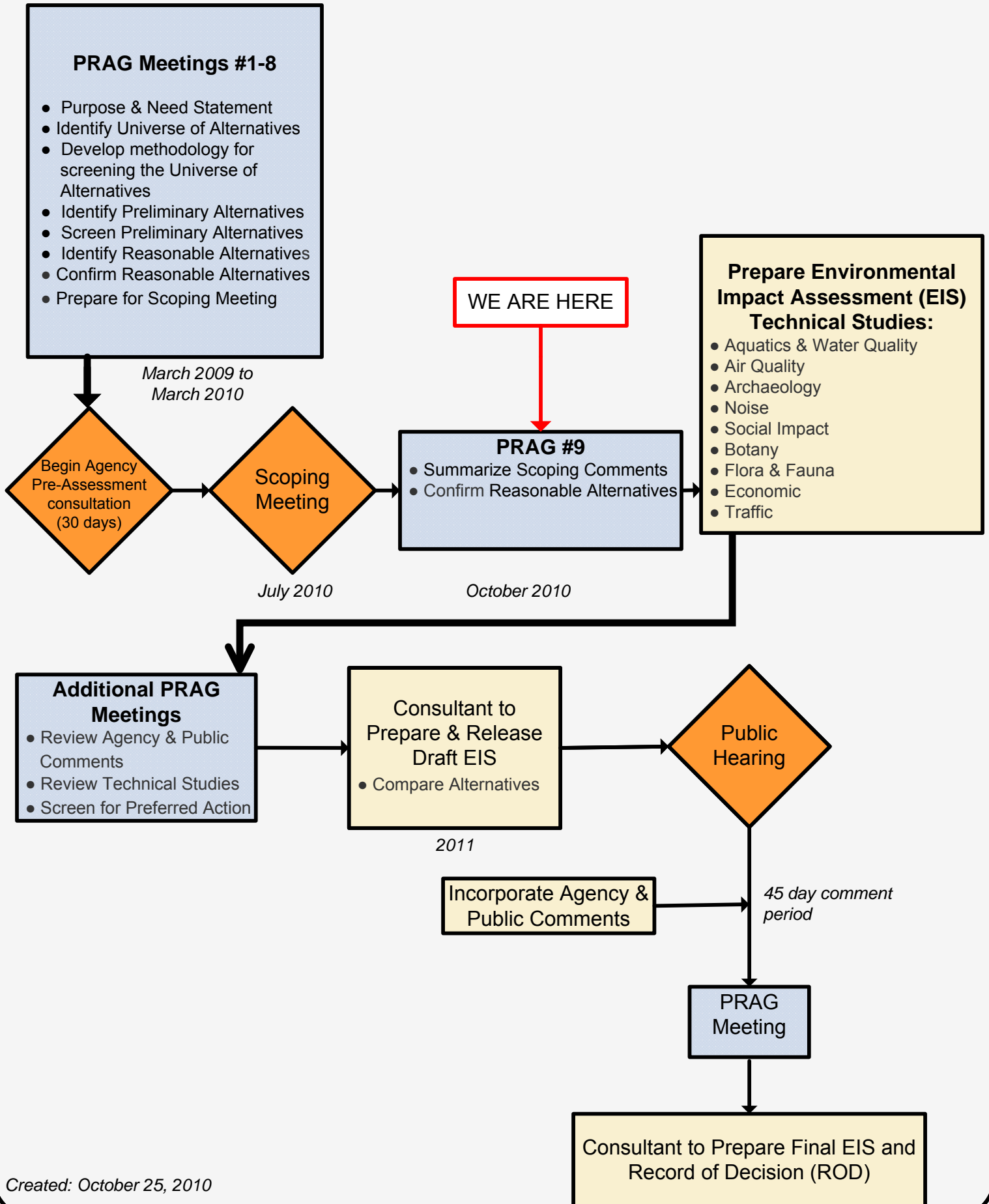


Paia Relief Route Advisory Group & The Environmental Review Process



	Contact/Title	Agency/ Organization	Comments (noted if summarized)
1	Kyle Tamori Staff Engineer	Maui Electric Company, Ltd.	<p>1. Thank you for allowing us to comment on the Final Environmental Assessment Environmental Impact Statement Preparation Notice for the subject project.</p> <p>In reviewing our records and the information received, Maui Electric Company has no objections at this time. We would highly encourage the customer's consultant to submit survey and civil plans to us as soon as practical to address and coordinate any possible relocation of our facilities. Should there be any electrical requirements for the project, we encourage the applicant's consultant to submit electrical drawings and a project time schedule as soon as practical so that service can be provided on a timely basis.</p>
2	Russell S. Takata Program Manager	State Department of Health	<p>1. Our comments should be printed as follows: "Project activities shall comply with the Administrative Rules of the Department of Health:</p> <ul style="list-style-type: none"> • Chapter 11-46 Community Noise Control.
	Shari Lynn Uchima, Clerk Stenographer on behalf of Russell Takata	State Department of Health	<p>1. On behalf of our Program Manager, Mr. Russell Takata; we have no comments at this time regarding the above subject.</p> <p>Any other questions please contact Mr. Takata at 586-4701. Thank you!</p>
3	Duane Y. Kahiwai, Public Works Administrator	State Department of Education	<p>1. The Department of Education (DOE) has reviewed the Environmental Assessment/Environmental Impact Statement Preparation Notice for the Pa'ia Relief Route.</p> <p>2. Pa'ia Elementary School is within the project's study area. The DOE would like to know the impact that the proposed project alternatives will have on school-related traffic, both during and after construction.</p> <p>Thank you for the opportunity to comment. If you have any questions, please call Jeremy Kwock of the Facilities Development Branch at 377-8301.</p>
4	Martha E. Martin	Citizen	<p>1. As a Paia resident for more than 40 years, I approve of making a Pā'ia Relief Route. Traffic will keep on increasing so this is needed.</p> <p>2. For traffic safety, at any point where a new relief road crosses an existing road, traffic must have a safe way to cross over.</p> <p>Any new intersections need to have either a 4-way traffic light, or else an overpass or an underpass to allow passage without stops.</p> <p>3. If any on-ramps or off-ramps are built, they must be long enough for safe acceleration or deceleration. Some of the ramps built for the Oahu freeway are unsafe because they are too short and are built on tight curves.</p> <p>4. Traffic safety largely depends on good road design.</p>
5	Lauren A. Tanaka	DLNR – Division of State Parks	<p>1. This is in response to the letter we received dated June 30, 2010 regarding the scoping meeting and subsequent documents prepared for the proposed project. We reviewed the draft statement of purpose and need and have determined that the project will not directly impact any State Parks or recreation areas under our jurisdiction. We appreciate the opportunity to review the project.</p>
6	Theresa K. Donham, Acting Archaeology	DLNR – State Historic Preservation Division	<p>1. We agree that an archaeological inventory survey for all proposed routes is needed. Archaeological and historic sites may exist within the study area including pre-Contact sites and post-Contact agricultural features such as irrigation features as well as historic structures related to the sugar plantation.</p>

	Contact/Title	Agency/Organization	Comments (noted if summarized)
	Branch Chief and Deputy SHPO		<p>Pre Contact burials have been identified in the area. Pa'ia town is a historic district; roadway design will need to take this into account and consider options to minimize impacts to the historic character of the town. Regarding consultation, we request that the following also be contacted regarding potential impacts for the various routes under consideration: Maui Tomorrow; Lucienne De Naie; Leslie Kuloloio; Maui Cultural Lands; and Leslie Bruce.</p> <p>2. To arrange an informational presentation with the Maui/Lana'i Burial Council, please contact Hinano Rodrigues, SHPD Cultural Historian, at (808) 243-4640. If you have any questions or comments about this letter, please contact Morgan Davis at (808) 896-0514 or email morgan.e.davis@hawaii.gov</p>
7	Pearl Imada-Iboshi, Director	State Department of Labor and Industrial Relations	<p>1. The Department of Labor and Industrial Relations has no comments.</p> <p>Should you or your staff have any questions, please contact me at 586-8844, or Mr. Patrick Fukuki, our Business Management Officer, at 586-8888.</p>
8	Russ Saito, State Comptroller	Department of Accounting and General Services, Division of Public Works	<p>1. Thank you for the opportunity to provide comments on the Final Environmental Assessment/Environmental Impact Statement Preparation Notice (FEAIEISPN) for the Pa'ia Relief Route project. The area being considered for the proposed project does not impact any of the Department of Accounting and General Services' projects or existing facilities, and we have no comments to offer at this time.</p> <p>If you have any questions, please call me at 586-0400 or have your staff call Mr. Clarence Kubo of the Public Works Division at 586-0488.</p>
9	Milton Arakawa, AICP, Director of Public Works	County of Maui Department of Public Works	<p>1. Thank you for the opportunity to provide comments on the scoping for the Pā'ia Relief Route Environmental Impact Statement (EIS). As you know, I am a member of the Paia Relief Route Advisory Group.</p> <p>I would specifically like to provide additional information relating to comments made by fellow Advisory Group Member Walter Enomoto at the July 7, 2010 scoping meeting.</p> <p>First, there were statements made that the County of Maui should complete the missing segment of the North Shore Greenway through Spreckelsville. There are completed portions from Spreckelsville to Kanaha Beach Park and another segment from Paia Town to Baldwin Beach Park. However, the segment from Spreckelsville to Baldwin Beach Park is missing. We agree that this segment should be completed to form a continuous bike facility. However, in previous efforts to plan a bike path through the area, it should be mentioned that there was significant opposition from some Spreckelsville residents, as well as archaeological issues. We note that the County is working to find a satisfactory resolution which could be generally acceptable to the community.</p> <p>Second, there were statements made about the County's intent to build the Baldwin Avenue Bike Path for bike tours. Baldwin Avenue is a two-lane, two-way road with no paved shoulders over much of its length. Originally, bike lanes were proposed. However, the proposed widening would have resulted in the loss of many of the existing Rainbow Shower trees on Baldwin Avenue. So, in</p>

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			<p>conjunction with representatives of the Outdoor Circle, a Baldwin Avenue Bike Path is proposed. While bike tours do use Baldwin Avenue, they also use other State and County roads as well. The County is in the process of formulating a bike tour study which will be transmitted to the County Council shortly. The study is intended to regulate bike tours. It should be emphasized, however, that the bike path is for general public use and a separate environmental assessment should be starting soon. Thus, issues and concerns which pertain to the proposed Baldwin Avenue Bike Path should be evaluated in that environmental review.</p> <p>2. While the foregoing projects are part of a bicycling network, the first scoping question relating to bicycling is whether bicycle use should be part of the Paia Relief Route which is a high-speed, high-traffic roadway. If it is decided that it is desirable, the type of bicycle facility needs to be decided. Should there be bike lanes, bike path, or a bike route? One recent example implemented on Maui is the separate bike path on Mokulele Highway. Or are bike lanes preferred such as those along Ka'ahumanu Avenue? Or should the Pā'ia Relief Route be a signed shared roadway?</p> <p>3. Whether bicycle use is desirable or not as part of the Paia Relief Route itself, we understand that there may be suggestions which could be offered for other bicycle facilities in the region. For example, it was mentioned that Hana Highway, between the intersection points with the Paia Relief Route, may be turned over to the County. It should be emphasized that the County Council would make any decision on whether the County accepts jurisdiction.</p> <p>The length of time, complexity and cost of implementation of different types of bicycle projects are highly variable depending on the specific recommendations. For example, an analysis of possible bicycle usage on Hana Highway should include a discussion of impacts upon the existing business district. Would land acquisition be required? If so, how will this impact existing businesses, parking and the historic character of the town? Or would a signed, shared route be desirable?</p> <p>Outside of the business district, there are existing paved shoulders. Are any improvements desirable? Should the shoulders be widened? Or should a separate bike path be implemented? If they are, will this involve land acquisition?</p> <p>Our main point is that we believe that at least a general analysis and discussion of the impacts of any recommendations involving bicycle facilities outside of the relief route should be discussed as part of the Paia Relief Route EIS. This will serve an important purpose in clarifying and disclosing implications of taking the next steps of implementation after the Paia Relief Route.</p> <p>These are some thoughts regarding scoping pertaining to bicycle use as part of the Paia Relief Route Project. If you have any questions, please feel free to call me. I appreciate the opportunity to provide comments.</p>

