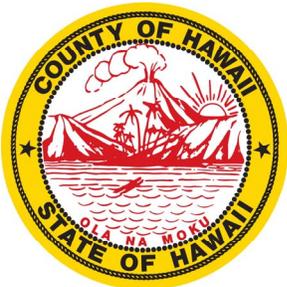

Task 2.0: Vision & Goals
February 2017

Transit Master Plan

Prepared for
County of Hawai'i
Mass Transit Agency



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1.0 Overview

The Mass Transit Agency (MTA) is developing the County of Hawai'i's next generation Transit Master Plan (TMP). The comprehensive TMP shall forecast a 20-year look ahead to the type of transit system that will be required to meet Hawai'i County's changing needs through 2036. The overarching objective of the TMP is to identify what needs to be done to develop a high quality transit system that is safe, reliable, friendly, and accessible for all users.

The Transit Master Plan is the first for Hawai'i County. The TMP will identify key corridors linking rural communities and established performance standards for transit service. The TMP shall expand on that work and include evaluation of rail modes, bus services, station design, capital infrastructure, and fare structure. The TMP will integrate strategies for creating a transportation network which is designed and operated to enable safe access for all users in Hawai'i County.

The TMP will be guided by and incorporate the following guiding principles:

- Consider the movement of all people of all ages and abilities;
- Consider all modes of transportation, but emphasize alternatives to the automobile, including ride share, bicycle, and pedestrian accommodations;
- Be cognizant of persons with disabilities and their modes of transportation (coordinate with the Americans with Disability Act (ADA), and other regulations);
- Set realistic priorities that are visionary, yet practical, measurable and achievable;
- Identify features of the transportation network or barriers that make it unsafe or uncomfortable for all users including: transit users, pedestrians, cyclists, and motorists;
- Provide a means to measure existing safety, access and mobility, environmental health and economic vitality - then provide tools to document change over time;
- Be coordinated with the County of Hawai'i General Plan, other relevant Plans, and State and County infrastructure improvement plans;
- Be environmentally sensitive by reducing congestion, decreasing emissions, and encouraging non-polluting modes of transportation;
- Use the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs;
- Engage the community/stakeholders through public workshops and presentations to establish consensus and broad support for a robust transportation system; and,
- Create a system that is safe, reliable, friendly, and accessible for all users, providing mobility and appropriate technology.

1.1. Deliverable Background

The TMP scope of services Task 2, *Develop Vision and Goals* reads:

“Articulate a vision and goals which serve as the basis for policies, programs and investments. The overarching objective is to have a high quality transit system that is safe, reliable, friendly, and accessible for all users.”

Current goals identified in the TMP scope of services include:

- 1) Make riding transit easier and more desirable
- 2) Use transit to create a transportation system responsive to the needs of vulnerable populations and those for who transit is a necessity. These are the transit dependent individuals, youth, seniors, individuals with disabilities, and low income populations
- 3) Use transit as a tool to meet the County’s sustainability, growth management, and economic development goals
- 4) Create transit hubs in high density locations where modes connect to enable a seamless integration of transit networks, bicycle, and pedestrians
- 5) Balance system implementation according to fiscal, operational, and policy constraints

Development of the Vision and Goals for Public Transit has been informed by multiple County planning documents. Paratransit service began in July 2016 for the Hilo and Kona districts. Vision and goals for paratransit are addressed as part of overall goals for the system to serve all populations.

A separate report is prepared, titled *Previous and Ongoing Studies*. That report contains a full review of goals articulated by the County Council, the Comprehensive Plan Goals, and Active Transportation Plan Goals of the General Plan and Community Development Plans (CDP). Shorter descriptions are contained in the Task 2 Report on Vision and Goals.

The Vision and Goals described in this report will be tested, revised, or confirmed during the Public Input Process (Task 3).

2.0 Recommendation for a New Vision Statement and New Goals

A carefully crafted vision statement is at the heart of every successful public agency. The Vision statement should clearly and concisely communicate where the agency wants to be in the future. It serves as a tool for strategic decision-making. A vision statement can be as simple as a single sentence or can span a short paragraph. Regardless of the individual details and nuances, all effective vision statements define the core ideals that give an agency shape and direction.

MTA's current Vision statement reads, "Create a transportation agency the rest of the world recognizes as the best." It is recommended that this vision statement be replaced because it is too lofty to serve strategic planning needs of the organization. Also, it is recommended that a new vision statement focus on service rather than the organization. The following vision statement is offered for MTA's consideration.

