

**From:** [Shannon McHenry](#)  
**To:** [DLNR.BLNR.Testimony](#)  
**Subject:** [EXTERNAL] Nawiliwili to ahukini path  
**Date:** Monday, July 8, 2024 3:48:43 PM

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I am writing to give my support and encouragement for the shared path project. This was formally a wonderful area to bring my family to watch wales and collect beach glass. It is now someplace I won't allow my grown kid to go. Please move forward with the path plans. Thank you for listening.  
Shannon Gallagher

**From:** [Michael Nakamura](#)  
**To:** [DLNR.BLNR.Testimony](#)  
**Cc:** [thomasnoyes@hawaiiantel.net](mailto:thomasnoyes@hawaiiantel.net)  
**Subject:** [EXTERNAL] KAUAI: CDUA KA-3926, Nawiliwili-Ahukini Shared-Use Path Project  
**Date:** Tuesday, July 2, 2024 9:16:41 AM

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Dear Board Members of the BLNR,

I appreciate the opportunity to express the significance of the Nawiliwili-Ahukini Shared-Use Path Project. Path projects like these are essential to improving the island culture, self awareness and business.

Kauai is beautiful place and her majesty is awe inspiring. But, most of her beauty is lost and unappreciated because of the difficulty to access and opportunity to learn more about her. There is a reason every local drives a Tacoma on Kauai, you need a 4x4 vehicle to get to the more desirable places to fish, hunt, hike, surf, generally anything outdoors...

In addition: Our population and service industries are primarily spread across a one lane highway collection of towns threaded between wild sugarcane fields. Towns are split down the middle by the main highway and people are forced to drive between business locations because there are no sidewalks built into most of the town infrastructure. As a result, a road cutting through town creates a level of inaccessibility between street services and limits exploration. Most people don't know what is in there own town, because of the inconvenience of getting around. Sadly, there are few ways to truly appreciate the island without driving, stopping in a town and head towards the center, ocean or mountain.

Improved access to the beauty of the island creates opportunity for enjoyment and improved business.

The Kapaa walk and bike path built over a decade ago really pointed out how beneficial a walking / ride path can be. Kapaa flourishes by having a safe way to travel between town without having to dangerously walk or cycle along the main highway. Public health and safety has improved by keeping more vehicles at home and people / families moving along the path, outside, together and exercising.

Opportunity is created by providing access. Businesses flourish as foot traffic increases and more people traverse throughout the town while enjoying Kapaa's path access. This example can be applied across Kauai and any island.

An easy example of how Nawiliwili would benefit; Thousands of people traveling with the cruise ships would have a safer way to commute between the ship and the local businesses along the harbor malls and hotel offerings. In addition, the community would leverage these access benefits plus enjoy the improved fishing and ocean activities made available. Everybody wins and it could not be more simply provided.

It has been brought to my attention the project has conditions to install the path or continue to allow the homeless to occupy "part" of the planned path. If you don't mind me commenting on this point; I see being paralyzed into doing nothing as rewarding bad behavior. There is real benefit to the path. There is no benefit to doing nothing. The homeless can be addressed in other more pressing public health and safety initiatives like SWM - Solid Waste Management. Let this good idea promote island culture, self awareness and business. Leave the homeless to be addressed separately within an initiative designed to address mental health, public health and social commodity management.

All the best to you in voting for this great idea. I know being in charge of change is not easy, but I'm confident Kauai will be a better place for it.

Mahalo!

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**Michael Nakamura**  
**LIHUE FISHING SUPPLY**  
Owner, VP Operations  
808.245.4930  
<http://www.lihuefishingsupply.com>

----- Forwarded Message -----

**From:** Thomas Noyes <thomasnoyes@hawaiiantel.net>  
**To:** Michael Nakamura <lfskauai@yahoo.com>  
**Sent:** Friday, June 28, 2024 at 05:08:13 PM HST  
**Subject:** Submitting testimony about the Ahukini coast conservation district

Aloha Michael,

Following up on our visit Wednesday, the Board of Land & Natural Resources ("BLNR") hearing is coming up earlier than expected—now scheduled for July 12, 2024, 9:00 a.m. at 1151 Punchbowl St. Room 132 (Kalanimoku Building), Honolulu, Hawai'i. They also have the option to bring the matter up again at their next meeting, scheduled for July 26.