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10	<p>Kathleen Ross Aoki, Planning Director</p> <p>(Clayton I. Yoshida, Planning Program Administrator signed on behalf of Ms. Aoki)</p>	<p>County of Maui, Department of Planning</p>	<ol style="list-style-type: none"> 1. It appears that Hana Highway within the project area is not listed on the State and National Register of Historic Places. Please verify. 2. Portions of the proposed project may be located within the Special Management Area (SMA) as established by the Maui Planning Commission. As such, a SMA Assessment would be required prior to any development of the route. 3. The Final Environmental Impact Statement, accepted by the Governor of the State of Hawaii, shall be submitted with the SMA Assessment application as proof of Chapter 343, HRS compliance. 4. At time of SMA Assessment review by the Department, a determination will be made whether or not the route within the SMA boundaries is exempt from the SMA Rules or requires a minor or use permit. 5. Please review the proposed project for consistency with the Draft Maui Island Plan 2030. The Maui Island Plan can be found at the following URL: http://www.mauicounty.gov/index.asp?NID=1120. The Maui Island Plan provides a guide for the future growth of the Island to the year 2030. The Maui Island Plan establishes a vision and a set of long-range guiding principles, goals, objectives, policies, and maps to guide the growth and development of the Island. The purpose of the Maui Island Plan, amongst others, is to, "Establish policies to manage change and to guide decisions about future land use and development" and to protect natural and cultural resources. 6. The Department requests that the Applicant address any inconsistencies with the Maui Island Plan relative to the proposed project. <p>Thank you for the opportunity to comment. Should you require further clarification, please contact Staff Planner Joseph Prutch by email at joseph.prutch@mauicounty.gov or by phone at (808) 270-7512.</p>
11	<p>Loyal Mehrhoff, Field Supervisor</p>	<p>USDOI, US Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office</p>	<p>[Summarized]</p> <p>[Introduction describing project study area]</p> <ol style="list-style-type: none"> 1. We have reviewed the information you provided and pertinent information in our files, including data compiled by the Hawaii Biodiversity and Mapping Program and the Hawaii Geographic Analysis Program. Land cover information indicates that the majority of the proposed project study area is classified as agriculture. The land cover information also indicates that multiple classifications of low-intensity development, alien grassland, alien forest, and water exist within the proposed project study area. 2. The following endangered species are found within the vicinity of the proposed project study area: Hawaiian hoary bat (<i>Lasiurus cinereus semotus</i>), Blackburn's sphinx moth (<i>Manduca blackburni</i>), Hawaiian coot (<i>Fulica alai</i>), Hawaiian duck (<i>Anas wyvilliana</i>), and the Hawaiian stilt (<i>Himantopus mexicanus knudseni</i>). The Hawaiian coot, Hawaiian duck, and the Hawaiian stilt will further be referred to in this letter collectively as "Hawaiian waterbirds." In addition, the threatened Newell's shearwater (<i>Puffinus auricularis newelli</i>) and the endangered Hawaiian petrel (<i>Pterodroma phaeopygia sandwichensis</i>) are likely to traverse the proposed project site. To minimize potential impacts to these species we recommend the following measures be incorporated into your project planning.

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<p>3. Hawaiian hoary bats nest in both exotic and native woody trees and shrubs. To minimize impacts to the endangered Hawaiian hoary bat, woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed or trimmed during the bat birthing and pup rearing season (May 15 through August 15). Between July 1 and August 15, young Hawaiian hoary bat pups, which are incapable of flight, are at a high risk of being harmed or killed if their roost site is disturbed. Please contact our office if the bat birthing and pup rearing season cannot be avoided because disturbance during that time may result in Hawaiian hoary bat injury or mortality.</p> <p>4. The Blackburn's sphinx moth is endemic to the Hawaiian Islands and is currently found on the islands of Hawaii, Maui, and Kahoolawe. We are providing you with basic Blackburn's sphinx moth information because it is unclear from your letter and our Hawaii Gap Program data whether the moth's host plants or food plants are found in the proposed project study area. <i>Aiea</i> spp. (<i>Nothocestrum latifolium</i> and <i>N. breviflorum</i>) are the known Blackburn's sphinx moth native larval host plants. Other host plants in the Solanaceae family include non-native commercial tobacco (<i>Nicotiana tabacum</i>), tree tobacco (<i>Nicotiana glauca</i>), eggplant (<i>Solanum melongena</i>), tomato (<i>Lycopersicon esculentum</i>), and possibly Jimson weed (<i>Datura stramonium</i>). The project area should be surveyed for the presence of host plants by a qualified botanist. Please contact our office for survey methodology. If host plants are found, these plants should be surveyed by a qualified entomologist for the presence of Blackburn's sphinx moth larvae foraging, eggs, and larvae. Evidence of Blackburn's sphinx moth includes the occurrence of frass, chewed stems and leaves, and live caterpillars. Because Blackburn's sphinx moth larvae burrow into the substrate near host plants and may remain in a state of torpor for up to a year before emerging from the soil, soil disturbance in the vicinity of host plants may harm Blackburn's sphinx moth larvae. Please contact our office if any host plants are detected within the project footprint and we will provide you with more information. Additionally, a qualified botanist should survey the project area for native plants on which adult moths are likely to take nectar from, such as koali awahia (<i>Ipomea indica</i>), maiapilo (<i>Capparis sandwichiana</i>), and iliee (<i>Plumbago zeylanica</i>) because the loss of these food plants could adversely impact adult moths that utilize the area.</p> <p>5. Ditches and mowed grass areas that are developed as a result of the project may attract the endangered Hawaiian waterbirds that are known to utilize the wetlands within the proposed project study area. This attraction to ditches and mowed grass areas increases the waterbirds' vulnerability to collision with vehicles and their exposure to domesticated animal predators. If you anticipate that the project will result in development of drainage ditches, pools of water, or mowed grass areas, we recommend that you address potential project impacts to the Hawaiian waterbirds in your planning documents and that you coordinate further with our office to address potential adverse project impacts to these species.</p> <p>6. Construction equipment, signs, poles, and other structures associated with the project could pose a flight obstacle to the night-flying Hawaiian petrel and Newell's shearwater during the breeding season. Outdoor lighting can adversely impact listed and migratory seabird species protected under the ESA or the Migratory Bird Treaty Act of 1918 [16 U.S.C. 703 et seq.; 40 Stat. 755] as</p>

