

✓

# Disaster, Resilience, International Affairs, and Planning Committee (2023-2025) on 2024-02-07 1:30 PM

Meeting Time: 02-07-24 13:30

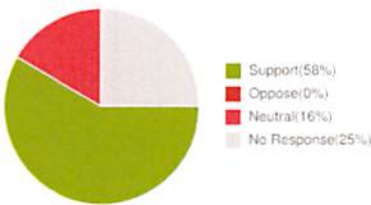
## eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Disaster, Resilience, International Affairs, and Planning Committee (2023-2025) on 2024-02-07 1:30 PM	02-07-24 13:30	2	12	7	0	2

### Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

#### Overall Sentiment



## Disaster, Resilience, International Affairs, and Planning Committee (2023-2025) on 2024-02-07

1:30 PM

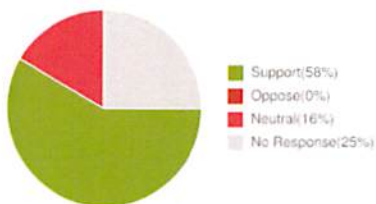
02-07-24 13:30

Agenda Name	Comments	Support	Oppose	Neutral
A G E N D A	9	5	0	2
DRIP-2(15) PUBLIC INFRASTRUCTURE AND EMERGENCY EGRESS ROUTES (DRIP-2(15))	3	2	0	0

### Sentiments for All Agenda Items

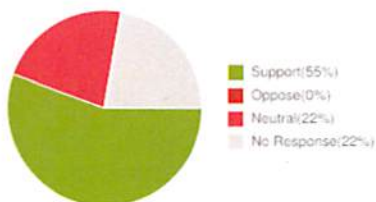
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

#### Overall Sentiment



#### Agenda Item: eComments for A G E N D A

#### Overall Sentiment



#### Guest User

Location:

Submitted At: 11:23am 02-07-24

Cane road for safety, please.

#### Guest User

Location:

Submitted At: 9:43am 02-07-24

Lahaina Needs Evacuation Routes – Please Create a West Maui Greenway

As a West Maui resident, we need an emergency declaration designating the cane haul roads as official evacuation routes for Lahaina. This is seriously important for fire, tsunami, and other potential disaster situations. Using the cane haul roads should also help tie the community together through a West Maui Greenway.

Personally, my family and I are anxious about easily accessible evacuation routes. The only real route is the highway. Cane roads should be opened as an alternative. Adding a West Maui Greenway Project can help alleviate safety concerns and contributes to broader goals, such as supporting climate change mitigation, emergency preparedness, and helping grow our economy.

Now is an opportune time to seek assistance from FEMA and Army Corps of Engineer to pave the remaining sections of the cane haul roads. These roads can also be utilized for the transportation of debris, providing an additional benefit in disaster response efforts. We need to be prepared and have an emergency route plan now, especially with the upcoming fire season and the potential for other natural disasters. Please take proactive measures to safeguard our community.

Please prioritize this urgent matter and take immediate action to designate cane haul roads as official evacuation routes for Lahaina. Paving and opening these roads to the public will protect property, people's lives, and our environment.

Mahalo

Connie Mittendorf

**Guest User**

Location:

Submitted At: 8:10am 02-07-24

We need the cane roads paved and open

West maui needs the bypass completed to Kaanapali and the road thru Lahaina open

We have one road and too much traffic

**Guest User**

Location:

Submitted At: 6:49am 02-07-24

**Urgent Call to Action for Lahaina's Safety! \_**

Honorable Council Members,

I am urging the County Council to issue an emergency declaration designating cane haul roads as official evacuation routes for Lahaina. This is crucial following the recent fire tragedy that claimed 100 lives and caused extensive damage to our community.

**Key Points:**

- Loss of lives and property highlights the need for designated evacuation routes.
- Cane haul roads are historically significant and crucial for evacuation during emergencies.
- Recent wildfire emphasized the urgent need for alternative evacuation routes.
- Cane haul roads, if unlocked and declared as evacuation routes, can provide immediate safety measures.
- Collaboration with authorities and advocates is essential for aligning plans and raising community awareness.
- Seeking assistance from FEMA and Army Corps of Engineers for paving cane haul roads is crucial for disaster response efforts.

In conclusion, I urge the Council to prioritize this matter for the safety and resilience of our community.

Thank you for your attention.

S M Lawson  
808.264.8004

**Saman Dias**

Location:

Submitted At: 9:29pm 02-06-24

Feb 6, 2024.

Lahaina HI 96761

Testimony on Urgent Need for Emergency Evacuation Routes in Lahaina

Honorable Chair and Council Members,

I am writing on behalf of our community to urgently request that the County Council issue an emergency declaration designating the cane haul roads as official evacuation routes for Lahaina. This declaration is of paramount importance in light of the recent Lahaina fire and its devastating impact on our community.

