

Meeting Minutes

Thursday, September 5, 2019

Hyperlink to [Meeting Video](#)

Community Plan Advisory Committee

Attending: Chair Kai Nishiki, Vice-Chair Jeri Dean, Donald Robert Gerbig, Hans Michel, Aina Kohler, Joseph D. Pluta, Karen J. Comcowich, Leilani Pulmano, Dylan Payne, Dawn Hegger-Nordblom

Absent: Ravi Bugga, Yvette Joyce Celiz, Joseph Aquino

County of Maui – Planning Department

Pam Eaton, Long Range Planning Division

Kate Blystone, Long Range Planning Division

Annalise Kehler, Long Range Planning Division

Jaime Paa, Long Range Planning Division

Call to order

Public Testimony (00:00 to 3:38 in Meeting Video)

Bob Pure stated that it is very important that we complete the bypass northward, and asked the County to publicly state, for the record, that roads are an issue that need to be addressed at the State level.

Guest Presentation Related to Goal 2.2: A Complete, Balanced and Connected Transportation Network (3:38 to 1:07:34)

1. State Highways – ~~Ed Sniffen~~ (absent due to scheduling conflict) and Robin Shishido, Hawaii State Department of Transportation (HDOT) ([Link to PowerPoint Presentation](#)) (3:38 to 13:13)

Robin Shishido talked about the future of the Lahaina Bypass (Phases 1C and 1D), the impacts of climate change and sea level rise on West Maui's coastal roads, and the State's Shoreline Protection Study. The study will establish a Coastal Road Erosion Susceptibility Index (CRESI) which will be used by HDOT to identify and prioritize retrofits to failing coastal roads throughout Hawaii. Specific segments along Honoapi'ilani Highway include: mile marker 14.3 – 14.5 (ranked 4th statewide); mm 11.6 (ranked 11th statewide); and mm 12.1 – 13.7

(ranked 12th statewide). Feasibility study data to be collected includes archeology, topography, and alignment options.

Comments/Q&A (13:13 to 1:07:34)

Questions/comments included:

- Is the State looking for a temporary road realignment to address sea level rise and climate change?
The Shoreline Protection Study will determine what's affordable and what's feasible. The study will start in November and is estimated to take around 4-6 months, possibly longer.
- What is your opinion on implementing a toll road? Transponders on rental cars?
The County might face legal challenges if a specific group (tourists/non-residents) is targeted. The car rental surcharge was challenged, and as a result is now implemented for everyone who rents a car (instead of just those without a Hawaii driver's license). Robin liked the idea of toll roads being utilized for people wanting a quicker route, but not sure how it would be implemented when there's only one way in or out. He said that there may not be enough volume (number of cars) for the toll road to be economically profitable.
- How do we change State priorities to mauka realignment? What do you (Robin) feel is a priority for your department?
Talk to your Legislators. Moving the road is a priority to the Highways Department.
- How are alignment options being formulated?
Initial options are determined by the State Department of Transportation, who then present to the public (in public meetings) for input.
- Could the Pali lookout be a potential funding source similar to Iao Valley State Park?
Not sure the State would be able to do a capacity project on the Pali lookout with the current funding.

- Road User Charge: alternative way to collect revenue instead of the gas tax; taxed based on miles driven. 35% of funding is from the gas tax, but that revenue has been going down as cars become more fuel-efficient. State has been conducting a 2-year demonstration project for the road user charge; if voted through by Legislation, implementation wouldn't happen for another 6-7 years. It is a **replacement** to the gas tax, not an additional tax – the goal is to sustain current revenues, not increase them. Tax would apply to everyone.
- We should be open-minded about finding more ways to obtain funding. How much does the State spend on Hana roads? Why is Hana not a toll road? Residents rarely use it but our tax dollars are used to fix it. We need open minds to come up with new solutions to get funding.
- Are there temporary fixes that can be done to lessen traffic congestion?
Adding turn lanes could be an option, although might need to consider safety issues. Roundabouts might work well, but they take up a lot of land and doesn't make sense to spend a lot of money in an area that has realignment planned.
- Can the State Dept. of Transportation make a commitment to West Maui to provide someone out there to reroute traffic out of the inundation zone?
The State doesn't have the manpower or funding for that. Best case would be to have State reps go to the Legislature for additional funding; could possibly get access to emergency funding if Governor declares an emergency.
- If the community could raise funds for an EIS for the Pali to Puamana project, would the State work with the community-based effort and expedite the process? If so, how much would the community need to raise?
It would absolutely expedite the process. The community would need to raise at least \$3-5 million.
- We need signage on the bypass going into Lahaina to ease congestion and direct traffic. (i.e. "Lahaina Town: Next 5 lefts")

- There needs to be more ways to get out of Lahaina Gateway – there is currently only one way out onto Keawe street – horrible congestion. Could a possible solution be having another opening onto Honoapi'ilani Highway (right turn in, right turn out)?