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			<p>amended. Newell's shearwaters and Hawaiian petrels traverse the project area at night during the breeding season (February 1 through December 15). Any outdoor lighting installed as a result of this project could cause seabird disorientation, fallout, injury, and mortality. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable. The seabirds are attracted to lights and after circling the lights they may collide with nearby wires, buildings, or other structures or they may land on the ground due to exhaustion. Downed seabirds are subject to high mortality caused by collision with automobiles, starvation, and predation by dogs, cats, and wild animals. To minimize potential project impacts to seabirds during their breeding season, all outdoor lights should be fully shielded in accordance with the enclosed "Seabird Friendly Lighting Solutions" guide, night-time construction should be avoided, and all staff should be provided with information regarding seabird fallout.</p> <p>7. Implementation of these recommendations does not alleviate your responsibilities pursuant to the Endangered Species Act of 1973, as amended (ESA), if a listed species may be affected by the proposed action. If the proposed project may affect a listed species and it is funded, authorized, or carried out by a Federal agency such as the Federal Highway Administration, the Federal agency should consult with us pursuant to section 7(a)(2) of the ESA. Please contact Dawn Greenlee, Fish and Wildlife Biologist (phone: 808-792-9469; fax: 808-792-9581), or Mele Coleman, Program Analyst (phone: 808-792-9470; fax: 808-792-9581) in our Consultation and Habitat Conservation Planning Program for additional information regarding our comments and recommendations. Please also note that Patrick Leonard no longer works in our office; future correspondence should be addressed to me.</p> <p>[enclosure provided on "Seabird Friendly Lighting Solutions.]</p>
<p>12</p>	<p>Wayde T. Oshiro, Housing Administrator</p>	<p>County of Maui, Department of Housing and Human Concerns, Housing Division</p>	<p>1. The Department has reviewed the Final Environmental Assessment/Environmental Impact Statement Preparation Notice for the above subject project. Based on our review, we have determined that the subject project is not subject to Chapter 2.96, Maui County Code. At the present time, the Department has no additional comments to offer. Please call Mr. Buddy Almeida of our Housing Division at (808) 270-7356 if you have any questions.</p>
<p>13</p>	<p>Irene Bowie, Executive Director</p>	<p>Maui Tomorrow</p>	<p>Maui Tomorrow Foundation, Inc. (MTF) would like to offer the following comments on the EISPN for the Paia Relief Route.</p> <p>Project Summary</p> <p>1. Landowners: We ask that the Draft EIS include a discussion of publicly owned lands, which could be affected by this project. The Prep Notice states: "No federal or state land will be directly impacted by the project."</p> <p>Several State and County roadways could be affected where they intersect with the proposed relief route. The former state park, now a county park at Ho'okipa could be affected. Historic public roads such as Kala and Sunnyside roads could be affected and portions of these roads may simply disappear and be incorporated into the new route.</p> <p>MTF requests that the DEIS include an analyses of historic maps and archival documents to determine the extent of public ownership of Kala Road and</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<p>Sunnyside Road. It is our belief that both these roads are in public ownership (either partially or wholly) as “old government roads’ whether or not they have been formally claimed by the state or county. It is our understanding that neither road has been officially “abandoned” by the county and transferred to the ownership of HC&S/A&B.</p> <p>MTF believes that it is important to establish the extent of public ownership of both these roads, whether or not they are utilized as part of the Paia Relief Route in order to preserve options for an exchange of land with HC&S/A&B for portions of the company’s land that may be necessary to use as Right of Way for the eventual preferred Relief Route alignment.</p> <p>2. Project Description</p> <p>The project’s purpose is stated as “to provide improved mobility for all modes of transportation in the congested area of Paia-Haiku.” We ask that the DEIS include the project’s relationship to the existing Upcountry Greenway Plan and include a complete discussion of bikeways/walking paths as part of the proposed relief route.</p> <p>It should be noted that the project is unlikely to actually include any of the Ha’iku area.</p> <p>3. Paia –Haiku Community Plan</p> <p>The DEIS should include the specific language of policies and implementing actions in the Paia-Haiku Community Plan regarding the construction of an alternate route around Paia town (p.27); re-alignment of Hana Highway in the vicinity of Hookipa Beach Park to provide for park expansion (p. 27) expansion of Hookipa Beach Park (p.16 and 33.) maintaining the ambiance of Paia and Ha’ikū towns, by coordinating road, drainage, safety and lighting improvements to maintain existing rural character (p.25). The DEIS should discuss compliance with Community Plan policies as is required by the Coastal Zone Management Act and Chapter 343.</p> <p>4. Flood Zones</p> <p>The EISPN states that: “Sections of Hana Highway west of Baldwin are identified as being in the Stream and Costal Flood Zone AE as defined by Federal Emergency Management Agency”</p> <p>The DEIS should also disclose and discuss other areas along the Reliever Route corridor which have experienced flooding impacts. The section of Hana Highway between Kai Road (Mama’s Fish House turn off) and Hookipa Beach Park entrance has experienced flooding and muddy run-off when rains overflow the capacity of cane fields and sweep down across the existing Hana Highway. These flows severely erode the shoreline immediately seaward of the Hāna Highway and have exposed numerous burial deposits located along that shoreline. Although they are not designated as specific ‘flood zones” flooding and overflow onto the road and shoreline has been documented by County agencies and any future highway route should address impacts on existing conditions.</p> <p>5. Regulatory Process</p> <p>This project has foreshortened the Environmental Review process and denied citizens a chance to review and comment on any meaningful description of the proposed project and agency comments until the final chapter of environmental review process. This does not appear to be consistent with HAR 11- 200- 9,</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<p>Subchapter 6 Determination of Significance, which requires the Applicant or Agency to:</p> <p><i>3. Prepare an environmental assessment pursuant to section 11- 00-10 of this chapter which shall also identify potential impacts, evaluate the potential significance of each impact, and provide for detailed study of significant impacts;</i></p> <p><i>4. Determine, after reviewing the environmental assessment described in paragraph (3), and considering the significance criteria in section 11-200-12, whether the proposed action warrants an anticipated negative declaration or an environmental impact statement preparation notice, provided that for an environmental impact statement preparation notice, the proposing agency shall inform the accepting authority of the proposed action;</i></p> <p><i>6. Distribute, concurrently with the filing in paragraph (5), the draft environmental assessment to other agencies having jurisdiction or expertise as well as citizen groups and individuals which the proposing agency reasonably believes to be affected;</i></p> <p><i>8. Receive and respond to public comments in accordance with: section 11-200-9.1 for draft environmental assessments for anticipated negative declaration determinations; or, section 11-200-15 for environmental assessments for preparation notices. For draft environmental assessments, the proposing agency shall revise the environmental assessment to incorporate public comments as appropriate, and append copies of comment letters and responses in the environmental assessment (the draft environmental assessment as revised, shall be filed as a final environmental assessment as described in section 11-200-11.2); and</i></p> <p><i>9. As appropriate, issue either a negative declaration determination or an environmental impact statement preparation notice pursuant to the requirements of section 11-200-11.2, provided that for preparation notice determinations, the proposing agency shall proceed to section 11-200-15 after fulfilling the requirements of sections 11-200-10, 11-200-11.2, 11-200-13, and 11-200-14, as appropriate.</i></p> <p>For a project requiring both federal and state review, preparation of a more detailed EA would have helped present information to the general public “as early as practicable” in the process. Instead, the public is given a brief Prep Notice with the added-on title of “Final EA “ without any of the information that would be in a FEA, including agency comments, maps of prospective routes etc.</p> <p>6. Safety Needs As noted in the EISPN Safety Section, Hana Highway and its intersecting roads in the study area have high accident rates due to heavy traffic loads and inadequate transportation infrastructure. The project design of the proposed Relief Route is very important in order to improve road conditions and provide adequate site distance, pedestrian and bicycle access, as well as relieve congestion on Hana Highway and Baldwin Avenue.</p> <p>7. The proposed new Relief Route solution is the best alternative. MTF supports the following criteria developed by PRAG being addressed in the DEIS:</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<ul style="list-style-type: none"> • Emphasize native landscaping and shading • Integrate this project with County planning efforts to promote logical patterns of land use • Create the least impact on agricultural lands • Expedite the effort to take advantage of existing and future funding programs • Accommodate ample parking in Paia Town <p>8. Planning Process 1.3.5 Draft and Final Environmental Impact Statements</p> <p>The EISPN states: The Draft EIS will describe the project alternatives being considered, and discuss potential impacts of the alternatives in a comparative format. It will define the issues that differentiate between the alternatives, and provide a basis for choice by decision makers and the public.</p> <p>Areas of potential impact to be discussed will be finalized after the completion of the scoping process, but may include land use and zoning disruption and displacements, vegetation, threatened and endangered species and floodplains phase impacts.</p> <p>MTF requests that the DEIS also base its evaluation on impacts to the historic integrity of Paia town and surrounding homes and businesses, cultural sites found along Kailua Gulch and minimizing impacts on topological features such as the remains of Puunene cinder cone and recreational access to local beaches and beach parks.</p> <p>9. Alternatives MTF supports all viable Project Alternatives being analyzed in the DEIS, however we believe that the solution to Paia’s traffic problems will come from one of the alternative alignments for the Relief Road.</p> <p>We are disappointed that no maps of the proposed routes for the Relief Road were included in the FEA/EISPN. These maps were developed during the PRAG process and shown at the scoping meeting. Citizens should have the opportunity to review, as early in the process as possible, information regarding the possible routes, which have been proposed over the past 50 years, in order to be in compliance with both HEPA and NEPA. The Draft Route Analysis should have been prepared before the FEA/EISPN was released and included in this document for early comments.</p> <p>10. 2.3 Alternative Alignments of Relief Road MTF supports the suggestion that <i>“widening the existing alignment of Hana Hwy is not expected to be considered as it does not meet the Purpose and Need for the project and would have extensive anticipated adverse impacts upon Pa’ia town.”</i></p> <p>Alternatives Analysis: The EISPN states that: <i>“HDOT will conduct an Alternatives Analysis that evaluates a range of alternatives prior to issuing the Draft EIS. It is expected that only those alternatives advancing from the Alternatives Analysis will receive detailed assessment in the Draft EIS.”</i></p> <p>The DEIS should make it clear which alternative routes discussed by the PRAG</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<p>were included in the Alternatives Analysis and, if some were not, why not. It would be hoped that after numerous meetings, input from the advisory group would be included in the future project design.</p> <p>In addition to the criteria listed to differentiate among the alternatives, MTF suggests that the DEIS also examine routes which maximize consistency with Community Plan goals, policies and implementing actions, and minimize impacts to the integrity of Pa'ia town, impacts to the flooding in Kailua Gulch; impacts to shoreline erosion and water quality, impacts to historic wetland areas such as Puunene cinder cone and Kuau Gulch, impacts to existing public access and parking capacity at Hookipa Beach Park and local businesses, cumulative impacts to induce growth in areas surrounding the new route, and impacts to existing ditches and reservoirs.</p> <p><u>MTF supports Relief Road alignments such as those proposed by the Maui Island Plan, the Paia Main Street Association and the Northshore Heritage Loop which do not "divide" the existing business and residential district of Pa'ia town and utilize portions of existing right of ways which are in public ownership. We support a route which begins just west of Kala Road/Hana Highway intersection and ends east of Hookipa Park access but not as far east as the prominent gulch which travels from the former village of Hamakuapoko to the sea.</u></p> <p>11. Wetlands Community members have referred to historic wetlands being located at the terminus of an unnamed stream in Kuau, (present day site of Mama's Fish House restaurant) as well as surrounding the Puunene cinder cone in the Spreckelsville area (present day reservoir site for HC&S). As drainage improvements are designed for any future Relief Route, the possible continuing presence of ground water close to the surface in these regions should be considered.</p> <p>12. Environmental Setting The EISPN states: <i>"The Paia-Haiku aquifers are basal aquifers containing large reserves of fresh groundwater that supply much of the island. In addition, parts of the Paia-Haiku area are served by water that flows from the Kailua Gulch and Maliko watersheds. There have been some concerns about the reliability of Maui's potable water supply.</i></p> <p><i>The potential impact on groundwater resources is not expected to differentiate among the project alternatives and will be discussed in the EIS. "</i></p> <p>It appears that this statement may have been cut and pasted from some previous document. The study area does not include any portion of the Haiku aquifer. The Paia aquifer is widely regarded as "thin and mostly brackish" in the available studies done by independent consultants (See Waena Power Plant EIS, 1998, CHM2Hill) The Paia aquifer is also highly impacted by agricultural chemical contamination, having the highest number of polluted wells of any Maui aquifer. Neither Kailua Gulch nor Maliko Gulch provides diversions to the HC&S ditch systems, although their watershed areas do supply a few private wells.</p> <p>13. Biological Resources 3.2.5.2 Aquatic Resources The EISPN should have indicated the nature of studies that would be provided for</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<p>Maliko Stream and Kailua Gulch. The DEIS should include studies on the native flora and fauna present in Maliko Stream. Paleo-environmental studies of the Kailua Gulch should be done to indicate the location of historic ponds and wetlands and associated plant and animal species that may have been present along the gulch area.</p> <p>14. 3.2.5.3 Botanical Resources Kailua Gulch had a number of place names that referred to the presence of native plant species such as Olopuu, relating the presence of Olopuu trees. Informants such as Lesley Bruce refer to the presence of wetlands surrounding Puunene cinder cone and the place name Puunene could refer to the native Hawaiian goose who are known to be partial to pond areas. Botanical surveys should explore these historical connections.</p> <p>15. 3.2.5.4 Threatened or Endangered Species Consultation While the EISPN refers to consultation with wildlife agencies regarding the shearwaters that nest in sea cliffs just east of Hookipa Beach Park, the DEIS should also include surveys for the presence of native owls (pueo) in the study area, as these birds are often impacted by highways.</p> <p>16. 3.3 Social Environment 3.3.1 Land Ownership and Land Use Preference should be given to routes that do not displace existing homes, businesses or historic structures and do not “divide” Paia Town.</p> <p>17. 3.3.1.1 Use of Prime Agricultural Lands HC&S/ A&B petitioned the state Land Use Commission (LUC) in 2009 to designate 25,000 acres of its holdings as “Important Agricultural Lands.” That petition was accepted by the LUC. A map of the HC&S Important Ag Lands, as adopted by the LUC should be included in the Draft EIS. In addition, the map of Ag land classifications for the study area region prepared by the county Division of Long Range Planning for the Maui Island Plan should also be included.</p> <p>18. 3.3.2.1 Population and Housing Maui County’s 2006 Socio-Economic study cited in the EISPN may not be reflective of future population trends in the area. 2010 Census data should be used in the DEIS and Final EIS, as soon as it is available, to determine a more accurate and up to date picture of present and future population and housing trends.</p> <p>19. 3.3.3 Parks and Recreation Areas Regarding recreational resources along Hana Highway, the EISPN states: <i>“Within the study area there is one developed park: Hookipa Park Figure 1: Project Study Area). While there is only one developed park, the coastline provides a continuous venue for ocean activities such as surfing, fishing, swimming, picnicking, sunbathing, snorkeling, relaxing and sightseeing.”</i></p> <p><i>“Potential direct and indirect impacts on these resources and on smaller parks and recreational areas will be evaluated in the Draft EIS. If the proposed action uses land from a public park or recreational area, a Section 4(f) evaluation would be conducted in accordance with the requirements of the U.S. Department of Transportation (DOT) Act of 1966. The focus of this analysis will be on distinguishing the impacts of the alternatives, and ensuring compliance with Section 4(f), which requires avoidance of any impact unless there is no</i></p>

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			<p><i>alternative.”</i></p> <p><i>“Recreational properties protected under Section 6(f) of the Land and Water Conservation Act will be identified if relevant, and the need to avoid these properties will be discussed in the Draft EIS.”</i></p> <p>The DEIS should recognize that Baldwin Beach Park is also within the study area and, as noted above, include discussion of how the proposed Relief Routes will comply with Paia-Haiku Community Plan goals, policies and objectives which link realignment of Hana Highway with park expansion in the Hookipa area.</p> <p>The DEIS should also note Paia-Haiku and Wailuku-Kahului Community Plan policies, and maps adopted by the Maui Island General Plan Advisory Committee, which show expanded park areas, mauka of the existing Hāna Highway in both the Baldwin Beach park (Northshore Regional Park) and Hookipa Beach Park areas. Policy language in the Draft Maui Island Plan and the Paia-Haiku community Plan also refers to the expansion of these parks.</p> <p>Maps and policies in the Paia Main Street Strategic Plan also show park areas and a bikeway inland of the proposed Relief Route. It is essential to tie planning efforts for future park expansion into the relief route planning review, even though they will have different funding sources.</p> <p>20. 3.3.4 Archaeological, Historic, and Cultural Resources</p> <p>The study area is known to have several named heiau: Kailua, Papanene and Ahu-a-kapi’ale, all in the vicinity of proposed Alternative Routes, as shown on maps from the 1880’s on. There is also a complex of sites at Nakalele Point on the ocean side of Hana Highway west of Hookipa Park. There are place names on 1880’s maps along Kailua gulch which reflect the positions of prominent pohaku (large stones), pu’u (low hills or knolls), possible marshy areas and presence of native plants. These place names should be subject to ethnographic research as part of the Section 106 process. They include, from the ocean to the sea):</p> <ul style="list-style-type: none"> • Kapuka’ulua= a famed fishing area (old lime kiln site). • Keonekapo’o. • Naku Kahawai = to root or wallow as through mud or grass in a stream or gulch • Pohaku Nahaha • Pohaku Olopua • Pohaku Puupil • Pohaku Kalolea Kaluni or Kaiolea kalani or Iolealani Kaluni • Kapohakoloa • Kauhina or Kauhiana • Puhinale or Puu Hinale or Puhinali <p>Additional cultural resources identified in the study area are numerous precontact shoreline burials, petroglyphs, the former Kuau Landing, at least seven historic cemeteries (most makai of Hana Highway) and a number of historic wells, water transport and storage features and buildings. Local informants refer to a lagoon, with pre-contact habitations in the lower elevation portions of what is now Mama’s Fish House in Kuau.</p> <p>MTF believes that there are several potential routes for the Relief Road which</p>

