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FINAL
ENVIRONMENTAL IMPACT STATEMENT
FOR
MOTORCYCLE PARK
Kahakuloa, Maui
July 1975

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FOR
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KAHAKULOA, MAUI
JULY, 1975

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SUMMARY - FINAL ENVIRONMENTAL IMPACT STATEMENT

MOTORCYCLE PARK
KAHAKULOA, MAUI

Responsible Office - Environmental Impact Statement prepared by the Maui Motorcycle Association for Conservation District Use Application.

Name of Action - (X) Administrative () Legislative

1. Proposed Action

The proposed action is the development of a motorcycle park on approximately 200 acres of land located within the Hononana Management Unit, Kahakuloa, Maui.

2. Environmental Impact

The environmental impact on the natural environment is anticipated to be minor. The project area is not extensively used for grazing or other agricultural activities. There are no significant historic or archaeological or sensitive wildlife sites in the project area. Furthermore, the project area can be restored to nearly the natural state if the need should occur.

3. Adverse Impact

Adverse impacts would be those primarily associated with the construction of the trails, dust pollution during activities and soil erosion. However, with proper controls and preventive maintenance, much of these adverse impacts can be minimized.

4. Alternatives

Possible alternative sites on Maui exist, but the environmental problems engendered by such sites may be greater. Other such areas may be better utilized for other forms of recreational activity.

5. Irreversible and Irretrievable Commitment of Resources

As previously mentioned, the commitment of 200 acres for the motorcycle park will not be an irreversible or irretrievable commitment of resources since the area can be returned to its original state. The commitment of resources will primarily be the labor and construction of minor facilities such as water lines, fencing toilets, and a gate house.

6. Summary

The proposed facility will provide a controlled and supervised area for this type of recreational activity. It is anticipated that the provision of this facility will alleviate the current practice of trail riding on private and restricted lands, thereby protecting more environmentally sensitive areas. It will divert trail riding from watershed regions, thereby preventing possible water contamination, protect areas more suited for hiking and other passive recreational activities and remove noise disturbances from the residential areas adjacent to the agricultural fields now used by cyclists.

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SECTION 1

INTRODUCTION AND AREA DESCRIPTION

I. INTRODUCTION

Off-road riding by motorbike fanciers is a sport becoming increasingly more popular in Maui County. This sport provides recreational opportunities for both the young and old. The problem faced by motorbike riders is the lack of areas on which off-road riding and sport events can be held. As there are no permanent riding areas on Maui, most of this type of activity has been conducted either by permit in generally unsuitable areas or without permit on lands posted "No Trespassing". This situation has created problems between the bike riders and the general public, especially private property owners.

II. PROJECT AREA DESCRIPTION

A. Land Area

The area to be used for the proposed off-road riding facility consists of approximately 200 acres and lies within the Hononana Management Unit. This unit consists of 4900 acres of land located on the north slope of the West Maui Mountains. Ham-shaped in form, this tract of land is bounded by the

Kahakuloa Stream on the east and the Lahaina-Wailuku District line on the west. It encompasses the lands between these two boundaries from the sea-shore up to the 2400-foot elevation contour below Mauna Eke. It includes about 3800 acres of lands in the West Maui Forest Reserve and some 1100 acres of land once designated as a Territorial Pasture Improvement Area.

The project area for the proposed facility is located in the lands of Kahakuloa near Puu Haunako between Hononana Gulch to the west and Awalau Gulch to the east (Refer to Figure 1-1). It is bounded by these two drainages on its flanks and abuts the forest reserve boundary on its mauka side, and Kahekili Highway on its makai side.

B. Topography

1. Topography of the General Area

The general topography consists of a large plateau dissected by several gulches and many smaller ravines. Land features are characterized by long flat ridges and many benches and small mesa-like flats carved out of ridge tops by water and wind action. Four main streams drain this area during rain storms, but remain

dry during most of the year. Elevation ranges from 2400 feet down to sea level. Along the coastline, the lands drop abruptly to the sea with sheer cliffs up to 200 feet high. Most of the coast is inaccessible with the exception of the larger gulch bottoms.

2. Topography of the Project Area

The makai half of the area falls within an intermittent drainage area approximately 4000 feet long and 2000 feet wide. The lands are broken up by small ridges and gullies with flat bench areas scattered throughout. The mauka section is characterized by a relatively wide, sloping ridge top with small dissecting ravines. The elevation in the lower area near the road is approximately 180 feet extending up to 800 feet in the upper reaches.

C. Soils

1. Soils of the General Area

The soils in this area are classified as rocklands near the coastal reaches and in steep gulch walls, stony alluvial lands in the gulch bottoms, and Koele rock complex up to about the 600-foot elevation contour. There are also

small pockets of silty clays of the Honolua and Alaeloa soil series. These soils are highly erodible when denuded of vegetative cover which presently consists mostly of exotic grasses and shrubs. The lands māuka are described as rough mountainous lands with no detailed classification. The soils in this region belong to the generally poorly-drained Hydrandep-Tropanquods association. This association supports a fairly stable vegetative cover of which the majority is native.

2. Soils of the Project Area

The soils in the project area are classified as Koele rocky complex in the lowland gulch areas and Honolua silty clay in the upper ridge tops. The Koele rocky complex are well-drained, rocky alluviums that are quite erodible by wind and water.

The Honolua silty clay series is a deep, well-drained soil type. Run-off is slow and erosion hazard is slight to moderate. On both of these soil types are found bare areas where vegetation has been lost and been unable to become re-established.

D. Existing Vegetation

1. Vegetation of the General Area

The vegetation in the lower lands near the coast and up to about the 400-foot elevation consists of grasses and low shrubs. The grasses include Bermuda, paspalum and guinea. Most of the shrubs are Christmas berry, lantana, iron-wood, Formosa koa, guava, Java plum, blue weed and koa haole. There are some native species such as ulei, alahee, a'alii and akia. The maia pilo or pua pilo (Capparis sandwichiana) is the only known rare and endangered native plant found in this area. In the middle zone above the 400-foot contour vegetation is predominantly shrubs and small trees. Exotic plants, mainly guava, Christmas berry, lantana, blue weed and grasses, make up about 30 percent of the plant cover. There are almost 20 species of native plants which include ohia, alahee, ohia-ka, ulei, pukiawe, a'alii, iliahi, lama, olopua, hoawa, ohe-ohe, maile, akia, kolea, kopiko, kukui, amaumau, uluhe and hapuu.

The valley bottoms and steep upper slopes above the middle zone are covered with almost

pure native vegetation types typical of the wet rain forest. Here are found good stands of ohia, ohia-ka, ahakea, manono, hapuu, ohawai, mehame, puahanui, hoawa, ie-ie, ohe-ohe, uluhe and many other lesser wetland native shrubs and ferns. However, on the flat gentle sloping ridge tops and accessible valley bottoms, cattle and feral pigs have converted the ohia-hapuu forest type to an open low-statured cover of a few scattered ohia and hapuu with a dense cover of grasses, false dandelions and guava.

2. Vegetation of the Project Area

The vegetation in this area consists primarily of Christmas berry, guava, Formosa koa, lantana, Jamaica vervain and grasses such as Bermuda, paspalum and guinea. There are a few native plants such as alahee, lama, ulei and akia scattered throughout the higher areas. Guava and Christmas berry form dense thickets where they occur in pure stands. There is a good ground cover over more than 90 percent of the project area.

There are no known rare and endangered plant species in this area. This area has been peri-

odically subjected to grazing, pineapple farming and game habitat improvement over the past 30 years.

E. Climate

Annual rainfall ranges from 30 inches near the coast to almost 150 inches in the higher areas.

In the lower areas, most of the rains fall during the winter season and the lands are almost arid during the summer months. The whole area is subjected to the strong northeast trades for the better part of the year.

F. Wildlife

1. General Area

Sea birds such as the kolea, akekeke, ulili, aukani, noio koha, iwa and koae are quite common to the coastal areas. In the middle zones below the forest there are pheasants, lace-necked doves, barred-wing doves, Japanese quails, white eyes, mynahs, sparrows, rice birds, linnets and pueos. The upland forest birds are mainly the apapane, iiwi and amakihi.

There is a good population of feral pigs in this area. Other mammals found here are the mongoose, rat and field mouse. There is also

a small unbranded herd of cattle here, numbering approximately 50 head. These are remnants of earlier grazing periods in lower pasture lands during which cattle strayed up into forest reserve lands. (See Part III of this section - History of Land Use)

2. Project Area

The project area does not contain any endangered species of wildlife nor will the proposed project significantly alter the environment for the existing wildlife.

G. Archaeological and/or Historical Sites

The Kahakuloa lands of Maui hold some of the richest archaeological sites on the island. In the general area there are numerous burial caves, fishing shrines, village dwellings, cave shelters and heiaus. Remnants of the old king's trail that follows the coastline around the head of Maui are still found in spots. Many stone foundations and platforms are still visible though partially covered by earth movement and brush. Most or all of these sites fall within the area below the Kahekili Highway below the project site. There are no known archaeological sites in the project

area itself.

H. Access

The primary access to the site is the Kahekili Highway which extends along the coastline and forms a makai border for the project area. Portions of this highway have been widened and paved. There are five short spur roads that lead into the mauka areas of the pasture but these are far below the forest reserve boundary. There are also numerous foot trails through the area used by cattlemen and hunters.

I. Aesthetic Considerations

The lower half of the project area is situated in a drainage basin that is not visible from the Kahekili Highway. Most of the planned facilities to be constructed will be in this area. The perimeter trail and fire access road through the area will probably be the only visible development from the highway. These, however, will be quite hidden due to the dense vegetation in some areas, which can be described as heavy brush with a few grassy areas.

