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Paia Relief Route

Scoping Meeting

Wednesday July 7, 2010 • 5:30 PM

Paia Community Center



www.paiareliefroute.com



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Welcome and Introduction

Jiro Sumada, Deputy Director
Hawaii Department of Transportation



www.paiareliefroute.com



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Scoping Meeting & Comment Process

Ken Tatsuguchi, Head Planning Engineer
Hawaii Department of Transportation



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Type and Format of Tonight's Meeting

- Open-House Before & After this Presentation
- Welcome and Introductions
- NEPA Presentation
- Project Presentation
- Public Testimony
- Question and Answer Session

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What is a Scoping Meeting?

- This is one phase in the public involvement process for projects with an Environmental Impact Statement (EIS)
- The purpose is to gather information on:
 - The proposed action
 - Alternatives to be considered
 - Significant issues to be analyzed
 - Possible mitigation measures
 - Availability of data relevant to the analyses
 - Interested individuals and organizations and their specific concerns.

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Project Features

- The project is intended to serve as a relief road. It will serve multiple modes of transportation, not just cars. It will add safety features. It will blend in with and fit the community.
- The project is proposed to be funded with federal and state funds
- A Notice of Intent (NOI) to file an EIS was issued in the Federal Register on November 17, 2009
- A EIS Proposed Notice was listed in the OEQC Environmental Notice on June 8, 2010

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Rules for Providing Testimony

- You must sign up to give testimony
- Persons will be admitted in order of signing up
- You will be given three minutes to speak to allow adequate time for everyone to get their turn
- Please spell your name for the court reporter so it can be included in the transcript
- Please mention where you live or work

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Your Input is Very Important!

- Multiple Ways to Comment, all treated equally
 - Testimony tonight; will be recorded by Court Reporter and Transcribed
 - Written Comments on Form Tonight
 - Written Comments Received Later by mail, email, or fax
 - Email to Project Manager: ken.tatsuguchi@hawaii.gov
- Comment Period Ends: **August 7, 2010**
- All comments received will be reviewed & addressed in Draft EIS

NEPA Presentation

Jared Chang, SSFM International



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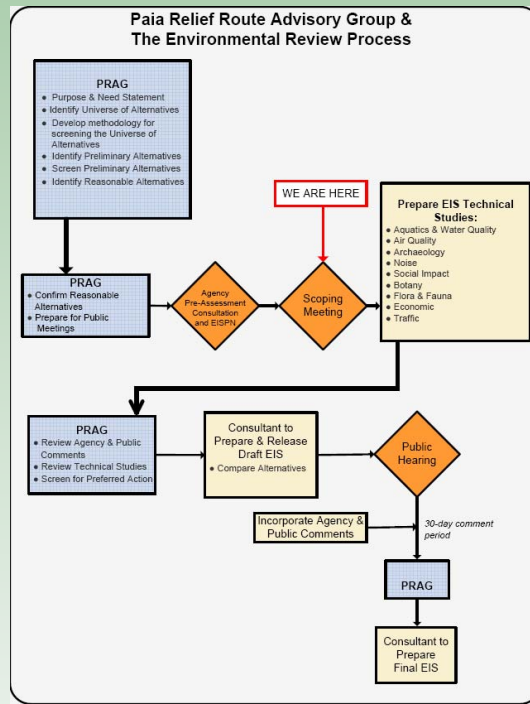


NEPA Presentation

- NEPA law became effective in 1970. It is the charter for the protection of the environment.
- NEPA applies to all federal agencies and actions
- NEPA mandates that environmental information must be available to public officials and citizens before decisions are made and actions taken
- Objective is to make decisions based on an understanding of the environmental consequences; to take actions to protect, restore and enhance the environment; to focus on truly significant issues; and to promote better environmental planning and better decision making

What is an EIS?

