

Name: Mark Hyde

Agenda Item: D.1. Section 2.1: A Complete, Balanced and Connected Transportation Network

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### I. Comments re Goal 2.1: A Complete, balanced and connected transportation network”

1. Add the words “**measurably efficient and safe**” to the title so that it reads: “A complete, balanced, connected, **measurably efficient and safe** transportation network

Why? **Because south Maui’s roadways could become “complete” in the sense of “complete streets,”, balanced in terms of offering multimodal transportation options and be connected to each other but still be inefficient when measured by service level grade, posing a threat to resident and visitor safety when the complete, balanced and connected network fails to achieve efficient throughput, both during everyday use and especially in the event of expected natural disasters in the form of tsunamis, floods, and wildfires which could effectively close and perhaps destroy South Kihei Road (think tsunami’s or significant flooding) or wildfires that could close Pi’ilani Highway.**

Efficiency and safety are linked, particularly when it comes to natural disasters which can and should be expected to affect the area. Our community plan must embrace this reality. Maui’s only hospital is located 40 minutes away - in normal circumstances - in Central Maui. Should a disaster require many hundreds of residents to need emergency medical care and hospitalization, with timing critical, and should our already overburdened and limited (two ways in and out of what is a cut de sac of development) fail to enable access to critical care, unnecessary loss of life will occur - regardless of bike lanes, sidewalks, an internal collector road, a bus hubs, etc. Bottom line, our two main arterial roadways must work.

**What is really needed is a transportation system that is efficient and capable of handling our community’s needs in all situations. As pointed out in an earlier email, many parts of Pi’ilani Highway and South Kihei Road are currently operating at a subpar level based on existing service level grades. Many sections are graded “D, E” and “F,” - and this is during normal operations. Consider *and own* the implications during a natural disaster.**

This brings me to the need for the our community plan to contain **metrics tied to performance**. If you read every Action beneath Goal section 2.1, there are no metrics or timelines for performance. This must be addressed or we will be writing 20 + years from now how once again the county has failed to achieve the plan.

Fortunately these metrics exist in the form of standard service level performance grades defined in the resource materials in the hands of CPAC. Given this, and given the need and want for an efficient transportation system, a Policy should be added to tie further development to existence of a efficient transportation system. See below.

Once you accept this policy (of long standing in the current KMCP), it should be expressed in an explicit goal. See below.

### II. Additional Goals

- a. **Further development, particularly that mauka of the Pi’ilani Highway, shall be tied to the existence of a core transportation system that operates at grade level “C” or better**

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throughout the entire length of Pi'ilani Highway and South Kihei Road during normal conditions.

In this regard, see what the General Plan says about further development of the R&T Park - only when adequate transportation exists to address the additional burden the Park will impose on existing highway conditions. Attach this same logical condition to all undeveloped land mauka of Pi'ilani Highway.

b. Restrict all future access to Pi'ilani Highway to dedicated streets and roads. Prohibit driveway access, including but not limited to right hand turn lanes into driveways or left turn lanes from driveways.

Why? Do not turn Pi'ilani Highway into the next Dairy Road. This will also serve to temper growth mauka of the Highway until it can be achieved with an acceptable level of service, which may require opening a highway mauka of the growth boundary.

c. Require all property mauka of Pi'ilani Highway to be developed with a 150' landscaped setback obscuring development from highway view.

Why? This will improve the visual appearance of the highway consistent with the existing KMCP and discourage development along the highway dependent on high volumes of traffic. It will also avoid replicating the unattractive appearance of the mostly retail uses immediately south of Ohukai Street.

d. Restrict development of the Pi'ilani Promenade property primarily to housing and, only to a limited extent, to uses primarily and substantially benefiting nearby residents. Allow no fast food restaurants within the 88 acre property.

Why? This will reduce Pi'ilani Highway demand while creating a sense of community for local residents. Fast food restaurants necessarily and particularly rely on high traffic for commercial success.

### III. Comment on Policy

#### Proposed Policy Statement

Area development shall proceed concurrently with an adequate and efficient transportation infrastructure. Adequacy and efficiency shall be measured by South Kihei Road and Pi'ilani Highways performing at or above grade "C." Inadequacy shall be deemed to exist if any portion of South Kihei Road or Pi'ilani Highway are designated grade "D." "E" or "F."