



CHAPTER III
Description of the Project
(Pages 25-29)



3. Transportation Plan

The following section provides a summary of the WCTs site access and circulation plan for bicycle, pedestrian, and transit facilities.

a. Roadway Network

The WCT incorporates an extensive internal roadway system that allows community residents and visitors to have multiple options for accessing neighborhoods, employment centers, and commercial and institutional uses. At full buildout of the project, access to mauka and makai land uses are provided along Honoapi'ilani Highway at four-legged, controlled intersections with Main Street, East-West Residential Street, and the Wai`ale Road. Additional access to the makai land uses are provided along the Wai`ale Bypass at a roundabout with Main Street and a three-legged intersection with the major North-South Residential Street. Overall, the proposed WCT will provide sufficient vehicular connectivity to varying project uses and the multiple site access points help to better distribute traffic entering and exiting the community (See: Figure No. 20, "WCT Street Network").

b. Pedestrian Network

The WCT follows new urbanist design principles that include compact, higher-density, mixed-uses and an emphasis on walkability and connectivity through extensive pedestrian and bicycle networks on the project site. Figure No. 21 shows the distances between the Village Center and the Main Street core at 1/8 mile, 1/4 mile and 1/2 mile. A 1/2 mile walk requires about 10 minutes, which is an easy walk for most pedestrians. These characteristics by nature reduce vehicle trip making and promote use of non-motorized modes. Consistent with State of Hawai'i and the draft County of Maui policies on Complete Streets, the transportation facilities for the residential and commercial districts will be developed to form a balanced multi-modal network designed to provide mobility choices and to meet the needs of the community and all roadway users.

A primary objective of the project is to develop a community where walking and biking are the preferred modes of transportation for short commutes. Therefore, approximately eight miles of hiking, biking and walking trails will be incorporated into the project site along with one or two