The loss of lives, totaling 100, along with significant damage to properties and businesses, has left a profound scar on our community and inflicted severe economic losses on Maui's economy. These losses could have been mitigated had we had designated evacuation routes and utilized the cane haul roads as a fire barrier during the recent wildfire.

#### **Preserving Lahaina's Legacy: The Role of Cane Haul Roads in Emergency Evacuation**

1. **Historical Significance:** Cane haul roads have a deep historical connection to the sugar plantation era in Lahaina, playing a vital role in the region's economic development.
2. **Geographical Vulnerability:** Lahaina's geographical location makes it susceptible to hazards like the Winds of Kauaula, known for creating fire hazards. Loss of the sugar cane cover crop has changed fire dynamics, necessitating adaptation and planning for potential wildfires.
3. **Lessons from Lahaina's Recent Wildfire:** The recent Lahaina wildfire emphasized the urgent need for alternative evacuation routes as existing road systems faced challenges meeting sudden evacuation demands.
4. **Role of Cane Haul Roads During the Fire:** Residents attempted to use Lahaina's dirt cane haul roads during the wildfire but found them locked, requiring police intervention to unlock them, showcasing their potential as emergency evacuation paths.
5. **Community Trauma and Emotional Impact:** Residents experienced trauma during the wildfire, with some trapped in traffic jams as the fire approached. Established evacuation routes can alleviate anxiety and provide a sense of security during future events.
6. **Proactive Measures for Safety:** Cane haul roads, already in existence, provide an immediate infrastructure base for evacuation route development. Proactively unlocking and declaring these roads as evacuation routes is a practical and immediate step towards community safety.
7. **Opportunities for Immediate Action:** Government intervention to unlock existing cane haul roads can serve as an immediate and tangible step, aligning with ongoing Lahaina Wildfire Relief efforts and demonstrating a commitment to learning from recent disasters.
8. **Economic and Environmental Benefits:** The West Maui Greenway Project addresses safety concerns and contributes to broader goals, supporting climate change mitigation, emergency preparedness, and creating a sustainable and resilient community.
9. **Collaboration with Authorities and Advocates:** Collaboration with local authorities and community advocates ensures alignment with existing plans and regulations, while community awareness campaigns inform residents about designated evacuation routes and the importance of cane haul roads.
10. **Seeking Assistance from FEMA and Army Corps of Engineers:** Given the presence of FEMA and the Army Corps of Engineers in the area, this presents a unique opportunity to seek their assistance in paving the remaining sections of the cane haul roads. These roads can also be utilized for the transportation of debris, providing an additional benefit in disaster response efforts. Let's not wait 10-20 years to pave these roads; we need to be prepared and have an emergency route plan now, especially with the upcoming fire season and the potential for other natural disasters. Let's learn from this experience and take proactive measures to safeguard our community.
11. **This coverage sheds light on the significance of WMG as an evacuation route during emergencies.**

This coverage sheds light on the significance of WMG as an evacuation route during emergencies.

- **Could West Maui's Old Cane Haul Road Have Helped More People Escape the Fire?"** (Civil Beat, Oct 2023)  
<https://www.civilbeat.org/2023/10/could-west-mauis-old-cane-haul-road-have-helped-more-people-escape-the-fire/>

- **Harrowing Eyewitness Accounts Cast Doubt on Official Lahaina Fire Narrative** (Civil Beat, Oct 2023)

- [https://www.civilbeat.org/?p=1592654&utm\\_source=Civil+Beat+Master+List&utm\\_campaign=ac7a804a63-](https://www.civilbeat.org/?p=1592654&utm_source=Civil+Beat+Master+List&utm_campaign=ac7a804a63-)

- **Community advocates say Maui's old Cane Haul Road could have helped more people escape Lahaina Fires** (Hawaii News Now, Oct 2023)

- <https://www.youtube.com/watch?v=1CM81Nao0PQ>

The West Maui Transportation Access Plan is mandated by Act 214 discussed Cane Haul Roads as emergency alternative routes.

<https://hidot.hawaii.gov/administration/files/2013/01/west-maui-trans-access-plan.pdf>

- The segment of Honoapiilani Highway between Olowalu and Kaanapali is laced with cane haul roads which access the lands mauka of the highway. While these roads were intended to service the sugar plantation operations, these cane haul roads also serve as emergency alternate routes in the event of road closures

occurring within this segment of Honoapiilani Highway.

In conclusion, I urge the Council to prioritize this urgent matter and take immediate action to designate cane haul roads as official evacuation routes for Lahaina. This step is crucial for the safety, security, and resilience of our community, and it aligns with our shared goal of protecting lives, properties, and our environment.

Thank you for your attention to this matter.

Sincerely,

**Saman Dias**  
Community Leader (Maui Bicycling League and WMG Chair)  
West Maui Resident  
99 Kahan Nui Rd

**Saman Dias**

Location:

Submitted At: 9:07pm 02-06-24

Feb 6, 2024.

