

HCR-180

Submitted on: 4/5/2021 6:11:01 PM

Testimony for TRS on 4/8/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John & Rita Shockley	Testifying for FREE ACCESS COALITION	Support	No

Comments:

Aloha!

The rerouting of Farrington Highway is an important investment in the future of West O'ahu. The finances required to re-route the roadway mauka(inland) of the Makaha Beach Park will pay off with huge dividends in both safety and transportation for the long-term future.

The Makaha Beach Master Plan has strong community support. Strong Public Support! The HDOT, Mayor, and City Council need to work as a team to get this important project completed.

Mahalo for your time and hopefully your kokua.

April 6, 2021

Attention: Members of the Senate Committee on Transportation (Senators Chris Lee, Lorraine Inouye, Maile Shimabukuro, Jamie Kalani English and Kurt Fevella)

CC: City Council member Andria Tupola and Representative Cedric Gates

Hawaii State Capitol

415 S Beretania Steet

Honolulu, HI 96813

Regarding: Support of HCR 180 / HR 149 "Urging the Department of Transportation, Mayor of the City and County of Honolulu, and Honolulu City Council to reroute Farrington Highway in accordance with the 1998 Makaha Beach Park Master Plan".

I strongly endorse & support HCR180 (https://www.capitol.hawaii.gov/measure_indiv.aspx?billtype=HCR&billnumber=180&year=2021) and I encourage you to explore this testimony and ask that you support this initiative as well.

Farrington Highway at Makaha Beach Park is extremely exposed and vulnerable, this is the ONLY way in and out of this area for the local community and for emergency response personnel. There is a large part of the community of Makaha that reside north west of Makaha beach and Kepuhi Point, allowing this infrastructure to become compromised or to maintain the status quo would directly impact their continued safety and well-being.

There is no alternate route available, no detours or diversions are possible. There is no public infrastructure that could support that degree of isolation; if this road becomes compromised at that location, everyone to the north-west will become isolated and cut off from emergency services, medical care providers, work, grocery stores, schools, churches, social services, critical public infrastructure, etc.

Makaha Beach Park routinely hosts several events each year that are attended by thousands, in addition to the normal year-round attendance at Makaha beach and a substantial transit volume to Kea'au Beach Park, Waikomo, Mākua, Keawaula and Ka'ena, this places an enormous burden on existing infrastructure.

The original developers and contributors of the Makaha Beach Park Master plan (developed in 1998) were incredibly insightful in the way they conceptualized coastal resilience in this area. In addition to which this plan sees effectively unanimous support from the local community.

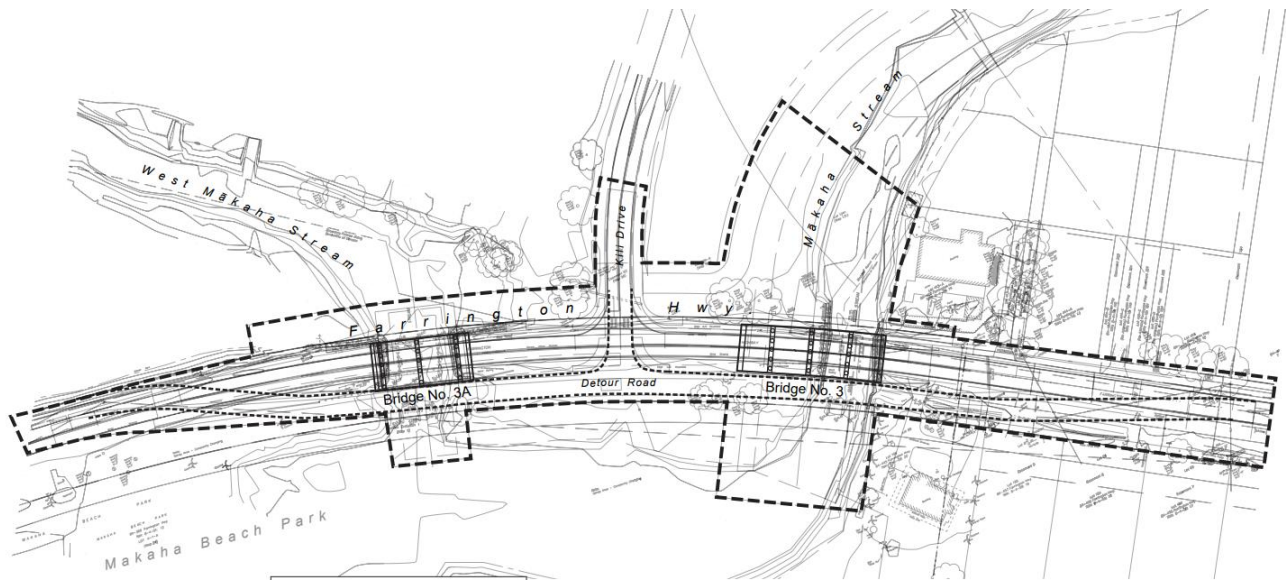
The community is asking that the City and County of Honolulu and the State dedicate themselves to