III. HISTORY OF LAND USE

The project site is located within the Hononana Management Unit. The unit, as mentioned earlier, consists of 4900 acres of land, including about 3800 acres of the West Maui Forest Reserve and some 1100 acres of land once designated as a Territorial Pasture Improvement Area (Refer to Figure 1-2). The upper portions of the unit were established as part of the Forest Reserve in 1908, while the lower areas, then suitable for agriculture and grazing, were excluded.

In 1928, Libby, McNeil and Libby leased a portion of the Kahakuloa land below the 1908 forest reserve boundary for the growing of pineapple. Only a small area was used since the rest of the land was considerably steep and eroded. The attempt proved unsuccessful, and in 1940, under Executive Order 886, these lower lands were added to the West Maui Forest Reserve.

In 1952-53, a drought occurred in the Kula area of Maui, causing a lack of feed for the cattle raised in that area by small ranchers. To help alleviate the feed shortage, the Board of Agriculture and Forestry opened the area known as Kahakuloa pasture below the 1908 boundary as a short-term, emergency grazing area. When the period ended, many cattle remained, since the

ranchers did not comply with the fencing rules established by the project. An attempt was made to remove the stray cattle, and by 1956, it was believed that this removal was complete. However, cattle that had grazed on these lands as early as 1940, when there was little or no fencing, only penetrable natural barriers, strayed into the upper forest reserve lands, attracted by the springs found in the higher valleys. These cattle, together with strays from the drought period and the later pasture improvement program, have bred to produce a small stable herd that may presently be found in the rugged upper portion of the area.

In 1955, under Executive Order 1709, the Board of Agriculture and Forestry removed 1213 acres of the area below the 1908 boundary and turned it over to the Division of Institutions for public purposes. It was an attempt to implement an experimental pasture improvement program, with work to be done by the Olinda Honor Camp. The plan of operations was to include the re-establishment of the road camp, construction of all necessary truck trails, repairs and improvements to existing facilities, including the water system, if needed, as well as the construction of a stock-proof fence and range improvement. Although some of this

work was done, the results show that very little was accomplished. No pasture improvement work was done, the area was overgrazed, and the fences left without maintenance.

In 1965, Executive Order 1709 was withdrawn. All lands in this unit are now zoned Conservation District, General Use.

Presently, the Hononana Management Unit is badly in need of rehabilitation. Much of the land has been overgrazed, resulting in the spread of noxious plants and soil erosion by wind and water, and parts of the forest cover of the mauka forest area have been ravaged by the stray herd of wild cattle.

SECTION 2
PROPOSED PROJECT

I. PHYSICAL FACILITIES WHICH WILL BE DEVELOPED

The development of the facilities will occur over the entire tract of land proposed for the project. The total area will be divided into smaller units, each unit devoted to a specific type of riding course (See Figure 2-1). These different uses are not compatible and therefore each requires a special area.

A. Perimeter Trail

The perimeter trail will provide a rider with approximately six to eight miles of continued open riding. This trail will generally follow the boundary of the area taking advantage of the terrain features that provide scenery and good off-road conditions (See Figure 2-2). This track, devoted exclusively to motorbike use, will be approximately 10 feet wide to allow for one way travel.

B. Motor-Cross Area

A motor-cross riding area will be developed to run approximately 1-1/2 miles on 20 acres of land. The course will take advantage of the existing terrain, following as much as possible of the gene-

ral contour of the land. The width of this track will be 20 feet with a starting area large enough to accommodate 30 bikes or a parking area a little over 100 feet wide.

C. Mini-Bike Area

The mini-bike area will be approximately 20 acres in size. It will include a small motor-cross type closed course and a non-hazardous type trail system. This trail is designed for young and inexperienced riders with bikes of 100ccs or less. The width of this track will be 20 feet with a starting area of at least 75 feet (Refer to Figure 2-2).

D. Hill-Climbing Area

This area will be selected at a site that offers a steep ridge slope for climbing. The construction will take advantage of an already exposed surface that will be tailored into an uphill path. This tract will be about 30 feet wide to insure enough room for scrambling uphill. This track will also include a spectator area (Refer to Figure 2-2).

E. Parking and Pit Area

About five acres will be used for a parking and pit area to be centrally located with the hill climbing, motor-cross and mini-bike riding areas.

(Refer to Figure 2-1). It is anticipated that as many as 300 automobiles and 1000 people may be attracted to this facility in a given day for special events. This area will not be paved but perhaps improved with a cinder or coral base in the future. The boundaries of this parking and pit area will be marked by cement blocks or telephone poles lying flat.

F. Comfort Station and Gate House

In order to accommodate spectators, a comfort station and drinking fountains should be made available. This will require water-operated restrooms with a water storage tank (2000 gallons), a cesspool and a minimum of two drinking fountains that would connect to the storage tank. In the future, it may also be necessary to provide some bleachers for spectators. These facilities would be constructed in or around the parking and pit areas (Refer to Figure 2-1).

A gate house will be constructed at the entrance of the area next to the KaheKili Highway, serving as a control station for users of the area. A 6x6 foot structure would serve the purpose.

G. Water

Water will be drawn from the existing water line used by the Department of Social Services' prison facility at Kaikaina.

Water at this prison facility comes from a spring in Wahali Gulch located to the southeast of the project area. If water is taken from the Kaikaina site, it will require about three-fourths of a mile of pipeline to reach the comfort station area.

H. Access Road

An access road running from the highway to the mauka end of the project area will be constructed. This road will serve as the main access into the area, providing rapid maintenance, emergency transportation and fire control access as well as public access. There will be six lateral roads branching from the main access road to the perimeter for better accessibility in case of emergencies. All access roads will be 12 feet wide with the exception of the two or three turn-around sites on the main access. This road will be constructed using the most suitable terrain features for location and design (Refer to Figure 2-2). In the future, it

may be desirable to use a cinder or coral base on this road.

I. Windbreak Plantings

About 3-1/2 miles of windbreak plantings are proposed for the project area. These will be established primarily in the lower areas above the highway and on the flat ridge tops to the west and to the south. These windbreaks will be spaced approximately 500 feet apart, five rows deep to reduce the strong northeast trades. These plantings will be coordinated with the track development and probably established after the facility is in operation (Refer to Figure 2-3).

J. Erosion Control Plantings

Approximately 75 acres in the vicinity of the project area are in need of erosion control work. This would involve grass planting, game food plantings and check damming. This would be done after the riding facility is established. Some of the proposed treatment area will be left in its natural condition because it will be used for special riding tracks. This work will be carried out with the assistance of the U.S. Soil Conservation Service (Refer to Figure 2-4).

K. Noxious Plant Control

Approximately 130 acres in the project area have been proposed for noxious plant control by the State. The type of treatment planned would have converted Christmas berry, guave, lantana and Jamaica vervain to more desirable grasses and possibly game food. However, because of the type of use presently proposed for the area, the present vegetation need not be altered (Refer to Figure 2-5).

L. Wildlife Habitat Improvement

The mauka flat ridge top areas have been selected for improving game food, mainly grasses and forbs suitable for pheasant, doves, partridge and quail. The type of land treatment to be implemented will consist of the removal of the existing vegetation in strips and the seeding of the area. Three watering units are also planned in the project area. This may be a project of the Division of Fish and Game in coordination with the developers of the proposed off-road riding area (Refer to Figure 2-6).

This area can also serve as a feeding reservoir when the track is not in use, since game will move in and out of the area when the track is unoccupied.

II. PROJECT PHASING AND RESPONSIBILITY

A. Construction

The overall construction could develop as a cooperative project between the Department of Land and Natural Resources and the Maui Motorcycle Association. It is anticipated that the basic tracks, comfort station, parking and pit areas, gate house and access roads will be constructed by the Maui Motorcycle Association.

The more special track requirements and safety features such as barriers, signs, flagging and other requirements for safety and warnings will be developed by the Maui Motorcycle Association.

The land treatment projects such as erosion control and windbreak plants will be done after the basic tracks are established. Noxious weed control will probably be of low priority because the existing vegetative cover is compatible with the proposed use. However, in the areas designated for wildlife habitat improvement, noxious plants will be gradually converted to game food plants after the riding tracks are established.

Priorities in construction of this facility will be the main access roads, parking and pit

area, perimeter trails, safety features and the special riding areas. The comfort station, gate house, spectator areas (bleachers, etc.) will occur as incremental developments. In the interim, temporary facilities for restrooms and drinking water will be provided by the Maui Motorcycle Association. The construction of the water line to the comfort station will be done by the Maui Motorcycle Association.

B. Maintenance Plan

Maintenance of this facility will be provided by the Maui Motorcycle Association. This will involve primarily road and track maintenance by the Association as well as the daily use maintenance such as policing the area, cleaning of the comfort station and collecting scattered debris. Minor maintenance work on the tracks such as brushing, re-shaping drainages and repairing safety barriers, etc. will also be the Association's responsibility.

III. GENERAL POLICY, OPERATION AND SAFETY

A. Policy

1. Kahakuloa Cycle Park will be a Maui Motorcycle Association managed and maintained facility. All requirements and conditions stipulated by the Land

Board will be met.