It would be great if you could get your views on behalf of the fishing community expressed to the

The matter is:

Support for Conservation District Use Application—CDUA KA-3926  
Nawiliwili-Ahukini Shared-Use Path Project  
Located at Kalapaki and Hanamaulu, Lihue, Kaua'i  
Tax Map Keys (4) 3-5-001:008 & 102 & 128 & 160

For people testifying in person, they ask that participants arrive at least fifteen (15) minutes prior to the meeting start time. The BLNR meeting website is: Department of Land and Natural Resources | BLNR Meetings 2024 (hawaii.gov). The website has information on additional ways to submit testimony or participate virtually in the hearing.

Written testimony should be sent to:

Interested persons can submit written testimony in advance of each meeting that will be distributed to BLNR Members prior to the meeting. Submit written testimony via e-mail to [blnr.testimony@hawaii.gov](mailto:blnr.testimony@hawaii.gov) or via postal mail to the Board of Land and Natural Resources at P.O. Box 621, Honolulu, Hawai'i 96809. We request written testimony be submitted no later than 24 hours prior to the scheduled meeting to ensure time for BLNR Member review. Late written testimony will be retained as part of the record and distributed to BLNR Members as soon as practicable, but we cannot ensure they will receive it with sufficient time for review prior to decision-making on the agenda item in question.

Some key points:

- The shared-use path project is eagerly anticipated by the Kaua'i community and will provide significant public benefits. See summary from our letter to OCCL below.
- The presence of the homeless encampments along the shoreline and the County's efforts to clear the encampments and accumulated trash and debris should not prevent the BLNR from approving the CDUP to allow the path project to move forward. The public should be able to enjoy safe access to the shoreline.
- The path will benefit the Conservation District by providing the public an opportunity to see, learn about and be inspired to participate in conservation efforts through the planned interpretive signage and programs.
- The priority path segments that are the subject of the CDUP application, including:
  - Ahukini Landing and Ninini Point Street via a new concrete path along the shoreline;
  - Ahukini Road from Ahukini Landing to Kapule Highway, to be signed and striped as a shared-use road;
  - Ninini Point Street to Kapule Highway, to be signed and striped as a shared-use road.
- have been the subject of years of study and consultation with SHPD and the community to develop robust mitigation commitments to preserve and perpetuate historic and cultural resources along the path corridors.

Text from consultant R.M. Towill's June 2024 supplemental submittal for the County of Kauai's Department of Public Works to OCCL for reference:

The COK DPW has a mandate to provide public infrastructure that will benefit the entire island community in accordance with County planning documents and policies. The Kaua'i Kākou General Plan identifies completion of the Ke Ala Hele Makalae shared-use path system as a priority project to connect communities on the east side of the island from Anahola to Līhu'e with safe bicycle networks that accommodate all riders. Communities along the east side of the island are otherwise dependent on the high-speed corridors of Kapule Highway and Kūhiō Highway for access. In high-volume high-speed corridors, separate bike facilities, such as the planned shared use path, are needed to address public safety concerns and expand cycling as a viable mode of transportation. The shared-use path system also supports COK General Plan objectives for:

- Reducing dependence on fossil fuels by encouraging alternative, non-motorized modes of transportation.
- Improving community health by supporting physically active lifestyles.
- Building resiliency by creating infrastructure to support multiple modes of transportation, particularly non-motorized modes that are less susceptible to disruptions from natural disasters, global fuel price hikes and supply chain issues.
- Accommodating safe, economical and equitable transportation alternatives for people who cannot afford or choose not to use motor vehicles.
- Improving public access to the shoreline.
- Enhancing economic opportunities for businesses along the path that are patronized by path users,

and creating opportunities for new business development along path corridors.

· Enhancing recreational assets by offering a scenic and safe refuge from traffic and development, allowing residents and visitors to gather, socialize and experience Kaua'i's natural environment.

Let me know if you have any questions or would like to discuss the project or BLNR hearing preparation.

Thanks again for rallying the fishing community to support restored and enhanced public access to the Ahukini shoreline.

Best regards,

Tommy

**Tommy A. Noyes**

**Executive Director :: Kauai Path, Inc. :: [www.KauaiPath.org](http://www.KauaiPath.org)**

P. O. Box 81 :: Lihue, HI 96766 :: cell 808.639.1018

Kauai residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-motorized multi-use paths.

Check out [Kauai Path's new web site](#).