- Comprehensive analysis of the environmental and socio-economic impacts
- Describes the Purpose and Need for action
- Identifies environmental impacts and mitigations
- Analyzes Alternatives
- Analyzes short and long term impacts, cumulative impacts, and the commitment of resources
- Describes how public concerns were treated in the analysis



Areas of Potential Impact

- Water resources, including surface water and groundwater
- Wetlands
- Utilities
- Transportation
- Land Use
- Air Quality
- Cultural Resources
- Ecological resources, including terrestrial and aquatic plants and animals
- Health & Safety
- Noise
- Socio-economic impacts on public services and EJ
- Aesthetic and Scenic
- Global Climate change
- Cumulative impacts from this and other anticipated actions

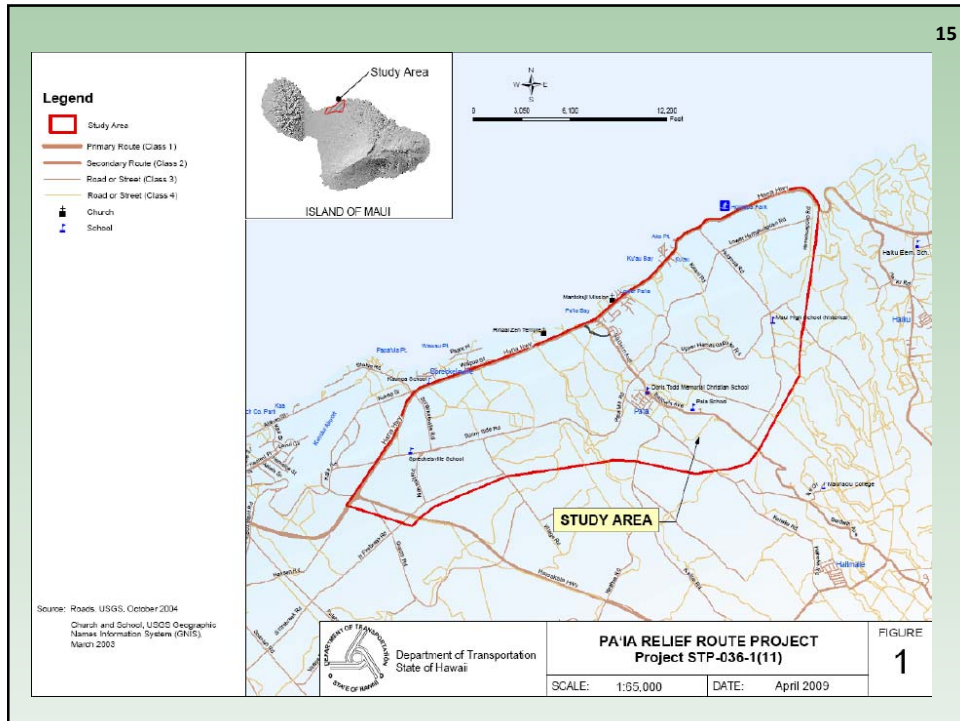
Project Presentation

Cheryl Soon, SSFM International
and
Lowell Chun, LPC Global



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Project Area

- *The agricultural region located along the north shore of Maui, within the ahupua'a's of Hokuula, Hailimaile, and Hamkuapoko.*
- *Extending approx. 6.5 mi. from the intersection of Han Highway and Haleakala Highway to Maliko Gulch, in varying depths mauka-makai from the coastline*
- *Broad expanses of agricultural lands cut by gulches and vegetation*
- *Pa'ia is the principle town and population center, with coastal residential neighborhoods located from Spreckelsville to Kuau*
- *Wailuku, Kahului, and Kihei to the west and south are business centers supplying business, employment, and income opportunities to region residents*
- *Main east-west route through the region from Kahului to Haiku is Hana Highway, which has, over the years become congested, particularly at rush hours, and dangerous because of turns and mix of travelers*
- *Discussion concerning solutions have been ongoing for years. Proposed alternative routes date back to the 1950's*

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Project Description

- *The identification and definition of a Relief Route between Kahului and Maliko Gulch that would:*
 - Facilitate traffic flow from Kahului to Haiku
 - Provide an alternate route through the project study area
 - Reduce travel times and delays
 - Maintain the rural character of the travel experience
 - Increase traffic safety
 - Minimize disturbance or disruption of agricultural resources and operations
 - Avoid degradation of Paia’s historic district and assets
 - Avoid disruption of Paia’s existing residential neighborhoods
 - Avoid disruption of Paia businesses or business opportunities
 - Respect, to the extent possible, natural and cultural resources
 - Respect and respond to community values and aspirations

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Project Purpose and Need

- *Defined in consultation with the client and a community advisory group consisting of area residents, businesses, community leaders, and public officials:*
- *The purpose of the proposed project is to improve the flow of traffic through the Paia-Haiku region in ways that will:*
 - Adequately accommodate current and future traffic demand
 - Adequately accommodate emergency travel
 - Provide improved, more reliable and convenient access to the towns of Pa’ia, Haiku, and adjacent areas
 - Improve safety for all modes of travel, including conventionally- and alternatively-powered vehicles, public transit, bicycles, and walking.
 - Alleviate traffic congestion at Paia
 - Maintain Paia’s historic character, including streetscape and building scale and character