2. Initially, the facility will be open only on weekends and Holidays. As use of the facility increases, provisions may be made to operate during the week.
3. The facility will be operated on a revenue basis. However, the revenues will not exceed the costs for operation and maintenance of the facility.
4. Efforts will be made to be operational as soon as possible.
5. No camping will be permitted.
6. The facilities will be open to all motorcycle clubs and/or individuals.
7. Over-use of the facility, beyond capabilities and capacity, will not be permitted.
8. Special events will be scheduled to prevent conflicting use of the facilities by individuals or organizations.
9. The area will be maintained and all efforts made to cooperate with all governmental agencies to protect and maintain the environment, and comply with all applicable rules and regulations.
10. No permanent facility such as a bike repair shop, food concession, etc. will be constructed.

11. All signs etc. will be cleared with applicable governmental agencies before erection.
12. Multiple use of the facility will be encouraged.
13. Four-wheel or multi-wheel recreational vehicles will not be permitted.
14. The Maui Motorcycle Association will endeavor to conduct safety courses for all interested cyclists.

B. Operation and Safety

1. All planned events or competition will conform to Maui Motorcycle Association standards for safety and liability insurance coverage approved by the State will be a requisite.
2. Fencing to delineate dangerous areas to spectators and riders will be constructed.
3. Emergency Communications

An emergency telephone terminal will be installed immediately adjacent to the gate house in the central area. It is understood that this equipment will be "on line" with County emergency dispatchers and operators of emergency vehicles.

It is also proposed that the phone set be located adjacent to the gate house structure

and not located in it so that citizen personnel may operate it, if necessary. The telephone company will be approached about installing a pay telephone.

4. Emergency Transportation

To facilitate emergency transportation in the most efficient way possible, it is proposed that the access road bisect the property so that four-wheel emergency vehicles such as an ambulance would be close enough to reach the injured party easily on foot with litter from any area in the park.

5. Emergency Equipment

a. Litter Stretcher

The park in its initial phase will require at a bare minimum, a litter type (wire basket) stretcher. This equipment will be kept at the gate house as it is the best way to remove injured people from inaccessible areas.

In addition to the litter, two service type blankets will be provided. These will also be stored in the gate house.

b. First Aid Kit and Treatment

A first aid kit meeting minimum requirements of State safety standards will be stored at the gate house. Care will be taken not to create an aid station atmosphere but rather to have the necessities available when critical situations arise.

In addition, the Maui Motorcycle Association will provide safety patrol people.

6. Fire Extinguishers

A minimum of two 6-pound, ABC multi-purpose dry chemical type extinguishers will be kept in the gate house. It is recommended that extinguishing equipment be stored in the gate house because experience has proven these bottles become easy targets for theft when left in the open. In addition, it is proposed that at least two 5-gallon type water dispensers, one blade type pick and two shovels be stored here.

Fires caused by motorcycles are rare. All motorcycles entering the park will be required to have a muffling and/or spark arresting device. Fire is more related to the pit activity, fueling, discarded cigarettes, etc. Even this

is a minimal hazard. In the several years of active racing and off-road riding with which the Oahu group has been associated, only one pit fire can be recalled.

7. Park Operations and the Association

a. General

The Maui Motorcycle Association with its affiliate clubs will establish a duty schedule distributing the responsibilities of the park operations among its members. A duty crew will consist of one senior adult member and at least two additional persons to form a safety patrol. The duty crew will wear marked helmets and shirts for identification.

b. Procedures

Keys to the area will be controlled by the Maui Motorcycle Association and a set will be assigned to the Department of Land and Natural Resources to allow inspections at their discretion.

The facility will be opened at 9:00 a.m. and closed at 5:00 p.m. Once opened, the duty crew will maintain a gate house watch

for collection of riding fees and to give basic instructions for parking, safety, etc. to riders as they enter. Patrols will be maintained for supervision, safety, communications and to render assistance.

The duty crew will stress to the public that riders do pay a fee for riding a recreational pursuit. The public, in turn, will be responsible for their own enjoyment, actions and safety. The duty crew will be there to assist in case of difficulties or emergencies.

Reasonable rules and regulations will be consistent with the outdoor recreational park concept.

8. Maintenance

With centralized area planning as described in the report, it is hoped that refuse maintenance can be restricted to the parking and pit area.

Strong attempts will be made to get the cooperation of the general park user in keeping the area clean. Ultimately, however, the Maui Motorcycle Association will be res-

possible for clean up on a daily and/or periodic basis..

9. Brochures and Hold Harmless Release

Two considerations will be further discussed with the Department of Land and Natural Resources:

- a. A general brochure including a map of the area can be issued at the gate advising users of their rights and responsibilities and giving guidance regarding safety and emergencies.
- b. Hold Harmless Releases - It is not clear that the logistics, policing, bookkeeping and supervision required could be maintained in regard to the "Hold Harmless Releases" and legal versus non-legal aged park users. Therefore, it would be desirable to minimize park "sign in" procedures. One possibility would be to have a large sign posted at the gate stating the user's responsibilities in terms of safety and liability.

This is an area that must be discussed in more detail with the Department of Land and Natural Resources. However, it is hoped to pattern the rules with that of the existing

State park facilities and procedures to provide
guidance for the initial phase.

SECTION 3

ENVIRONMENTAL IMPACT

I. PRIMARY ENVIRONMENTAL IMPACTS

A. Short Term Environmental Impacts

All adverse short term environmental impacts will be associated with the clearing of the trails and construction of the parking facilities. Debris will be hauled to the nearest County-operated sanitary fill and all regulations dealing with grading will be adhered to. In addition, the expertise of the Soil Conservation Service and the Department of Land and Natural Resources will be utilized in the area of soil erosion prevention, windbreak planting and game management.

B. Long Term Environmental Impacts

1. Adverse Impacts

The primary adverse environmental impact will be the commitment of the land for this type of recreational activity. However, since no permanent structures other than a water tank, toilet, and gate house will be erected nor permanent alteration of the land is anticipated, activities other than those proposed can be accommodated at a later date.

2. Beneficial Impacts

The primary long term beneficial impact will be recreational. The proposed facility will provide an area specifically for this type of active recreational activity. It is further anticipated that by providing facilities for the motorcyclists, the total environmental impact on other areas will be decreased. This will result from the removal of trail riding on private lands and other areas designated and better utilized for other recreational uses.

II. SECONDARY ENVIRONMENTAL IMPACTS

A. Short Term Environmental Impacts

No significant beneficial or adverse environmental impacts are anticipated at this time.

B. Long Term Environmental Impacts

With the proper controls, maintenance and operation of the area, no long term secondary impacts are anticipated at this time. However, if the wildlife plantings and windbreaks are successful, the area could be used in the future for hunting and other recreational uses. There is sufficient land and sites available for the development of other recreational activities such as hiking, nature trails and picnicking.

III. ADVERSE IMPACTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSED PROJECT BE IMPLEMENTED

The proposed project will not create any permanent adverse environmental impact if the following precautions are taken.

A. Noise Pollution

Noise generation should not present significant adverse impacts. There are no residential subdivisions in the area and all cycles will be equipped with mufflers.

B. Solid Waste

Trash receptacles will be provided and refuse hauled to the nearest County operated sanitary landfill for disposal.

C. Air Pollution

Dust will present problems. However, watering of the parking lots and packing of the cycle trails and watering should mitigate a major portion of these problems.

D. Erosion

Control of erosion by planting should rectify soil erosion by wind. Proper maintenance of the cycle trails should present excessive soil erosion.

E. Operational and Safety

Conformance with Maui Motorcycle Association

rules and adherence to American Motorcycle Association Amateur and Semi-Professional Competition Rule Book Regulations will greatly aid in the safety of the participants.

In addition, provisions will be made to have safety patrols, people trained in first aid, provisions for medical evacuation, fire protection, etc. This should provide additional safeguards for the participants.

IV. RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

The area selected for the proposed motorcycle park is located outside of excellent pasture areas and is not presently suitable for agricultural use (Refer to Section 1-III). The project will not extend into the forest reserve nor adversely affect the beach areas situated below the existing access road. Its use should not conflict with adjacent lands used for pasture.

V. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

No major natural resource will be lost. The proposed motorcycle park can be relocated and the land restored to its natural state should the need occur.

No permanent facilities other than those noted are to be construc-

ted in the project area. Therefore, the only commitment of resources at this time will be primarily in terms of the labor provided by the Maui Motorcycle Association.

VI. ALTERNATIVES TO THE PROPOSED ACTION

A. No Action or Postponing Action

If the proposed project is not implemented, it is likely that the present problem of trail riding in private lands will continue. With the lack of a special area sanctioned for this use, motorcyclists will continue to find the nearest field, cane haul road, pasture or mountain park and drive the cycles in these areas. This generally results in cattle straying on public rights-of-way, possible fires in forest reserves, potential contamination of potable water supplies, and the general disturbance of peace and quiet in residential areas.

B. Alternative Sites

There are no other sites on State land on Maui that are suitable or available at this time for a motorcycle park.

GEORGE R. ARIYOSHI
GOVERNOR



JOHN FARIAS, JR.
CHAIRMAN, BOARD OF AGRICULTURE

YUKIO KITAGAWA
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
1428 SO. KING STREET
HONOLULU, HAWAII 96814

May 20, 1975

MEMORANDUM

To: Dr. Richard E. Marland, Director
Office of Environmental Quality Control


Subject: Draft EIS for Motorcycle Park, Kahakuloa, Maui

The applicant has described the site accurately in that little or no agricultural production can be expected other than forest products. This area is characteristically sensitive to severe erosion unless extensive control measures are implemented.

It is recommended that a soil and water erosion control plan be developed in collaboration with the West Maui Conservation District as a prerequisite for any off-highway use of this area. The general plan describes control of access and development of facilities, but leaves unanswered how on-site activities can be controlled. Many of the steep areas are fragile leading to severe erosion if disturbed by wheeled vehicles.