Lahaina HI 96761

**Testimony on Urgent Need for Emergency Evacuation Routes in Lahaina**

**Honorable Chair and Council Members,**

I am writing on behalf of our community to urgently request that the County Council issue an emergency declaration designating the cane haul roads as official evacuation routes for Lahaina. This declaration is of paramount importance in light of the recent Lahaina fire and its devastating impact on our community.

The loss of lives, totaling 100, along with significant damage to properties and businesses, has left a profound scar on our community and inflicted severe economic losses on Maui's economy. These losses could have been mitigated had we had designated evacuation routes and utilized the cane haul roads as a fire barrier during the recent wildfire.

**Preserving Lahaina's Legacy: The Role of Cane Haul Roads in Emergency Evacuation**

- 1. Historical Significance:** Cane haul roads have a deep historical connection to the sugar plantation era in Lahaina, playing a vital role in the region's economic development.
- 2. Geographical Vulnerability:** Lahaina's geographical location makes it susceptible to hazards like the Winds of Kauaula, known for creating fire hazards. Loss of the sugar cane cover crop has changed fire dynamics, necessitating adaptation and planning for potential wildfires.
- 3. Lessons from Lahaina's Recent Wildfire:** The recent Lahaina wildfire emphasized the urgent need for alternative evacuation routes as existing road systems faced challenges meeting sudden evacuation demands.
- 4. Role of Cane Haul Roads During the Fire:** Residents attempted to use Lahaina's dirt cane haul roads during the wildfire but found them locked, requiring police intervention to unlock them, showcasing their potential as emergency evacuation paths.
- 5. Community Trauma and Emotional Impact:** Residents experienced trauma during the wildfire, with some trapped in traffic jams as the fire approached. Established evacuation routes can alleviate anxiety and provide a sense of security during future events.
- 6. Proactive Measures for Safety:** Cane haul roads, already in existence, provide an immediate infrastructure base for evacuation route development. Proactively unlocking and declaring these roads as evacuation routes is a practical and immediate step towards community safety.
- 7. Opportunities for Immediate Action:** Government intervention to unlock existing cane haul roads can serve as an immediate and tangible step, aligning with ongoing Lahaina Wildfire Relief efforts and demonstrating a commitment to learning from recent disasters.
- 8. Economic and Environmental Benefits:** The West Maui Greenway Project addresses safety concerns and contributes to broader goals, supporting climate change mitigation, emergency preparedness, and creating a sustainable and resilient community.
- 9. Collaboration with Authorities and Advocates:** Collaboration with local authorities and community advocates ensures alignment with existing plans and regulations, while community awareness campaigns inform residents about designated evacuation routes and the importance of cane haul roads.
- 10. Seeking Assistance from FEMA and Army Corps of Engineers:** Given the presence of FEMA and the Army Corps of Engineers in the area, this presents a unique opportunity to seek their assistance in paving the remaining sections of the cane haul roads. These roads can also be utilized for the transportation of debris,

providing an additional benefit in disaster response efforts. Let's not wait 10-20 years to pave these roads; we need to be prepared and have an emergency route plan now, especially with the upcoming fire season and the potential for other natural disasters. Let's learn from this experience and take proactive measures to safeguard our community.

11. This coverage sheds light on the significance of WMG as an evacuation route during emergencies.

- Could West Maui's Old Cane Haul Road Have Helped More People Escape the Fire?" (Civil Beat, Oct 2023)
- Harrowing Eyewitness Accounts Cast Doubt on Official Lahaina Fire Narrative (Civil Beat, Oct 2023)
- Community advocates say Maui's old Cane Haul Road could have helped more people escape Lahaina Fires (Hawaii News Now, Oct 2023)
- The West Maui Transportation Access Plan is mandated by Act 214 discussed Cane Haul Roads as emergency alternative routes.

In conclusion, I urge the Council to prioritize this urgent matter and take immediate action to designate cane haul roads as official evacuation routes for Lahaina. This step is crucial for the safety, security, and resilience of our community, and it aligns with our shared goal of protecting lives, properties, and our environment.

Thank you for your attention to this matter.

Sincerely,

Saman Dias  
Community Leader (Maui Bicycling League and WMG Chair)  
West Maui Resident  
99 Kahan Nui Rd

#### **Guest User**

Location:

Submitted At: 10:19am 02-06-24

After review of the Hazard Mitigation Plan for Maui, and I wanted to bring to your attention a crucial matter related to the West Side, particularly Lahaina. Over the past decade, my efforts have been centered on advocating for reduced dependency on automobiles and promoting alternative transportation in the region.

In analyzing the Hazard Mitigation Plan, I noticed that the Priority Risk Index for the West Side identifies Wild Fire, High Winds, Flood, Extreme Heat, Hurricane, and drought as the most likely hazards. Specifically, high winds pose a significant risk, potentially isolating those in areas with limited road networks in the event of road blockages caused by fallen trees and debris, as seen during the Lahaina firestorm.