Context Sensitive Solutions Process

- CSS is a collaborative, interdisciplinary approach
- The objective of CSS is to craft a transportation facility that fits in its setting
- A Public Info Meeting launching the CSS process was held on October 22, 2008

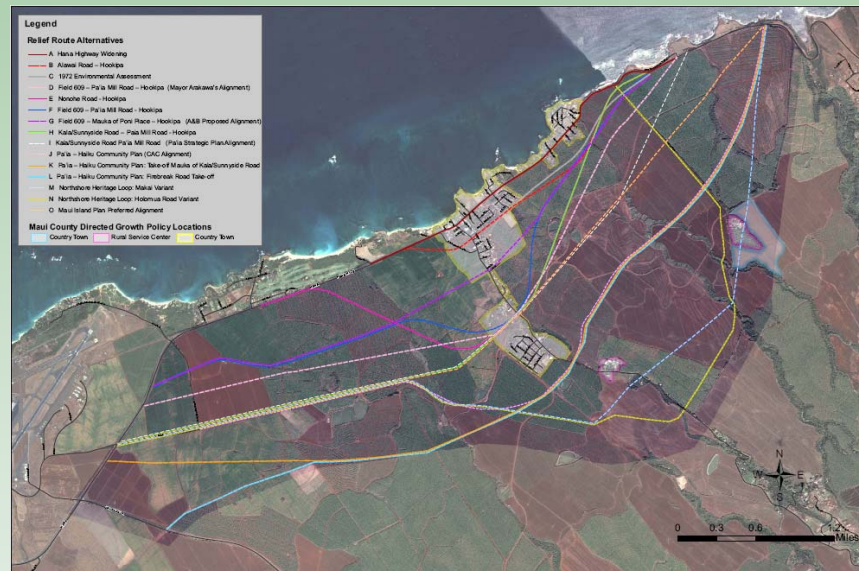


Project Process and Timeline

2009	Initiate Project Form Paia Route Advisory Group (PRAG) Contributions from PRAG Prepare Preliminary Purpose and Need Statement Develop Universe of alternatives
2010	Notice of Intent to file an EIS issues Develop Draft EIS Planning, Agency Coordination, Landowner Coordination Scoping Meeting Identification of Alternatives to be taken into Draft EIS
2011	Issue Draft EIS Distribute DEIS and receive public comment Begin preparation of Final EIS
2012	Complete and distribute Final EIS Issue Record of Decision (ROD) Begin Permitting and Right of Way Acquisition Develop engineering and design
2012-5	Complete right of way acquisition Complete Design Initiate Construction

Potential Project Alternatives

- The first step in identifying potential project alternatives was to collect for study, all known relief route proposals. The proposals, identified through document research and interviews with landowners, area residents, and community leaders, dated back to 1954 and ranged from coastal to inland proposals varying in length from approximately 2.5 to nearly 7.5 miles in length.
- In all, 15 different routes were identified. The graphic before you now show the range of proposals identified. In terms of general characteristics, these proposals fell into 2 major groupings:



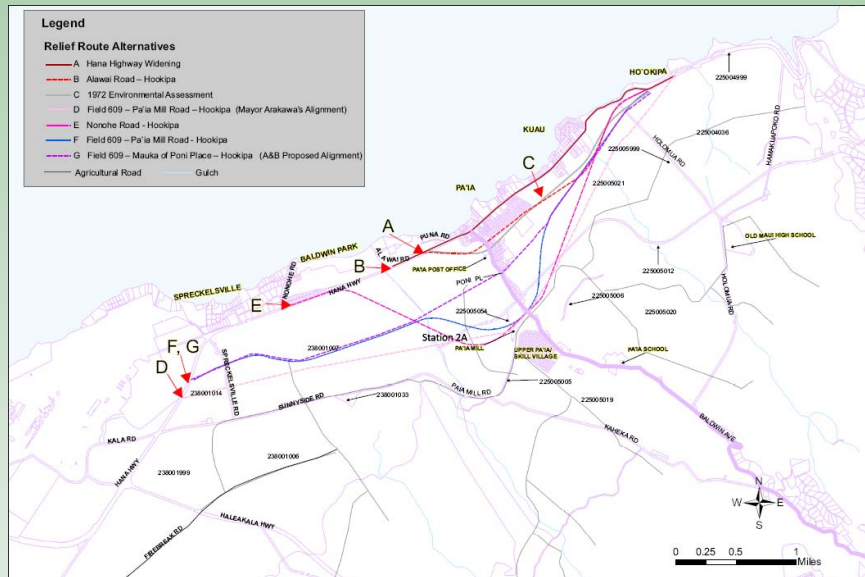
Aerial of Study Area
Pā'ia Relief Route, Project No. STP-036-1(11)
 State of Hawai'i, Department of Transportation