The State did talk with the Lahaina Gateway developers about having an access point there originally; the concern was that drivers coming off the bypass would use the parking lot as a raceway to bypass the Keawe/Honoapi'ilani intersection traffic light.

Chair Nishiki called up resource person Lauren Armstrong (Maui Metropolitan Planning Organization) to provide input on additional funding options for the mauka realignment as well as prioritization. In regards to mauka realignment, Lauren noted that going to Legislature in a future session and asking to implement an additional rental car surcharge (above the current \$5) would be the easiest and most direct nexus – it's best for Maui to make use of it, as it's a proven method. Toll roads would be a challenge, because you have to think about the cost of infrastructure; it may not be worth the effort to change state laws and put toll roads in just for rental cars. Regarding prioritization: there's been a lot of talk about the mauka realignment of Honoapi'ilani Highway vs. Lahaina Bypass North. On one hand, continuing the bypass north won't matter if you can't get to Lahaina. On the other hand, both projects are critically needed, and Bypass North is a lot closer to being ready to implement. If the State DoT is ready to build that project within the next 3 years, it's an important fact to consider.

Policies and Actions Related to Goal 2. 2: A Complete, Balanced and Connected Transportation Network (1:07:34 to 1:36:30)

Resource person Nolly Yagin (Maui County Department of Public Works) was called up to provide input on traffic issues regarding Keawe Street (the access road to/from the bypass).

Questions from CPAC included options to mitigate traffic conditions on Keawe Street as well as implementation; possible areas to reroute traffic to ease congestion; and status updates on the Kahua Street extension project, the Complete Streets and Safe Routes to Schools programs, and the West Maui Greenway project.

Of particular note:

- Complete Streets implementation has been further delayed by the Department of Public Works (DPW) because they are updating sections of Title 18 and would like for the Complete Streets Program to be included. Nolly suggested that the Public Works Commission may complete their review by the beginning of October.
- Safe Routes to School – not many schools in West Maui have taken advantage of this program. To become involved the school must contact DPW. So far only Princess Nahienaena School is involved.

RECESS/DINNER BREAK

Guest Presentations Related to Goal 2.1: Ready and Resilient Systems (1:36:36 to

2. Fire - Battalion Chief Kaulana Kino, Maui County Department of Fire and Public Safety ([Link to PowerPoint Presentation](#)) (1:38:25 to 1:58:30)

Kaulana Kino provided an overview of the Fire Department's resources and response capabilities in West Maui; the impacts of Wildland-Urban Interfaces (WUIs); and actions needed from developers and the community to support WUI firefighting. He noted that there has been an increase in WUI fires, and that the West Maui Fire Station is the busiest on Maui. Memorandums of Understanding (MoUs) have been and continue to be critical to successfully fighting these fires – MOU in West Maui includes the County of Maui, Goodfellow Bros., Alpha Construction, and West Maui Land Corporation.

Questions from CPAC included how firefighter patrol streets to determine access; minimum road width for development; the possibility of connecting treated wastewater to fire hydrants; brush abatement; ideal neighborhood design for effective firefighting; and what the West Maui can do to support the Fire Department. (1:58:30 to 2:15:51)

Of particular note:

- The FIREWISE Program is an excellent opportunity to mitigate and minimize potential WUI risks – only Launiopoko community is involved in this program. There must be at least 8 homes in the subdivision to participate.
- There has been a 600% increase in 911 calls over the past 16 years.

- With regard to what West Maui Community Plan can do to support Fire Department needs:
 - More pumper trucks to reach higher elevations
 - Do not allow cul-de-sacs in future developments as they create access issues for larger apparatus
 - Best location for additional fire station is **Olowalu**. West Maui station must respond to all calls to Ma'alaea, and a majority of calls (fires, motor vehicle accidents and ocean rescues) occur in that area.
3. Emergency Management – Administrator Herman Andaya, Maui Emergency Management Agency (MEMA) ([Link to PowerPoint Presentation](#)) (2:15:52 to 2:30:02)

Herman Andaya provided some background on the Maui Emergency Management Agency, lessons learned from Hurricane Lane, and proposed recommendations to CPAC.

Questions/comments from CPAC included MEMA's response to Hurricane Lane; recommended changes regarding building codes; the West Maui Disaster Plan and MEMA's After-Action report; the Maka'ala Emergency Alert System; and evacuation/shelters in regards to the Tsunami Evacuation Zone. (2:30:02 to 2:41:58)

Policies and Actions Related to Goal 2.1: Ready and Resilient Systems

Ran out of time

NEXT MEETING IS ON SEPTEMBER 24, 2019. MEETING ADJOURNED AT 8:37 P.M.