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			<p>will avoid damage to known cultural and historic sites, and a thorough Archaeological Inventory Survey should include recordation with GPS of these sites as well as any new ones discovered.</p> <p><u>MTF requests to be part of the Section 106/Chapter 6E consultation process.</u></p> <p>21. 3.3.5 Visual Resources The DEIS should discuss protection of existing view sheds and include the analyses provided in the Maui Island Plan view shed studies and maps. Placement of the route is important in relationship to visual impacts that could affect the existing character of the Paia community. This is especially true of the Relief Road's structure at intersections, where it is important to avoid an "urban look" in a country town.</p> <p>22. 3.4 Indirect and Cumulative Impacts The DEIS should analyze cumulative impacts of the proposed Relief Route under several scenarios:</p> <ul style="list-style-type: none"> • Urbanization of lands on both sides of the proposed route which are not protected as "Important Ag Lands." • Preservation of significant areas of lands between the proposed Relief Road and the existing Hana Highway as Ag, Open Space and Park to accommodate drainage impacts, comply with Community Plan policies and improve economic and recreational opportunities for the region. <p>Other cumulative impacts which should be addressed include: drainage and runoff to nearshore waters, traffic impacts to Hookipa Park and access to Mama's Fish House and other local businesses along Hana Highway.</p> <p>23. 3.5 Project Cost and Phasing Plan MTF requests that the DEIS clearly identify with maps and diagrams, the near term improvements that are proposed for the project, as well as the various activities proposed for each future phase.</p> <p>Mahalo for this opportunity to comment on the Paia Relief Route. We look forward to being a consulted party.</p>
14a	Charlene Unoki, Assistant Administrator FOR Morris Atta, Acting Administrator	DLNR Land Division	<p>1. Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.</p> <p>Other than the comments from Division of Aquatic Resources, Land Division-Maui District, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Historic Preservation will be submitting comments through a separate letter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.</p>
14b	[Can't read signature]	DLNR Division of Aquatic Resources	<p>1. We have no comments.</p>
14c	[Can't read signature]	DLNR Land Division – Maui District	<p>1. We have no comments.</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
15a	Charlene Unoki, Assistant Administrator	DLNR Land Division	<p>1. Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to the Commission on Water Resource Management for their review and comment.</p> <p>The Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.</p>
15b	Lenore N. Ohye, Acting Deputy Director	Commission on Water Resource Management	<p>Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at http://www.hawaii.gov/dlnr/cwrn.</p> <p>Our comments related to water resources are checked off below.</p> <p>5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification. More information on stormwater BMPs can be found at http://hawaii.gov/dbedUczm/initiativeidid.php.</p> <p><u>Permits required by CWRM:</u> Additional information and forms are available at http://hawaii.gov/dlnr/cwrn/resourcespermits.htm.</p> <p>13. A Stream Channel Alteration Permit(s) is (are) required before any alteration(s) can be made to the bed and/or banks of a stream channel.</p> <p>If there are any questions, please contact Robert Chong at 587-0266.</p>
16	Jocelyn Perreira	PRAG Member, Former Pā'ia-Ha'ikū Community Plan Citizens Advisory Committee member	<p>1. Text in Chapter 4 describes PRAG as follows: "PRAG members represent a range of interests, such as government agencies, environmental groups, landowners, residents, and business owners." Ms. Perreira wanted the term "Community Based Organizations" added to the list.</p>
T-1	Michael J. Molina, Council Vice-Chair	Maui County Council	<p>2. First of all, I want to thank the State and SSFM for keeping this process very open and, you know, making sure that you hear the community's input as to where this long awaited bypass will take place. And finally to see this thing come to fruition after many, many years, you know. Myself along with many, many others have talked about, you know, getting, you know, something like this going. And hopefully the wait is not as long as the folks in West Maui are experiencing. But I appreciate the process and, you know, thank you for, you know, having the group discussions and making it very friendly and open to the public.</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<p>3. So I just want to, you know, congratulate all of you and please keep up the good work. And thank you for putting a timetable and having a very structured process and being very open to public testimony. So, you know, please keep up the momentum, keep up the great work and, again, please make sure you get input from everybody, because as you very well know, the folks out here on the North Shore is very -- this is a very vocal and very involved community. So please keep that in mind and continue the process.</p>
<p>T-2</p>	<p>Frank Domingo</p>	<p>Citizen</p>	<p>1. Good evening. My name is Frank Domingo and I live -- I am 82 years old and I live at Hamakuapoko at this time and then in Kuau. And I just want to let you know that this Pa'ia bypass road is something that some of you weren't even born when it was brought up. 1955, I think, the Territory of Hawaii and Mr. Bell (sp) was the state highway engineer or the head of the state highway, and they had talked about having this bypass road.</p> <p>Now, it came to a point where it's just going from here to there to there to there. But the original highway that was planned was to have shot over from Baldwin Park, come across where Princess Teddy used to be above Pa'ia, right above the town, come over to this side here. And that's where they decided to build the homes. In the beginning when it was -- the plan was that all the -- when the road came up to this side above here, all the land below the highway would have been for housing. Then they started this housing here and along the route was supposed to be a place in Kuau with a park and everything, but some nice guy went and buy the land by the beach and took over the beach, so the beach area was closed. But there was still that open area in Kuau where you could have that park.</p> <p>And then on the road that was planned for -- which would come down to Kuau and Pa'ia, you know all these homes up here. So you can see that the homes were built -- are built in already. But that was the plan, that everything below the road would be housing and would go all the way across to where it would meet Ho'okipa Park. Over here in Pa'ia the plan was that the country club, the golf course would be enlarged to be a first class country club. And all the homes in that area was specially designed or designated to be people with money. So that's how the -- it was planned.</p> <p>And then in Pa'ia, all the homes below the highway facing the ocean, those places would have been designated apartment zoning. And the plan was that all the people that live by the ocean -- at that time, you know, they could talk big. Yeah? That they would ask them if they would like to exchange their property and live up here. And so in Pa'ia, Lower Pa'ia right below the highway, all that thing facing the ocean would be apartment housing. And then the country club would have been enlarged. And so everything was planned so that it would sort of fit in the infrastructure of all the people living in this area.</p> <p>2. But in my opinion -- I didn't know that this island or this section here would be growing so bad that it's so big. Yeah? At one time, you know, you could count the cars going to Kuau. And if you wanted to buy a piece of land, you can buy it for 15 cents or a dollar a square foot, maybe less than that. But now? Huh. So the thing is that unless you guys can -- they come up with this -- all this thing about where you want to have a highway, the thing is that remember when you take the highway, you going to -- if you're going to have to cut into what is sugar land, then you remember that it is going to take away, something away from</p>

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			<p>somebody else. But in this original plan was not much sugarcane would have been affected. And there was no even EIS at that time. So if they had built this thing up before all of this came up, we wouldn't have had a highway.</p> <p>3. But when we had the first meeting, and that was at the five station here in Kuau - Pa'ia, it used to be the courthouse, some of the merchants really objected to having the bypass.</p> <p>Yeah. Three minutes? Hey, I never hear you bring the bell, brah.</p> <p>Anyway, that was the -- that was some of the problems we had in the beginning. Some of the merchants were opposed to the highway because there was very minimum traffic coming through, so everything that came through Pa'ia was their livelihood. But now I don't know how the merchants feel about the bypass road.</p> <p>4. And I don't know even where you guys going to put it, but the further you get away from Pa'ia Town you just defeating the purpose. Because the main purpose is to build the bypass to enlarge Pa'ia Town where it could grow to where it should be. Because you take away the highway about ten miles away, what's going to do the Pa'ia? So you got to build the thing close, like they did over here.</p> <p>So your clock not running, yeah? Okay. It's your clock, anyway.</p> <p>5. But, anyway, that's the idea about this whole thing, is that you can go the next 50 years and still talk about having a highway, but I've been through this fifty-something years already. And I thought that the first plan was the most reliable and the most viable plan that was accepted not only by the Territory of Hawaii, but also the sugar plantation. They were receptive to that. But now I couldn't tell you how receptive everybody is about it, see?</p> <p>So a lot of you people never was born in Pa'ia or live in this area, so you can talk everything you want, but if you lived in this area like I did -- I'm 82 years old, so I've seen a lot of things that happened. And so this bypass road is going to be going on until -- another 50 years. Thank you, but I wish you well.</p> <p>6. And I would like you to know that my initials is not SSFM or dot com or C.O.D. or something like that because I don't know about computers. So when you ask me, "Can you go on the website?" I tell 'em, "Yeah. My call sign is D-O-M, dom, dom, dot."</p>
T-3	Nikihi Lananda	Citizen	<p>1. Thank you very much. My name is Nikhi Lananda and I want to appreciate that you're here. This has been a long awaited -- Frank, thank you for talking about that it's been 60 years that people have been waiting for it. I've been here for 24 years and out in Haiku and Pauwela for about 20.</p> <p>Anyway, since we have three minutes and you'll probably keep me to that, just really quickly, I'm glad that Frank testified, because you can see how in a community how divided and different opinions we would have. If the makai side of the road is going to be all houses, then I would say the road should hug the ocean along the cliffs. Because I don't want to see a road that all you see when you look makai are houses, houses, houses. So, definitely, when you build the road, you want to build it so that there's open space.</p>

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			<p>You can see how in Kuau, you can see going up to Kula how we've lost some of the views. And in the Haiku-Pa'ia Community Plan it's really strong about the view plains.</p> <ol style="list-style-type: none"> 2. However, with that being said, I think the road -- It can't be ten miles away, Frank, because Makawao is only seven miles away. I think the road should be as far mauka of Pa'ia as possible. I believe that the road that was built in Oahu at Haleiwa, they've done a pretty good job where the people were concerned at Haleiwa about losing business. And over time, I believe -- and I might not get this exactly right -- the road is -- sort of gears you towards Haleiwa and then if you want to, you pull off on the bypass. 3. Now, people like myself who live out in Pauwela and people in Haiku; we just want to go home, don't necessarily want to go through Pa'ia and stop and go shopping, although I go to Mana Food and other places. So we should have that right to not have to go bumper to bumper and stop. However, I'm sensitive to the businesses, so you need the balance. And that balance, of course, is what is missing. 4. We've lost all this parking in Pa'ia, continually we lose more and more parking, and yet there's more and more businesses. I remember when I was on the Board of Variances and Appeals, we had to give a variance to a business 'cause they had no off-street parking. So, of course, all these businesses get off-street parking, so parking is important. 5. I don't want to see apartments. I don't live here -- I'm always surprised when people who are born and raised here want to see California/mainland type housing here. I just don't get it. I would like to see all kinds of gated communities banned from Maui. 6. Now, as far as the road, someone mentioned to me today, really interesting, that it should be coming off -- I think it's Firebreak Road off of the Haleakala Highway, but I could also see it from Stable Road or Kala Road, you know, from there. That makes more sense to me. But going as close to Maliko Gulch -- And, also, it's always sad when you hear about building another road when there are already roads. So I would see a lot of -- say align it somehow going past the old Maui High off of Baldwin Avenue, I believe that's about a mile and a half or two miles up. That makes sense. Make sure the road -- 7. And we have time and it is going to be built, because now the State is gearing -- it's on the list. I hear 'em on the show on KAOI on Tuesday mornings, you know, at 7:00 the state department is there and they talk about this road is finally getting that push so it will happen. But this -- what was pointed out by the previous speaker is exactly it. We don't plan on Maui. We just do things. So all these houses are being built -- they build this development where you can't walk and ride to Pa'ia, you have to come down to the Hāna Highway and then drive in. That was done intentionally. It puts more, you know, cars on the road. So I really like the fact that they want a pedestrian/bicycle -- Some of the people in Haiku talk about being able to ride horses. They still do that. And I remember as I'm sure some of you remember when there were as many horses as cars in Makawao. 8. So, anyway, build the road -- build it, a couple of years, take the input. Keep it away from the ocean. Keep it mauka of the town. Yes, Pa'ia can grow, but plan

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			<p>for the growth so that you just don't have housing developments like Kihei. Who would have believed that Kihei would be like it is today. I'm sure some of you when you were born here would have never believed Kihei would be the way it is today.</p> <p>So, anyway I see him walking over, so that's basically the point is mauka, build it. It's going to be built. Balance off the needs of the cane company, but I bet you five years from now they're not growing sugar cane. They'll be growing something else. It is ag. land, keep it ag., but let's grow some food that we can eat and bring the Mana Foods and Whole Foods and all of that. So a lot of issues.</p>
T-4	Lance Holter	Sierra Club, PRAG Member	<p>1. My name is Lance Holter. I'm a PRAG member. I'm the chair of the Sierra Club.</p> <p>I just want to remind for the record that simultaneously as we've been meeting, also the Maui Island Plan has been meeting for the last couple -- a couple years and they have a preferred route, which was -- it's listed as one of the alternatives, I think it's O, and it has a -- It was made up of some good membership. They spent an immense amount of time working on this plan. I support that plan folded into the work that we've been doing. And I want to stress that it's not a bypass, but it's an alternate route around Pa'ia and that the route along the coast retains its urban -- its rural flavor and it can become a scenic local roadway.</p> <p>2. The other day we were trying to turn left into a house on the highway here at night and we were trying to make a left-hand turn and cars were speeding along the road here really dangerously. And we were trying to get into this driveway and we pulled in and -- and, anyways, it was upsetting for everybody because they threw this cup of ice tea at the back of our car. But, anyway, it's because they're speeding along this scenic route.</p> <p>3. So I want to stress that we want -- and we have met in this PRAG many, many times. We want to keep this alternate route that goes -- keeps it -- keeps a rural flavor, allows people to go to Upcountry up to Makawao, to Upper Pa'ia, also to Haiku and beyond and yet we keep the ability for people to pass through Pa'ia and shop and stop and participate here.</p> <p>4. So please keep in mind the Maui Island Plan that's been worked over for the last -- almost three years I think now. They have done a tremendous amount of work and they deserve acknowledgment to fold these two plans together. Thank you.</p>
T-5	Jocelyn Perreira	PRAG Member, Former Pā'ia- Ha'ikū Community Plan Citizens Advisory Committee member	<p>1. I'm Jocelyn Perreira and I'm speaking as a member that served on the Pa'ia-Haiku Citizen Advisory Committee.</p> <p>And I would like to state that contrary to some of what's been discussed up here earlier, if you go back and you look at the 12 months of study by that group, it was touted as one of the best community plans. They studied the route. And what I saw as the consensus of the PRAG group is not a mauka-mauka road or a makai road, but something in the middle that comes somewhere by the mill. And I think that was very well studied.</p> <p>2. Mr. Domingo, with all due respect to you, I do think that not all of what you related was just for historical purposes. We have graveyards along the shorelines. And my family, my grandparents lived in Kuau, my grandfather was the irrigation boss for HC&S Hamakuapoko, third in command at HC&S, so I know that they did not do all that planning for houses just along the shoreline and they did have problems moving the cemeteries and people were not going to exchange the cemeteries where their loved ones were to go get land mauka.</p>