To address this vulnerability, I propose the implementation of two shovel-ready projects: the West Maui Greenway and the Kahoma Stream as Emergency Evacuation Routes.

#### **West Maui Greenway Project:**

Following the August 8 fires, the West Maui Greenway project presents a unique opportunity to integrate the reconstruction of Lahaina's power grid with the advancement of the Greenway. The project, already included in the County of Maui Public Works Transportation Improvement Plan and funded under the Statewide Transportation Improvement Program, has the following key benefits:

**Resilience and Sustainability:** The Greenway's incorporation of green infrastructure and underground utilities aligns with the goal of creating a more resilient and sustainable community. If underground utilities are not practical, at least relocating the power lines to the Greenway away from the highway would prevent downed power lines blocking the Honoapiilani Hwy. This would allow ease of serviceing without interference of traffic flow on the highway.

**Disaster Management:** The Greenway can serve as an alternative route for emergency vehicles during evacuations.

**Reduced Environmental Impact:** By reducing the number of vehicles on the road, the Greenway helps mitigate noise pollution, air pollution, and greenhouse gas emissions.

**Multi-Use Benefits:** The project offers recreational, transportation, and utility accommodation benefits, aligning with legislative efforts emphasizing clean and sustainable transportation.

**Kahoma Stream Emergency Evacuation Route:** Lahainaluna existing alternative entry/exit routes are absent and locked by the bypass and mauka. Utilizing existing pathways along Kahoma Stream, this proposal aligns with the

priorities outlined in the Hawaii Bicycle Plan of 2003. The evacuation route can serve both as a bicycle transportation pathway and a means of escape during emergencies. The Kahoma Stream pathway minimizes environmental impact and enhances community resilience.

I kindly request your support in exploring these proposals with relevant departments, including the Maui Electric Company. Assessing the feasibility and potential benefits of integrating these projects with Lahaina's recovery efforts could have a lasting positive impact on the community and the entire state of Hawaii.

**Lee Chamberlain**

Location:

Submitted At: 10:53pm 02-05-24

To add to my request a 7B update presentation of the WMG this information for Council review from Micheal Packard SSFM. You will see he is saying that there are no funds in MC28 except the Countys \$200,000.00 match. In other words the County is allowing these fiscally constrained funds to go to sunset.

Aloha all,

As you may or may not be aware, SSFM is currently under contract with the County of Maui to prepare the Work Plan for the West Maui Greenway. This report is currently in draft form and with the County for review with plans to finalize by the end of February. I will let you know when it is available for you all to review. This effort includes a reassessment of the prioritized section for construction, alternative schedules for implementation, and potential funding alternatives. In addition, the County had given us notice to proceed with a pursuit of RAISE Grant implementation funding for the first phase which is also due at the end of February, however we plan on completing the majority over the next 2 weeks. We are working extremely hard to meet this application deadline as this has been identified as the best-case scenario for project implementation. This includes the preparation of a fact sheet and sample letter of support that we will be sending out in the next couple of days to stakeholders and elected officials requesting their participation. We have identified several stakeholders to reach out to, however if you have people/groups of note please let me know. The intent is to showcase a broad section of the community, specifically seeking support from organizations that represent marginalized individuals and communities of concern, as that speaks toward the grant's intent. As a ~\$13million SS4A implementation grant was recently awarded to the County for the Keawe Street Improvements project, it was thought that this grant and effort was better suited for the WMG.

I have provided my understanding as to the status of the questions noted below however, please know that I am just the messenger:

can the existing \$13 million allocation in the TIP for the Greenway be amended to build a different section of the greenway, considering the changed circumstances?

The \$13million in the TIP is not representative of available funding for this project. This money was put in when the County was seeking a SS4A grant as it was thought to be a requirement of that effort. The only money that is actually usable from this allotment is the \$200k in Local funds for what is currently called PE2.

what does it mean that there is still \$146k unencumbered from the PE1 phase of the project? Is that money fungible?

I am not aware of the status of the \$146k as it was from funds proposed in 2017 and therefore may not be reflective of actual money available.

what are the various opportunities to fund the path, i.e. which pots of money are available? (not, which are currently being considered but rather, which are legally allowed to fund the greenway?)

\$200k in Local money that is currently identified for PE2 efforts for the prior priority segment.

what is the latest thinking of the planners regarding the readiness of the path's various phases?

In working with the County, the prioritized section of path to pursue is inclusive of Segment 3-5 which is aligned with the areas impacted by the wildfires. This was selected for a number of reasons, one of which is the belief that it is the most realistic to receive support and funding in the current circumstances. I understand that this is not the belief of everyone, however this is the path that is being pursued at this time with support from the County and therefore I would ask that you support this thinking as well.

