

2.1 Goal | A complete, balanced, efficient, and connected transportation network

Why is it important?

Transportation is not just roads and cars; it is about moving people within, to and from South Maui in a way that is safe, efficient, and enjoyable. Transportation is freedom and having a variety of transportation choices for people in South Maui promotes equity and is a high priority for the community. With Pi'ilani Highway and South Kihei Road functioning as the only two arterial roads through South Maui, both residents and visitors experience gridlock with limited alternatives for mobility. People who choose not to drive, cannot afford a car or are not able to drive have limited mobility options because the region has an incomplete bicycle and pedestrian transportation network and limited public transit. With this Plan, the community intends to change that paradigm, focusing on creating a transportation network that is safe, comfortable, and accessible for all, from keiki to kūpuna, walking to running, wheelchairs to bicycles, and cars to public transit.

How will setting this goal affect our future?

With this goal, South Maui is committed to improving existing transportation systems and increasing access to a greater variety of transportation choices. South Maui will have an equitable user-friendly transportation system that relies less on cars and more on other modes of transportation, leading to a happier, healthier and safer community.

Cross-cutting Topics:

- Mobility
- Land Use
- Recreational Network
- Community Design
- Climate Change and Resilience

Policies

2.1.1 | Improve South Maui’s active transportation network by implementing a [measurably efficient](#) 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.~~

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

~~2.1.3 | Support adoption of mechanisms to fund[CP5] 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.~~

2.1.4 | Establish [and implement](#) “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 Kīhei Sub-area Transportation Plan [or other such future plans](#).

[ADDED BY CPAC | Require all property mauka of Pi‘ilani Highway to be developed with a 150-foot landscaped setback to obscure ~~obscuring~~ development from highway view.](#)

[ADDED BY CPAC | Encourage all future access points on Pi‘ilani Highway to be roundabouts instead of T intersections.](#)

[ADDED BY CPAC | All new or redesigned intersections that trigger a signal shall consider roundabouts instead.](#)

~~2.1.8 | Support existing and future Federal, State, County and Maui Metropolitan Planning Organization transportation plans including pedestrian, bicycle[CP6][KA7], 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 1.1.34.

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

ADDED BY CPAC | Encourage the State and County to exempt multi-use paths, bikeways, sidewalks, complete streets infrastructure, and the North-South Collector Road from the requirement for an 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.

~~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.~~

2.1.13 | Support the integration of wetlands and drainage ways with greenways and multi-use paths in and around the Līpoa business district, with priority given to the 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 Kīhei Transit Hub with adequate space to expand and incorporate multi-modal transportation options that promote safe, efficient travel to and 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~~ Encourage 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.