. Goals & Objectives**

The following Zoning Condition No. 28 of the Honuula Project is as follows:

*“That as part of the Project District Phase II application, Honuula Partners, LLC, its successors and permitted assigns, shall submit a TMP to reduce the dependency on individual vehicular transportation modes. The TMP shall be reviewed and approved by the State Department of Transportation, the County Department of Public Works, and the County Department of Transportation prior to Project District Phase II approval.”*





Compliance with Zoning Condition No. 28 will be achieved through implementation of specific transportation, parking, and management policies and practices geared towards consolidating and reducing vehicle trips generated by the Kaonoulu Affordable Housing and Honuaula Projects. This management plan will utilize the following goals and objectives in achieving the desired mitigation:

- Establish connectivity for a walkable and bicycle friendly community.
- Develop a mixed use community.
- Develop alternative transportation programs.

*The draft TMP for Post-Construction operations was submitted to the State Department of Transportation (SDOT), the County Department of Public Works (DPW), and the County Department of Transportation (MDOT) on August 28, 2009. Comments letters from the agencies were received dated September 30, 2009 (SDOT), October 2, 2009 (DPW), and September 3, 2009 (MDOT). These comment letters and the response letters to the reviewing agencies are included in Appendix A.*

## **B. Regional Location and Access**

### Roadway System

The following are brief descriptions of the existing roadway network in the vicinity of the Projects:

Piilani Highway - is generally a four-lane, undivided, north/south State arterial highway providing access to Kihei and Wailea from areas north of Kihei. Piilani Highway narrows to a two-lane highway at its intersection with Kilohana Drive/Mapu Place until its terminus at Wailea Ike Drive. Piilani Highway begins at its intersection with South/North Kihei Road and ends at its intersection with Wailea Ike Drive, with provisions to extend the highway further south. Left-turn storage lanes are generally provided at major intersections on Piilani Highway. The posted speed limit on Piilani Highway is generally 40 miles per hour (mph). The speed limit on Piilani Highway is 45 mph in the northbound direction from Wailea Ike Drive to Kilohana Drive; the southbound speed limit on this segment decreases from 45 mph to 25 mph as it approaches Wailea Ike Drive.



Kilohana Drive - is a two-lane, undivided, east/west roadway that connects South Kihei Road with Piilani Highway. Kilohana Drive intersects Piilani Highway across Mapu Place, which provides the north access to Maui Meadows residential subdivision. The posted speed limit on Kilohana Drive is 25 mph.

Mapu Place – is a two-lane, undivided, east/west roadway that provides one of two access points from Piilani Highway, across Kilohana Drive, to Maui Meadows residential subdivision. The posted speed limit on Mapu Place is 25 mph.

Okolani Drive - is a four-lane, divided, east/west roadway between South Kihei Road and Wailea Alanui Drive. Okolani Drive narrows to a two-lane undivided roadway east of Wailea Alanui Drive to its intersection with Piilani Highway directly across of Mikioi Place. The posted speed limit on Okolani Drive is 30 mph.

Mikioi Place – is a two-lane, undivided, east/west roadway that provides one of two access points from Piilani Highway, across Okolani Drive, to Maui Meadows residential subdivision. The posted speed limit on Mikioi Place is 25 mph.

Wailea Ike Drive is a four-lane, divided north-south roadway that is striped as a two-lane roadway just before its connection to Piilani Highway. Wailea Ike Drive is the main access and entry point to the Wailea Resort and connects Piilani Highway with Wailea Alanui Drive. It is a divided roadway with a relatively steep grade and a posted speed limit of 30 mph.

Figure 1 shows the roadway system in the vicinity of the Projects.

### **C. Approach and Methodology**

The approach and methodology for developing this TMP is based upon the following tasks and steps for each of the projects referenced above:

- Reduce the need for residents and employees of commercial spaces to use vehicles by encouraging walking, biking and use of mass transit operations, where available.
- Provide alternative modes of transportation and develop programs, policies and actions that will positively address and mitigate the impact on the surrounding roadways.



- Assign a Transportation Coordinator (TC) to monitor the TMP program approach and implement modifications to the program to address the needs and wants of residents and employees.

## II. PROJECT OVERVIEW

### A. Project Descriptions

The following describes the Honuauula and Kaonoulu Affordable Housing Project site developments:

#### 1. Kaonoulu Affordable Housing

The Kaonoulu Affordable Housing Project site is located on a 13 acre parcel located within the light industrial project with frontage on the proposed Kihei/Upcountry highway. The Kaonoulu Affordable Housing Project will construct 125 affordable rental and 125 owner occupied affordable housing units in a series of three story structures along with parking and a 2 acre park for the residents on the east side of Piilani Highway with access off of its intersection with Kaonoulu Street.

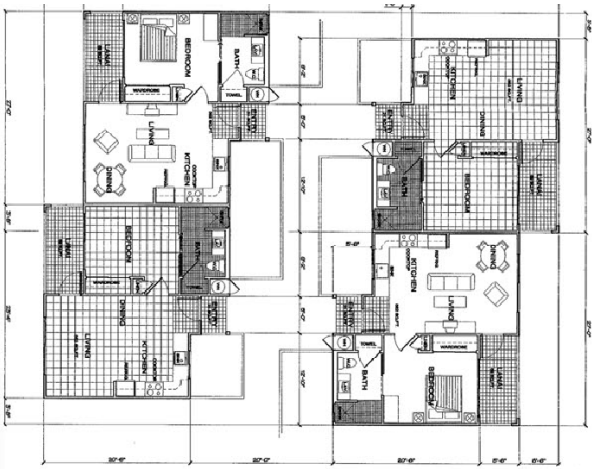
Figure 2 shows the conceptual site plan for the Kaonoulu Affordable Housing.