If asking how People for Bikes could help, I would be interested in their ability to provide review and/or support behind the completion of the RAISE grant application, specifically in putting together the Benefit-Cost-Analysis. As a part of this grant, we are seeking funding for PE1, PE2, ROW acquisition, and Construction. These are not inexpensive or quick tasks remaining and thus it should also be understood that we are years away from construction. PE1 itself is a 18-24 month, \$750k+, process to complete the environmental permitting of which additional community engagement and topographic survey are needed and therefore existing Local funds are insufficient to complete these. I look forward to hearing how this People for Bikes effort/initiative could help our current process.

Thanks, Mike

Michael Y. Packard, P.E., PTOE | Senior Traffic Engineer

501 Sumner Street, Suite 620 | Honolulu, Hawaii 96817  
T 808.531.1308 | D 808.356.1205 | F 855.329.7736  
mpackard@ssfm.com | www.ssfm.com

**Lee Chamberlain**

Location:

Submitted At: 10:53pm 02-05-24

To add to my request a 7B update presentation of the WMG this information for Council review from Micheal Packard SSFM. You will see he is saying that there are no funds in MC28 except the Countys \$200,000.00 match. In other words the County is allowing these fiscally constrained funds to go to sunset.

Aloha all,

As you may or may not be aware, SSFM is currently under contract with the County of Maui to prepare the Work Plan for the West Maui Greenway. This report is currently in draft form and with the County for review with plans to finalize by the end of February. I will let you know when it is available for you all to review. This effort includes a reassessment of the prioritized section for construction, alternative schedules for implementation, and potential funding alternatives. In addition, the County had given us notice to proceed with a pursuit of RAISE Grant implementation funding for the first phase which is also due at the end of February, however we plan on completing the majority over the next 2 weeks. We are working extremely hard to meet this application deadline as this has been identified as the best-case scenario for project implementation. This includes the preparation of a fact sheet and sample letter of support that we will be sending out in the next couple of days to stakeholders and elected officials requesting their participation. We have identified several stakeholders to reach out to, however if you have people/groups of note please let me know. The intent is to showcase a broad section of the community, specifically seeking support from organizations that represent marginalized individuals and communities of concern, as that speaks toward the grant's intent. As a ~\$13million SS4A implementation grant was recently awarded to the County for the Keawe Street Improvements project, it was thought that this grant and effort was better suited for the WMG.

I have provided my understanding as to the status of the questions noted below however, please know that I am just the messenger:

can the existing \$13 million allocation in the TIP for the Greenway be amended to build a different section of the greenway, considering the changed circumstances?

The \$13million in the TIP is not representative of available funding for this project. This money was put in when



the County was seeking a SS4A grant as it was thought to be a requirement of that effort. The only money that is actually usable from this allotment is the \$200k in Local funds for what is currently called PE2.

what does it mean that there is still \$146k unencumbered from the PE1 phase of the project? Is that money fungible?

I am not aware of the status of the \$146k as it was from funds proposed in 2017 and therefore may not be reflective of actual money available.

what are the various opportunities to fund the path, i.e. which pots of money are available? (not, which are currently being considered but rather, which are legally allowed to fund the greenway?)

\$200k in Local money that is currently identified for PE2 efforts for the prior priority segment.

what is the latest thinking of the planners regarding the readiness of the path's various phases?

In working with the County, the prioritized section of path to pursue is inclusive of Segment 3-5 which is aligned with the areas impacted by the wildfires. This was selected for a number of reasons, one of which is the belief that it is the most realistic to receive support and funding in the current circumstances. I understand that this is not the belief of everyone, however this is the path that is being pursued at this time with support from the County and therefore I would ask that you support this thinking as well.

If asking how People for Bikes could help, I would be interested in their ability to provide review and/or support behind the completion of the RAISE grant application, specifically in putting together the Benefit-Cost-Analysis. As a part of this grant, we are seeking funding for PE1, PE2, ROW acquisition, and Construction. These are not inexpensive or quick tasks remaining and thus it should also be understood that we are years away from construction. PE1 itself is a 18-24 month, \$750k+, process to complete the environmental permitting of which additional community engagement and topographic survey are needed and therefore existing Local funds are insufficient to complete these. I look forward to hearing how this People for Bikes effort/initiative could help our current process.

Thanks, Mike

Michael Y. Packard, P.E., PTOE | Senior Traffic Engineer

501 Sumner Street, Suite 620 | Honolulu, Hawaii 96817  
T 808.531.1308 | D 808.356.1205 | F 855.329.7736  
mpackard@ssfm.com | www.ssfm.com

Agenda Item: eComments for DRIP-2(15) PUBLIC INFRASTRUCTURE AND EMERGENCY EGRESS ROUTES (DRIP-2(15))

#### Overall Sentiment



Guest User

Location:

Submitted At: 12:25pm 02-07-24

I believe the cane roads should be upgraded and used as evacuation routes for the Lahaina area. Thank you  
Thomas Gourley

**Guest User**

Location:

Submitted At: 11:22am 02-07-24

Open cane road for evacuation please.