	Contact/Title	Agency/ Organization	Comments (noted if summarized)
			<p>3. I do want to say that I think it's very dangerous to combine the heavy equipment with the regular vehicular traffic. I think that's a real concern. I know that -- and I'm restating this and this has been validated over the years after year after year, because, frankly, we were involved -- I personally was involved from when this wasn't even on the radar screen. They had no road planned for Pa'ia. The road was going to be down in Makena. The road is now on the radar screen. I would like to thank Chris Green, who worked very hard on that, and Mr. Jack Thomson, also, to place it so that we actually have a bypass that we're talking about today.</p> <p>4 So I do think that we need to be reasonable and practical. And having that road -- I think looking back at where the citizen advisory committee, who had 11 months of extensive study, kind of earmarked where the road needed to go, was kind of spot on. And the last thing I wanted to say was so far as the General Maui Island Plan, they had investigative research committees and there was an investigative research committee that did a transportation preferred route. Unfortunately, they ran out of time and not much of the public had any input into what the preferred route was at all. And now you're going to have to wait 'til it gets to the county council so that the public actually has a chance to give more input.</p> <p>Even though the general plan members had the plan before them, they didn't vote on it, number one. And, number two, it didn't get circulated to the general community for public input. So I just wanted to state that as factual. And I want to thank the members of the committee who worked real hard to give input. And it was real delightful to hear the different perspectives because I think we learned a lot. Even though it might not be our individual perspective, we learned a lot from those who had different -- differing points of view. So thank you for that.</p>
T-6	William Palmer	Citizen	<p>1. William Palmer is my name. I live on the Hana Highway. And I want to let you know that the scenic route, this is the only scenic there is, okay, is right here through here. There's a small window that you can see when you pass the new little Kuau Beach Park, but that's it until you get past Mama's. So anybody that wants to think this is going to be a scenic route through here, that's wrong. It's not a scenic route. So that's all I want to let you know. Designate that as a scenic route as an alternative route -- and I don't see that as an alternate route. I see that as the route.</p> <p>2. That is going to be the thoroughfare from East Maui to Central Maui and we shouldn't relate to it as anything other than that it is thoroughfare. And it needs to be dealt with not as a little country road with, you know, little -- it's going to be -- it should be the corridor that everything from East Maui moves into central valley and points beyond for their employment. So it's not a scenic route. Thank you.</p>

PAIA ALTERNATIVES

Alternative	Alignment	Western Terminus	Crossings	Eastern Terminus
Alternative 1: No Build Alternative	<ul style="list-style-type: none"> Existing roadways are used as they are today. 	n/a	n/a	n/a
Alternative 2: Transportation Systems Management (TSM)	<ul style="list-style-type: none"> Limited widening on mauka side between Nonohe Road and Pā'ia Town. Continued use of "temporary" one-way bypass during peak hours only for "upcountry" traffic Possible parking options Possible bike facility treatment Travel Demand Management (TDM) measures where development on both sides precludes widening (Lower Pā'ia to Kuau) Alignment Improvements on Hāna Highway inland from edge of Kuau to Hookipa area. 	<ul style="list-style-type: none"> Follows existing Hāna Highway 	<ul style="list-style-type: none"> Crosses Baldwin Avenue in Lower Pā'ia at current intersection with Hāna Highway. "Temporary" bypass crosses Baldwin Avenue at its present location. 	<ul style="list-style-type: none"> Realigned Hāna Highway corridor east of Kuau meets current Hāna Highway near Hookipa Beach (MP 8.0 to 8.7)

Alternative	Alignment	Western Terminus	Crossings	Eastern Terminus
Alternative 3: Makai Route	<ul style="list-style-type: none"> Starts at MP 3.9 between Kala Rd. and Spreckelsville Rd. Continues through lower fields and then turns to cross Baldwin Ave. at the Paia Mill. Drops down to parallel the coast reemerging with the old road at MP 9.85 Relief Road remains the through road without stopping See below for bicycle and pedestrian options 	<ul style="list-style-type: none"> Signalized intersection with Hāna Highway between Kala/Sunnyside Road and Spreckelsville Road (MP 3.9) Possible Roundabout instead of signal? 	<ul style="list-style-type: none"> Streams crossed with simple culverts or bridges At Hookipa area, connects to the old road with a short road that intersects as a stop sign control. At Holomua Rd., a stop sign connection is created. See below for Baldwin options 	<ul style="list-style-type: none"> Merges with current Hana Hwy. at MP 9.85 See below for Kuau-Hookipa options
Alternative 4: Midfield Route	<ul style="list-style-type: none"> Traffic from Kahului starts corridor near Kala Rd intersection MP 3.44 (“mauka spur”) Traffic from Spreckelsville starts corridor between Kala Rd. and Spreckelsville Road around MP 3.8 (“makai spur”) Travels through mid fields, just below Sunnyside Road Crosses at Paia Mill. Drops down to parallel coast above Kuau Re-merges just before Maliko Gulch at MP 9.85 “Old” Hāna Highway retained as local/park road between Kuau and east of Hookipa See below for bicycle and pedestrian sub-options 	<ul style="list-style-type: none"> Signalized intersection for makai spur with a slip on-ramp for mauka spur Existing Kala/Sunnyside intersection closed off to east Stop sign control for traffic from makai spur to main relief route road Possible Roundabout instead of signal? 	<ul style="list-style-type: none"> See below for Baldwin Ave. suboptions At Holomua, create an intersection controlled by two stop signs. Add a new Hana Highway from MP 8.0 to Holomua 	<ul style="list-style-type: none"> Similar to A See below for Kuau-Hookipa options

Alternative	Alignment	Western Terminus	Crossings	Eastern Terminus
Alternative 5: Upper Field Route	<ul style="list-style-type: none"> Start at Haleakala Highway. Runs parallel and mauka to Sunnyside and create a cane haul underpass Continue above Pā'ia Mill Road and above Skill Village Drop down to parallel coast Rejoin/merge at MP 8.9 near Hookipa Park entrance See below for bicycle and pedestrian options 	<ul style="list-style-type: none"> Create a five legged intersection with Haleakala Highway; signalized or roundabout. 	<ul style="list-style-type: none"> Needs two cane haul road underpasses Crosses Baldwin between Skill Village and Paia School See below for Baldwin Ave. options Needs to cross Kailua Gulch at a fairly wide point 	<ul style="list-style-type: none"> Relief road reconnects before the last gulch at M.P. 8.9 See below for Kuau-Hookipa options

Baldwin Crossing Options (match to Alt. 3, 4, and 5)

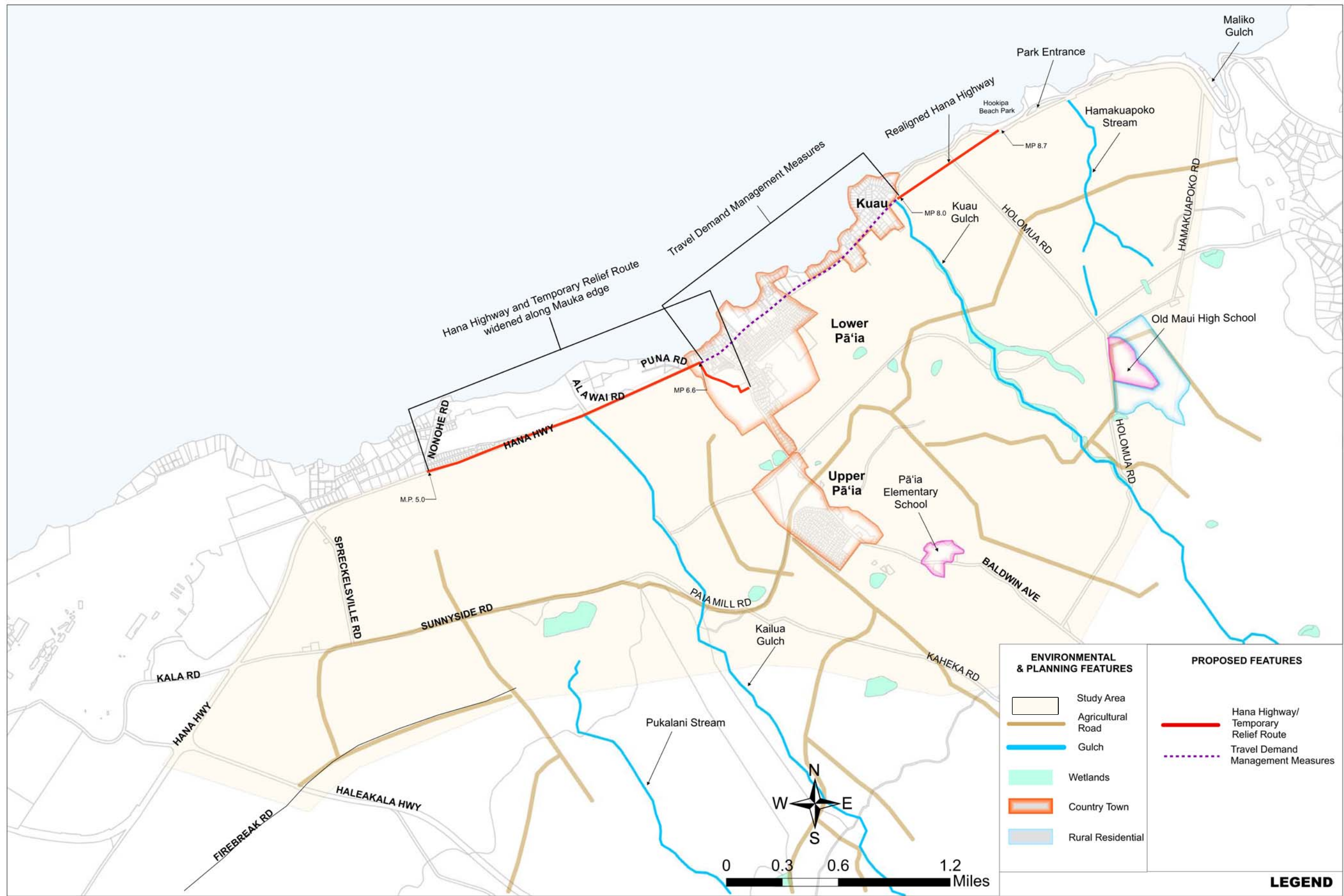
Option 1	Four-way signalized at grade
Option 2	Roundabout
Option 3	Grade separation with no access
Option 4	Grade separation with Off-ramp for upcountry movements

Bicycle and Pedestrian Treatment Options

Option A	Shared shoulder for designated bicycle route; No ped facility
Option B	Striped bike lane, both directions
Option C	Shared shoulder for designated bicycle route and a separated paved walk path
Option D	Separated multi-use path for bike and ped One side only
Option E	Separated multi-use path for bike and ped Two sides

Kuau-Hookipa Access Options (Match to Alt. 3, 4, and 5)

Option X	<ul style="list-style-type: none"> New "Kuau Connector" road between Kuau and Relief Road at Holomua Road intersection. Two way stop sign control for Holomua and Kuau Connector Road. "Old" Hāna Highway retained as local/park road between Kuau and a point east of Hookipa. Old Hāna Highway abandoned further east. Holomua Road is abandoned between Relief Route and "Old" Hāna Highway
Option Y	<ul style="list-style-type: none"> Identical to X above except in addition, there is a new "Hookipa Entrance Road" from Relief Road about a half-mile east of Holomua Road
Option Z	<ul style="list-style-type: none"> "Old" Hāna Highway abandoned east of Kuau to Hookipa Hāna Highway realigned in a straight corridor mauka of existing alignment to eliminate curves in corridor, cul de sac at Hookipa Holomua Road improved from Relief Road to realigned Hāna Highway. This segment will provide Relief Route traffic access to Kuau and Hookipa via the realigned Hāna Highway

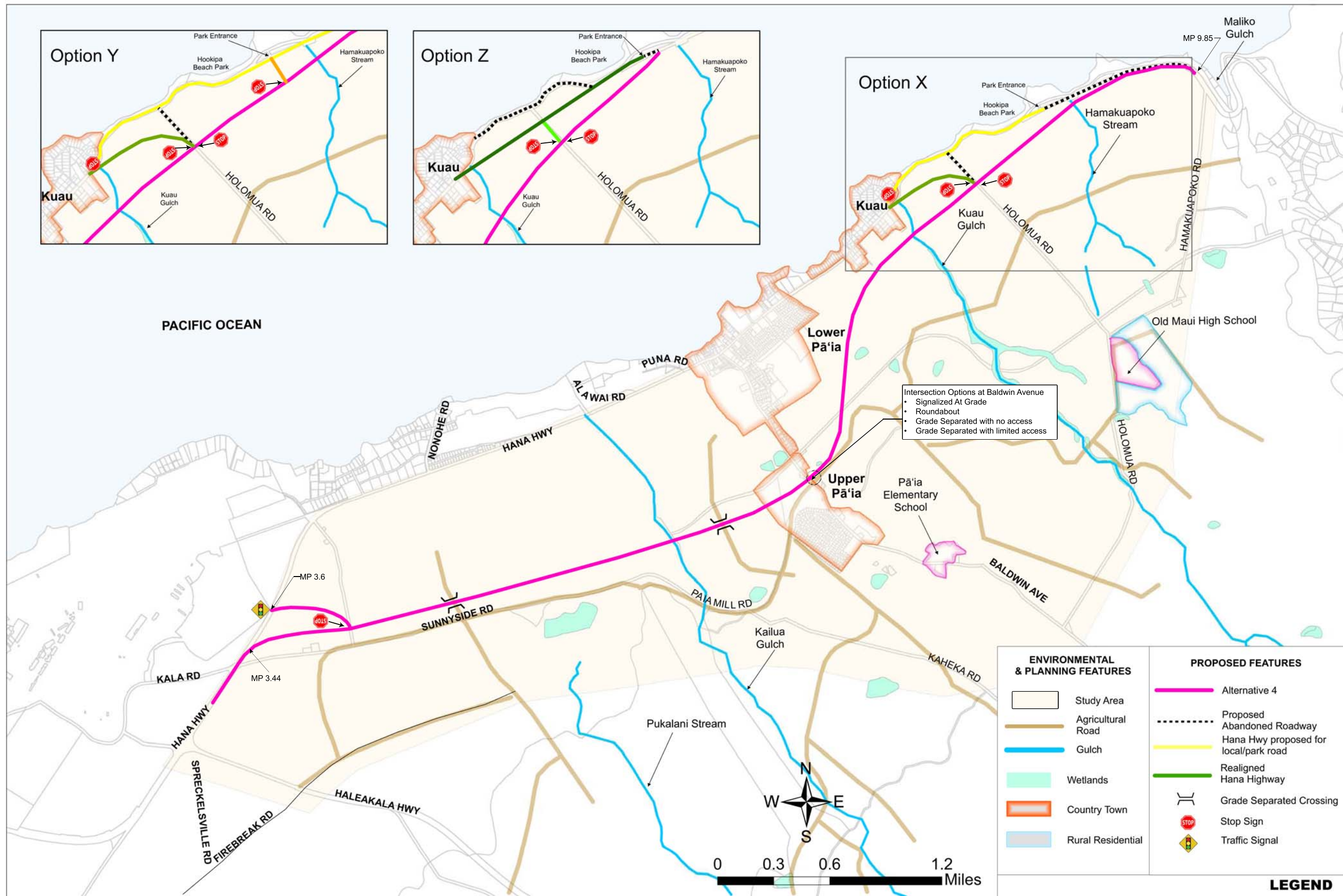


TSM Alternative

*Pā'ia Relief Route, Project No. STP-036-1(11)
State of Hawai'i, Department of Transportation*