- **VISION** – Create a high-quality multi-modal transportation system that provides safe, reliable, convenient, environmentally responsible, and cost effective mobility choices that meet the needs of our residents and visitors.

The proposed new vision statement provides the direction needed to achieve the emphasis in the County General Plan and CDPs.

The following goals are recommended to update the current goals to and be more reflective of the recommended vision statement.

- **GOAL #1 – Make riding transit easier and more desirable**
 - by improving on-time performance
 - by providing a fare structure that is easy to use and understand
 - by identifying and correcting bus route alignment and scheduling problems
 - by providing easily understood routes and schedules
 - by improving the content of customer information
 - by ensuring a sufficient number of buses are available to meet all bus schedules
 - by modernizing the transit vehicle fleet and services
 - by maximizing the use of technological advancements to improve operations
 - by planning and implementing service enhancement projects
 - by implementing measures to speed up buses traveling through major corridors
- **GOAL #2 – Create a transit system to serve all people**
 - by making customer service the first priority
 - by increasing the number of riders
 - by being responsive to the needs of vulnerable populations

- by serving those for whom transit is a necessity
- by using special services when necessary to transport:
 - transit dependent
 - youth
 - seniors
 - individuals with disabilities
 - low income people
 - commuters
 - tourists and visitors
 - employees

▪ **GOAL #3 – Use transit as a tool**

- by reducing personal vehicle travel by increasing transit market share
- by meeting the County’s goals for:
 - sustainability
 - developing a comprehensive multi-modal transportation system
 - growth management
 - economic development
- by supporting transit oriented development
- by developing transit corridor service to provide:
 - high quality service
 - the ability to evolve into high capacity technology
 - collaborative sponsorship with adjacent development
 - the ability to influence the most desirable land use
- by exploring how technology can make transit better for users

▪ **GOAL #4 – Create transportation hubs with amenities**

- by establishing timed connections among bus routes
- by making park-and-rides locations for the community
- by accommodating innovative service concepts
- by enabling seamless integration of all modes
- by providing secure bicycle storage
- by enabling real time electronic information
- by offering area maps and wayfinding
- by providing parking for commuters
- by offering priority parking to vanpools
- by including drop off and pick up areas for ridesharing
- by providing lighting and other amenities
- by partnering with private operators and enterprises

▪ **GOAL #5 – Phase system implementation**

- by balancing fiscal constraints with priority needs
- by taking advantage of grant and partnership opportunities
- by improving operations incrementally
- by assuring services are cost effective
- by responding to policy directives

3.0 The General Plan for the County of Hawai'i

This section describes how transit is discussed in the County of Hawai'i General Plan. This review was used to help inform the recommended Vision and Goals in Section 2.0.

The General Plan for the County of Hawai'i is a policy document expressing the broad goals and policies for the long-range development of the Island of Hawai'i. The Plan was adopted by ordinance in 1989 and revised in 2005. The Plan is organized into thirteen elements, with policies, objectives, standards, and principles for each. As of February 2017 the County General Plan is in the process of being updated.

The Task 4.4 report, *Previous and Ongoing Studies*, reviewed all of the General Plan goals and policies related to transportation. This section just highlights those most relevant to the proposed update of the transit vision and goals.

The General Plan discusses the specific applicability of plan elements in each of the nine judicial districts which comprise the County of Hawai'i planning districts. The overall transit goal reads:

“Provide residents with a variety of public transportation systems that are affordable, efficient, accessible, safe, environmentally friendly, and reliable.”

Under this goal are four policies:

- (a) Improve the integration of transportation and land use planning in order to optimize the use, efficiency, and accessibility of existing and proposed mass transportation systems.
- (b) Support and encourage the development of alternative modes of transportation, such as enhanced bus services and bicycle paths.
- (c) Incorporate, where appropriate, bicycle routes, lanes, and paths within road rights-of-way in conformance with *The Bikeway Plan for the County of Hawai'i*.
- (d) Provisions to enhance the mobility of minors, non-licensed adults, low-income, elderly, and people with disabilities shall be made.

The County's General Plan commits to providing its residents with a public transportation system that is affordable, efficient, accessible, safe, environmentally friendly, and reliable. Transit provides residents with an alternative means of transportation to employment, services and activities. Transit promotes and enhances pedestrian activities, reduces congestion, improves air quality, and increases economic development opportunities.