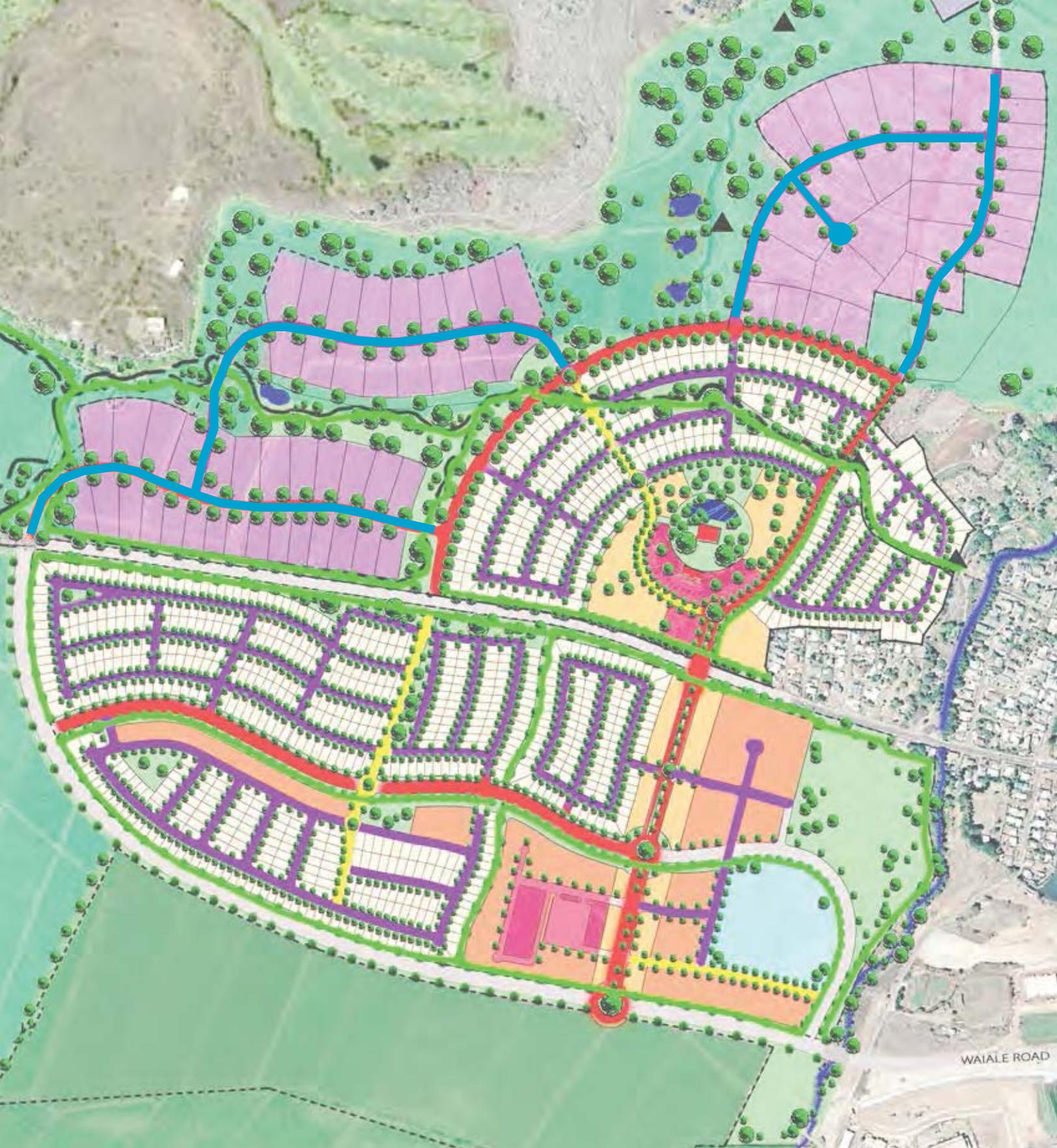


Figure 20: WCT Street Network

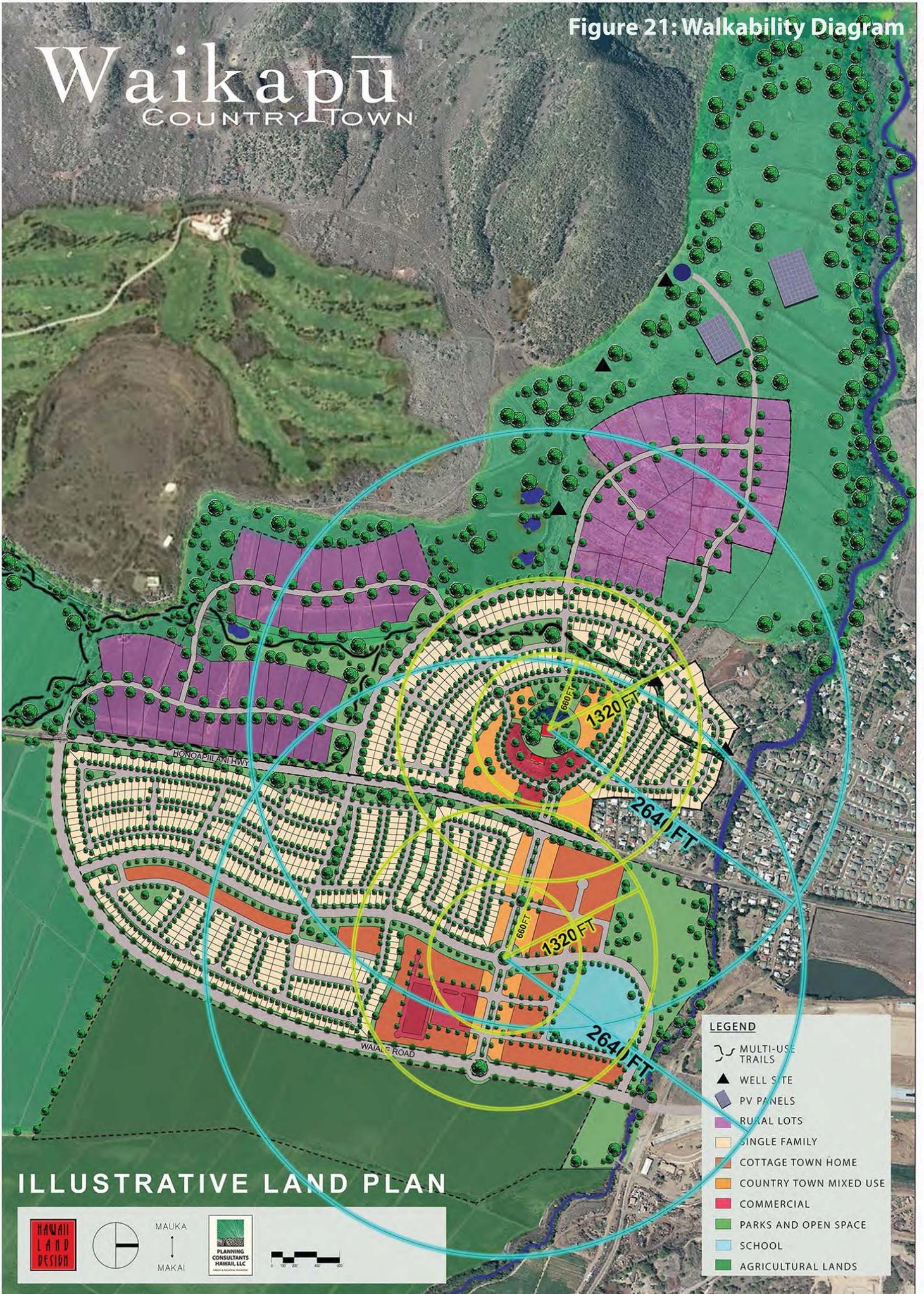
- Rural Roadway
- Neighborhood Street
- Neighborhood Collector
- Collector Street
- Separated Pedestrian Path