Source:
County of Maui Parcels, Office of Planning,
State of Hawaii, 2006
Island of Maui Contours, USGS-WGSC, Oct. 2004
Maui Wetlands, USDO, Fish and Wildlife Svc., 2003





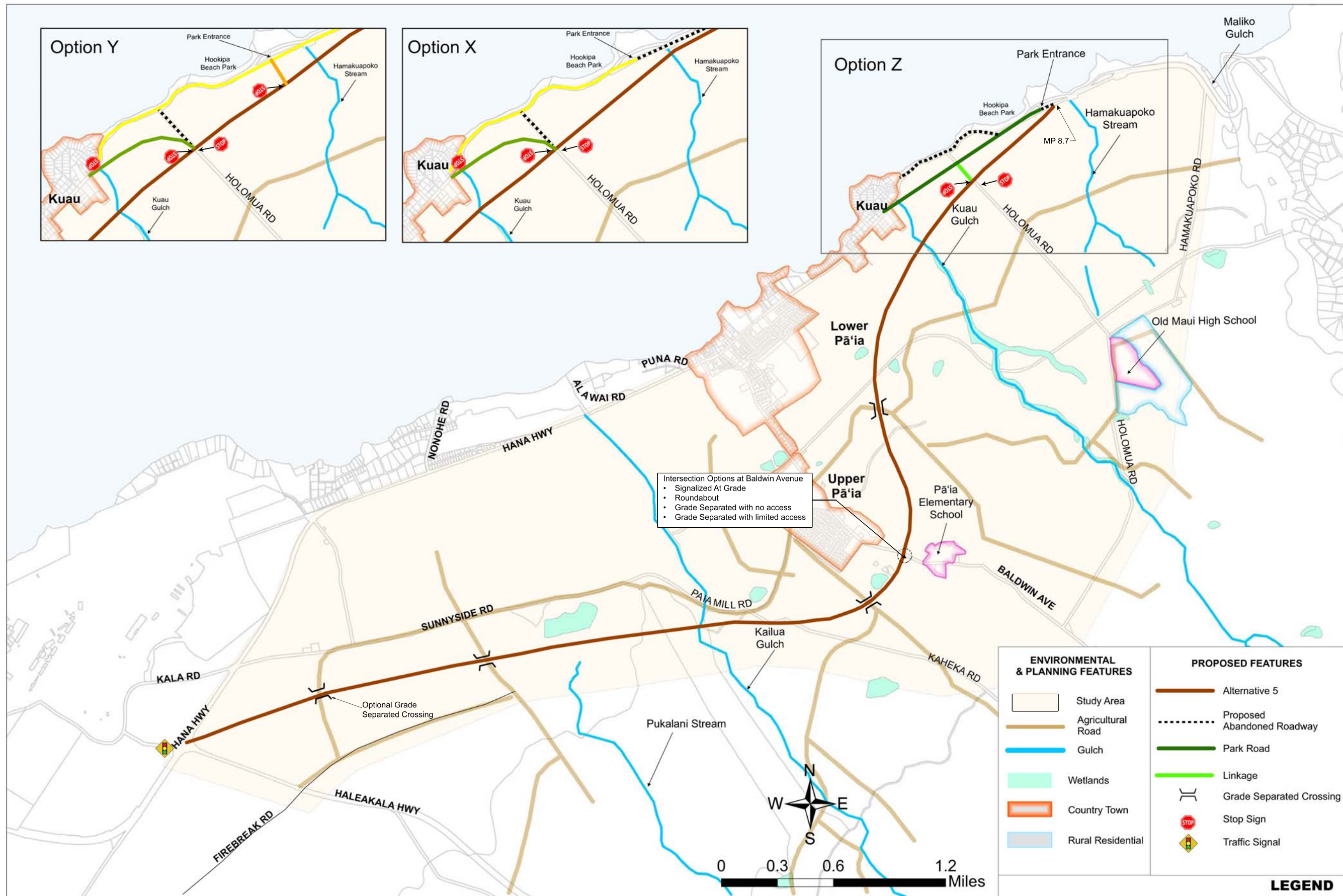
Alternative 4: Midfield Route

*Pā'ia Relief Route, Project No. STP-036-1(11)
State of Hawai'i, Department of Transportation*

Source:

County of Maui Parcels, Office of Planning,
State of Hawaii, 2006
Island of Maui Contours, USGS-WGSC, Oct. 2004
Maui Wetlands, USDO, Fish and Wildlife Svc., 2003





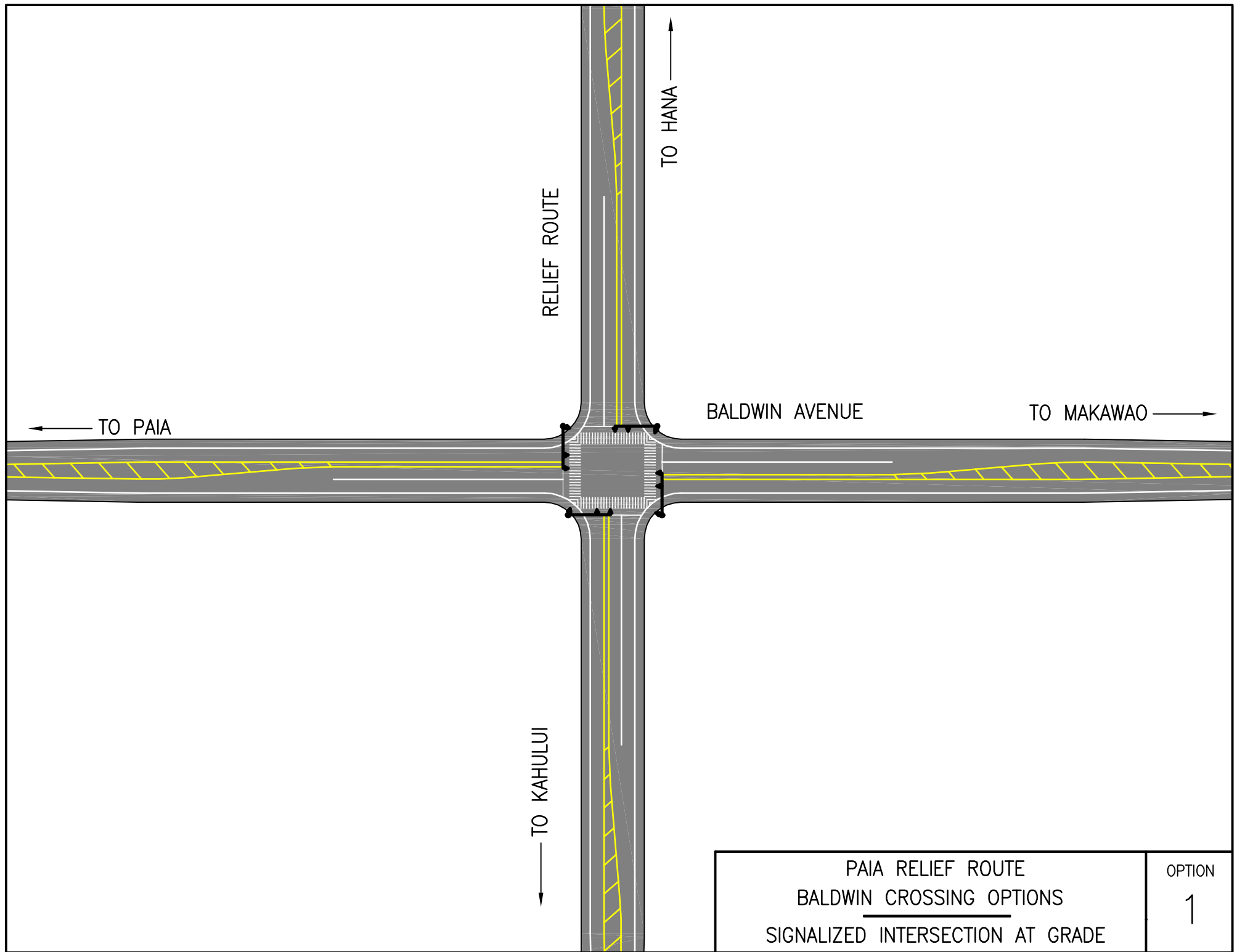
Alternative 5: Upper Field Route

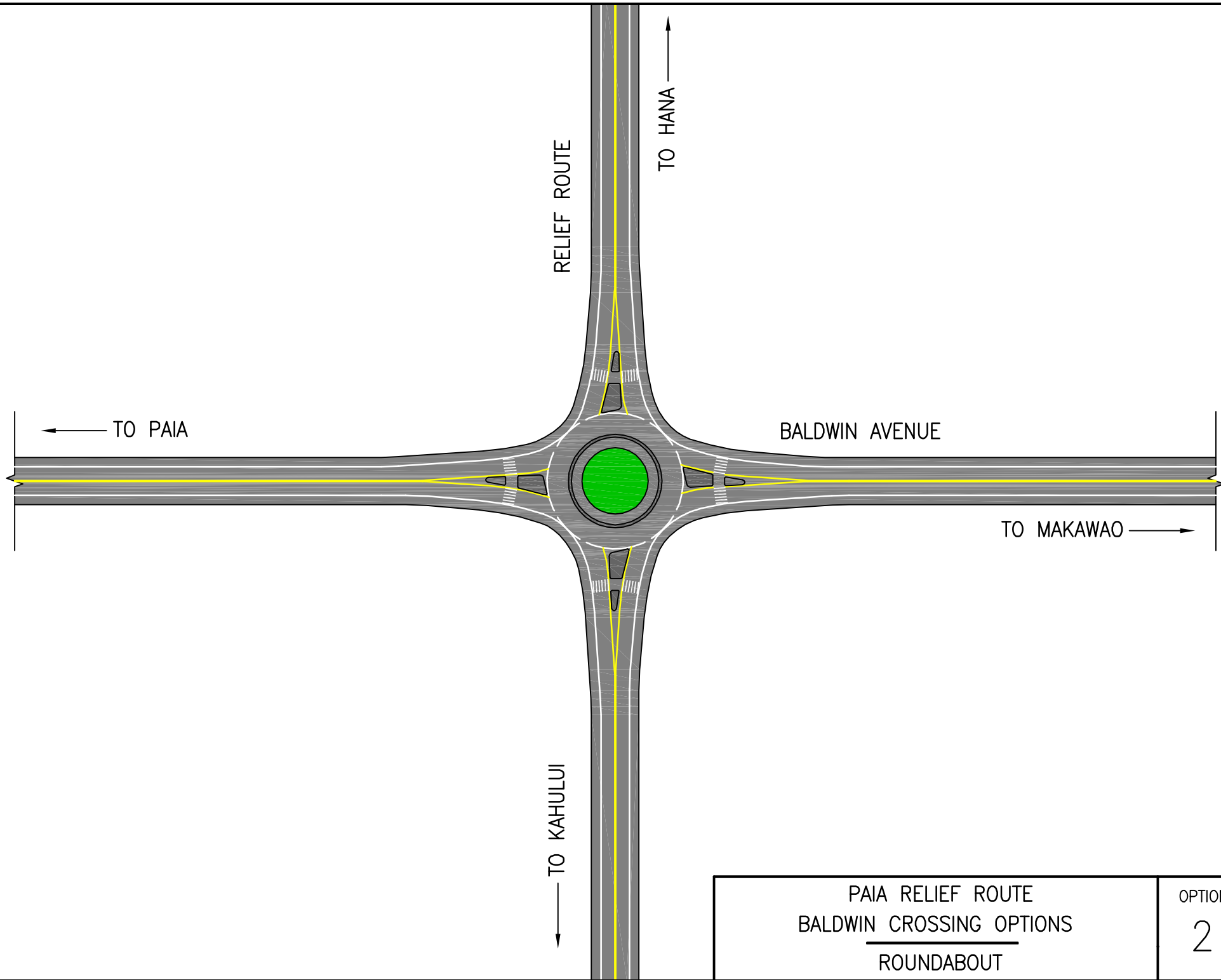
Pā'ia Relief Route, Project No. STP-036-1(11)
State of Hawai'i, Department of Transportation