4.0 Community Development Plans on Transit

This section will discuss how transit is addressed in the Community Plans. The TMP's Task 4.4 report, *Previous and Ongoing Studies*, reviewed all of the CDPs. The following highlights the observations made for those CDP statements influencing the proposed revisions to MTA's goals.

A Community Development Plan (CDP) is part of the County planning system. It translates the broad goals and objectives of the General Plan to the unique needs and conditions of a region. The CDPs are a forum for community input into managing growth and coordinating the delivery of government services to the community.

4.1. *Hāmākua Community Development Plan*

The Hāmākua Community Development Plan (Draft dated February 22, 2016) was developed through extensive community and stakeholder engagement.

The Steering Committee for the Hāmākua CDP established eighteen Community Objectives building on the community's values and vision. The key transit objective reads:

- *Objective 7: Establish a rural transportation network that includes improving roadway alternatives to Highway 19, expanding and improving the existing transit system, and encouraging multiple transportation options.*

The Hāmākua CDP draft recommends specific amendments to the General to bring the CDP and the General Plan into alignment. Section 5.6, Expand Mass Transit Facilities & Services of the CDP prioritizes bus system improvements, including adding intra-town routes, increasing bus trips through the Hāmākua Planning Area, and developing additional bus shelters.

Policy 76

Implement the recommendations from the Kohala Center's study Expanding Transportation Opportunities on Hawai'i Island to optimize efficiencies and create new transportation alternatives, including:

- *Optimize Public Transport with Technology;*
- *Partner with private enterprises for both rideshare and vanpool alternatives.*

Policy 77

Provide rural transit centers within the Planning Area in areas of heavy user-ship, particularly provider shelter options at the following locations:

- *Pepe'ekeo, Near the Post Office*
- *Laupāhoehoe, near the Highway Overpass*
- *Assess where to provide a Māmane Street bus shelter in relation to Policy 78.*

Policy 78

Modify existing and develop additional bus routes, as appropriate, with scheduled stops within the towns and villages where practicable; particularly:

- *Honoka'a: Māmane Street*

Policy 79

Develop, or collaborate with private owners to facilitate the development of, Park-and-Ride facilities throughout the Hāmākua Planning Area.

4.2. Kona Community Development Plan Vision and Objectives

The Kona CDP area encompasses the districts of North and South Kona, hereafter referred to as Kona. The 800 square miles of land area accounts for approximately 20% of the total land area of the Island of Hawai'i. Kona was the first community development plan to commence under the framework of the February 2005 County of Hawai'i General Plan.

The vision statement in the Kona CDP is that Kona's future shall be:

A more sustainable Kona characterized by a deep respect for the culture and the environment and residents that responsively and responsibly accommodate change through an active and collaborative community.

To achieve this vision, Kona CDP lists eight guiding principles. The guiding principle most relevant to transit reads:

2. ***Provide connectivity and transportation choices.*** *Future growth should connect communities with movement alternatives such as sidewalks, trails, and bike lanes. We need an efficient public transportation system for moving people. It should have comfortable and frequent service to key destinations, along prominent commuter routes, and at transfer points that offer connections to alternative modes of transportation.*

The Transportation Element is one of eight elements in the Kona CDP. It serves as a policy guide for County decisions regarding transportation systems. Its objectives, policies, and actions establish a transportation-oriented basis for future development that is integrated with the Land Use section, as well as the Public Facilities, Infrastructure and Services section of the Kona CDP. In addition, it provides guidance for concurrency and connectivity of transportation facilities with future development to ensure that all communities are adequately served.

Current budget limitations will hinder rapid major investment in public road improvements. But, even if immediate financing and approvals were available to improve roadways, other solutions to Kona's long term traffic woes are necessary. Major transportation strategies listed in the Kona CDP Transportation Element include the following:

1. **Mass Transit.** *A major expansion of the County’s public mass transit service in Kona would provide significant alternatives to individual automobile use.*
2. **Multi-Modal Transportation.** *Taking advantage of Kona’s consistently mild climate, a network of interconnected bike lanes, trails, and sidewalks within and outside road right-of-ways would provide a healthy and green alternative to automobile use.*
3. **Transit-Oriented Development (TOD).** *The development of compact, mixed-use villages which would integrate housing, employment, shopping, and recreation opportunities. Villages would be designed around transit stations/stops which would reduce the need for daily trips and financially support the expanded transit system.*
4. **Multi-Purpose Design.** *Beyond getting us from one place to another, our transportation corridors are major public spaces that must safely accommodate uses other than vehicular travel.*
5. **Safety and Aesthetic Qualities.** *Safety and aesthetic qualities need to play a larger role in improving existing and designing future roadways, in order to contribute to Kona’s quality of life and tourism appeal.*
6. **Affordable Housing.** *Affordable housing located near major employment centers would serve to decrease the number of people who fill the roadways commuting long distances to work every day.*

The Kona CDP Transportation Element overall transportation goal is to provide:

An efficient, safe, and attractive multi-modal transportation system integrated with land use planning that allows movement around and through Kona with minimal reliance on the automobile.

The Kona CDP Transportation Element overall transportation goal is supported by six objectives:

Objective TRAN-1: Transportation and Land Use. *To organize growth on a regional level in Kona, growth should be compact and transit-supportive. Compact mixed-use villages along transit routes provide sufficient densities to support transit feasibility and enable people to meet a variety of daily needs within walking distance.*

Objective TRAN-2 Street Network Connectivity. *To develop a system of interconnected roads in Kona that will provide alternative transportation routes that will disperse automobile trips and reduce their length, while not compromising the through functions of arterials and major collectors with excessive intersections. A highly connected transportation system within Kona’s Urban Area (UA) serves to do the following:*

- (a) provides safe choices for drivers, bicyclists, and pedestrians;*
- (b) promotes walking and bicycling;*
- (c) connects neighborhoods to each other and to popular destinations, such as schools, parks, shopping, libraries, and post offices, among others;*

- (d) *provides opportunities for residents to increase their level of physical activity each day by creating walkable neighborhoods with adequate connections to destinations;*
- (e) *reduces vehicle miles traveled and travel time, thus improving air quality and mitigating the effects of auto emissions on the health of residents and the environment;*
- (f) *reduces emergency response times;*
- (g) *increases effectiveness of municipal service delivery;*
- (h) *restores arterial street capacity to better serve regional long-distance travel needs; and*
- (i) *provides increased emergency evacuation opportunities.*

Objective TRAN-3. Multi-Modal System. *To develop a multi-modal transportation system to encourage walking, biking, transit, and other non-vehicular modes of travel. A multi-modal system needs to be attractive, safe, comfortable, convenient, accessible, environmentally friendly, and affordable. Such a system would reduce congestion, improve air quality, reduce fuel consumption, and increase healthy activity. Not only would the system enhance the mobility of the elderly and youth, who do not drive, it would also make it possible for residents to divert automobile ownership expenses to other daily needs, such as a homeownership mortgage or insurance. The network could connect pathways within and outside of street rights-of-way. The system should provide convenient transfers between modes of transportation.*

Objective TRAN-4 Non-Structural Solutions to Manage Congestion. *To manage peak-hour traffic using a diversity of non-structural approaches in order to reduce congestion on Kona roads, while acknowledging that building new roads is only one of many needed solutions.*

Objective TRAN-5 Rural Transit. *To provide a paratransit system for Kona – with emphasis on mauka areas and South Kona recognizing that a rural population cannot support an urban transit system.*

Objective TRAN-6 Concurrency. *To manage the timing of growth so as to avoid overloading the arterial system.*

Each of the Kona CDP Transportation Element six objectives is supported by a set of policies and corresponding actions. There are 23 policies and 41 actions associated with the six Transportation Element objectives. The most applicable objective and its supporting policies and actions is Objective TRAN-3. Multi-Modal System which includes the following:

Policy TRAN–3.8: Inter-Modal Connections. To facilitate the transfer between modes of travel:

1. Automobile/Transit and Bike/Transit Transfer. Park and ride facilities are desirable and must be built to ameliorate the traffic congestion in Kona. A transit station or transit hub will be located within each of the TODs, as shown in the Official Transportation Network Map. Park and ride facilities will be provided in the vicinity of the transit station and transit hub. Park and ride facilities shall include storage for bicycles.
2. Ground/Air Transfer. The transit and bicycle network shown on the Official Transportation Network Map shall provide connections from major residential areas to the airport. The Kona International Airport's Master Plan should include accommodations for transit and bicycles.
3. Bike/Transit Transfer and Beach Accommodation. To the extent feasible, public transit should have the ability to carry bicycles and surfboards.