**Lee Chamberlain**

Location:

Submitted At: 10:32pm 02-05-24

**Subject: Request for 7B Update Presentation - West Maui Greenway Status**

Aloha CM Paltin,

I hope this email finds you well. I am writing to request a 7B update presentation specifically focused on the status of the MC28 West Maui Greenway project. As a representative of the community and an advocate for the West Maui Greenway, I believe it is essential for us to receive a comprehensive update on the project's progress and future plans.

The West Maui Greenway holds significant importance for our constituents, having been identified as a community priority during the West Maui Community Plan process. Moreover, during the recent budget session, Tamara Paltin allocated the \$200,000 match for MC28 West Maui Greenway STBG (Surface Transportation Block Grant) under the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law.

To ensure effective utilization of these funds and address the inquiries from our constituents, it is crucial that we have a clear understanding of the project's current status and its trajectory moving forward. Specifically, I kindly request that the presentation cover the following key points:

1. **Overview of the West Maui Greenway:** Provide an introduction to the West Maui Greenway project, highlighting its significance, goals, and community support. Emphasize its alignment with previous planning documents such as the Maui Vision Zero Action Plan, Hele Mai Maui: Long Range Transportation Plan 2040, and the West Maui Community Plan.

2. **Progress and Next Steps:** Present a detailed update on the progress made thus far, focusing on the actions taken in accordance with the West Maui Greenway Master Plan. Highlight efforts to secure funding for environmental clearance and preliminary engineering for segment 5, as well as the identification of segment owner/operator and ongoing maintenance responsibilities. Discuss progress on certifying Rights of Way and any necessary easements, property acquisitions, or license agreements.

3. **Funding Opportunities:** Outline the available funding opportunities for the West Maui Greenway, particularly the Federal Highway Administration Transportation Set Aside program and the Safe Streets For All program. Discuss strategies and plans for pursuing these funding sources to advance the project to the next phase of development, including preliminary engineering and environmental clearance.

4. **Timeline and Utilization of Allocated Funds:** Provide a timeline for the utilization of the allocated \$200,000 match for MC28 West Maui Greenway STBG. Clarify the implications of the funding becoming available once FY24 begins and discuss how it aligns with the project's identified next steps as per the West Maui Greenway final plan.

Considering the importance of this project and the interest of our constituents, I kindly request that the 7B update presentation be scheduled in your committee as soon as feasible once FY24 commences. This will allow us to proactively address community concerns, leverage the allocated funds, and make the most of the available federal matching opportunities.

Thank you for your attention to this matter. Your support and partnership in advancing the West Maui Greenway project are greatly appreciated. I look forward to your positive response and the opportunity to receive an update on the status of the project.

Warm regards,

Lee Chamberlain

West Maui Greenway Alliance

# Hele Mai Maui Recommended Project

I am writing to present a comprehensive proposal that addresses the integration of the Hele Mai Maui Plan and the West Maui Greenway (WMG) in light of the recent challenges faced in Lahaina, particularly the aftermath of the August 8 fires.

## Overview of West Maui Greenway in Hele Mai Maui Legacy Projects:

The West Maui Greenway, identified as one of the Hele Mai Maui Legacy projects, delineates three section priorities (G1, G2, and G3) with specified completion timelines. The WMG final plan, completed in September 2022, prioritizes six segments. However, the recent fire has cast uncertainty on the immediate feasibility of implementing the WMG final plans, necessitating a strategic approach to address the challenges.

## Hazardous Waste Removal Strategy:

To mitigate the impact of the recent events, we propose a strategic plan for the removal of hazardous waste. This involves utilizing the Mill Street/Cane Haul Road from Lahaina to Olowalu, considering the potential damage and traffic issues associated with transporting hazardous debris. The proposal accounts for the substantial volume of debris, approximately 40,000 semi-truck loads, and suggests an optimized route to minimize damage to the Honoapiilani Highway.

## Road Usage Optimization and Resurfacing:

Given the significant impact of heavy trucks, especially on the Honoapiilani Highway, we recommend utilizing the Mill Street/Cane Haul road for loaded trucks heading to Olowalu. Simultaneously, empty trucks can use the Honoapiilani Hwy back to Lahaina, reducing potential damage, traffic issues, and collisions. Post-debris haul, the proposal suggests resurfacing the cane haul road to meet greenway specifications, offering a cost-effective solution aligned with the WMG objectives and contributing to savings in Honoapiilani Hwy restoration.

