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Agenda Item: C.1. Goal 2.1 | A Complete, Balanced and Connected Transportation Network

Date Received: 4/3/2023 via email

**To: South Maui Community Plan Advisory Committee**

**From: Albert Perez, Executive Director  
Maui Tomorrow Foundation**

**Date: April 3, 2023**

**Request: Maui Tomorrow asks that the discussion of a possible new roadway mauka of Pi'ilani Highway be delayed until after a preferred population for South Maui has been chosen, and resultant land use needs have been recalculated.**

**Justification:** Population estimates used in the Draft South Maui Community Plan assume continued growth; these do not reflect recent population trends. From 2010 to 2020, census figures indicate that the population of South Maui has barely changed. The population estimates used in the draft also fail to reflect Maui Island Plan policies and recent ordinances that are intended to limit the growth of tourism, and are likely to affect population numbers in the future:

- Maui Island Plan Policy 4.2.3.a: *Promote a desirable island population by striving to not exceed an island-wide visitor population of roughly 33 percent of the resident population.*
- Various bills relating to limiting the number of transient accommodations.

Instead of just accepting and accommodating the excessive growth numbers given by the State Department of Business, Economic Development, and Tourism (DBEDT), CPAC members have the ability to choose a desirable population for South Maui, and then revise the land use requirements accordingly.

The need for new transportation projects should then be based on South Maui's desired population and land use. A mauka road may not be necessary. Major considerations that need to be taken into account before making a decision like this include:

- Roadways facilitate new development
- There is a high potential that cultural sites may be in the area mauka of Pi'ilani Highway
- Open space that could be preserved for the community would instead be eaten up by sprawl.

We should be very careful about building a new mauka road. This will encourage automobile dependent development mauka of Pi'ilani Highway, which will cause the new road to become crowded; more roads will then be needed. This would be contrary to both the Maui Island Plan and the Kihei Sub-Area Transportation Plan, both of which encourage infill development and multi-modal transportation options instead. Making improvements to Pi'ilani Highway would increase capacity and improve flow. Locating truly affordable housing near employers in South Maui could also reduce traffic.

According to the Kihei Sub-Area Transportation Plan, *“despite the complexity and large estimated cost to complete all phases of the north-south collector road, there was consensus on the need to complete the facility”*. Most of the recommended priorities in Section 5.1.2 of the plan consist of improvements to intersections, traffic signals, sidewalks, drainage, and construction of the north-south collector road. Major roads mauka of Pi’ilani Highway were not listed as priorities, but were instead treated as “conceptual,” and were discussed in terms of supporting future urban development that may not be necessary during the current 20-year planning period.

If South Maui chooses a lower population future, it can handle its traffic load with improvements to existing roads as well as the completion of the north-south collector road; whatever portions can easily be built should be finished as soon as possible. The remaining portions that are currently difficult due to right-of-way issues can be addressed over the long term, using eminent domain if necessary. This approach will improve the current situation and take some of the load off of Pi’ilani Highway.

Summary: Please delay the discussion of a possible new roadway mauka of Pi’ilani Highway, and plan to revisit the issue after a preferred population and resultant land use needs have been determined.

Mahalo.