

West Maui Greenway update. 2019

In 2016, County Council was gracious enough to grant \$300,000 of CIP funds for the planning and design of the West Maui Greenway.

- 1) Public Works reports that it has limited resources to independently do planning and design for a Greenway requiring the need to outsource the planning and design.
 - a) To outsource, a necessity exists that a “Scope of Work” be developed to solicit outside providers defining the work to be accomplished.
- 2) On September 13, 2017 Department of Public Works completed a Scope of Work to Unemori Engineering to complete task 1 of a conceptual design for the WMG Pilot now distanced between Fleming road and Keawe Street (seven tenths of a mile).

Highlights include –

- a) 10 to 12 ft. wide asphalt-paved multi-use trail surface on the existing Lahaina-Kaanapalii Railroad tracks.
- b) Task List.
TASK 1- Startup; Conceptual Planning; and, Land Surveying and Mapping
TASK 2 (Deferred) - Preliminary Design; Public Informational Meetings; Environmental Studies and Permitting
TASK 3 (Deferred) – Initiate Final Design through 30% PS&E, with Corresponding Permit Applications and Engineering Reports
TASK 4 (Deferred) – Final Coordination and Bidding/Pricing
TASK 5 (Deferred) - Construction Engineering Services
TASK 6 - Reimbursable Expenses Budget

TASK 1 – Startup; Conceptual Planning; and, Land Surveying and Mapping: \$ 287,910.00

Warren S. Unemori Engineering, Inc.: \$263,760
CAD Photogrammetric Consultants Inc. \$24,150

- 3) Jan. 17, 2019 Hawaii Transportation Improvement Program (TIP) approves \$240,000 for the West Maui Greenway under the Transportation Alternative Program (TAP).

For CPAC members -What and Why - West Maui Greenway?

In review of “Bike Plan Hawaii” for West Maui in 2003, the goal was to establish a regional network of bikeways and pedestrian paths. • Promote residential communities that provide convenient pedestrian and bicycle access between residences and neighborhood commercial areas, parks and public facilities, The purpose was *in order to minimize use of the automobile.*

In Bike Plan Hawaii the proposed bicycle facilities by priority lists the West Maui Greenway using the Lower Cane Haul roads as a **Priority One** (to be completed in less than 10 years). This plan is further supported in the Maui Island Plan and the past West Maui Community plan.

Why West Maui Greenway?

The invention of the **automobile** has brought more positive and **negative effects** than any other invention throughout transportation history. We as automobile operators all understand the positive effects however the negative effects need to be announced as they are often ignored.

The negative effects of the Automobile

1. Social isolation
2. Discrimination
3. Expense
4. Decline of small businesses
5. Effect on public health

Carbon Emissions- Global Warming- Greenhouse Effect?

May 1st 2019, Mauna Loa reports highest levels of Carbon Dioxide in 800,000 years.

Hawaii breaks or ties dozens of heat records since mid-May

- 1) The largest source of greenhouse gas emissions from human activities in the United States is from burning fossil fuels for electricity, heat, and transportation.
- 2) Transportation (Cars, trucks, commercial aircraft, and railroads,) is the Top Source of CO2 Emissions in the U.S.
 - a. **ConRAC**.- Maui airport officials say an estimated 2,000 vehicles rented on Maui each day,.. **The fuel economy of new U.S. cars and trucks hit average 24.7 miles per gallon.**
 - b. **A gallon of gasoline weighs 6.3 pounds. When it is combusted, the carbon combines with oxygen and the weight of the CO2 emitted is 20 pounds.**

- c. Wondering how big 20 lbs of CO₂ is? 20 lbs of CO₂ would fill 1200 gallon jugs. If we had an image of this it would show a single gallon of gasoline on the left, a fire in the center and a stack of 1,200 gallon jugs filled with CO₂ (an invisible gas) on the right.
- d. The combustion of one gallon of gasoline generates about 1,200 gallons of CO₂! The CO₂ would fill a space that is about 5-1/2' by 5-1/2' by 5-1/2' or 165 cubic feet.

Today the blaring siren we are hearing on the West Side is "Traffic Congestion!"

Going all in, on the car, as Maui has done is very expensive for everyone. This includes our cities, our business owners, and the individuals that live here.

The indirect costs, such as maintaining that infrastructure, is eventually handed down to the tax payer through tax increases and service cuts as the bonds mature and the debt and maintenance of the auto-oriented infrastructure that remains.