Action TRAN-3.8a: Master plan, design, and construct park and ride facilities (MT, 1-2).

4.3. Ka'ū Community Development Plan

The Ka'ū Community Development Plan was recommended by the Ka'ū CDP Steering Committee for adoption by the County of Hawaii in December 2015. Ka'ū community priorities related to the Transit Master Plan include:

- Prioritizes bus system improvements, including a Ka'ū loop route,
- an Ocean View route,
- evening trips to Hilo and Kona, and
- adding bus shelters.

Under enhancing the community infrastructure, one objective lists establishing a rural transportation network, including roadway alternatives to Highway 11, a regional trail system, and an interconnected transit system.

4.4. North Kohala Community Development Plan

The North Kohala Community Development Plan was adopted November 5, 2008. The goal of the CDP reads:

To manage the future growth of the district in a manner that is consistent with the Kohala lifestyle and ideals of being a rural community with a strong cultural heritage, an agricultural base, and a small town feel.

The update of the North Kohala CDP is underway. Discussion has mentioned the need for adding a new bus route to serve residents.

4.5. South Kohala Community Development

The South Kohala Community Development Plan identifies five district wide policies. These policies focused on the highest priorities the community identified during the development of the CDP. General Policy 2 specifically focuses on transportation needs of the district. The policy states:

GENERAL POLICY 2: PROVIDE FOR THE TRANSPORTATION AND CIRCULATION NEEDS OF THE SOUTH KOHALA COMMUNITY AND FOR COMMUTERS TO/FROM SOUTH KOHALA.

Sub-policies that have direct impact on transit are:

2.1 New major roads in the District shall incorporate “complete streets” standards, including provisions for vehicular traffic, pedestrians, bicycles, and public transportation, except in the case of extreme mitigating factors. “Complete Streets” are streets that are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street. Improving the safety and viability of alternate modes of transportation in South Kohala will encourage more people to leave their cars at home and walk, bike, or bus to their destinations more often.

2.4 Identify and establish transit corridors for future mass transit service within the district. While the provision of mass transit service such as rail may be decades away for South Kohala, the County should plan ahead for future mass transit service in the district by establishing transit corridors. Setting aside land now for transit corridors may help to reduce future costs of implementing mass transit services.

4.6. Puna Community Development Plan Alternatives

The Puna CDP Transportation Alternatives goal is:

Create a comprehensive, convenient, sustainable mass transit system in Puna. Expand and enhance accessibility and connectivity, frequency of routes and schedules, signage, and coordination of services.

The Puna CDP Transportation Alternatives included specific projects and suggestions:

- Shift MTA top priority from delivery of paratransit service to delivery of transit services for the entire population.
- Significantly expand frequency and connectivity (at least doubled) of service within a year.
- Create a position for a Transportation CEO with grant writing expertise.
- Purchase and implement ITS in the next fiscal year.

Expand MTA service through increased and improved planning, coordination, and funding, expansion of allocations in County budgets, and private and public partnerships.

- Inventory the total numbers, types, and conditions of vehicles purchased with MTA and other public funds
- Develop a higher profile for Transportation Commission so public is aware of its missions, goals, and plans. Consider expanding the commission to 12 members, including three students representing West Hawaii, East Hawaii, and Kohala/Hāmākua. Provide a written record of meeting minutes within 30 days of meetings.

Provide feeder services utilizing smaller buses or paratransit beginning with Pahoā, Kea'au, Volcano, and HPP/Orchidland.

Build hubs adjacent to Highways 11 and 130

- Pahoā: near soon to be constructed Fire Station off Highway 130 near Kahakai Blvd.
- Kea'au: on state lands adjacent to soccer fields and include the new MTA baseyard
- Volcano: adjacent to Highway 11 and Wright Road
- Orchidland/Paradise Park: on makai side of Highway 130 opposite Orchidland Drive

Provide a convenient, island-wide bus ticketing system using smart cards and offering reduced monthly rates. Phase out Kōkua service over 2 years but expect it to continue to subsidize MTA as needed.

Reward carpooling and ride sharing with preferred parking sites, discounts for fuel and automotive costs, etc.

Launch and maintain public education campaigns detailing mass transit services, with heavy emphasis on ages 8-18.

The Puna CDP Transportation Alternatives highlights three time frames and presents several short range transit actions.