1. Safeguarding Makaha beach against the ravages of climate change (erosion and sea level rise) and traffic congestion (with associated safety implications) and enhancing the resilience needed by the communities that live in that area by implementing the changes in accordance with the recommendations put forth in the Makaha Beach Park Master Plan Report, prepared for the department of Parks and Recreation by Pacific Architects, Inc. on March 1998 - <https://oahumpo.org/wp-content/uploads/2016/04/Makaha-Beach-Park-Master-Plan-Report-1998.pdf>
2. Ensuring adequate emergency egress for the community in this region, should we be faced with a catastrophic event, in accordance with recommended scope described in the Waianae Coast Emergency Access Road EA - <https://oahumpo.org/wp-content/uploads/2016/04/Waianae-Emergency-Access-Road-EA-2002.pdf>

The work planned on the two bridges at Makaha Beach Park by the DOT under Project Number: BR-093-1(20) has recently been put on hold while the DOT evaluate an alternate (shorter term) solution with prefabricated steel bridge sections, this would no longer require a bypass on the Makai side of the existing bridges, but it would result in single lane (one way) traffic across the bridges. These steel bridges will cost in the region of 10% to 20% less than the current projected cost, but that does not take into consideration the natural escalation of cost due to delays and the effects of ongoing inflation.

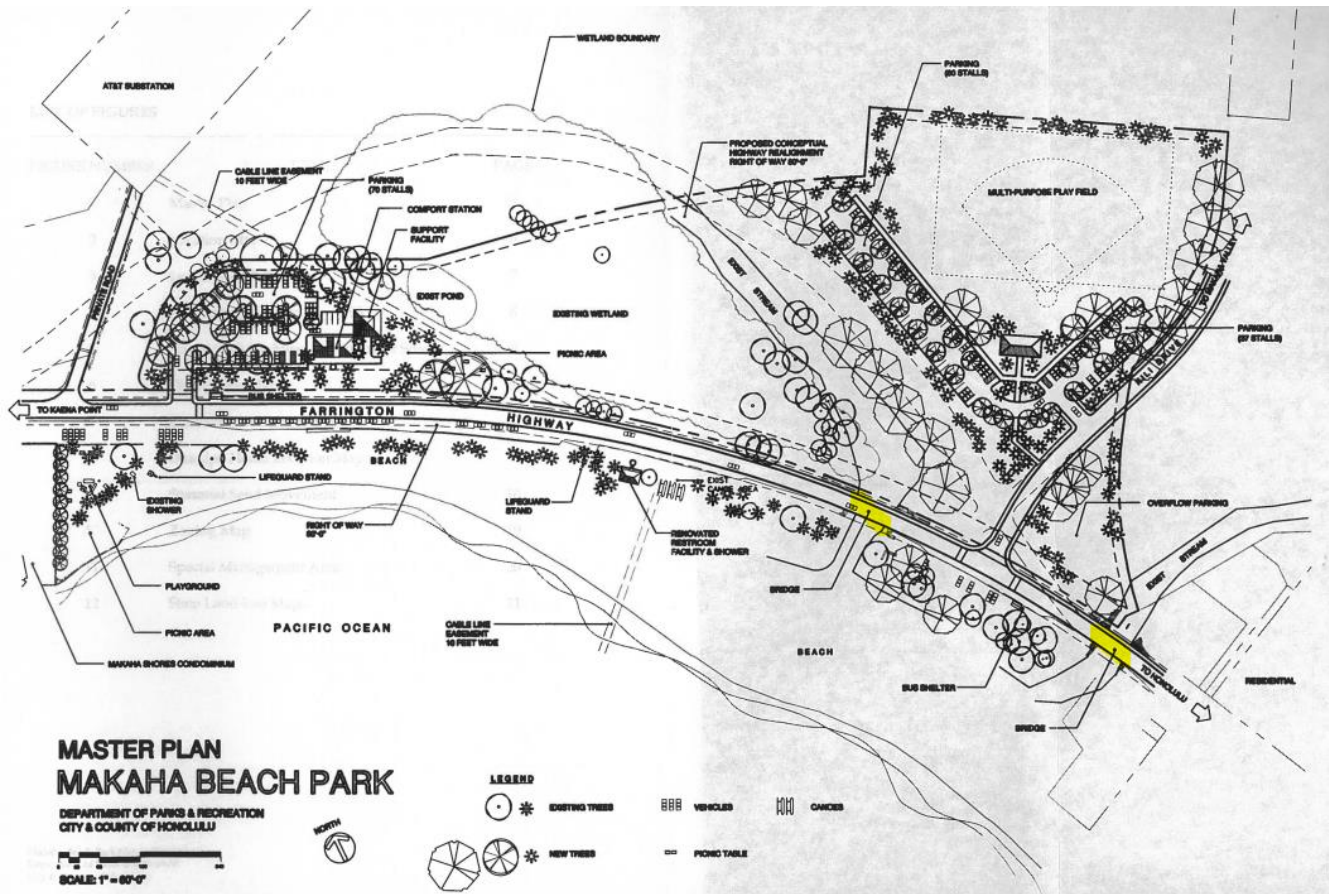
Regardless of the scope of that project, this is still not a feasible investment if we were to implement the Makaha Beach Park Master plan. The Master plan would effectively do away with one of those bridges altogether.

Re-developing those bridges not only diverts essential funds to a project that should be integrated with the master plan, but it commits to a significant investment that does not align with desired goal (\$20.3 Million ref. <https://histategis.maps.arcgis.com/apps/MapSeries/index.html?appid=39e4d804242740a89d3fd0bc76d8d7de>). **The main emphasis of the proposed realignment of Farrington Highway has always been to address the concerns of coastal erosion and sea level rise in the face of pending climate change, to create infrastructural resilience for the local community and to offset congestion right at the beach.**