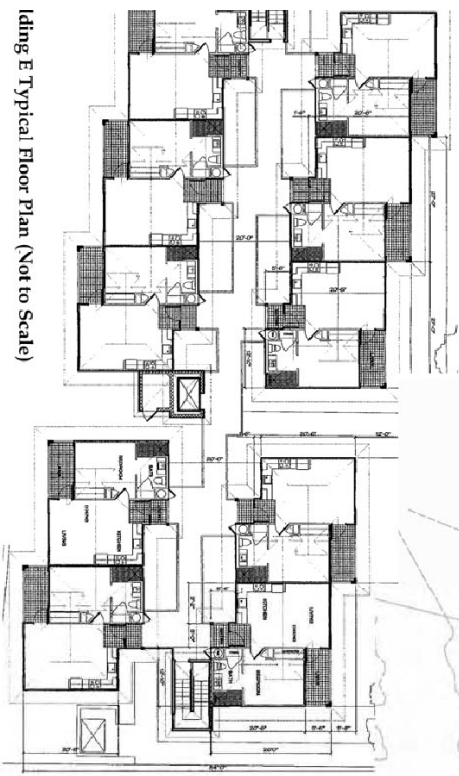
16 units per building  
 Total: 184 units  
 Building E:  
 10 units per floor, 3-story building  
 Total: 30 units  
 Building F:  
 12 units per floor, 3-story building  
 Total: 36 units  
**TOTAL UNITS: 250**

guined Parking Space: 500  
 provide +/- 500 Parking Stalls including:  
 160 Tandem Parking  
 340 Regular Parking

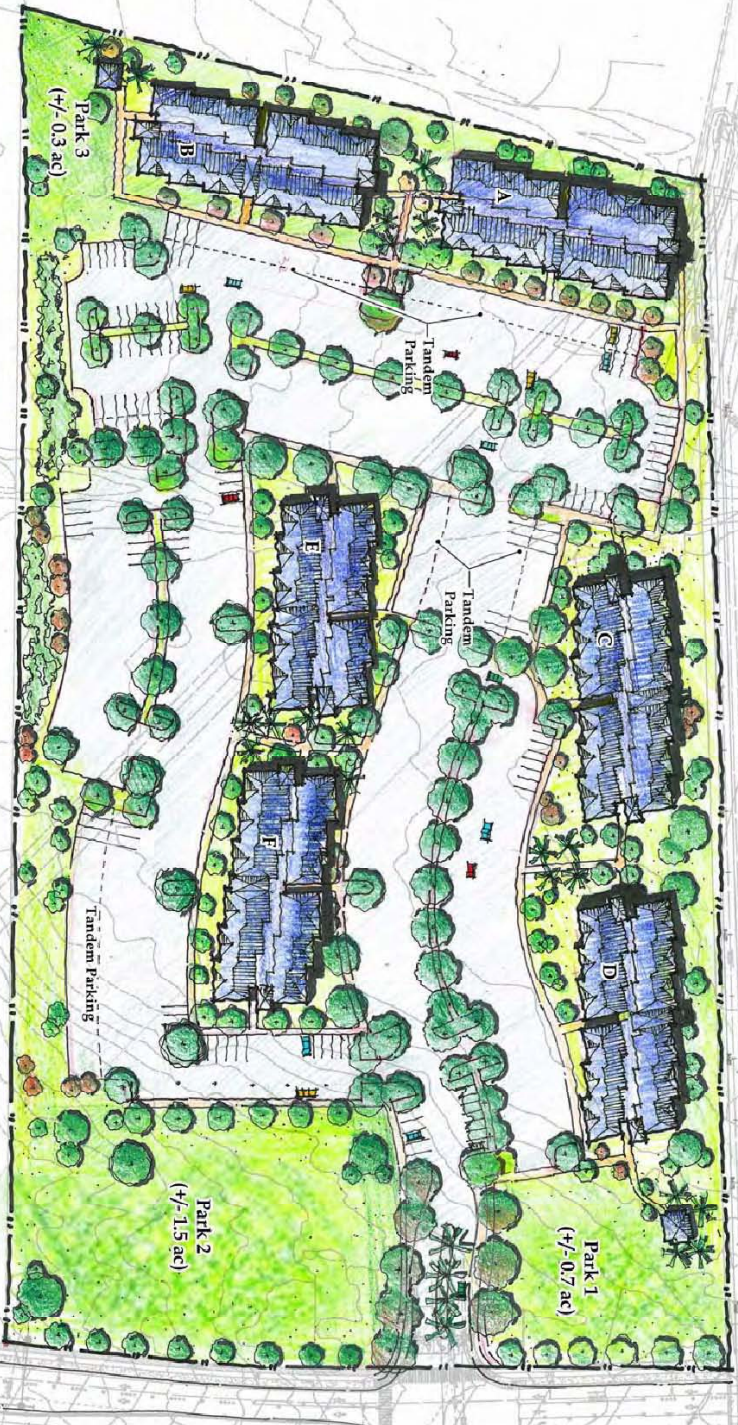
Total Park Area : +/- 2.5 acres



Typical Unit Floor Plan (Not to Scale)



Building E Typical Floor Plan (Not to Scale)



DR AFT 07/21/2008  
 Conceptual Affordable Housing  
**HONUA'UIA**  
 WATERLAND  
 NORTH LINEAL SCALE (FEET)  
 0 40 80





## 2. Honuaula

The original plan for the Honuaula Project included more than 2,000 new single-family and multi-family residential units, two 18-hole golf courses and a commercial district. The Honuaula Project has since been scaled down and modified. The Honuaula Project currently proposes 1,150 new single-family and multi-family residential units of which, 450 will be affordable, an 18-hole private homeowner golf course and 100,000 square feet of commercial and office space. The following are the development phases for the Honuaula Project:

### Honuaula Project Phase I (Year 2016)

By Year 2016, the Honuaula Project proposes to construct 26,000 square feet of Office Space, 74,000 square feet of Commercial Space, and 400 residential units, with 75 units being affordable. With Phase I of the Project, the east leg of the Piilani Highway/Wailea Ike Drive intersection will be constructed and Kaukahi Street will be extended into the Project.