**Committee  
Members**

Annaleah Atkinson  
808 652-7743

Regina Floyd  
702 292-2372

Brian Foster  
808 639-3529

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Tommy Noyes  
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Doug Shannon  
909 496-1188

Valerie Woods  
808 822-2420

Ron Wiley  
808 245-9527

Tom Worthen  
435 994-0023



July 5, 2024

Mr. Michael Cain, Administrator  
Office of Conservation and Coastal Lands  
Hawai'i State Department of Land and Natural Resources  
PO Box 621  
Honolulu, Hawaii 96809

**Support for Conservation District Use Application—CDUA KA-3926**

Nawiliwili-Ahukini Shared-Use Path Project

Located at Kalapaki and Hanamaulu, Lihue, Kaua'i

Tax Map Keys (4) 3-5-001:008 & 102 & 128 & 160

Aloha Mr. Cain,

Please accept this letter as **STRONG SUPPORT FOR APPROVING ISSUANCE OF THE PERMITS REQUESTED FOR THE EXPANSION OF KE ALA HELE MAKALAE IN THE AHUKINI AREA.**

Since 1994 The Friends of Kamalani & Lydgate Park—a community service organization—has worked collaboratively with the County of Kaua'i to encourage physical activity for the benefit of our general population.

In 1994 we coordinated the construction by volunteers of Kamalani Playground in Lydgate Beach Park, and in 2001 we coordinated the volunteer construction of Kamalani Kai Bridge (now known as Bynum Bridge).

In 2001, the section of Lydgate Beach Park where we built Bynum Bridge was compromised by illicit activities, such as drug dealing and irresponsible dumping of rubbish. Construction of the path reclaimed that area for public enjoyment, as can be seen today.

The sweat equity we put into the 2001 Bynum Bridge construction project served as the County of Kaua'i's required half-million dollar in-kind match that secured \$2.5 million Federal Highways Administration funding to build Phase I of Ke Ala Hele Makalae, East Kaua'i's coastal path.

Friends of Kamalani volunteers have continuously maintained those structures in Lydgate Beach Park with support from the community and the County of Kaua'i Department of Parks & Recreation. We currently facilitate on-going beach cleanups on the Park's coastline, typically attended by about 35 volunteers every Saturday. Volunteers in Lydgate Beach Park have already devoted over thirty six hundred hours of service in just the first six months of 2024, primarily clearing albezia driftwood from the Park's most popular beaches.

A shared-use path to protect the public's lateral access along Kaua'i's East Coast has been deemed desirable by our local government since the mid-1990s. Initially, the concern was that land owners would mount legal challenges to prevent the public having sanctioned lateral access to coastal resources. Now those of us who support building the path are concerned that the presence of

people illegally encamped on the coast might result in the BLNR declining this Conservation District Use Application. Denial of CDUA KA-3926 would perpetuate environmentally damaging encampments and obstruct the completion of publicly beneficial infrastructure, setting a very dangerous precedent.

The public should once again be able to enjoy safe access to this shoreline, as was the case for hikers and the fishing community prior to the area being overtaken by the encampments. In its CDUA, the County of Kaua'i has committed to responsibly clearing the encampments, and the County Council of Kaua'i has allocated \$1M in County funds to remove the mass of environmentally hazardous rubbish from the area. A year ago the Kaua'i Planning Commission unanimously approved the Z-IV-2023-10 and SMA(U)-2023-10 permits, required for building the path in this Special Management Area.

The priority path segments that are the subject of the CDUP application, including:

- Ahukini Landing and Ninini Point Street via a new concrete path along the shoreline;
- Ahukini Road from Ahukini Landing to Kapule Highway, to be signed and striped as a shared-use road; and
- Ninini Point Street to Kapule Highway, to be signed and striped as a shared-use road;

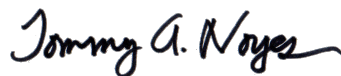
have been the subject of years of study and consultation with the State Historic Preservation Division and the community to develop robust mitigation commitments to preserve and perpetuate historic and cultural resources along the path corridors.

Ke Ala Hele Makalae, a source of pride for Kaua'i, has just been nominated by the Rails to Trails Conservancy for the RTC Hall of Fame. Expansion of the path South from Lydgate to Lihu'e is now eagerly anticipated by Friends of Kamalani supporters in particular, and by the Kaua'i community in general. Connecting the Kapa'a, Lihu'e, and Nawiliwili communities with Phases IV and V of Ke Ala Hele Makalae will constitute a world-class, safe, and attractive active transportation corridor.

It is clear that construction of the path will expedite the restoration of these Conservation District coastal lands to their prior condition. Completing this shared-use path will provide the public with opportunities to see, learn about, and be inspired to participate in conservation efforts through interpretive signage and programs.

Mahalo for your attention to the above comments on CDUA KA-3926.

Sincerely,



Tommy A. Noyes  
General Coordinator  
The Friends of Kamalani and Lydgate Park