Providing a motorcycle park and recreation area would reduce pressure for such activities in sensitive agricultural areas. If detailed planning and project implementation are carefully supervised and monitored at frequent intervals, the proposed recreational area could reduce the present problem of unauthorized use of private and public lands for off-road motorcycle recreational activity.

The project planner has reviewed the problem adequately. The Department appreciates this opportunity to provide comment.


John Farias, Jr.
Chairman, Board of Agriculture

JF:d:h

MAUI MOTORCYCLE ASSOCIATION, INC.
c/o Walter Parris Jr.
R.R. 2 Box 40
Kula, Maui, Hawaii 96790

June 3, 1975

Department of Agriculture
1428 So. King St.
Honolulu, Hawaii 96814

ATTENTION: Mr. John Farias, Jr.

Subject: Draft EIS for Motorcycle Park, Kahakuloa, Maui

CONTROL MEASURES FOR PREVENTION OF SEVERE EROSION

A. Hill Climbing

1. Event to be held once (1) a year in one specific area 10 to 30 feet wide.
2. Replanting of ground cover after event.

B. Regulated Competition on Prepared Surface (track)

1. Preparation of surface after each event.
2. Use adjacent track when difficult to maintain (while repairing other)
3. Envision sprinkler system to help control.

C. Trail Riding

1. Limited to perimeter trail.
2. Erosion controlled through periodic maintenance and replanting.

Steep areas will not be used at random. Hill Climb will be used once a year. The track will be maintained regularly. In the future, we anticipate a semi-permanent sprinkler system.

We have applied to join the West Maui Soil and Water Conservation District and we will be working with them. In addition, the Department of Land and Natural Resources - Division of Forestry has agreed to help us with erosion control.

*Walter Parris Jr.
Mr. M. H. VICE Pres.*

GEORGE R. ARIYOSHI
GOVERNOR



JOHN FARIAS, JR.
CHAIRMAN, BOARD OF AGRICULTURE

STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
1428 SO. KING STREET
HONOLULU, HAWAII 96814

July 3, 1975

Mr. Walter Parris, Jr., Vice President
Maui Motorcycle Association, Inc.
R. R. 2, Box 40
Kula, Hawaii 96790

Dear Mr. Parris:

Your June 3 letter responds to concerns expressed in our letter to the Office of Environmental Quality Control dated May 20, 1975.

Implementing control measures outlined in your letter should accomplish the desired level of environmental protection. It should be incorporated in the final impact statement.

We sincerely hope that your project will succeed and aid in the husbanding of our natural resources.

Many thanks,

John Farias, Jr.
John Farias, Jr.
Chairman, Board of Agriculture

JF:d:h
cc: Dr. Richard E. Marland, OEQC

4-3

Maui Conservation District

Maui Conservation District



P. O. Box 1170
Wailuku, Hawaii 96793



May 8, 1975

MAUI

Mr. Walter W. Parris, Vice President
Maui Motorcycle Association
R.R. 2, Box 40
Kula, Maui, Hawaii 96790

Dear Mr. Parris:

We have reviewed your organization's environmental impact statement for the proposed Motorcycle Park, Kahakuloa, Maui. We find it well prepared and believe you have a worthwhile project.

In order to have a successful long-term project, we believe you must develop a conservation plan in advance of park development. The plan must provide for successfully accomplishing the provisions of the environmental impact statement and conservation practices found to be needed during plan development. Our district can arrange for much of the technical help necessary to develop and carry out this plan. This requires becoming a member or cooperator with our district.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "David Nobriga".

David Nobriga, Chairman
Board of Directors 244-4790 HONOLULU

West Maui Soil Road

West Maui Conservation District



P. O. Box 1170
Wailuku, Maui 96793

June 9, 1975



Chairman
Planning Commission
County Building
Wailuku, Hawaii 96793

Gentlemen:

Enclosed is a copy of a letter to Mr. Walter Parris, in remarks to their environmental impact statement. They have since become a cooperator of our District. We will be developing a conservation plan for the park.

We feel assured that with proper maintainance and willingness to prohibit and effectively control all motorized travel off these roads, the Association will have a worthwhile recreational project.

The West Maui District endorses the park and will be one of the inspecting agencies to see that it's properly maintained according to plan.

Very truly yours,

West Maui SWCD

David Nobriga, Chairman
Board of Directors

cc Walter Parris

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
HONOLULU, HAWAII 96801

May 19, 1975

GEORGE A. L. YUEN
DIRECTOR OF HEALTH

Audrey W. Meritz, M.D., M.P.H.
Deputy Director of Health

Henry N. Thompson, M.A.
Deputy Director of Health

James S. Kumagai, Ph.D., P.E.
Deputy Director of Health

In reply, please refer to:
File: EPHS - SS

MEMORANDUM

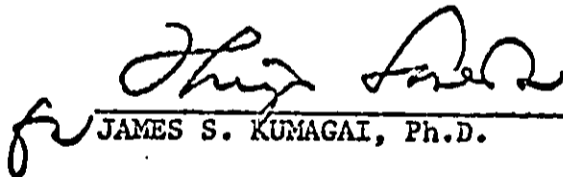
To: Dr. Richard E. Marland, Interim Director
Office of Environmental Quality Control

From: Deputy Director for Environmental Health

Subject: Draft Environmental Impact Statement (EIS) for Motorcycle Park,
Kahakuloa, Maui

Thank you for allowing us to review and comment on the subject EIS. We have found that an impact statement of the noise as it would affect the surrounding area, especially to any residential area near the location, is necessary for their review.

We realize that the statements are general in nature due to preliminary plans being the sole source of discussion. We, therefore, reserve the right to impose future environmental restrictions on the project at the time final plans are submitted to this office for review.


JAMES S. KUMAGAI, Ph.D.

cc: DHO Maui

R.R. 2 Box 40
Kula, Maui, Hawaii 96790

June 3, 1975

Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801

ATTENTION: Mr. James S. Kumagai, Ph. D.
Deputy Director for Environmental Health

Subject: Draft EIS for Motorcycle Park at Kahakuloa, Maui

In regards to residential area, there are no surrounding residential areas. Kahakuloa Village which lies several miles to the east is the nearest and because of the natural boundaries of valleys and ridges, noise produced by motorcycles are inaudible at the village.

Please refer to EIS Pg. 3-3 of Draft EIS, Paragraph III, Sec. A. "Noise Pollution - Noise generation should not present significant adverse impacts. There are no residential subdivisions in the area and all cycles will be equipped with mufflers."

*Walter Paris Jr.
M.M.A. Vice Pres.*



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BLDG. 230, FT. SHAFTER
APO SAN FRANCISCO 96558

PODED-PV

27 May 1975

Dr. Richard E. Marland, Director
Office of Environmental Quality Control
State of Hawaii
550 Halekiauila Street
Honolulu, Hawaii 96813

Dear Dr. Marland:

We have reviewed the draft environmental impact statement for Motorcycle Park, Kahakuloa, Maui, and have the following comments.

a. The selection of the proposed site for motorcycle park development appears to be based on site availability rather than suitability for such use. The statement should define site suitability criteria for the development of a motorcycle park, such as soils conditions, wind conditions, accessibility, etc., against which alternative sites can be evaluated. In this manner, a more thorough discussion of alternative sites could be presented.

b. The statement should adequately describe the construction of the trails. It appears that increased soil erosion can be expected, but the specific type of trails and the trail maintenance procedures to minimize erosion are not clearly stated. Additional information should be presented to substantiate the statement that "the commitment of 200 acres for the motorcycle park will not be an irreversible or irretrievable commitment of resources since the area can be returned to its original state."

Sincerely yours,

KISUK CHUNG
Chief, Engineering Division



MAUI MOTORCYCLE ASSOCIATION, INC.
c/o Walter Parris Jr.
R.R. 2 Box 40
Kula, Maui, Hawaii 96790

June 3, 1975

Department of the Army
U.S. Army Engineer District, Honolulu
Bldg. 230, Ft. Shafter
APO San Francisco 96558

ATTENTION: Kisuk Cheung, Chief, Engineering Division
Subject: Draft EIS for Motorcycle Park Kahakuloa, Maui

We would like to respond to your comments on Draft EIS.

A. Suitability

Together with the Department of Land and Natural Resources, Land Management Maui District Head, James Shaw, we have discussed the possibility of using alternative site. We have not found any other suitable site.

In addition to such problems as soil erosion, etc., noise and terrain suitable for use of motorcycle track has to be considered.

1. Challenging terrain.
2. Noise on wildlife.
3. Noise on residential area.

These three criteria limit the number of possibilities. Contrary to what you might think, Maui Motorcycle Association, Inc. has been working with the State for a period of approximately three (3) years to find an area suitable for the development of bike park. Both the MMA and the DLNR find this the most suitable.

B. Construction of Trails

Cut back existing shrubs so that motorcycles can pass through perimeter trail. Motocross track will be graded and maintained by tractor periodically.

In order to return to original state, trails that will be cut will be replanted with ground cover. At present time this area is used only for cattle grazing. There is no feed at present time.

*Walter Parris Jr.
M.M.A. Vice Pres.*



DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY SUPPORT COMMAND, HAWAII
APO SAN FRANCISCO 96558

AFZV-SG-EC

30 May 1975

Richard E. Marland, Ph.D.
Director
Office of Environmental Quality Control
State of Hawaii
Room 301, 550 Halekawila St.
Honolulu, HI 96813

Dear Dr. Marland:

We have reviewed the Draft Environmental Impact Statement (DEIS) for
Motorcycle Park, Kahakuloa, Maui, April 1975.