As you can see from the attached illustration below (extract from the Makaha Beach Park master plan), one of those bridges (both highlighted) would be eliminated if we were to implement the Master plan. Which begs the question, why are we investing significant resources into a development that would become obsolete? This second bridge would become a bridge to nowhere, just like the one in Nanakuli.

Just because these bridges form part of a "baseline" project status, does not mean we should indiscriminately invest resources because the STIP funding is there, and they are already in the program when it obviously contradicts our master plan and the intended goal of resilience.



Finally, to demonstrate the effects of erosion already evident on Farrington, I have included (embedded below) some pictures taken by community member Bunky Bakutis in 2016.

Mahalo

Pete Meinster, concerned resident – Makaha











HCR-180

Submitted on: 4/6/2021 2:47:57 PM

Testimony for TRS on 4/8/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
maelani Lee	Individual	Oppose	No

Comments:

I oppose this project. I am an heir and long time resident of Makaha beach. I have filed with the Bureau of Conveyances on December 7, 2020 (Doc A-76460576) as an heir to the whole Ahupua'a of Makaha under Royal Patent 2243 Land Commission Award 10613:5. This project will bring more tourists to our Westside, pollute our waters (similar to Waikiki) and harm our sealife and wildlife in the area. I do not promote or support any development in my Ahupua'a of Makaha and nor does my family. I am coming forth, now, to state, on behalf of me and my family, that this project is not safe or good for our people, our environment and for our community. The beach should be left as natural as possible to prevent any damages to our sealife and wildlife in the area. This project will also bring in more tourist which will cause traffic congestion for our community in Wai'anae and will impact our way of life in a negative way. The Mauka side should not be developed to save our wildlife and natural river from future damages. With all respect, I oppose this project as an heir to my family's land and should be respected. Mahalo.