West Maui can be viewed as island on an island with the poly and Honoapilani Hwy being subject to a semblance akin to the hour glass funnel of an egg timer;

With the Honoapilani Hwy as in a Hour Glass you can only push so many people through a space in a given time and the longer that funnel takes to empty, the less time we all have to enjoy the space around us.

The more sands increase the longer the flow takes to be completed.

To many cars. Insufficient infrastructure. Such is the traffic situation here on the West Side.

Build It and they will come.

"Bike commuting is a cost-effective, healthy, and environmentally sustainable alternative to being stuck in traffic."

The West Maui Greenway Alliance views West Maui as an island on an island and the County of Maui has a unique opportunity to create a Pilot Project to validate projected outcomes as stated in the Hawaii Bike Plan and is seen in various other Greenway Projects throughout the world.

The Greenway may be viewed as low-hanging fruit.

A low-cost and quick solution to the ever-increasing dilemma of traffic congestion is to lure people away from the perceived social status and convenience of the private automobile.

The number one and most prominent reason people depend exclusively on the automobile and do not cycle, as an alternative, is the *fear and intimidation of the traffic on the roads*.

The first step to change this is implementation of the Hawaii Bike Plan proposed facilities and create a safe separated path that can be used by resident and visitor alike as alternative mode of transport to the automobile.

By not implementing the Greenway Pilot: *It's discriminatory*.

By going *all-in* in the auto-oriented pattern and creating a car dependent environment, we're discriminating against those that cannot drive. The poor. The young. The elderly. The disabled.

The West Maui Greenway would encourage a safe alternative to community members enabling them to safely Bicycle and Walk creating more equality among the community.

The benefits of cycling in the community are well-documented, from greater neighborhood cohesion to better health and education outcomes, a boost to local business and a more equitable distribution of resources.

In the US, the second most popular outdoor activity is Bicycling with walking and jogging being first. As a world tourist destination, it makes sense to support these activities.

Where progress on safe infrastructure has been made the results speak for themselves. In New York, cycling levels have surged 80% in five years on the back of a 75% increase in bicycle lanes since 2005. In the last five years the on-street bike network has grown by nearly 300 miles in length, though just 45 miles of that is currently protected.

In Helsinki investment in bike infrastructure has been shown to deliver an eight fold return on investment paired with increases in cycling.

North Carolina Outer Banks – tourist-based beach community

Constructed 25 miles of off-road multi-use paths (i.e. greenways) and 30 miles of on-road bike lanes with \$6.7 million

- 17% of visitors to the area report bicycling activity while there; this is approximately 680,000 bicyclists annually.
- Annual economic impact of these bicyclists is \$60 million.
- 43% of visitors considered bicycling in their decision to vacation in the area
- 52% of visitors that intend to make a return trip stated that bicycling was one of the main factors
- The study also found that visitors that cycled had higher average incomes than those that didn't.

Investments in biking routes improve access to jobs in US metros

- Reports:
- <https://twin-cities.umn.edu/news-events/investments-biking-routes-improve-access-jobs-us-metros>
- <http://access.umn.edu/research/america/biking/2017/>

Bike Share Hawaii.

Bike share Hawaii has implemented 1000 Biki bikes and 100 docking stations into the community of Oahu. Once completed Bike Share Hawaii would like to come to Maui next. The minimum requirement, however, requires proper infrastructure be in place.

Costs for West Maui Greenway.

Utilizing the existing Cane Haul Road, the West Maui Greenway Alliance, received a bid from Maui Paving Company, on January 29, 2016, to resurface 5.5 miles, 10ft. wide, 2 inches thick with an Asphalt, Concrete Pavement Recycle mix for \$807,500.

Environmental Assessment – Exemption

Maui County Exemption List- January 2007, Exemption Class 2, Paragraph 2., provides an exemption from the EA for Bikeways and Multi-use paths.

Employing this exemption can ultimately save hundreds of thousands of dollars providing more money to be directly invested in the implementation and construction of the Greenway.

Love the West Maui Greenway Event.

This coming Saturday, April 22nd. We are hosting Love the West Maui Greenway Event was held on April 22, 2017 was heavily attended where people come to the event to learn more about the Greenway and have a fun filled educational Earth Day.

Through generous donations from various sponsors and the tireless effort from members of the West Maui Greenway Alliance the event was a Free, Fun Filled, Family event for everyone.

Professor Collin Buchanan, a civil engineer and town planner in `1963 wrote that Traffic is like lava, welling out of the towns, searing and scorching in long channels, and ever ready to invade new areas.

A low-cost and quick solution to the ever-increasing dilemma traffic congestion is to lure people away from the perceived social status and convenience of the private car.

Please support the West Maui Greenway.