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Agenda Item: D.1. Section 2.1: A Complete, Balanced and Connected Transportation Network
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Comments on Agenda Item D - Unfinished Business Related to Transportation.

1. We want an efficient transportation system (outcome).

This section needs to be reworded to include the word "efficient" because the words "complete," "balanced" and "connected" do not describe the **outcome** south Maui must have. "Complete," "balanced," and "connected" are buzz words and strategies for achieving an efficient transportation system but do not in themselves describe the ultimate desired state. This is laid bare in the language of the "Transportation, Mobility Resource Paper At a Glance" provided to the Committee where it states unequivocally that these things are "transportation and mobility strategies," **not outcomes**.

A plan that does not describe the outcome desired is one destined to fail because it misses the entire point of the exercise. You plan to achieve something. It needs to be said. The current draft does not.

Please change the title of this section to include "**efficient**." An efficient transportation system is the outcome we want regardless of the strategies undertaken to achieve it.

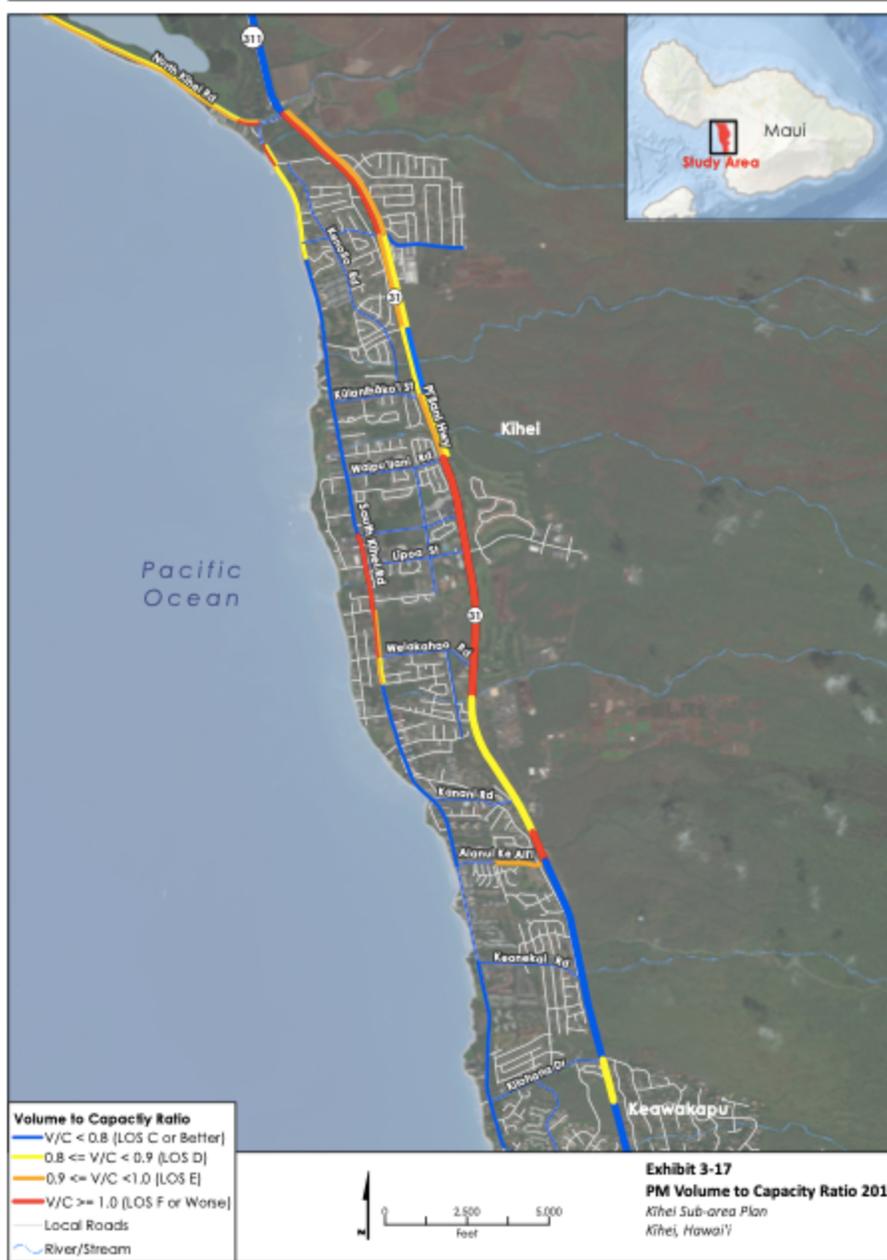
2. "You improve what you measure."

Likely you are aware of the truism in management that you improve what you measure. Section 4 of the Transportation Plan is entitled "Implementation and Monitoring" yet it lacks metrics against which performance can be measured. It's fairly well accepted that the 1998 KMCP has not been implemented in key respects despite being 25 years old. Why? Largely because (1) the plan lacked metrics against which performance could be measured and (2) the county lacked, and still lacks, a meaningfully progress reporting system whereby local government is regularly held to account for performance.

Fortunately we have an overarching transportation performance metric readily available against which progress can be assessed: the service level assigned to Pi'ilani Highway and South Kihei Road (the two and only arterials providing ingress and egress to our cul-de-sac community) by the State Department of Transportation. Unless and until both of these arterials perform at level "C" or better our community will suffer the effects of a deficient transportation system.

This service level metric has been handed to the Committee on a silver platter at page 3-28 of the Kihei Sub-Area Transportation Plan, Final Report. See below.

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3.2.3.8 Volume to Capacity Ratio and Level of Service

Traffic operations and the performance of a roadway can be described in terms of level of service (LOS) and volume to capacity (V/C) ratio. The six LOS classifications, each given a letter designation from A to F, describe operating conditions on a roadway based on a variety of measures, such as delay, speed, and density. The classifications are defined by the Transportation Research Board's 2010 Highway Capacity Manual. LOS A generally represents ideal operating conditions with little to no delay, where movements are not influenced by other vehicles on the roadway. LOS F represents poor operating conditions, including high delays and extreme congestion.

Level of Service (LOS) Definitions

- LOS A: Free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.
- LOS B: Reasonably unimpeded operations. Freedom to maneuver within the traffic stream is only slightly restricted.
- LOS C: Stable operations. Freedom to maneuver within the traffic stream is more restricted.
- LOS D: Freedom to maneuver within the traffic stream is noticeably limited. Drivers may experience reduced comfort.
- LOS E: Vehicles are closely spaced, leaving little room to maneuver within the traffic stream. Significant delays occur.
- LOS F: Breakdowns in traffic flow. Vehicles experience high delays and low speeds.

Source: Transportation Research Board, 2010

Traffic operations can also be described by V/C ratios, which quantify the relative vehicle demand versus the capacity of a facility. A V/C ratio of 1.0 indicates the vehicle demand is equal to the capacity of the facility, and generally correlates to LOS F conditions.