### Honuaula Project Phase II (Year 2018)








By Year 2018, the Honuaula Project proposes to construct an additional 400 residential units, with half being affordable. With Phase II of the Project, Piilani Highway will be extended, forming the south leg of the Piilani Highway/Wailea Ike Drive intersection and extending to the Kaukahi Street extension.

### Honuaula Project Phase III (Year 2022)

By Year 2022, the Honuaula Project proposes to construct the final 350 residential units, with 175 being affordable.

Figure 3 shows the conceptual site plan for the Honuaula Project.



-  Single-Family Residential and Roadways
-  Multi-Family Residential and Roadways
-  Village-Mixed Use and Roadways
-  Recreation and Open Space / Utility
-  Golf Course, Open Space, and Parks
-  Native Plant Preservation Area
-  Utilities

# HONUA'ULA

WAILĒA, MAUI

Project District Pha  
Master Plan





## **B. Smart Growth Principles**

One of the key elements of smart growth is balancing development with transportation needs. Smart growth offers new approaches to transportation planning, by better coordinating land use and transportation, increasing transit services, promoting connectivity of road networks, pedestrian, bicycle, transit and road facilities and promoting multi modal transportation systems. Section IV of this TMP addresses some of the techniques and principles of smart growth that will encourage residents of the Honuaula and Kaonoulu Affordable Housing Projects to utilize alternative modes of transportation. The TMP also addresses initiatives of smart growth that will encourage employees of the Honuaula Project to utilize alternative modes of transportation.

## **III. PROJECT SPECIFIC TRANSPORTATION MANAGEMENT INITIATIVES AND PROGRAMS**

### **A. Residents of Kaonoulu Affordable Housing Project**

The following are the proposed TMP strategies to provide an opportunity to the residents of the Kaonoulu Affordable Housing Project to utilize alternative modes of transportation:

#### **1. Transportation Coordinator (TC)**

The Transportation Coordinator (TC) will be responsible for overseeing and administering the progress of this TMP. The following are examples of the TC's duties to encourage and provide an opportunity for the residents of the Kaonoulu Affordable Housing Project to utilize alternative modes of transportation:

- Coordinate with the Maui Bus Service to expand the existing system to the vicinity of the Kaonoulu Affordable Housing Project.
- Coordinate with MDOT to develop bus shelters in close proximity to the Kaonoulu Affordable Housing Project.



## 2. Coordinate Expansion of the Sub-Regional Shuttle System

As mentioned above, for travel outside of the Kihei-Makena region, the TC will coordinate with MDOT to identify opportunities for expansion of bus service to the Kaonoulu Affordable Housing Project. Currently, the Maui Bus runs a few routes connecting the Wailea Makena Region to other regions on the Island of Maui. The Kihei Islander Route runs along South Kihei Road with its last stop on Wailea Ike Drive and the Haiku-Wailea Commuter route runs along Piilani Highway with its last stop in Makena. Changes to the existing bus plan could include increasing the frequency, service and number of bus-stop locations. Currently there is only one bus-stop in the proximity of the Kaonoulu Affordable Housing Project, located near the Kaonoulu Street/South Kihei Road intersection. Provisions for expansion of bus service by MDOT will give residents of the Kaonoulu Affordable Housing Project another option for travel outside of their development.

*In addition to the Kaonoulu Affordable Housing Project, other developments are proposed on the mauka side of Piilani Highway, such as, A&B's North Kihei Residential Subdivision, Ohukai Villages, Kaonoulu Light Industrial Park/Village, Waiohuli Village, Kamaole Villages, etc. According to the County of Maui Long Range Planning Division, as of July 2008, approximately 7,156 single-family units and 2,254 multi-family units are either planned or proposed on the mauka side of Piilani Highway in South Maui. Therefore, in light of these proposed projects on the mauka side of Piilani Highway, it would be beneficial for the residents and County to provide a future bus route along Piilani Highway. When the projects near completion, Honuaula Partners LLC will work with the Maui Bus Service to expand routes and provide bus shelters serving the Kaonoulu Affordable Housing Project and proposed light industrial area..*



## **B. Residents of the Honuaula Project**

With 1,150 new residential units proposed, much of the traffic generated by the Honuaula development will be residential traffic. The following are the proposed TMP strategies to encourage and provide an opportunity for the residents of the Honuaula Project to utilize alternative modes of transportation:

### **1. Transportation Coordinator (TC)**

The Transportation Coordinator (TC) will be responsible for overseeing and administering the progress of this TMP. The following are examples of the TC's duties to encourage and provide an opportunity for the residents of the Honuaula Project to utilize alternative modes of transportation:

- Monitor and obtain feedback from residents on the frequency and usage of Honuaula's neighborhood business centers and mixed-use developments to evaluate the effectiveness in keeping Honuaula residential trips internal to the development.
- Encourage walking and biking within the Honuaula Project and promote multi-modal transportation outside of the development.
- Coordinate with MDOT to identify opportunities for expansion of bus service to the Honuaula Project.
- Coordinate with MDOT to develop bus shelters in close proximity to commercial areas.