COUNTY OF MAUI

Figure 21: Walkability Diagram

Waikapū

COUNTRY TOWN



LEGEND

- MULTI-USE TRAILS
- WELL SITE
- PV PANELS
- RURAL LOTS
- SINGLE FAMILY
- COTTAGE TOWN HOME
- COUNTRY TOWN MIXED USE
- COMMERCIAL
- PARKS AND OPEN SPACE
- SCHOOL
- AGRICULTURAL LANDS

ILLUSTRATIVE LAND PLAN

MAUKA

MAKAI

pedestrian/bicycle bridges, if feasible, over Waiko Stream to the north. Also, the development makai of the highway will focus onto a pedestrian oriented “Main Street” close to an elementary school and parks. A principal objective of the Project’s active transportation plan is to separate pedestrians and bicyclists from automobiles through the use of multi-use cycle tracks and trails. Such facilities will link the Project’s mauka and makai neighborhoods with the Project’s commercial areas, civic, and recreational facilities.

All of the Project’s streets will emphasize traffic calming and street scape beautification. The use of residential roundabouts at key intersections, landscape planting strips to buffer pedestrians from traffic and linear greenways will serve to beautify the project while providing motivation for residents to walk and bike more. The Project’s pedestrian and bicycle facilities will be designed to make walking and bicycling safe, accessible and an enjoyable activity for all age groups. Within the Project’s residential neighborhoods, sidewalks will be provided on both sides of the street and traffic calming will encourage on-street bicycle riding. Figure No. 22 shows the Project’s non-motorized network of multi-use trails, pedestrian and bicycle facilities.

c. Bicycle Network

The Central Maui Pedestrian and Bicycle Master Plan for 2030 (State of Hawai‘i – Department of Health- Healthy Hawai‘i Initiative, 2012) highlights that Wai`ale Road has significant unused ROW that could be used to create a separated pedestrian and bicycle path that would be an important link in connecting future growth in Waikapū to Kahului and Wailuku. The specific vision for this Waikapū-Wai`ale Road Connector is to connect Waikapū to Wailuku and Kahului by the Wai`ale Road Bikeway and provide a safe and convenient active transportation commute between communities. The Wai`ale Road Bikeway will be a contiguous bike path or cycle track between Kuikahi Drive and Waiko Road, which would then transition into a separated bike path, or at a minimum a bike lane with signage to Waiinu Road, and eventually transition into a multi-use path with a two-way bikeway and possible pedestrian path that would connect Waiinu Road or the Sandhills residential area with Lower Main Street or Wailuku. The County of Maui encumbered monies in its 2015 Capital Improvement Plan budget to produce design guidelines for this facility and a contractor has been selected.

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— Non-Motorized Network
(Pedestrian and/or Bicycle Facility)



Figure 22
Waikapu County Town
Pedestrian and Bicycle Facility Network