

# TRANSPORTATION & MOBILITY RESOURCE PAPER AT A GLANCE

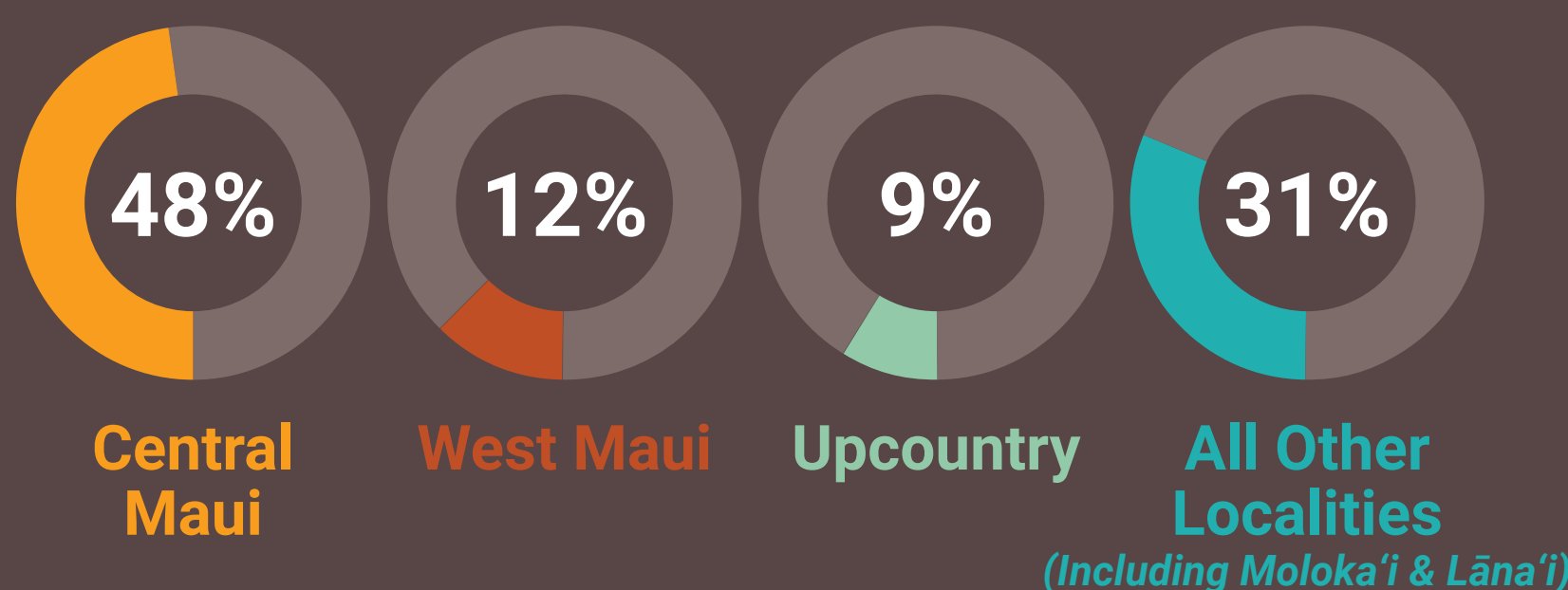
Between 2014 and 2018, **South Maui** had an average increase in traffic volume of **three percent per year**. The Maui Travel Demand Model estimates an increase of two percent per year, which means that **traffic in South Maui is getting worse faster than expected**.

In general, **North and South Kīhei subareas** have the highest levels of traffic and congestion in South Maui. **South Kīhei** also has the highest density of residential, commercial and visitor accommodations, creating a bottleneck for drivers.

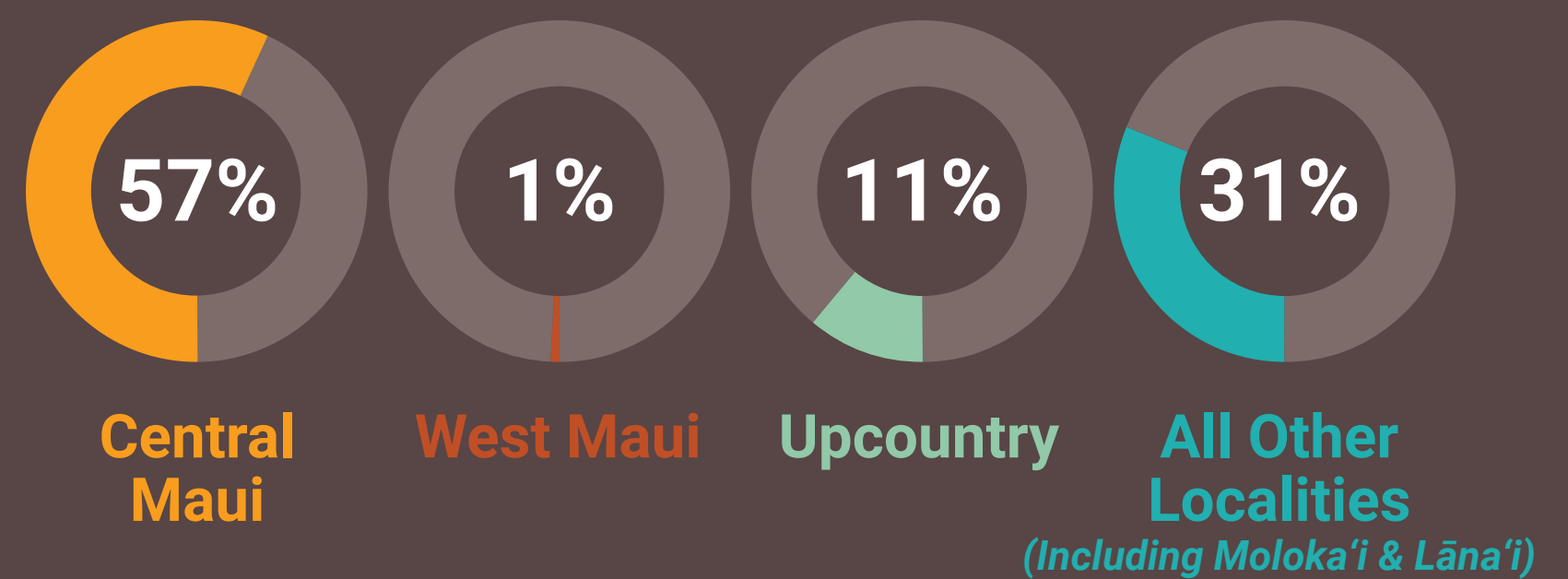


**Commuters** traveling into/out of South Maui for work contribute significantly to traffic congestion.

From South Maui (outbound):



To South Maui (inbound):



South Maui also has **significant gaps in pedestrian facilities** (sidewalks, crosswalks and greenways) and **bicycle facilities** (bike lanes, bike routes and bike storage) along major roadways and busy connector streets. The **lack of safe mobility options** makes people more dependent on driving, leading to **traffic congestion**. It also increases the likelihood of **pedestrian and bicycle collisions**.

## Key Challenges



Lack of safe connections



Congestion



Natural hazards



Transportation equity

## Transportation & Mobility Strategies

- Complete Streets
- Vision Zero Maui
- Safe Routes Programs
- Transit-Oriented Development
- Mobility Hubs
- Shared Mobility
- Expanding Public Transit Accessibility
- Transportation Demand Management
- Capital Improvement Projects

Learn about strategies to address these challenges and more in our Transportation & Mobility Resource Paper at <https://southmaui.wearemaui.org>.