### **2. Honuaula Project Mixed Land Uses**

One of the core smart growth principles involves integration of mixed land uses within a community. The current master plan for the Honuaula Project proposes to construct recreational areas, open space buffers, and small-scale neighborhoods that will promote walking and biking within the neighborhood. Neighborhood business centers and mixed-use developments will be located adjacent to single-family and multi-family lots. This reduces the walking and biking distances between



residential lots and commercial services and allows for more trips by walking or biking. The integration of commercial and office land uses in the Honuaula Project will allow residents to remain in the development instead of making unnecessary trips outside of the development.

**3. Encourage the Development of a Walking/Biking Neighborhood**

The smart growth concept promotes connectivity of roadways and pathways that accommodates pedestrians and bicyclists. The Honuaula Project proposes to integrate this technique into the design of the development. Streetscape includes safe and accessible walkways, bicycle lanes and bicycle racks that will be used for temporary storage. The commercial and recreational facilities are strategically placed within the development to provide a maximum of ½ mile of walking and biking distance from residential areas to encourage use of pedestrian facilities within the development. The Honuaula Project is proposing to provide six to ten foot wide sidewalks for walking and biking purposes with landscaping buffers along residential and collector roadways within the development.

For travel beyond the Honuaula Project, designated bus-stop locations within walking or biking distance should be implemented in the neighborhood to promote multi-modal transportation. To facilitate bikers, bus stops should provide bike-racks for storage and the existing Maui Bus buses have mounted bike-racks.

**4. Coordinate Expansion of the Sub-Regional Shuttle System**

The TC will coordinate with the Wailea Resort Shuttle and Makena Resort Shuttle to identify opportunities for expansion of shuttle service to include the Honuaula Project. Akina Aloha Tours currently operates the Wailea Resort Shuttle that cycles every half an hour and runs daily from 6:38 a.m. to 5:57 p.m. Stops are made at the Grand Wailea Resort Lobby, Four Seasons Resort Maui Lobby, Wailea Gold & Emerald Golf Courses and the Wailea Tennis Club, in addition to requests for pick-up at the Shops at Wailea. The Wailea Tennis Club is the nearest shuttle stop



location to the Honuaula Project, located on Wailea Ike Place, north of Wailea Ike Drive.

For travel outside of the Kihei-Makena region, the TC will coordinate with MDOT to identify opportunities for expansion of bus service to include stops at the Honuaula Project. Currently, the Maui Bus runs a few routes connecting the Wailea Makena Region to other regions on the Island of Maui. The Kihei Islander Route runs along South Kihei Road with its last stop on Wailea Ike Drive and the Haiku-Wailea Commuter route runs along Piilani Highway with its last stop in Makena. Changes to the existing bus plan could include increasing the frequency, service and number of bus-stop locations in the Kihei-Makena region. Currently there is only one bus-stop in the proximity of the Honuaula Project, located on Wailea Ike Drive near Wailea Alanui Drive. Provisions for expansion of bus service by MDOT will give residents of the Honuaula Project another option for travel outside of their development without the use of their personal vehicles.

With expansion of the Maui Bus service to the Honuaula Project, a bus stop is proposed at the commercial area located on the southeast corner of Piilani Highway/Wailea Ike Drive intersection. In addition to the bus stop, a designated park and ride lot is proposed within the commercial area parking lot, to facilitate travel outside of the Honuaula Project and encourage multi-modal transportation. The proposed bus stop will be centrally located within a ¼ mile of the affordable housing units, since they typically provide high ridership on bus and shuttle services. Locating the bus stop within a ¼ mile of the affordable housing units will encourage the use of pedestrian facilities within the development.

*The Honuaula Project is on a 13-year track to completion. In addition, other developments are proposed on the mauka side of Piilani Highway, such as, A&B's North Kihei Residential Subdivision, Ohukai Villages, Kaonoulu Light Industrial Park/Village, Waiohuli Village, Kamaole Villages, etc. According to the County of Maui Long Range*





*Planning Division, as of July 2008, approximately 7,156 single-family units and 2,254 multi-family units are either planned or proposed on the mauka side of Piilani Highway in South Maui. Therefore, in light of these proposed projects on the mauka side of Piilani Highway, it would be beneficial for the residents and County to provide a future bus route along Piilani Highway. When the Honuaula Project nears completion, Honuaula Partners LLC will work with the Maui Bus Service to expand routes and provide bus shelters serving the Honuaula Project District area.*

**C. Employees of the Honuaula Project's Commercial and Office Space**

The 100,000 square feet of commercial and office space proposed to be constructed in the Honuaula Project is expected to generate employee traffic. The following are the proposed TMP strategies to encourage and provide an opportunity for the employees of the commercial and office space to utilize alternative modes of transportation:

**1. Transportation Coordinator (TC)**

The following examples of the TC's duties to encourage and provide an opportunity for the employees of the commercial and office space to utilize alternative modes of transportation:

- Encourage business owners to implement flexible or staggered work shifts for employees to manage traffic impacts during peak hours of the day.
- Encourage business owners to provide incentives for employees who participate in ridesharing, carpooling and use of the Maui Bus.
- Manage the commercial and office space parking lots to encourage ridesharing and alternative modes of transportation.



**2. Active Retail/Commercial Participation**

To reduce individual commuter trips generated by employees of the commercial and office space, the TC's responsibilities will include recommending policies that work to integrate transportation management initiatives and provide incentives for employers who use alternative modes of transportation.

**3. Schedule Off-Peak Work**

To manage commercial and office employee commuter trips within the Honuaula Project, the TC will encourage employers to consider offering flexible work schedules to their employees to avoid travel during the peak hours of the day. For example, the employer may schedule an earlier start time from 7:00 a.m. to 3:30 p.m. workday or later start time from 9:00 a.m. to 5:30 p.m., to encourage employees to avoid traveling on the roadways during AM and PM peak hours of traffic. Staggering work shifts would allow a portion of employees to start work early while another group starts work later. This could provide companies additional coverage for an entire workday using the same total number of employees.

