

Policies

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 and is measurably efficient.

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.

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.

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

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 or other such future plans.

New Policy: Require all property mauka of Pi’ilani Highway to be developed with a 150-foot landscaped setback obscuring development from highway view. (adopted by CPAC 12/21/22)

New policy: Encourage all future access points on Pi’ilani Highway to be roundabouts instead of T intersections. (from CPAC)

New Policy: All new or redesigned intersections that trigger a signal shall consider roundabouts instead. (added by CPAC 3/29)

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*.

2.1.11 | Require the completion where feasible 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.

New Policy: Encourage the State and County to exempt multi-use paths, bikeways, sidewalks, complete streets infrastructure, and the North-South Collector Road from the requirement(s) for a SMA permit and environmental assessment, while maintaining the condition to comply with all other permit requirements including those of the State Historic Preservation Division of DLNR. (added by CPAC 3/29)

2.1.13 | Support the wetland studies and the integration of wetlands and drainage ways with greenways and multiuse paths in and around the Lipoa business district with priority given to health and protection of the wetlands.

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.

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.

2.1.17 | 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.