Source:
 Aerial Photograph,
 Digital Globe, Inc.,
 May 2007



The Makai Grouping

- The Makai grouping consisting of Alternatives A – G, confine themselves to coastal lands makai of Kala-Sunnyside Road. They exhibit a range of characteristics and potential advantages and disadvantages. While it would take too long to itemize all of them, some of the salient ones include:
 - They are on the whole shorter than their mauka counterparts
 - They cross gulches where they are narrower, for shorter span crossings
 - They cross fewer agricultural roads
 - They propose varying degrees of impact on Paia Town



Conceptual Alternatives A-G, Agricultural Roads and Gulches
 Pa'ia Relief Route, Project No. STP-036-1(11)
 State of Hawai'i, Department of Transportation

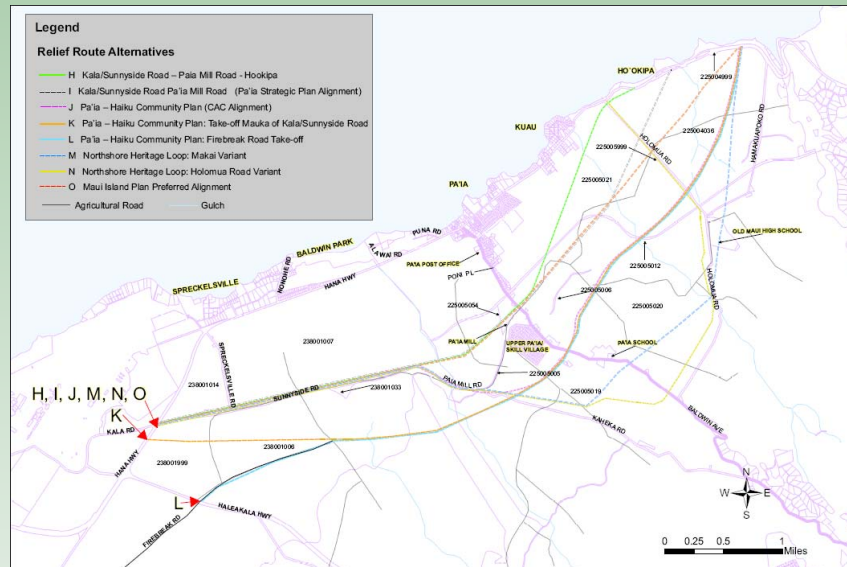
July 2010

Source:
 County of Maui Parcels, Office of Planning,
 State of Hawaii, 2006
 County of Maui Roads,
 USGS Digital Line Graphs, 2001



The Mauka Grouping

- The Mauka grouping consists of Alternatives H – O, and propose alignments beginning in the west at and mauka of Kala-Sunnyside Road. As with their Makai counterparts, they exhibit a range of characteristics and were created for a variety of purposes. Some of their common characteristics include:
 - They tend to be longer than their makai counterparts
 - They tend to cross gulches where they are wider, where surface cultural remains (petroglyphs) may be likely to exist; some crossings occur in areas which flood extensively during extended parts of the year
 - They involve potential more numerous interactions with existing agricultural roads; Kala-Sunnyside is a major agricultural collector road; agricultural road crossings are on the whole more numerous than for their makai counterparts
 - They all avoid the Paia historic and commercial districts, crossing Baldwin Avenue at or mauka of the Mill Site



Conceptual Alternatives H-O, Agricultural Roads and Gulches
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Paia Relief Route Project

- Additional information is available at the project website:

www.paiareliefroute.com

Public Testimony

Ken Tatsuguchi, Head Planning Engineer
Hawaii Department of Transportation



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Testimony



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Question and Answer Session

Ken Tatsuguchi, Head Planning Engineer
Hawaii Department of Transportation



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Public Hearing is Now Closed



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