**4. Encourage Ridesharing/Carpooling/Vanpooling/Transit**

The TC will encourage employers to consider various measures and incentives for employees who rideshare, carpool and/or vanpool. Examples of such incentives include cash incentives and subsidies, which are commonly equal to a monthly bus pass fee, discounted/free bus passes, discounted/free parking spots for employees, **or fuel costs for the carpool/rideshare vehicle**. The TC will suggest to employers that cash disbursements be prorated based on the frequency each employee rideshares within a month in order to encourage frequent use of ridesharing.



## 5. Coordinate Expansion of the Sub-Regional Shuttle System

The TC will coordinate with the Wailea Resort Shuttle and Makena Resort Shuttle to identify opportunities for expansion of shuttle service to the Honuaula Project. Employees who live in the Wailea and Makena area will strongly be encouraged to utilize the shuttles for transport to and from the Honuaula Project.

The TC will coordinate with MDOT to identify opportunities for expansion of bus service to the Honuaula Project for employees who live outside the Wailea-Makena region. Currently, the only bus route that extends to the Wailea-Makena region is the Haiku-Wailea Commuter Bus that travels along Wailea Alanui Drive and stops at Wailea Hotels. To facilitate travel for employees who reside in Central, East and Upcountry Maui areas, employees could utilize the existing park-and-ride facilities. The Kuihelani Highway park-and-ride lot is currently a stop location along the Haiku-Wailea Commuter Route with stop times occurring at 6:10 a.m. and 5:25 p.m. The existing Maalaea park-and-ride facility is currently not used as a bus stop on any Maui Bus routes, but could be a useful stop location for employees from the West Maui area.

With expansion of the Maui Bus service to the Honuaula Project, a bus stop is proposed at the commercial area located on the southeast corner of Piilani Highway/Wailea Ike Drive intersection. In addition to the bus stop, a designated park and ride lot is proposed within the commercial area parking lot, to facilitate travel outside of the Honuaula Project and encourage multi-modal transportation.

*As mentioned in Section III.B.4., with the number of proposed developments on the mauka side of Piilani Highway, a future bus route along Piilani Highway would be beneficial for the residents and County. Therefore, when the Honuaula Project nears completion, Honuaula Partners LLC will work with the Maui Bus Service to expand routes and provide bus shelters serving the Honuaula Project District area.*



## **6. Parking Management Program**

The parking facilities should be managed and regulated in a way to encourage efficient use of parking and promote ridesharing and alternative modes of transportation. Examples of which include:

- A portion of on-site parking stalls at each commercial parking lot should be allotted for ridesharing vehicles.
- Ridesharing vehicles should be given parking passes to regulate vehicles permitted to park in ridesharing stalls.

## **V. SUMMARY AND CONCLUSION**

Implementation of the proposed initiatives and programs discussed in this TMP is aimed to reduce the dependency on individual vehicular transportation modes. These initiatives and programs will encourage and provide opportunities for residents of the Kaonoulu Affordable Housing and the Honuaula Projects and employees of the commercial areas the use of alternative modes of transportation.

### **A. Summary for Transportation Management Initiatives and Programs for Residents of the Kaonoulu Affordable Housing Project**

- The TC will coordinate with MDOT to identify opportunities for expansion of bus service to include stops in the vicinity of the Kaonoulu Affordable Housing Project, for service outside the Kihei-Makena region.

### **B. Summary for Transportation Management Initiatives and Programs for Residents of the Honuaula Project**

- Mixed-use developments will be located adjacent to residential lots to promote walking or biking and allow residents to remain within the Honuaula Project instead of making unnecessary trips outside of the development.
- The Honuaula Project will provide safe, accessible and connective pathways that will encourage walking and biking within their communities.
- The TC will coordinate with the Wailea Resort Shuttle and Makena Resort Shuttle to identify opportunities for expansion of shuttle service to include stops at the Honuaula Project, for service within the Kihei-Makena region.



- The TC will coordinate with MDOT to identify opportunities for expansion of bus service to include stops at the Honuaula Project, for service outside the Kihei-Makena region.

**C. Summary for Transportation Management Initiatives and Programs for Commercial Space Employees of the Honuaula Project**

- The TC will promote policies that require employers to implement TMP initiatives to their employees.
- The TC will coordinate with employers to encourage the use of flexible or compressed work schedules to their employees to avoid travel during the peak hours of the day.
- The TC will coordinate with employers to encourage ridesharing, carpooling, and vanpooling as a means of transportation for their employees and suggest providing incentives to promote frequent use of ridesharing. *Examples of such incentives include cash incentives and subsidies, which are commonly equal to a monthly bus pass fee, discounted/free bus passes, discounted/free parking spots for employees, or fuel costs for the carpool/rideshare vehicle.*
- TC will manage the commercial parking lots to encourage ridesharing and alternative modes of transportation.

**D. Monitoring and Evaluation**

Once the TMP is implemented, the initiatives and programs should be monitored and evaluated periodically by the TC to determine their effectiveness in reducing traffic generated. All residents and employees will be encouraged to actively participate with the TMP programs. Residential and employee feedback will be an important evaluation tool used to determine travel behaviors and successes and failures of the TMP. This can lead to modifications to TMP initiatives.



## E. Agency Review and Approval

Based on Zoning Condition No. 28, Honuaula Partners, LLC will submit this TMP to the State Department of Transportation (SDOT), the County Department of Public Works (DPW), and the County Department of Transportation (MDOT) for review and approval.