Source:

County of Maui Parcels, Office of Planning,
 State of Hawaii, 2006
 Island of Maui Contours, USGS-WGSC, Oct. 2004
 Maui Wetlands, USDO, Fish and Wildlife Svc., 2003







RELIEF ROUTE

TO HANA

TO PAIA

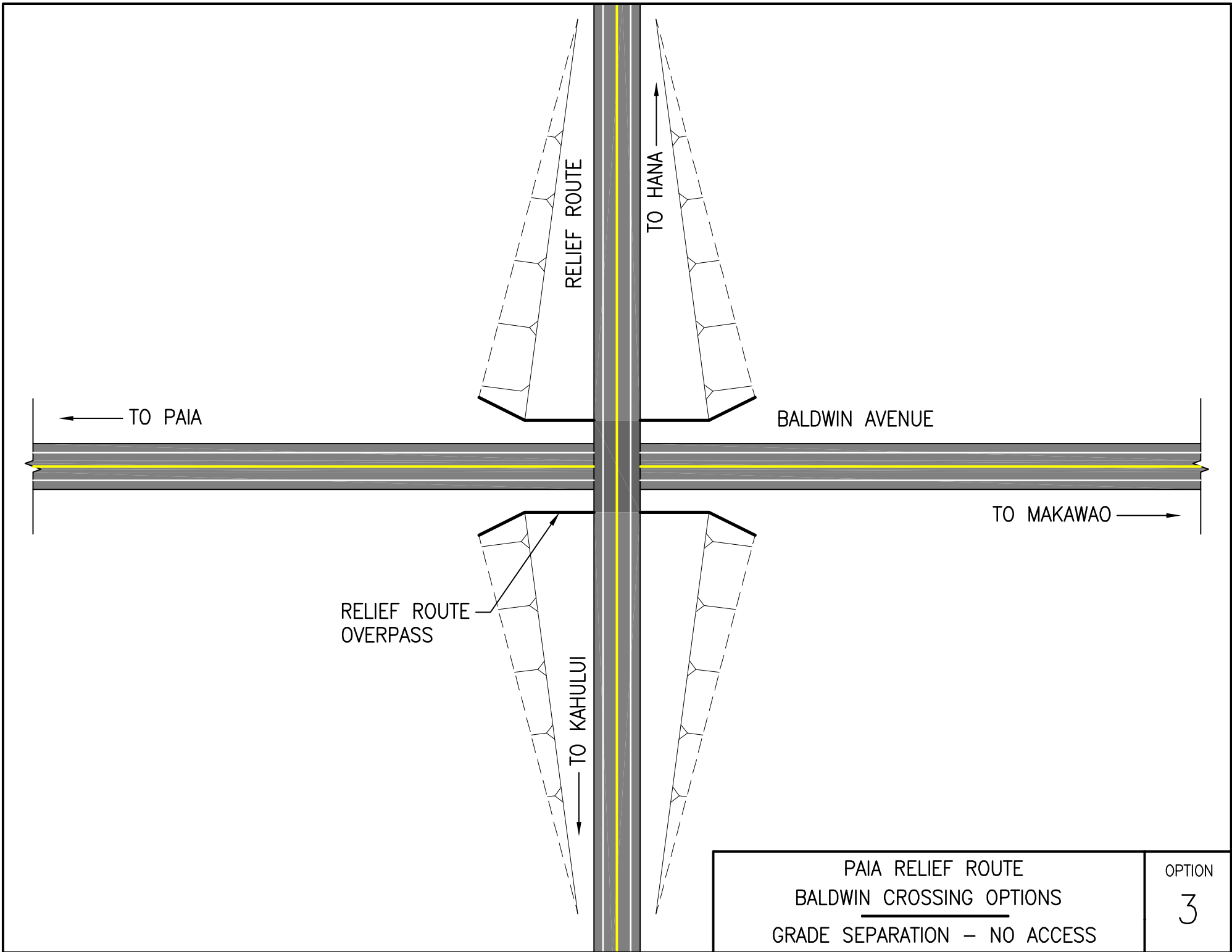
BALDWIN AVENUE

TO MAKAWAO

TO KAHULUI

PAIA RELIEF ROUTE
BALDWIN CROSSING OPTIONS
ROUNDABOUT

OPTION
2



RELIEF ROUTE

TO HANA

TO PAIA

BALDWIN AVENUE

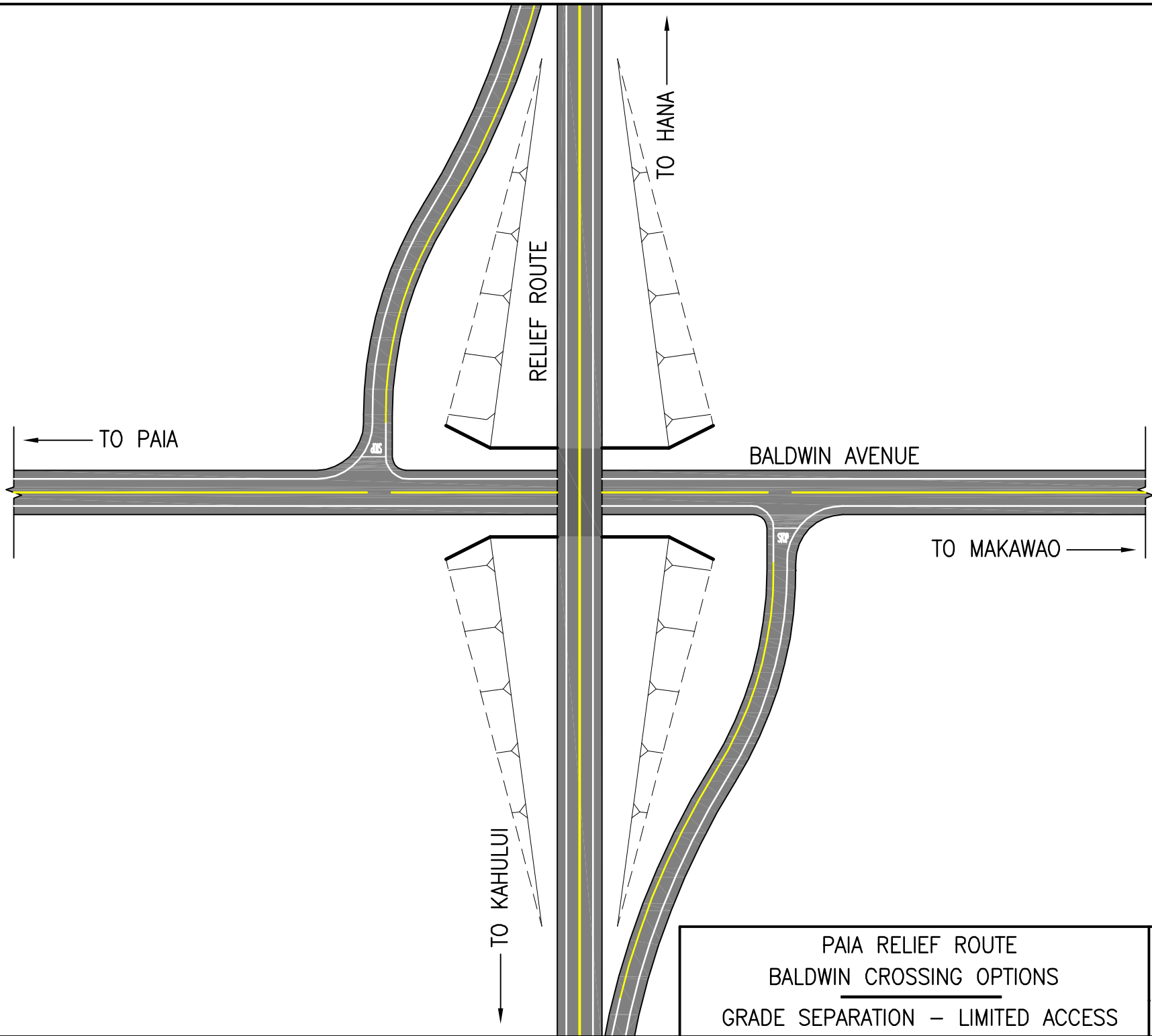
TO MAKAWAO

RELIEF ROUTE
OVERPASS

TO KAHULUI

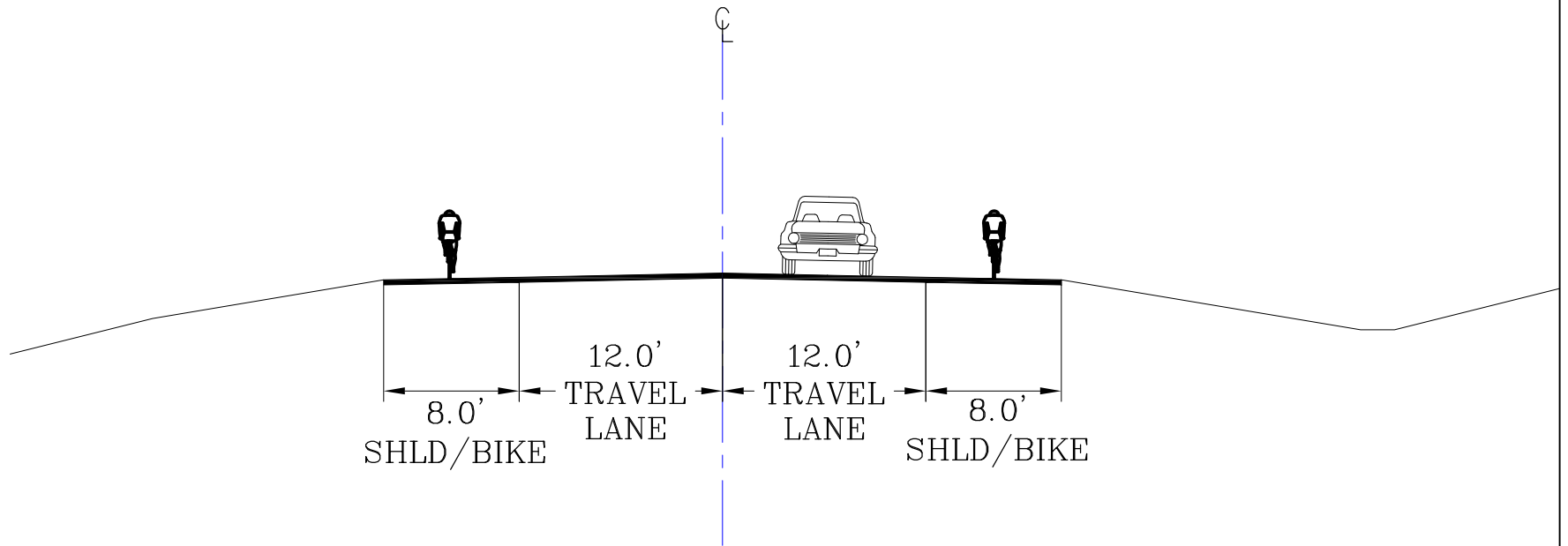
PAIA RELIEF ROUTE
BALDWIN CROSSING OPTIONS
GRADE SEPARATION – NO ACCESS

OPTION
3



PAIA RELIEF ROUTE
 BALDWIN CROSSING OPTIONS
 GRADE SEPARATION – LIMITED ACCESS

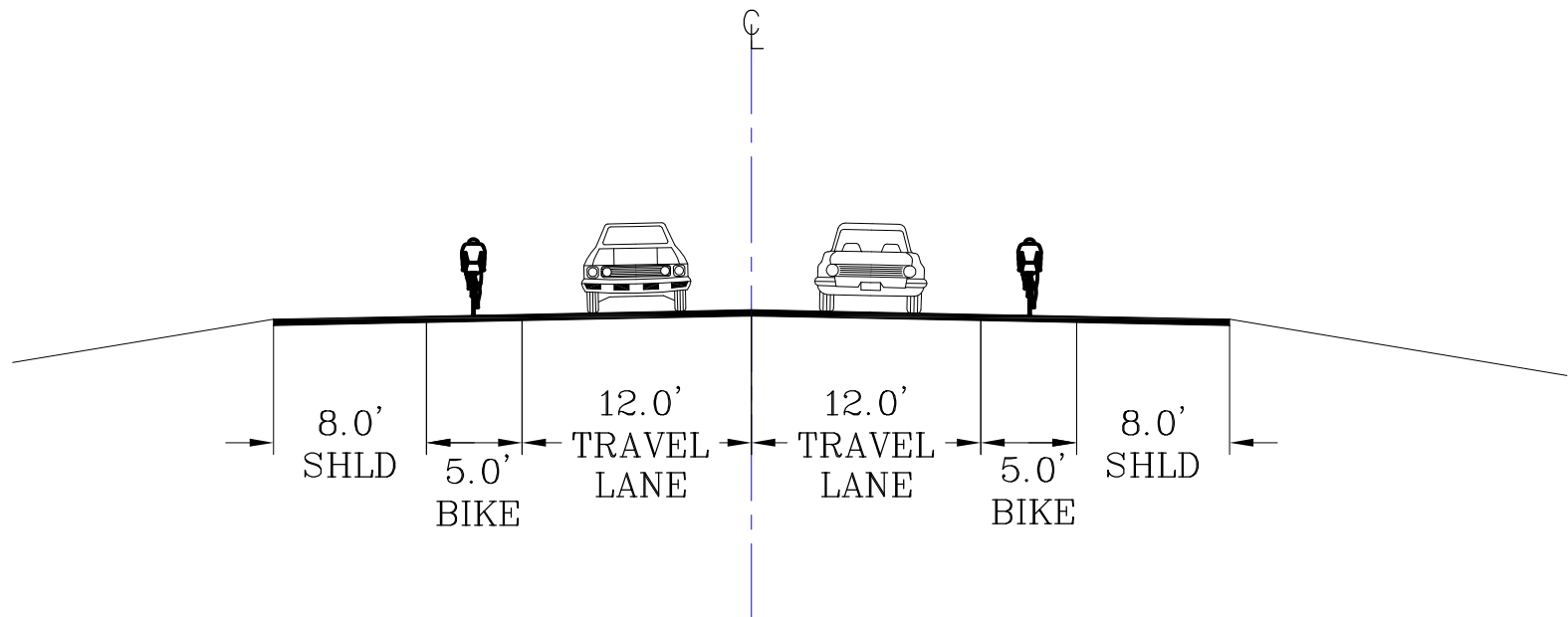
OPTION
 4



NOT TO SCALE

PAIA RELIEF ROUTE
 BICYCLE AND PEDESTRIAN OPTIONS
SHARED SHOULDER FOR DESIGNATED BICYCLE ROUTE