Time Frame Important: Short-Range (Within 5 Years)

- Intersection Improvements
- Emergency Routes on Existing Road
- Transit Improvements
- Demand Management Strategies

Time Frame Important: Mid-Range (5 to 10 Years)

- Hwy 130/Hwy 11 Improvement
- Demand Responsive Transit
- Minor New Roadway Construction
- Scenic Byway/Recreational Trails

Time Frame Important: Long-Range (Beyond 10 Years)

- PMAR and Other Alternative Routes
- Major Transit Restructuring
- Land Use Policies

Short-Range Transit Alternatives

- Public Education Campaign to Increase Awareness of Transit
- Transit Park and Ride Lots
 - Keaau-in town
 - HPP Area-at proposed HPP Community Center
 - Pahoia-near Pahoia Community Center or makai of Kahakai
 - Volcano-Cooper Center
 - Kurtistown-Meaulu Street
- Increase Service on Ka'ū/Volcano and Pahoia Routes

- Increase School Busing of Students

4.7. Hilo Downtown Multi-Modal Plan

The *Downtown Hilo Multimodal Master Plan* (DHMMP) identified twelve guiding principles. The guiding principles help provide a framework for the identification and evaluation of plan recommendations. These guiding principles are:

Guiding Principles for Content

- Consider the movement of people of all ages and abilities;
- Consider all modes of transportation but emphasize alternatives to the automobile, including transit, bicycle, and pedestrian accommodations;
- Be environmentally sensitive by reducing congestion, decreasing emissions, and encouraging non-polluting modes of transportation such as electric vehicles, bicycles, walking, etc.;

Guiding Principles for Approach

- Be cognizant of persons with disabilities, their wayfinding and mobility challenges, and their preferred modes of transportation and travel;
- Engage the community and stakeholders through public workshops and presentations;
- Attempt to establish consensus and broad support for innovative street designs;
- Coordinate with the EDH 2025 Plan, Hilo Bayfront Trails, other relevant Plans, and State and County road and infrastructure improvement plans;
- Use best practices and guidelines for design while recognizing the need for flexibility when balancing user needs;

Guiding Principles for Outcomes

- Set realistic priorities that are visionary, yet practical, measurable, and achievable;
- Identify and seek corrections to features of the transportation network or barriers that make it unsafe or uncomfortable for all users, including pedestrians, bicyclists, transit users, and motorists;

- Enhance Downtown Hilo as a gathering place and destination that invites residents and tourists alike to patronize Downtown businesses, enjoy beautiful waterfront vistas, walk to work, access public transportation, and marvel at the spectacle of Hilo Bay and a traditional historic Downtown.
- Provide a means to measure existing safety, access and mobility, environmental health, and economic vitality – then provide tools to document change over time.

The Downtown Hilo Multimodal Master Plan identified the following key recommendations for transit in Downtown Hilo:

- E-1) Establish a Downtown shuttle (separate from Hele-On) and implement it in stages.
- E-2) Initially, connect remote parking lots so employees will park there rather than utilizing on-street spaces and the Mo'ohau lot. Operate the shuttle in a clockwise loop with three stops on Keawe Street. Service would depart every 8 to 10 minutes and could possibly operate in peak periods only. Use tram type vehicles or replicas of the former sampans, but with full ADA compliant accessibility.
- E-3) Extend the shuttle route. Peak period services could include a route across the Wailuku River into the neighborhood north of Hilo and an extension to the Civic Center complex. Three vehicles would operate every 10 minutes in the morning and evening peak periods. Midday service would be provided with one vehicle just serving the initial route. A more substantive vehicle should be used for this operation such as the trolleys used on O'ahu.
- E-4) Later, extend the shuttle to more distant destinations with service every 30 minutes to the Port of Hilo, Hilo International Airport, and UH Hilo. Six vehicles would operate in the morning and evening peak periods and four during midday service. The operation could use a higher technology bus. A higher capacity bus, such as the double deckers operating in Honolulu, may be necessary to serve peak loads from the cruise terminal.
- E-5) Improve security at Mo'ohau Terminal and add bike services. Relocate the Terminal to the parking structure if and when the decision is made to proceed.
- E-6) Create a Downtown mobile app for wayfinding, real-time transit information, bike sharing availability, and locations and walking tours.
- E-7) Install sheltered transit stops with wayfinding, street furniture, and other amenities.