*The draft TMP for Post-Construction operations was submitted to the State Department of Transportation (SDOT), the County Department of Public Works (DPW), and the County Department of Transportation (MDOT) on August 28, 2009. Comments letters from the agencies were received dated September 30, 2009 (SDOT), October 2, 2009 (DPW), and September 3, 2009 (MDOT). These comment letters and the response letters to the reviewing agencies are included in Appendix A.*



## REFERENCES

1. Reducing Individual Vehicular Dependencies: A Transportation Management Plan For Post-Construction Operations of Makena Resort Draft, prepared by Munekiyo, Hiraga, Inc., dated April 2009.
2. Traffic Impact Analysis Report for Ka'anapali Ocean Resort, Lot 3, prepared by Austin, Tsutsumi & Association, Inc., dated July 13, 2006.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
CIVIL ENGINEERS • SURVEYORS

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# APPENDIX

## AGENCY REVIEW COMMENTS AND RESPONSES

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LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

September 30, 2009

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI  
JIRO A. SUMADA

IN REPLY REFER TO:  
HWY-PS  
2.3454

RECEIVED  
OCT 01 2009

AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
Honolulu, Hawaii 96817-5031

Ms. Lee H. Yokomizo, P.E.  
Traffic Engineer  
Austin, Tsutsumi & Associates, Inc.  
501 Sumner Street, Suite 521  
Honolulu, Hawaii 96817-5031

Dear Ms. Yokomizo:

Subject: Transportation Management Plan (TMP) for Post-Construction Operations of  
Kaonoulu Affordable Housing Project and Honuaua Project District and  
  
Transportation Management Plan (TMP) for Construction Operations of  
Piilani Highway Widening Project, Kaonoulu Affordable Housing Project and  
Honuaua Project District; Wailea, Maui

Thank you for your transmittal regarding the subject TMP's. We have the following comments:

GENERAL COMMENTS:

1. We suggest that the TMP include a discussion relating the implementation schedule/timetable or phased development with respective cost/funding to satisfactorily address the TMP goals and objectives.
2. The TMP should be expanded to include a discussion of the factors/criteria to be used in determining a reliable measure of effectiveness in implementing the various transportation management initiatives and programs for the respective projects.
3. We suggest that reporting on the effectiveness of the TMP be done semi-annually rather than annually. We recommend that the traffic monitoring report include discussion/evaluation of additional roadway mitigation measures (especially at major intersections) should implementation of the TMP not provide a satisfactory level of service (LOS) on Piilani Highway during peak hours.

**TMP for Post-Construction Operations of Kaonoulu Affordable Housing Project and Honuaula Project District**

The TMP should incorporate a discussion on ENFORCEMENT, how compliance with Zoning Condition No. 28 will be accomplished that requires a reduction on the dependency on individual vehicular transportation mode. We suggest that the owner's deed/title of each residential dwelling unit/commercial and office space should incorporate these conditions regarding compliance to the TMP's programs, policies and actions.

**TMP for Construction Operations of Honuaula Project District, Piilani Highway Widening Project and Kaonoulu Affordable Housing Project**

Page 3 of the report states that one of the TMP objectives is reducing peak hour trips generated by construction activity to achieve a benchmark of 15 percent overall construction traffic reduction during the peak hours of traffic. This statement is more understandable if it relates to a number of peak hour traffic generated during construction or an equivalent generated (due to construction) traffic level of service (LOS) condition on Piilani Highway during peak hours.

If you have any questions, please contact Ken Tatsuguchi, Head Planning Engineer, Highways Division, at 587-1830.

Very truly yours,



Ken Tatsuguchi  
Head Planning Engineer  
Highways Division

# HONUA'ULA

October 8, 2009

Mr. Ken Tatsuguchi  
Head Planning Engineer,  
Highways Division  
State Department of Transportation  
State of Hawaii  
869 Punchbowl Street, Room 513  
Honolulu, HI 96813

Subject: Transportation Management Plan (TMP) Comments for Construction and Post-Construction Operations: Kaonoulu Affordable Housing, Pi'ilani Highway Widening and Honua'ula Project District; Wailea, Maui

Dear Mr. Tatsuguchi:

Thank you for your comments received by Austin, Tsutsumi & Associates, Inc. (ATA) dated September 30, 2009 (reference HWY-PS 2.3454), on the above referenced TMP documents submitted to your office for review. We have reviewed the comments provided by your office with ATA's traffic engineers and have the following responses for your consideration:

Comment 1 – All elements of the TMP programs, especially as they relate to construction projects, will be part of the contractual agreements between the landowners/funding partners and the contracting entity. Funding for the specific mitigation programs such as parking regulation, management of construction deliveries/personnel and implementation of park and ride facilities will be the responsibility of the individual contracting entities while enforcement of the programs the responsibility of the landowner/funding partners. At the time construction activities are scheduled for the projects analyzed in the TMP, the State Department of Transportation will be actively involved in the review of permits and plans for construction of the projects and through that oversight have the ability to also ensure the TMP programs are effective and implemented on schedule.

Comment 2 – The Construction TMP will be revised to include a paragraph discussing the criteria that should be used to determine measure of effectiveness. To determine the effectiveness of the measures, the transportation coordinator will keep records of the number of construction workers on-site as well as the number of vehicles accessing the site during the peak hours of traffic. The Conditions of Zoning does not require the Honua'ula Project to submit an annual report for the post construction TMP.

Mr. Ken Tatsuguchi  
October 8, 2009  
Page 2


Comment 3 – Condition 28 does request an annual TMP report to the State Department of Transportation and other governmental agencies. A request to provide semi-annual reporting of the construction TMP could be accommodated should the State of Hawaii, Department of Transportation (HDOT) request such a report. However, if this request is made we would hope that there will be timely reviews and meaningful input provided to assist us in managing the TMP. With regard to traffic mitigation measures, prior to construction of the Honua`ula project, improvements to Pi`ilani Highway and its intersections with Kilohana Drive/Mapu Place, Okolani Drive/Mikioi Street, and Wailea Ike Drive will be implemented as required by the Zoning Conditions and as agreed upon between HDOT and the three major developers in the Wailea Area (Honua`ula, Wailea Resort and Makena Resort). Additionally, the Traffic Impact Analysis Report for the Pi`ilani Highway Widening does not account for implementation of the Post-Construction TMP's for Honua`ula and the Makena Resort which will provide additional peak hour mitigation.