Specific comments are keyed to the DEIS:

Summary Sheet, 2, Environmental Impact. How will the project area
be restored to nearly its natural state? Is there a plan for this now
and how much would it cost?

D. Existing Vegetation, 2. Vegetation of the project area, paragraph
2. Can the statement, "There are no known rare and endangered plant species
in this area," be substantiated?

F. Wildlife, 2. Project Area. Can the statement, "The project area
does not contain any endangered species of wildlife...", be substantiated?

G. Archaeological and/or Historical Sites. Can the statement, "There
are no known significant archaeological sites in the project area itself,"
be substantiated?

II. Project Phasing and Responsibility, A. Construction. What will
be the cost for the basic tracks, comfort station, parking and pit areas,
gate house and access roads? Will the Department of Land and Natural
Resources provide any funds? What is the time table for the construction?

III. General Policy, Operation and Safety, B. Operation and Safety.
What are the accident rates among motorcyclists participating in these

AFZV-SG-EC
Richard E. Marland, Ph.D.

activities now and what will be the future anticipated accident rates?

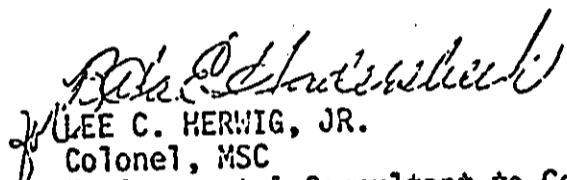
General Comments:

- a. How long will the project area be utilized as a motorcycle park?
- b. What is the carrying capacity of the designated project area, i.e., how many motorcycles/people can be allowed into the area at any one time so that adverse or undesirable situations do not occur?

It is hoped that the comments offered will help in adequately evaluating the DEIS.

We thank you for the opportunity to comment on the DEIS.

Sincerely,


LEE C. HERWIG, JR.
Colonel, MSC
Environmental Consultant to Commander,
U.S. Army Support Command, Hawaii

May 30, 1975

Maui Motorcycle Association, Inc.
45 Kaahumanu Avenue
Kahului, Maui, HI 96732

Department of the Army
Headquarters United States Army Support Command
Hawaii
APO San Francisco, 96558

Attn: Lee C. Herwig, Jr., Colonel, MSC, Environmental Consultant to Commander

Subject: Draft EIS for Motorcycle Park, Kahakuloa, Maui, HI

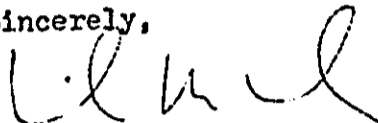
1. Environmental Impact: Project area could be restored to natural state by planting tracks and perimeter trail and removing gatehouse and toilets. There is no plan for this or estimate of cost; however, the MMA would certainly agree to formulate such a plan and cost estimate should the DLNR require same.
2. Vegetation: Please refer to DLNR, Division of Forestry for substantiation. There are no known rare and endangered plant species in this area. Wesley Wong of the Maui Division of Forestry is very familiar with this area.
3. Wildlife: Joseph Medeiros of Division of Fish and Game has surveyed the area in question. We have reported his findings.
4. Archaeological and/or Historic Sites: Drs. Kenneth Emory and Robert Hommon completed a survey of such sites for Maui County in 1972. Besides conducting a survey on Maui, they state that they used 50 years of reporting and searching for such sites by the Bishop Museum to determine their findings. They list no known sites within the project area. Also, the DLNR concurs with these findings due to the history of the land use in this area.
5. Project Phasing and Responsibility: The DLNR has been appropriated \$50,000.00 by the State exclusively for development of the proposed park.
6. General Policy, Operation, and Safety: In the past year there have been only two injuries requiring hospital treatment during motorcycle competition. These competitions had been scheduled twice a month during this time, greater than twice as frequently as we have planned for the park.

4-12

Department of the Army
May 30, 1975
Page 2

7. General: (a) Park is envisioned as being a permanent facility;
(b) The proposed park could safely hold 300 motorcycles and 1,000
people at any one time.

Sincerely,



Michael M. Ledyard
President

MAUI MOTORCYCLE ASSOCIATION, INC.

/va

4-13

GEORGE R. ARIYOSHI
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

E. ALVEY WRIGHT
DIRECTOR
DEPUTY DIRECTORS
DOUGLAS S. SAKAMOTO
WALLACE AOKI

IN REPLY REFER TO:

May 21, 1975

ATP 8.3119

Dr. Richard E. Marland
Director
Office of Environmental
Quality Control
550 Halekauwila Street
Honolulu, Hawaii 96813

Dear Dr. Marland:

Subject: Draft EIS, Motorcycle Park, Kahakuloa, Maui

In reference to the subject environmental statement, we offer the following comments:

1. We suggest an access wider than the 12 feet proposed for the park.
2. Kahekili Highway is now under the County's jurisdiction. Under Phase III of the State Highway System it will be transferred to the State in fiscal year 1978. Assuming the transfer will be achieved, the access connection will need the State's approval as to location, geometrics, etc., and a permit for the actual construction.

Sincerely,

Handwritten signature of E. Alvey Wright in cursive script.

E. ALVEY WRIGHT
Director

4-14

MAUI MOTORCYCLE ASSOCIATION, INC.
c/o Walter Parris Jr.
R.R. 2 Box 40
Kula, Maui, Hawaii 96790

June 3, 1975

Department of Transportation
869 Punchbowl St.
Honolulu, Hawaii 96813

ATTENTION: E. ALVEY WRIGHT, Director

Subject: Draft EIS for Motorcycle park at Kahakuloa, Maui

We would like to submit our response to your comments.

We have been in touch with Mr. Tsuyama of the State Highway Division and he referred us to Mr. Edwin Kagehiro of the County Highway Division. He assured us that there should be no problem with the road.

*Walter Parris
M. M. A. Vice Pres.*

4-15

UNIVERSITY OF HAWAII

Water Resources Research Center
Office of the Director

MEMORANDUM

May 20, 1975

MEMO TO: Richard E. Marland
Director, OEQC

FROM: Reginald H. F. Young^{WRRC}
Asst. Director, WRRC

SUBJECT: Draft EIS for Motorcycle Park, Kahakuloa, Maui

Under Section III - Adverse Impacts, the following points have not been fully addressed in the EIS.

A. Noise Pollution

The noise impact for the park facility has not been fully addressed. Is there any noise impact on the Dept. of Social Services prison facility at Kaikaina? What will be the effect on the wildlife in the area?

B. Solid Waste

Will all waste disposal be handled by the Maui Motorcycle Assoc. or will there be a County pickup nearby?

C. Erosion

Adequate erosion control on the motorcycle trails appears to be the most difficult problem associated with the proposed park. Wheel spinning, by its very nature will gouge both vegetation and soil, thereby exposing the latter to erosive forces. While it is laudable that the Maui Motorcycle Association's proposed park would encourage limiting trail riding to one area rather than proliferating all over the island, erosion control measures on the trails do not appear to be adequately addressed. What type of maintenance can be done on a track 6-8 miles long to prevent excessive soil erosion (especially considering the rainfall on this windward coast)? Is it economically feasible to do any maintenance on the track this long? Will any tracks be paved?

The EIS has also failed to consider the impact of the water system installation, such as size and type of line to be put in; whether trenching will be required, the existing capacity of the Wahali Gulch Spring and the existing demand by the prison facilities. Will the existing line to the prison transport sufficient water to both areas if the proposed project is constructed?

Further general comments are that a location map showing the project site in relation to the entire island would be helpful and perhaps a cleared helicopter landing zone could be considered for emergency assistance.

cc: Y.S. Fok
H. Gee
E. Murabayashi
Env. Ctr.

4-16

MAUI MOTORCYCLE ASSOCIATION, INC.
c/o Walter Parris Jr.
R.R. 2
Kula, Maui, Hawaii 96790

June 3, 1975

University of Hawaii
Water Resources Research Center

ATTENTION: Reginald H.F. Young, Asst. Director, WRRRC

Subject: Draft EIS for Motorcycle Park at Kahakuloa, Maui

We would like to submit the following in response to your comments on the Draft EIS.

A. Noise Pollution

1. No noise impact on prison facility as prison has been permanently vacated.
2. Wildlife
 - a. Park to used 2 days a week
 - b. Because of limited number of wildlife there will be no impact on wildlife. See EIS Pg. 1-8 Art. 2, Project Area

B. Solid waste - waste will be handled by Maui Motorcycle Association, Inc.

C. Erosion

1. Perimeter trail will limit riders to use only trail.
2. Track will be graded. We are planning to do periodic grading, terracing and other standard methods to limit erosion. It would be economically feasible because we have a good deal of manpower with no cost.
3. Also the possible use of windbreakers.

D. No track will be paved.

E. Rainfall (U.S. Weather Bureau Information - recording for the past 9 years.

1. Average rainfall 47.8 inches
2. Maxium Recorded for a period of nine years 90.3 inches
3. Minimum " " " " " " 26.4 inches

F. Water

1. Prison facility has been permanently vacated.
2. Installation of water tank.

Because of their greater experience, we have been working with the DLNR in regards to the water supply. As for the prison facility, it is no longer in use.

Yes, we will be very happy to furnish map of site in relation to entire island. We have already planned to put in a helicopter landing site for emergency landings.

Walter Paris Jr. M.M.A. VICE PRES.



