

Name: Rob Weltman

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

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Karen Lewis: Now is not the time for new developments of any type on Maui. We should not be building any hotels, houses, or even affordable housing without first or concurrently constructing the necessary infrastructure to support it.

Mark Rob

Policies

Mark: make the goal - A complete, balanced, connected, measurably efficient and safe transportation network

2.1.1 | Improve South Maui's active transportation network by implementing a multimodal transportation system that includes a bus transit hub and incorporates Complete Streets, greenways, multi-use paths, and sufficient public transit coverage that allows residents and visitors to move more safely, effectively and comfortably within South Maui.

~~2.1.2 | Support increased access to micromobility solutions such as bike share, electric scooters, shuttles, etc.~~

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

~~2.1.3 | Support adoption of mechanisms to fund transportation improvements such as special districts, increases in car rental surcharges for visitors and traffic impact fees so new projects pay their fair share of transportation system improvements.~~

Mark: 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.

2.1.4 | Establish "safe routes" interconnecting South Maui. Safe routes are primarily street networks that safely accommodate pedestrians and bicyclists of all ages to get from homes to schools, parks and beaches, shops, jobs, and other services.

Mark: I encourage use of outcome oriented language to describe what needs to be done. "Shoulds" are unenforceable.

2.1.5 | Support the extension of a continuous bike lane along Mākena Alanui and Mākena Road providing cyclists safe access to Mākena State Park.

Rob note: KMCP said "Plan, design, and construct a pedestrian and bikeway network throughout the Kihei-Makena region which considers the utilization of existing stream beds, drainageways, wetlands and public rights-of-way along coastal and inland areas"

~~2.1.6 | Incorporate the principles of Complete Streets for all new roadways and roadway expansion and improvement projects.~~

Rob note: KMCP required (eight times): no further development unless infrastructure, public facilities, and services needed to service new development are available prior to or concurrent with the impacts of new development.

2.1.7 | Require and undertake transportation system improvements prior to or concurrently with the growth of the South Maui region. Roadway improvements should be planned, designed, and constructed as generally described in the Kihei Sub-area Transportation Plan.

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

~~2.1.8 | Support existing and future Federal, State, County and Maui Metropolitan Planning Organization transportation plans including pedestrian, bicycle, traffic and transit improvements for South Maui to ensure the goals and objectives are realized.~~

2.1.9 | Require new development, redevelopment and housing projects developed pursuant to Chapter 201H, Hawai'i Revised Statutes and Chapters 2.96 and 2.97, MCC housing projects to include facilities and programs that support connectivity, biking, walking and public transit, whether constructed by the developer, the County or State, or public-private partnerships.

2.1.10 | Require development projects mauka of Pi'ilani Highway to coordinate with the County and State on implementing a new multimodal transportation corridor spanning through South Maui to Central Maui mauka of Pi'ilani Highway as identified in Action 1.14.

Rob: should be 1.13

Rob note: KMCP said "Support a new bypass highway mauka of Pi'ilani Highway, coordinated with a Ma'alaea-Kealia Pond bypass highway, and an Upcountry-Kihei connector road, to be constructed as growth in the region warrants."

Mark: 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.

Mark: I encourage use of outcome oriented language to describe what needs to be done. "Shoulds" are unenforceable.

2.1.11 | Support the completion of the planned North-South Collector Road and adjacent multi-use path that will improve travel through Kihei and provide access to additional routes for emergency ingress and egress.

Rob note: KCMP said "Plan, design and construct appropriate sections of a new North-South Collector Road, from Uwapo Road to Keonekai Road"

~~**2.1.12 | Support increased transit service between South Maui's neighborhoods, parks and beaches, commercial areas, and between the Kahului Airport and South Maui Resorts.**~~

Mark: I encourage use of outcome oriented language to describe what needs to be done. "Shoulds" are unenforceable.

2.1.13 | Support the integration of wetlands and drainage ways with greenways and multi-use paths in and around the Lipoa business district.

Mark: I encourage use of outcome oriented language to describe what needs to be done. "Shoulds" are unenforceable.

2.1.14 | Support the creation and implementation of Transit-Oriented Development (TOD) that will provide a mix of land uses, provide housing close to jobs, services, schools and recreation, and provide convenient and safe mobility options including walking, biking and transit options.

Mark: I encourage use of outcome oriented language to describe what needs to be done. "Shoulds" are unenforceable.

2.1.15 | Support the development of a Kihei Transit Hub with adequate space to expand and incorporate multi-modal transportation options that promote safe, efficient travel through South Maui while improving mobility access.

~~**2.1.16 | Promote Transportation Demand Management (TDM) strategies that shift commuter practices away from driving alone to reduce traffic congestion in South Maui. Strategies may include more frequent bus service, bus passes, creation of carpool lanes, employer-sponsored bus passes, increased parking fees, decreased off-street parking, and educational programs on the benefits of alternative modes of travel.**~~

2.1.17 | Ensure coordination of the timing of roadway improvements, whether private or public, so that concurrent roadway closures and traffic disruptions are minimized.

2.1.18 | Require the use of best management practices and green infrastructure to address stormwater runoff and drainage issues related to the transportation system.

Rob note: KMCP said "Encourage joint public/private participation in the planning, design and construction of roadway improvements"