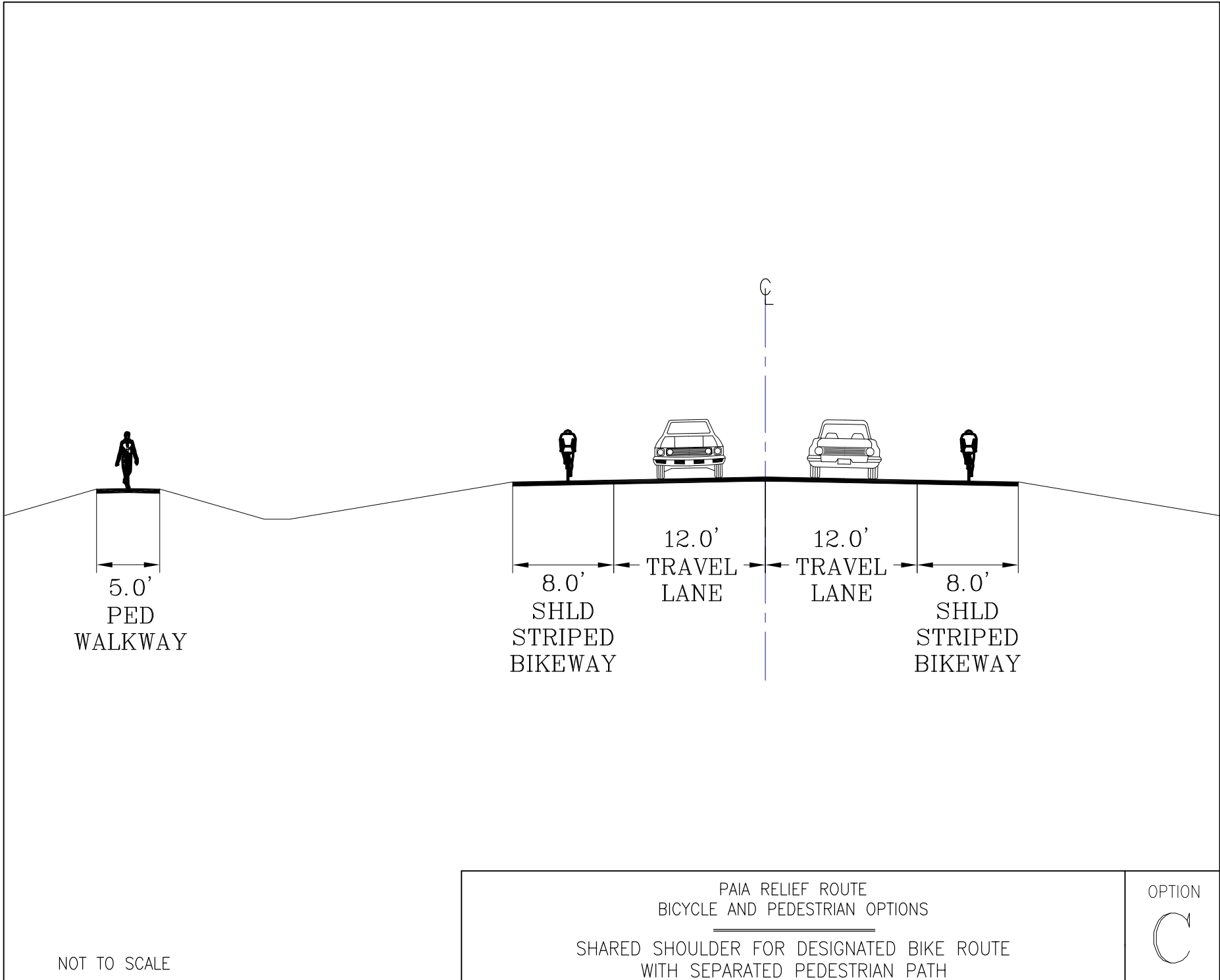
OPTION
 A



NOT TO SCALE

PAIA RELIEF ROUTE
 BICYCLE AND PEDESTRIAN OPTIONS
 STRIPED BIKE LANE; BOTH DIRECTIONS

OPTION
B



5.0'
PED
WALKWAY

8.0'
SHLD
STRIPED
BIKEWAY

12.0'
TRAVEL
LANE

12.0'
TRAVEL
LANE

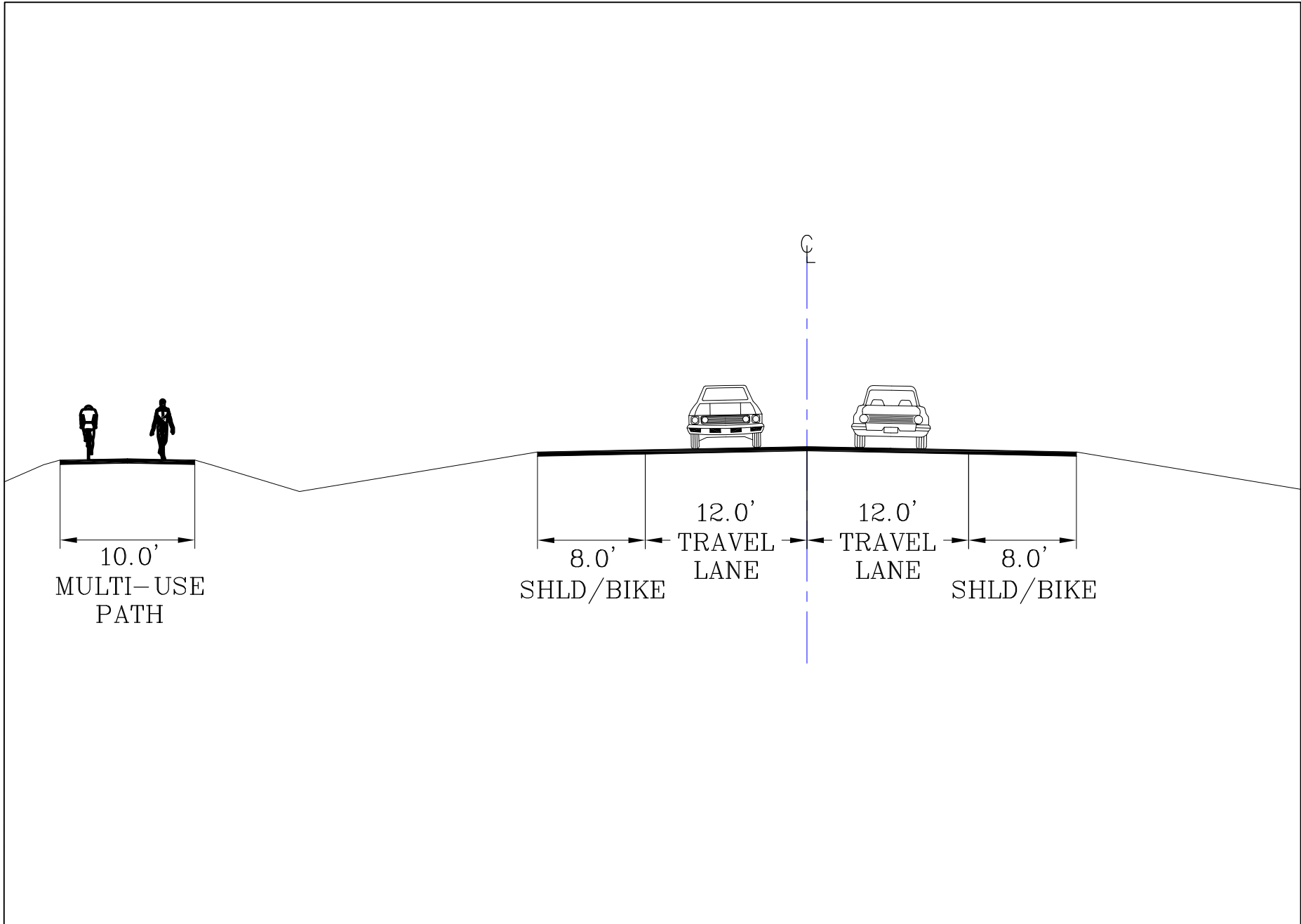
8.0'
SHLD
STRIPED
BIKEWAY

C

NOT TO SCALE

PAIA RELIEF ROUTE
 BICYCLE AND PEDESTRIAN OPTIONS
 SHARED SHOULDER FOR DESIGNATED BIKE ROUTE
 WITH SEPARATED PEDESTRIAN PATH

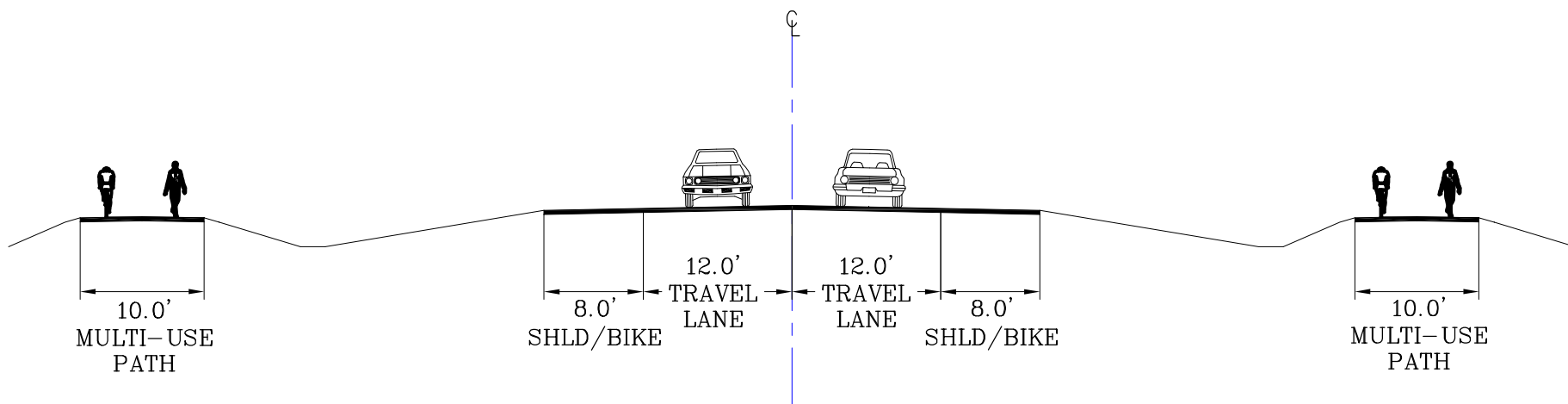
OPTION
 C



NOT TO SCALE

PAIA RELIEF ROUTE
 BICYCLE AND PEDESTRIAN OPTIONS
 SEPARATED MULTI-USE PATH; ONE SIDE ONLY

OPTION
 D



10.0'
MULTI-USE
PATH

8.0'
SHLD/BIKE

12.0'
TRAVEL
LANE

12.0'
TRAVEL
LANE

8.0'
SHLD/BIKE

10.0'
MULTI-USE
PATH

NOT TO SCALE

PAIA RELIEF ROUTE
BICYCLE AND PEDESTRIAN OPTIONS

SEPARATED MULTI-USE PATH; BOTH SIDES

OPTION
E