Comment 4 – Your comment regarding the future enforcement of TMP procedures and guidelines with the Honua`ula project is a good one. It is our intent to not only tie the TMP guidelines to any future sale of commercial properties (including multi-family residential properties) so that the guidelines can be handled by future management agencies but also continually encourage the County of Maui to effectively expand their current transit programs into the Wailea and Makena areas of south Maui. Discussions with the County Department of Transportation on the proposed TMP have and will continue to take place through future planning and permitting of the project area and it is expected that as demand and rider-ship continues to increase so will the availability of transit options for the project area.

Comment 5 – At the height of construction for Honua`ula, it has been estimated that there will be approximately 330 construction vehicles and deliveries during the peak hours of traffic. This will result in a reduction of approximately 50 construction vehicles during the peak hours of traffic. This reduction and any anticipated peak hour trips will be achieved through various programs, as stated in the TMP, such as scheduling construction workers and deliveries during off peak hours.

Mr. Tatsuguchi, should you have any questions with regard to the above responses please do not hesitate to contact Mr. Keith Niiya in the offices of ATA at 533-3646 or me personally in my office at 879-5205.

Sincerely,



Charles Jencks  
Owner Representative  
Honua`ula Partners, LLC

CHARMAINE TAVARES  
Mayor

MILTON M. ARAKAWA, A.I.C.P.  
Director

MICHAEL M. MIYAMOTO  
Deputy Director

Telephone: (808) 270-7845  
Fax: (808) 270-7955



COUNTY OF MAUI  
**DEPARTMENT OF PUBLIC WORKS**  
200 SOUTH HIGH STREET, ROOM NO. 434  
WAILUKU, MAUI, HAWAII 96793

October 2, 2009

RALPH NAGAMINE, L.S., P.E.  
Development Services Administration

CARY YAMASHITA, P.E.  
Engineering Division

BRIAN HASHIRO, P.E.  
Highways Division

RECEIVED  
OCT 07 2009

AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
Honolulu, Hawaii 96817-5031

Mr. Lee H. Yokomizo, P.E.  
AUSTIN, TSUTSUMI & ASSOCIATES, INC.  
501 Sumner Street, Suite 521  
Honolulu, Hawaii 96817-5031

Dear Mr. Yokomizo:

**SUBJECT: TRANSPORTATION MANAGEMENT PLAN FOR  
POST-CONSTRUCTION OPERATIONS OF KAONOULU  
AFFORDABLE HOUSING PROJECT AND HONUULA  
PROJECT DISTRICT**

We reviewed the subject application and have the following comments:

1. "Coordinate with the Maui Bus Service to expand the existing system to the vicinity of the Kaonoulu Affordable Housing project."

Any discussions with County Department of Transportation (CDOT) to date? Current system only uses South Kihei Road, not Piilani Highway.

2. "Coordinate with CDOT to identify opportunities for expansion of bus service to the Honuula Project.

Coordinate with CDOT to develop bus shelters in close proximity to commercial areas."

Any discussions to date on feasibility of expanding system mauka from current route?

3. "To reduce individual commuter trips generated by employees of the commercial and office space, the TC's responsibilities will include recommending policies that work to integrate transportation

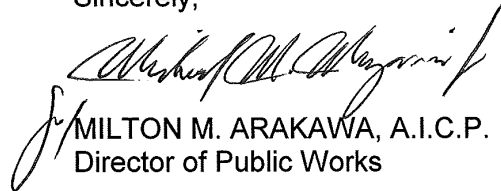
Mr. Lee H. Yokomizo, P.E.  
October 2, 2009  
Page 2

management initiatives and provide incentives for employers who use alternative modes of transportation.”

Any examples of incentives?

Please call Michael Miyamoto at (808) 270-7845 if you have any questions regarding this letter.

Sincerely,



MILTON M. ARAKAWA, A.I.C.P.  
Director of Public Works

MMA:MMM:ls

xc: Highways Division  
Engineering Division

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KENNETH K. KUROKAWA, P.E.  
TERRANCE S. ARASHIRO, P.E.  
DONOHUE M. FUJII, P.E.  
STANLEY T. WATANABE  
IVAN K. NAKATSUKA, P.E.

#08-048

October 9, 2009

Mr. Milton M. Arakawa, A.I.C.P.  
Director  
Department of Public Works  
County of Maui  
200 South High Street, Room 434  
Wailuku, Hawaii 96793

**Subject: Response to Comments on the Transportation Management Plan (TMP)  
for Post-Construction Operations of Kaonoulu Affordable Housing  
Project and Honua`ula Project District;  
Wailea, Maui, Hawaii**

Dear Mr. Arakawa:

Thank you for your prompt review and comments (letter dated October 2, 2009) on the above referenced TMP. We have reviewed the comments provided by your office and have the following responses for your consideration:

- 1) *“Coordinate with the Maui Bus Service to expand the existing system to the vicinity of the Kaonoulu Affordable Housing project.*

*Any discussions with County Department of Transportation (CDOT) to date? Current system only uses South Kihei Road, not Piilani Highway.”*

The project team has met with the Maui Department of Transportation and discussed both the current and future transportation system in Maui County. Future expansion of the existing transit system will be dependent upon funding and rider ship. It is hoped that as both the Kaonoulu Affordable housing and Honua`ula development, the system will be able to accommodate the needs of future residents in those areas. An important consideration relative to service for the Kaonoulu affordable housing is the adjacency of the Kihei/Upcountry highway connecting these two population centers. A logical expansion of the transit system would include this route as a way to service employment in south Maui as well as the residents of that project.