## West Maui Greenway as an Optimal Solution:

The West Maui Greenway emerges as the optimal solution for addressing challenges on the West Side of Maui, particularly in the aftermath of the Lahaina fires. A comprehensive review of the Hazard Mitigation Plan for Maui highlights significant risks such as Wildfire, High Winds, Flood, Extreme Heat, Hurricane, and Drought on the West Side. The WMG Project, integrated with the Lahaina power grid

**reconstruction, offers resilience and sustainability through green infrastructure and underground utilities. Funded under the Statewide Transportation Improvement Program, it serves as an alternative route for emergency vehicles, contributing to clean and sustainable transportation.**

**Reassessment of Segment Priority Ranking:**

**In light of recent developments, a reassessment of the segment priority ranking in the WMG Master Plan (WMGMP) becomes necessary. While Segment #5 remains a priority in the Lahaina restoration plan, the exigency for housing and commercial activities in Kahana and Kapalua areas suggests a higher prioritization for Segment #2. For Segments 3&4, alternative routes (B&C) should be reconsidered, offering potential benefits such as a wildfire break.**

**Kahoma Stream Emergency Evacuation Route:**

**A proposal for an emergency evacuation route along Kahoma Stream, aligning with the Hawaii Bicycle Plan of 2003, is presented. This pathway serves both as a bicycle transportation route and an emergency escape route, minimizing environmental impact and enhancing community resilience.**

**This comprehensive proposal aims to integrate the Hele Mai Maui Plan with the West Maui Greenway, addressing immediate challenges and ensuring a resilient and sustainable future for Lahaina and the West Side of Maui.**

- The Hawaii legislature passed **Act 54, Session Laws of Hawaii 2009**, which requires the State's and all counties' departments of transportation to ***adopt a complete streets policy*** that reasonably accommodates convenient access and mobility for all users of the public highways. It also established a temporary task force to review existing state and county design standards and guidelines.
  - In 2018, the mayor of Maui presented a ***Vision Zero*** proclamation in honor of a cyclist who was struck and killed on the shoulder of the Piilani highway.
- **ACT 757 Vision Zero.** The department of transportation and the county transportation departments shall adopt a Vision Zero policy that seeks to prevent and ultimately eliminate all traffic fatalities through a combination of engineering, enforcement, education, and emergency response strategies that focus on equity."
- **Act 131** Purpose is to modernize Hawaii's ground transportation infrastructure. HDOT shall provide for a safe, accessible, equitable, fully multimodal, and sustainable system of ground connections that ensures the accessibility of people and goods and improves economic vitality, public health, livability, and quality of life.
- "Bike Plan Hawaii Master Plan" first published in 1974.
  - Bike Plan Hawaii Master Plan lays out bike friendly infrastructure throughout the Hawaii islands.
  - There have been several updates since 1974 with the latest being Bike Plan Hawaii Master Plan (2003).
- Resolution 92-04, Mayor Lingle-the General Plan of the County of Maui, as revised in 1991, calls for reduced dependency on automobiles as the County's primary mode of transportation;
  - General Plan supports "the development of a county-wide network of bikeways and pedestrian paths"
    - The bicycle is an important, viable mode of transportation that provides an alternative to the automobile, especially for trips of five miles or less;
- In Bike Plan Hawaii Master Plan (2003) the West Maui Greenway is listed as a Priority One Project (to be completed less than 10 years).
- The West Maui Greenway is additionally included in the Pali to Puamana Parkway Master Plan (2005), Hele Mai Maui : Long Range Transportation Plan (2040) and the West Maui Community Plan (2021).
- The West Maui Greenway is a proposed 25 mile multi-use trail that will connect Ukumehame to Lipoa Point. <https://westmauigreenway.altago.site/>
- The purpose is to create a safe, comfortable, and joyful greenway path through West Maui that serves as both a recreational and a new transportation facility, connecting people's destinations while highlighting the diverse history, landscape, and culture of the region.

***Progress has been made with***

- the completion of the *West Maui Greenway Master Plan* (September 2022)



- a new revised statute derived from the West Maui Community Plan 2.2.13 | Requires new development, redevelopment, and Chapter 201H, Hawai'i Revised Statutes and Chapter 2.97, Maui County Code, housing projects to incorporate the planned West Maui Greenway into the project and provide rights of way for the greenway if the alignment crosses the property.
- The West Maui Greenway is listed in the County of Maui Public Works Transportation Improvement Plan (TIP) projects reference MC 28 updated 6/30/2022.

**The existing Status issues**, - we have a plan to move forward as defined in the West Maui Greenway Master Plan Final reference.

[https://issuu.com/mauimpo/docs/220920\\_wmg\\_final\\_report/108](https://issuu.com/mauimpo/docs/220920_wmg_final_report/108)

1. **Implementation** - Chapter 6 page 108
2. **Prioritization** - page 110
3. **Opportunities for Funding** - Page 113
4. **Next Steps** - Page 117

**Defining points essential for continued advancement** as drawn from the **Next Steps** include;

1. Designate a lead agency or representative in County Government to champion this project.
2. Seek Funding for Environmental Clearance and preliminary engineering "Next Steps #1"
3. Focus on Segment 5 as specified in Next Steps. 2.2 miles, 12 ft wide w/2 foot buffers from the Lahaina Rec Center to Launiopoko Beach Park.