DEPARTMENT OF PLANNING
AND ECONOMIC DEVELOPMENT

Kamamalu Building, 250 South King St., Honolulu, Hawaii • Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

GEORGE R. ARIYOSHI
Governor

HIDETO KONO
Director

FRANK SKRIVANEK
Deputy Director

May 27, 1975

Ref. No. 3830

MEMORANDUM

TO: Dr. Richard E. Marland, Director
Office of Environmental Quality Control

FROM: *for* Hideto Kono, Director *Frank Skrivaneck*

SUBJECT: Draft EIS for Motorcycle Park, Kahakuloa, Maui

We have reviewed the subject draft and have the following comments to offer.

While the interest of the community should be an integral consideration in project planning, the subject draft statement does not include a discussion of this aspect, particularly the community's reaction to the subject proposal. Since the project may have significant implications affecting the immediate community, we suggest that this consideration be adequately addressed and incorporated into the final report in order that a more meaningful review of the subject proposal can be conducted. In addition, since the subject lands are zoned Conservation, review and concurrence by the Department of Land and Natural Resources should also be assured.

We have no further comments to offer at this time but appreciate the opportunity to review the subject statement.

4-19

c/o Walter Parris Jr.
R.R. 2 Box 40
Kula, Maui, Hawaii 96790

June 3, 1975

Department of Planning and Economic Development
P.O. Box 2359
Honolulu, Hawaii 96804

ATTENTION: Hideto Kono

Subject: Draft EIS for Motorcycle Park at Kahakuloa, Maui

We would like to respond to the comments made by your department.

First of all, there are no homes for several miles in either direction. There should be no impact on residents.

The Department of Land and Natural Resources have posted a notice of Public Hearing in the Maui News. This will be held on June 13th at 1:00 p.m. and anyone in the community will have a chance to present their opinions.

We have been working with the Department of Land and Natural Resources for quite some time now. We have sought their advice on several issues and will continue to do so in the event that the park become a reality.

*Walter Parris Jr.
M.M.A. Vice Pres.*

4-20



University of Hawaii at Manoa

Environmental Center
Maile Bldg. 10 • 2540 Maile Way
Honolulu, Hawaii 96822
Telephone (808) 948-7361

Office of the Director

May 23, 1975

MEMORANDUM

TO: Richard E. Marland
FROM: Doak C. Cox *Doak Cox*
RE: Draft Environmental Impact Statement for
Motorcycle Park, Kahakuloa, Maui

The Environmental Center review has been prepared with the assistance of the following members of the University: Michael Munekiyo, Hawaii Environmental Simulation Laboratory, Glenn Shepherd, Maui Community College, H. David Tuggle, Anthropology Department and Jacquelin Miller and Richard Scudder, Environmental Center.

Pg. 1-6

The Statement is made that there are no known rare and endangered plant species in this area. How was this determined? Was the specific area of the Motorcycle Park surveyed by a botanist?

Pg. 1-7

Has the specific area of the project been surveyed by a zoologist for endangered species of wildlife?

Pg. 1-8

The report indicates that while the general area contains "some of the richest archaeological sites on the island," few of these sites fall within the specific area of the project. A discussion of the archaeological and/or historical sites terminates with the statement that "there are no known significant archaeological sites in the project area itself." There are no sources indicated to document this conclusion. The term "significant" may have varying meanings depending on the site referenced and the user of the term. For example the term is used in a specific sense in the Hawaii Historic Site Inventory Program and means significance to a community either local, state or national. This evaluation of significance is made by the Hawaii Historic Places Review Board. Significant may also be used somewhat loosely by archaeologists to express the value of a site in reference to some set of archaeological problems. Thus a site that is significant for one problem may not be significant for another.

The use of the term significant in the draft environmental impact statement must be more fully defined. Judging from the archaeological site indicated for the general area it would appear that extreme care should be exercised in the project area as the kind of activity planned for the Motorcycle Park would certainly have an adverse effect on any such sites in the immediate area.

Pg. 2-1

Will the boundary of the proposed project be fenced? If not, how will access to the uplands be controlled to prevent riders from going outside of the project boundary? Is the proposed 10 feet wide trail sufficient for safe two-way travel at the speeds anticipated for this trail?

Pg. 2-3

It is stated that as many as three hundred automobiles and one thousand people may be attracted to this facility in a given day for special events. Two major potential problems should be more fully addressed in the final EIS:

1) The dust problem generated with three hundred automobiles entering and exiting over an unpaved access road and an unpaved parking lot. What provision is planned to control dust?

2) A safety factor involved in a thousand people milling around such a facility.

The comfort station and drinking fountains should be required rather than suggested. Has the decision to install cesspools to handle sewage problems been approved by the Department of Health? Judging from the anticipated number of participants and spectators, we would strongly urge the requirement of bleachers, or some such similar facility, to be constructed concurrently with the Motorcycle trails.

Pg. 2-4

Section "G" on Water is ambiguous. It is stated that "water will be drawn. . .at Kaikaina" and later suggested that "if water is taken from. . . Kaikaina." Is the water supply at Kaikaina adequate for this project and if not what are the alternative sources of water?

We note that access roads will be 12 feet wide. Will this be adequate for emergency transportation for the major or main access into the area? Again with regard to the road system we are concerned with the potential dust problem on unpaved roads.

Pg. 2-5

Who will be responsible for the windbreak plantings and the required watering and care. Because of the ground slope windbreaks for dust-erosion control may well be of minimal effectiveness. However, all plantings certainly should be required prior to rather than after the facility is in operation. The need for erosion control is recognized for some 75 acres in the vicinity of the project

area. The areas used for trails will experience the most serious erosion problems and also will require erosion control on a continual basis.

Pg. 2-6

The proposed wildlife habitat improvement project needs further clarification. It is not clear to our reviewers how a motorcycle park can be compatible with a wildlife feeding area particularly when the wildlife discussed include such animals as pheasants, partridge and quail which would seem to be greatly affected (repelled) by the activities proposed for this property. Has the suggested movement of game in and out of similar motorcycle parks in other locations such as at Panaewa been observed?

Why will the existing vegetation be removed in the proposed land treatment measures?

Pg. 2-7

The statement is made that the overall construction could develop as a cooperative project between the Department of Land and Natural Resources and the Maui Motorcycle Association. Such a cooperative project would appear highly beneficial to all concerned. What is stopping or hindering such a cooperative project?

Again we note that land treatment projects such as erosion control and windbreak plants are scheduled to be installed after the basic tracks are established. Why are these land treatment projects not undertaken concurrently or prior to the construction of the basic trails? Again we note mention of the wildlife habitat improvement project and again we question how such a project is compatible with the proposed motorcycle trail project.

Pg. 2-8

Have the proposed restroom facilities received approval from the Department of Health? Will any dust control, such as watering trucks, be conducted during the usage of the track? What provision will be employed to assure that the facilities are not used during the week when regular management will not be present?

Pg. 2-9

What is "over-use" of the facility?

In seeking background material from various state agencies and departments regarding this park there seems to be a question of jurisdiction and ultimate responsibility between the Forestry or State Parks Division. What department will have the ultimate responsibility of this park? How will erosion control, maintenance and operation procedures be enforced?

Pg. 2-10

What type of multiple use of the facilities will be encouraged? It would appear on figure 2-1 that the comfort stations would be the more appropriate location for the emergency telephone terminal or for an additional emergency telephone terminal to the one installed at the gatehouse.

Pg. 2-13

We should suggest that the proposed duty crew consist of at least two senior adult members in addition to the two persons suggested as the safety patrol.

Pg. 3-1

A discussion should be included in the final EIS of the probable impact of traffic on the road to the Park going through Kahakuloa town. This area is designated as a unique area on the 1974 Open Space and Outdoor Recreation Plan for Maui. Consideration for possible negative environmental impact as a result of the traffic should be included in the final EIS.

Pg. 3-3

The requirements that all cycles will be equipped with mufflers is appropriate. What provision for enforcement is proposed?

A typographical omission occurs in Section B.


In general the erosion problem and resulting sediment generated from the project construction present the most serious potential environmental impact of this project. We are concerned particularly with the "downstream" effect in the marine and near shore environment. This important environmental area is not addressed in the EIS and should be considered in terms of potential impact on coastal water classification and land uses. The impacts of increased runoff from the parking area and bike trails should be addressed. The increased runoff and the velocity of runoff for example could increase erosion in the draining area. How will the runoff from the access road, parking area and trails be handled?

Pg. 3-5

No specific alternative sites are presented so that it is not possible to evaluate the potential environmental impact of this project relative to other sites. Are there other possible sites and why was this one selected?

The figures included in this draft EIS should be standardized. Comparison of the various usages of the area on maps of different scales is difficult. There are no scales indicated. The direction of orientation of the figures is not shown and contour intervals are difficult to read. The boundaries of the project should be shown on figure 3-1.

We appreciate the opportunity to have reviewed this draft environmental impact statement.


Doak C. Cox, Director

cc: WRRG

MAUI MOTORCYCLE ASSOCIATION, INC.
c/o Walter Parris Jr.
R.R. 2 Box 40
Kula, Maui, Hawaii 96790

June 3, 1975

UNIVERSITY OF HAWAII AT MANOA
Environmental Center
Maile Bldg. 10
2540 Maile Way
Honolulu, Hawaii 96822

ATTENTION: Doak C. Cox

Subject: Draft EIS for Motorcycle Park at Kahakuloa, Maui

In response to your comments we would like to submit the following:

- Pg. 1-6
Area was surveyed by Botanist - Dr. Emory
- Pg. 1-7
Specific area was surveyed by Joe Medeiros, head of Wildlife, DLNR.
- Pg. 1-8
Only known archeological site within this project area is approximately 50 yards of the Old Kings' Trail. We feel that this is not significant as this is only a small section of existing trail. We will get a report from Wesley Wong, Division of Forestry.
- Pg. 2-1
Yes, it will be fenced. Proposed thail is sufficient for speeds anticipated. First of all, two (2) way traffic will not be permitted. It is only one way.
- Pg. 2-3
- 1) Dust
 - a) Replanting of grass
 - b) Sprinkler system
 - 2) Safety factor
 - a) People will not be "milling around". Spectators will be protected by fencing and only officials will be allowed in fenced in areas. Specific areas are clearly defined and will be protected by fencing.
 - b) Duty patrol will help to control and assure that spectators will not leave area.