- 2) *“Coordinate with CDOT to identify opportunities for expansion of bus service to the Honuaula Project.*

*Coordinate with CDOT to develop bus shelters in close proximity to commercial areas.*

*Any discussions to date on feasibility of expanding system mauka from current route?”*



Mr. Milton M. Arakawa, A.I.C.P.  
Director  
Department of Public Works  
County of Maui

October 9, 2009

Discussions with the Maui Department of Transportation did include the expansion into the Honua`ula development. Once again, this expansion is highly dependent upon funding and rider ship. Our planned location for commercial and multi-family affordable product will be such that access for transit, location of bus stops and the ability to serve the project without greatly expanded routing will assist in this effort.

- 3) *“To reduce individual commuter trips generated by employees of the commercial and office space, the TC’s responsibilities will include recommending policies that work to integrate transportation management initiatives and provide incentives for employers who use alternative modes of transportation.*

*Any examples of incentives?”*

Examples of incentives for employers who use alternative modes of transportation include:

- Cash incentives and subsidies which are commonly equal to monthly bus pass fee for employees who carpool or vanpool
- Discounted/free bus passes
- Preferred parking spots for employees who carpool or vanpool
- Fuel subsidies for employees organizing and implementing carpooling and rideshare programs

These examples are also noted under Section III.C.4 on page 14

The above responses are meant to address your concerns as stated on the comment letter. Should you have any questions with regard to the above responses please do not hesitate to contact Mr. Keith Niiya or myself at (808) 533-3646.

Sincerely,

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

By

LEE H. YOKOMIZO, P.E.  
Traffic Engineer

LHY:mt



CHARMAINE TAVARES  
MAYOR



DON A. MEDEIROS  
Director  
WAYNE A. BOTEILHO  
Deputy Director  
Telephone (808) 270-7511  
Facsimile (808) 270-7505

**DEPARTMENT OF TRANSPORTATION**

COUNTY OF MAUI  
200 South High Street  
Wailuku, Hawaii, USA 96793-2155

September 3, 2009

Mr. Lee Yokomizo  
Austin, Tsutsumi & Associates  
501 Summer Street, Suite 5212  
Honolulu, Hawaii 96817

Subject: Transportation Management Plan for Post-Construction Operations of  
Kaonoulu Affordable Housing Project

Dear Mr. Yokomizo,

The County Department of Transportation is concerned with the assumptions made on page 9 of the abovementioned plan.

There is no flexibility in the existing Maui Bus system to accommodate this project. A new route would be required to incorporate this housing project into the Maui Bus system. The cost of this new route is not in the current or foreseeable DOT budget.

The proposed Transportation management strategy, however infers that the Maui Bus system will expand the existing system to accommodate the housing development.

Thank you for the opportunity to comment on the project. Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Medeiros", is written over a thin horizontal line.

Don Medeiros  
Director



KENNETH K. KUROKAWA, P.E.  
TERRANCE S. ARASHIRO, P.E.  
DONOHUE M. FUJII, P.E.  
STANLEY T. WATANABE  
IVAN K. NAKATSUKA, P.E.

#08-048

October 20, 2009

Mr. Don Medeiros  
Director  
Department of Transportation  
County of Maui  
200 South High Street  
Wailuku, Hawaii 96793

Dear Mr. Medeiros:

**Subject: Response to Comments for Transportation Management Plan (TMP)  
for Post-Construction Operations  
of Kaonoulu Affordable Housing Project  
and Honua`ula Project District;  
Wailea, Maui, Hawaii**

Thank you for your prompt review and comments (letter September 3, 2009 on the above referenced TMP. We have reviewed the comments provided by your office and have the following response for your consideration.

*Comment:*

*"The County Department of Transportation is concerned with the assumptions made on page 9 of the abovementioned plan.*

*There is no flexibility in the existing Maui Bus system to accommodate this project. A new route would be required to incorporate this housing project into the Maui Bus system. The cost of this new route is not in the current or foreseeable DOT budget.*

*The proposed Transportation management strategy, however infers that the Maui Bus system will expand the existing system to accommodate the housing development.*

*Same concerns with the statements made on page 12 for the Honuaula Project District."*

*Response:*

The Kaonolulu Affordable Housing Project and Honua`ula Project District are on a 13-year track to completion. In addition to these projects, other developments are proposed on the mauka side of Pi`ilani Highway, such as, A&B's North Kihei Residential Subdivision, Ohukai Villages, Kaonoulu Light Industrial Park/Village, Waiohuli Village, Kamaole Villages, etc. According to the County of Maui Long Range Planning Division, as of July 2008, approximately 7,156 single-family units and 2,254 multi-family units are either planned or proposed on the mauka side of Pi`ilani Highway in South Maui. Therefore, we feel that in light of these proposed projects on the mauka side of Pi`ilani



Mr. Don Medeiros  
Director  
Department of Transportation  
County of Maui

October 20, 2009

Highway, it would be beneficial for the residents and County to provide a future bus route along Pi'ilani Highway. When the projects near completion, Honua'ula Partners LLC will be available to coordinate with the Maui Bus Service to expand routes and provide bus shelters nearing the Projects.

The above responses are meant to address your concerns as stated on the comment letter. Should you have any questions with regard to the above responses please do not hesitate to contact Mr. Keith Niiya or myself at (808) 533-3646.

Very truly yours,

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

By

LEE H. YOKOMIZO, P.E.  
Traffic Engineer

LHY:mt