### **Environmental permitting for Segment 5 of the WMG.**

- SSFM Scope -High-level permit and cost breakdown for NEPA/Chapter 343 compliance including Catex/343 exemption.
  - \$108,500
- An application for TA funding which has a 20% match equaling \$21,700.
- The Maui Bike League, as a Non-Profit, has the authority to submit the application along with a Sponsoring Agency.
  - The County has rejected the opportunity to Co-Sponsor the TA application that the MBL submitted to complete NEPA.
- As you know, the WMG project is listed in the TIP under MC28.
  - MC28 fiscally constrains funding from STBG monies and has DPW responsible for PE2 in FFY24 and CONSTRUCTION in FFY26.
  - Query to DPW revealed DPW has not accepted MC28 as a project.
  - The project lead is now Maui Park and Recreation which has not been defined as an implementation agency by MPO
- The \$200,000 match from the County has been approved for the STBG funding for PE2 in FFY24 which will include design and permitting.
- There is no transparency nor a point of contact identified to provide current status.

Aloha MPO Policy Board Members,

My name is Lee Chamberlain and I am representing the Maui Bicycling League.

Thank you for allowing me to provide testimony today. I would like to bring to your attention four critical points from the written testimonies I have submitted for today's meeting, each requiring your urgent consideration.

**\*\*1) West Maui Greenway as an Optimal Solution:\*\***

The West Maui Greenway (WMG) stands out as the optimal solution for addressing challenges on the West Side of Maui, particularly after the Lahaina fires. Integrated with the Lahaina power grid reconstruction, the WMG project offers resilience and sustainability through green infrastructure and underground utilities. Funded under the Statewide Transportation Improvement Program, it serves as a clean and sustainable transportation while also contributing to crucial alternative route for emergency vehicles.

**\*\*2) Urgent Address to Concerns Regarding STBG Funds for WMG Project:\*\***

I wish to draw your attention to the potential expiration of fiscally constrained Surface Transportation Block Grant (STBG) funds designated for the West Maui Greenway project within the Transportation Improvement Plan (TIP). While the MPO may not directly handle project implementation, its role in shaping planning and programming is vital. I propose that the MPO assumes a proactive role in Performance-Based Planning to ensure effective fund utilization and timely progress of critical projects, such as the West Maui Greenway.

I urge the MPO to acknowledge the potential risk of STBG funds expiring and advocate for timely project implementation. Collaboration with implementing agencies is crucial for overcoming obstacles and streamlining the project delivery process.

**\*\*3) Reassessment of Segment Priority Ranking:\*\***

After the Lahaina fires, a reassessment of the qualitative ranking criteria for each segment in the West Maui Greenway Master Plan (WMGMP) is imperative. This reassessment aims to guide the identification of the preferred initial greenway segment for development. While Segment 4 should remain a priority in the Lahaina restoration plan, the urgency for housing and commercial activities in Kahana and Kapalua areas suggests a higher prioritization for Segment 2.

The reassessment is underscored by developments like the Pulelehua housing project and the establishment of a temporary elementary school campus near Kapalua Airport. Connecting Kaanapali, Honokowai, Kahana, Napili, and Kapalua through the WMG would significantly benefit the community.

**\*\*4) Hazardous Waste Removal Strategy:\*\***

To mitigate the impact of recent events, I propose a strategic plan for the removal of hazardous waste. This involves utilizing the Mill Street/Cane Haul Road from Lahaina to Olowalu, considering the potential damage and traffic issues associated with transporting hazardous debris. The proposal accounts for the substantial volume of debris and suggests an optimized route to minimize damage to the Honoapiilani Highway.

Given the significant impact of heavy trucks, especially on the Honoapiilani Highway, the proposal suggests utilizing the Mill Street/Cane Haul road for loaded trucks heading to Olowalu. Simultaneously, empty trucks can use the Honoapiilani Hwy back to Lahaina, reducing potential damage, traffic issues, and collisions. Post-debris haul, the proposal recommends resurfacing the cane haul road to meet greenway specifications, offering a cost-effective solution aligned with the WMG objectives and contributing to savings in Honoapiilani Hwy restoration.

It's crucial to note that the US Accountability Office underscores the substantial damage potential of heavy trucks, with an 18,000-pound truck axle doing 5,000 times more damage than a 2,000-pound automobile axle. With an expected 133 trucks per day weighing up to 34,000 pounds for 1.5 years, the impact is significant.

I appreciate your time and consideration of these crucial matters. Your support and proactive involvement in addressing these issues will undoubtedly contribute to the resilience and sustainable development of the West Side of Maui.