There are definite provisions for drinking fountains and comfort stations. In regards to cesspools and comfort stations, we have to submit a plan to Department of Health for approval. We have been in contact with them and our plan porposes 2 toilets each for men and women, 1 urinal for the men's facility and 1 basin each.

Bleachers - At present facility at Wailea on Oahu have no bleachers and they have found no need for them. One of the largest facilities in the country is Saddleback Park in California which attracts thousands of spectators and they do not have bleachers. Therefore, we do not feel any need for bleachers.

The access roads will be ample for emergency transportation.

We have designed the park for up to 300 cars but judging from races in the past we only expect about 50 cars per weekend.

Pg. 2-5

Maui Motorcycle Association, Inc. will be responsible for windbreak and watering and care. Also the DLNR, Division of Forestry and West Maui Soil and Water Conservation District have agreed to help us with this phase. At present time, there is no need for planting. Plantings are envisioned to rectify any erosion that use of park might have on area.

Pg. 2-6

Wildlife - Park will be used only 2 days a week. It is the opinion of the head of Wildlife that game will be able to move in and out.

Vegetation - The only vegetation to be removed will be on the motocross track itself as it is a hazard. However, you will note, track is only 30 feet wide.

Pg. 2-7

Nothing is stopping cooperative project between the DLNR and the MMA, however, such a project includes a good deal of planning and care which takes time, such as, the EIS.

Wildlife - this question answered previously. Please note prior explanation.

Pg. 2-8

Please note prior explanation on restroom facilities, etc.

Yes, dust control will be taken care of by sprinkler system and/or water truck and/or soil treatment.

Area will be fenced and gate locked. Because of natural boundaries to area, the only access will be from main road and that will be adequately fenced and pad locked.

Pg. 2-9

"Over-use" of the facility would be such continued use of same areas so that severe erosion would take place; as much use as it would take to cause erosion.

The ultimate responsibility will be with the DLNR
Land Management - Maui head James Shaw.

If the DLNR decides that MMA is failing to control
erosion, maintenance and operational procedures, permit
will be revoked.

Pg. 2-10

No multiple use of facilities will be encouraged.

Yes, we agree that we should put an additional emergency
telephone terminal adjacent to comfort station.

Pg. 2-13

We will take your suggestion into consideration and
if it is necessary, we will supplement one senior
adult member by as many as necessary.

Pg. 3-1

Because of poor condition of the road from Waihee
to park, bast majority will come on paved road through
Lahaina and Kaanapali. This road has been designed
to accomodate many more cars that we anticipate. In
fact, it takes less time to drive from Kahului through
Lahaina that to come through Waihee because of the poor
road condition.

While Kahakuloa is designated as a unique area on
"Outdoor Open Space", the possibility of increased
traffic, if the proposed traffic were to come through
Kahakuloa, will not alter the unique area of the village
just as the now Kula Highway has not changed the
character of Kula.

Pg. 3-3

Mufflers - Please refer to Draft EIS Pg. 2-12 , Sec. 2,
III. General Policy, Operation and Safety, #6 "All
motorcycles entering the park will be required to have
a muffling and/or spark arresting device." Each bike
will be inspected on entry to park. Any rider who does
not have proper equipment will be suspended from riding
and/or suspended or expelled from association.

The proposed park is located at such a distance from
marine and off shore environment that these areas should
not be affected. Please refer to EIS map which shows
distance and topography on shore and development.

We anticipate no significant increased run off from
parking area because of proposed planting. We also
anticipate no more run off from bike trails than is
presently run off from cattle trails.

Pg. 3-5

After working with the DLNR for a lengthy period of time, we have come to the conclusion that there are no other available suitable sites. For further clarification, please contact James Shaw, DLNR, Land Management on Maui.

On our final EIS we will include scales and directional orientation on maps and also include boundaries on Figure 3-1.

*Walter Paris Jr.
M.A. A. Vice Pres.*

GEORGE R. ARIYOSHI
GOVERNOR



RICHARD E. MARLAND, Ph.D.
DIRECTOR
TELEPHONE NO.
- 548-6915

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
OFFICE OF THE GOVERNOR
550 HALEKAUWILA ST.
ROOM 301
HONOLULU, HAWAII 96813

May 27, 1975

MEMORANDUM

TO: The Honorable Christopher Cobb, Director
Department of Land and Natural Resources

FROM: Richard E. Marland, Director *Richard E. Marland*

SUBJECT: Applicant Action Environmental Impact Statement for
MOTORCYCLE PARK, Kahakuloa, Maui

As of this date, this Office has received five (5) comments on the above subject. An attached sheet lists the responding agencies.

In our evaluation of the EIS, we have found several areas in which the document should expand discussion. The following comments are offered:

SOIL

For the project area, the EIS states, "The Koele rocky complex are well-drained, rocky alluviums that are quite erodible by wind and water." However, motorcycles tend to worsen the physical condition of the ground by loosening the soil. Thus, the ground becomes highly susceptible to wind and water erosion. What mitigation measures will be utilized besides windbreakers?

Also, use of the trails during the rainy or wet periods could lead to trails becoming drainage channels. Further erosion problems could result. A discussion should be included in the EIS along with measures to reduce this adverse impact.

4-29

TRAILS

The description of each proposed trail and riding area should be expanded to include type of terrain, topography, and vegetation.

DOCUMENTATION

Documentation of the statement that no rare or endangered species of flora and fauna found in the project area is recommended. The statement that no historical or archaeological sites exist within the project area should also be documented.

NOISE

Discussion on the effect of noise on wildlife should be included.

Also, will there be a "rule" that all motorcycles on the premise will have mufflers? What is the enforcement procedure?

HILL CLIMBINB AREA

On the map, figure 2-1 indicates a hill climbing area. However, the EIS does not include discussion on this topic. This Office recommends discussion which will include its steepness, width of the trail, and erosion probability.

For fairness and brevity, this Office did not attempt to summarize other comments. Instead, we strongly recommend that each comment be given careful consideration.

Further, we recommend that (1) written responses by the applicant be made to each commentor, including this Office, indicating how specific concerns were considered, evaluated, and disposed; (2) notification of acceptance or non-acceptance of the EIS must be filed with the Environmental Quality Commission and published in the newsletter.

We thank you for the opportunity to review the EIS. We look forward to your decision.

Attachments

cc: Walter W. Parris, Vice-President
Maui Motorcycle Association
(With attachments)

4-30

LIST OF RESPONDING AGENCIES

FEDERAL

Department of the Army
(Corps of Engineers)

May 27, 1975

STATE

Department of Health
Department of Agriculture

May 19, 1975
May 20, 1975

COUNTY OF MAUI

UNIVERSITY OF HAWAII

Water Resources Research Center
Environmental Center

May 20, 1975
May 23, 1975

Maui Motorcycle Association, Inc.
c/o Walter Parris Jr.
R.R. 2 Box 40
Kula, Maui, Hawaii 96790

June 3, 1975

Office of Environmental Quality Control
Office of the Governor
550 Halekauwila St.
Room 301
Honolulu, Hawaii 96813

ATTENTION: Richard E. Marland, Director

Subject: Draft EIS for Motorcycle Park at Kahakuloa, Maui

We have responded to the agencies that had commented on the EIS. In response to comments of the Office of Environmental Quality Control we would like to submit the following:

SOIL: On the contrary, motorcycles tend to compact the soil. First of all, Koele Rocky Complex alluviums will be on a maintained track. On these tracks, continued passive motorcycles will compact the dirt rather than loosen such as cars compact dirt.

NOISE: Yes, we have rules in regards to mufflers.

1. All motorcycles must have mufflers. Each bike will be inspected on entry to park.
2. Any rider whose machine does not have a muffler will be suspended from association.
3. Subject to possible expulsion as we are very strict. Please refer to Draft EIS, Page 3-3, Sec. III, Par. A. "...all cycles will be equipped with mufflers."

HILL CLIMB AREA:

1. Steepness - 50° to 60° incline
2. Width of trail 10' to 30'
3. Erosion to be minimal as event is only once a year and will be replanted after each use.

*Walter Parris Jr.
M.M.A. Pres.*

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

May 22, 1975

CHRISTOPHER COBB, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

DIVISIONS:

CONVEYANCES
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

Mr. Walter W. Parris
Maui Motorcycle Association
R. R. 2, Box 40
Kula, Hawaii 96790

Dear Mr. Parris:

We have reviewed the Environmental Impact Statement (EIS) for the proposed motorcycle park at Kahakuloa.

We find that the EIS does not fully discuss alternative locations for the motorcycle park. This is particularly important since Kahakuloa is not centrally located to population centers. Accordingly, the site may not prove to be attractive enough to cycle riders to dissuade them from using other areas. This may be especially true if duties and constraints are imposed on the use of the Kahakuloa site. We are interested in how strong the demand is for this park, how the demand was determined, and if it were properly measured in order to determine what facilities would be required.

We suggest that the EIS cover all proposed uses for this area, including grazing, if this is proposed. We also suggest a discussion of how conflict with hunting on adjoining lands will be resolved.