HCR-180

Submitted on: 4/6/2021 5:06:25 PM

Testimony for TRS on 4/8/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jodie Tonita	Individual	Support	No

Comments:

I am writing to raise my concerns about the plans for bridge repair near Makaha Beach park. That work should be halted and the road should be rerouted around the park in accordance with the 1998 Makaha Beach Park Master Plan.

The bridge repair is short sighted, irresponsible and does not reflect the will of the community. The highway where it sits is vulnerable to storms. As climate change and extreme weather events intensify the current road is sure to be impacted causing harm to the ecosystem and putting our community at risk.

We implore you listen to the community, stop the bridge reconstruction, and do what is necessary to implement the 1998 plan. We have waited too long and the time is now.

Sincerely,

Jodie Tonita
Makaha, HI

HCR-180

Submitted on: 4/6/2021 5:18:59 PM

Testimony for TRS on 4/8/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Michael I Rice	Individual	Support	No

Comments:

I am in SUPPORT of HCR 180, which would call for moving Farrington Highway Mauka of it's current location in Makaha. This is long overdue and was promised to use a long time ago.

I have lived in Makaha all my life, I have seen the bridges slowly degrade overtime, I've heard a lot of stories about how 'they're gonna make the park bigger, they're gonna build the road away from the ocean to make the park safer'. I've seen the sand wash out during high surfs, almost up tot he road, I've seen the aftermath of Hurricane Iniki. I've seen a temporary bypass road built onto the sand before, where the proposed bypass road would be. These roads are suppose to last 2 years, I seriously doubt they would last one before being washed out and cutting off everything North of Kili Drive until it could be rebuilt.

I am asking that they consider going through with the realignment of Farrington Highway MAUKA rather that building a bypass MAKAI of the current road. I would say that Bridge 3 should be rebuilt, bypassing traffic up Makaha Valley, concurrently while building the new Farrington highway in accordance with the 1998 Master plan. Once both the road and Bridge 3 are in place, Bridge 3A can then be replaced as funds are available since it will no longer be necessary

HCR-180

Submitted on: 4/7/2021 10:32:35 AM

Testimony for TRS on 4/8/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Robert W McHenry	Individual	Support	No

Comments:

The 1998 Makaha Beach master plan was well though out and needs to be followed.

HCR-180

Submitted on: 4/7/2021 10:37:45 AM

Testimony for TRS on 4/8/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Marion McHenry	Individual	Support	No

Comments:

This is an important plan for the westside community. Please pass this bill.

Marion McHenry

Princeville, Kauai

LATE

HCR-180

Submitted on: 4/7/2021 6:21:13 PM

Testimony for TRS on 4/8/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Patricia Likos	Individual	Support	No

Comments:

I strongly support the realignment of the portion of Farrington Highway that goes through the beach park at Makaha Surfing Beach.

Issues of public safety - bathrooms and parking are across a state highway from the beach, resulting in pedestrians crossing randomly and frequently; as well as impacts from storm surge, hurricanes and coastal erosion as an ongoing consequence of climate change which could result in making this section impassable for the community beyond it, make this a very important and pressing issue for our area of Oahu.

This issue was addressed in 1998 and a proposal was designed, I believe. It is time to review and update the concept to consider current options. As a resident who lives beyond this section of Farrington Highway, I am very concerned. Many others in the community are as well.

Makaha Bridges 3 and 3A are in a deplorable state, and are part of this section of Farrington Highway, and replacement is being planned. I feel that the big picture needs to be looked at as a whole, the bridges and the highway realignment, and a plan for both considered, to make the best use of resources as well as to address the community concerns.

Mahalo.