We note that you intend to remove noxious weeds and to plant forage plantings for wildlife. While, we believe the park will have no significant impact on wildlife, there will be some loss of habitat in that wildlife will desert the area. We, therefore, doubt if the forage plantings will much benefit wildlife, except when the park is not in use. Unless these plantings are maintained, the noxious weeds will revegetate the area. The Soil Conservation Service should be consulted about erosion problems.

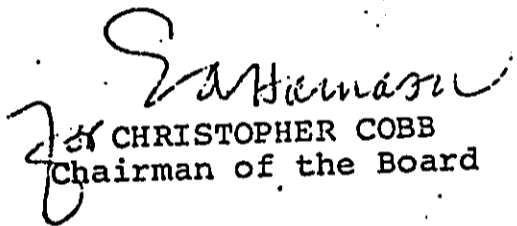
Mr. Walter W. Parris
Page 2
May 22, 1975

We are very concerned about proper management of this area by your association. The proposed park will generate increased traffic to the area. We are worried that visitors will not stay within the confines of the park but will intrude into the forest reserve and harm rare and endangered biota. Controls will be needed.

Page 3-4 contains a statement that no permanent facilities will be built. Figure 2-1 and page 2-3 says there will be facilities such as a comfort station, bleachers and gate house. This contradiction should be resolved.

We concur with the EIS that there are no known historic or archaeological sites in this area. From the history of land use in this area we think it very unlikely that any unknown sites continue to exist. There is also no conflict with current State Park interests.

Very truly yours,


CHRISTOPHER COBB
Chairman of the Board

July 9, 1975

Maui Motorcycle Association, Inc.
45 Kaahumanu Avenue
Kahului, Maui, HI 96732

Christopher Cobb, Chairman
Department of Land & Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Cobb,

This is in response to your letter of May 27, 1975 regarding your comments on the DEIS for the Kahakuloa Motorcycle Park.

1. Alternative Sites: We have worked closely with James Shaw on this question for some time. It is his opinion that there is no other state-owned land that would be suitable for this project that is available. While we would prefer a centrally located park, we also require the type of varied terrain that Kahakuloa offers. Because there is no legal or suitable place for people to ride motorcycles off-road, we are sure that the Kahakuloa park will attract riders. In fact there is at present a number of riders illegally using state lands in this area. Off-road motorcycle sales have boomed in the last three years, especially machines designed for motocross type racing. There is no other motocross track on Maui.

2. Proposed uses: (a) Grazing: Grazing on the project area is proposed only in times of drought when there is a critical grass shortage. At such times cattle could use the project area for grazing during the week when the park is not in use and could be herded into one area of the park on weekends segregated from motorcycle activity. (b) Conflict with Hunting: We envision no conflict with hunters on adjoining lands. The only type of hunting that is done in this area is pig hunting. The pigs are located far mauka above the park, and the trail is located outside the project area.

3. Planting maintenance: We have become a co-operator with the West Maui Soil Conservation Service for this district. They are at present forming a conservation plan for the park.

4. Controls and Management: The project area will be contained by both a perimeter trail and fences with signs where applicable. Furthermore, our proposal calls for the use of patrols to insure that neither the motorcyclists nor the spectators venture beyond the park into the forest reserve. In addition, visitors and spectators will be located

Mr. Christopher Cobb
July 9, 1975
Page 2

within the fenced parking lot and other areas within the valley and will not be allowed to climb up the end of the valley where the park borders on the forest reserve boundary.

5. Facilities: The only facilities we have planned at present are: water tank, 6' x 6' gatehouse, and comfort stations. We do not plan on installing bleachers.

Thank you for your comments. We hope to be able to work closely with the DLNR in the event this project becomes a reality.

Sincerely,

Michael M. Ledyard
President

MAUI MOTORCYCLE ASSOCIATION, INC.

/vd

4-36

XIII. Further Comments

A. Revocable Permit

It should be made clear that the MMA is asking for use of the proposed 200 acres for the motorcycle park under a revocable permit. It is our understanding that the DLNR has made land available to the Maui Motorcycle Association under a revocable permit for their Park.

B. Estimated Costs

The following estimates have been made only on the basic facilities and fencing required. Because of the MMA's free manpower, these estimates lean heavily toward the high side. At the current prices for materials, the MMA would certainly be able to construct these facilities for less than the estimates shown.

1. Gatehouse: 6' x 6' with one window with security bars.	\$ 2,000.00
2. Toilet facilities: 8' x 20' with partition, 4 toilets, 2 basins, one urinal, and including plumbing	10,000.00
3. Water line: 16,000' of 3/4" PVC pipe	2,600.00
4. Water Tank: 20,000 gallon prefabricated galvanized steel	2,000.00
5. Fencing: 1 mile 3-strand smooth wire including posts	<u>2,000.00</u>
TOTAL:	\$18,600.00

C. Appropriations

Senate Bill 1179 was passed on April 11, 1975. This Bill called for the appropriation of \$50,000.00 to be expended by the DLNR for plans and construction of a motorcycling park at Kahakuloa. A copy of this Bill was sent to the DLNR on July 6, 1975.

D. Traffic

Some of the residents of the village of Kahakuloa have raised the issue of a potential increase of traffic on the county highway through their village. Although they have not specifically shown how an increase of traffic would adversely affect them, other than saying that their children might be endangered while they play on the highway, the MMA has tried to cooperate with them. Accordingly, the MMA will encourage its members to drive to the proposed park via Lahaina and not through the village of Kahakuloa. In addition, the road conditions serve to encourage this route: the section of road from Waihee through Kahakuloa Village is in very poor condition, limiting speeds to the 5-15 mph range, while the roads from Central Maui to the Park through Lahaina are in excellent condition and are paved until approximately the last 3 miles. Ige Construction Company currently has the contract to pave the dirt section of the Kahakuloa Highway past the proposed park area. When this section is paved, there will be no reason for users of the park to use the unpaved route through the village of Kahakuloa.

E. Chronological Log of the MMA's attempts to work with the residents of Kahakuloa Village

- 6-13-75 Land Board Meeting - After the meeting, Mike Ledyard, Marvin Friday Miura, and Walter Parris met with Charles Maxwell, Richard Hoopii, and Walter Hoopii, Jr. They all said that traffic through the village was main issue and also said they would meet with the MMA to discuss problems.
- 6-16-75 Mike Ledyard called Richard Hoopii and left message for Monday him to return call. He didn't.
- 6-18-75 Mike Ledyard called Richard Hoopii again. Busy first, then no answer.

6-20-75 Mike Ledyard called Richard Hoopii; again no answer.

6-22-75 Sunday Mike Ledyard and Walt Farris drove from Kula to Kahakuloa to talk to residents. We saw 6 residents, but they would not talk to us--they told us to see Kenneth Kekona. We went to Kekona's house twice over a 2-3 hour time span on Sunday afternoon--he was not home.

6-24-75 M. Ledyard called Richard Hoopii again. He said the earliest he or his group (Maxwell, et. al.) could see us would be on July 3rd. I explained that the deadline was Saturday, 28th of June--he said he knew that and that he, Keau, and Maxwell were working on a statement to the DLNR--he would not elaborate on the statement nor would he say what potential problems were bothering them; he did say that traffic was not the main issue--contrary to what he told us on 6-13-75.

7-3-75 Ledyard called Richard Hoopii to confirm time of meeting. He said that the only time we would meet would be at the town meeting on Sunday, 6th of July at the school in Kahakuloa.

7-6-75 Went to Kahakuloa Community Association meeting--M. Ledyard, Walt Farris, and Kaipō Asing. Residents told us they have the following problems:

1. potential increase of traffic
2. potential destruction of historical sites
3. blocking them from walking in mountains
4. off-road bikes riding on road

When we explained all these, they made it clear that they didn't oppose the park per se, but that they would oppose any new developments in the whole Kahakuloa area.

June 22, 1975

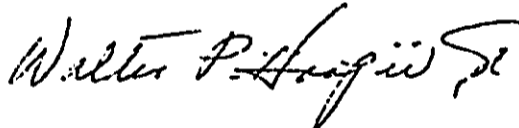
To Whom It May Concern:

I have no objection as a resident of Mahakuloa, to the proposed motorcycle park located by the Old Prison. I feel that the Maui Motorcycle Association will do their best to organize a park which would not inconvenience the people of this area.

Furthermore, I have agreed to let the Maui Motorcycle Association run a water line from my source to their park with the following conditions:

1. The Maui Motorcycle Association will construct a water tank of such size that will assure me of not running out of water on the week ends when the park is in use.
2. The Maui Motorcycle Association will help to maintain the entire water system.
3. Only the Maui Motorcycle Association and myself will use the water from my line.

Sincerely,



WALTER P. HOOPII, SR.

XIII. Summary

The MMA was shocked to hear criticism of the proposed park from several supposed residents of Kahakuloa at the State Land Board meeting of June 13, 1975. Since that time the MMA has made a serious effort to meet and work with the people of Kahakuloa and the Kahakuloa Community Association, and to take into consideration their comments and suggestions. This effort on the part of the MMA has been time consuming and sincere; however, the same cannot be said for the people of Kahakuloa with whom we have met or have tried to meet. Since the Board Meeting of 6-13-75, Richard Hoopii, a resident of Wailuku, has acted as the spokesman for the people who object to having the park in the Kahakuloa area. While Mr. Hoopii has always been courteous to the MMA, he seems to have made a definite effort to be very vague in supplying his criticisms and comments of the proposed park. While he and his group have brought up several minor potential inconveniences that the park might impose on the residents of Kahakuloa (such as not being able to hike in the area of the proposed park while the park is being used ^{he has steadily} by motorcycles) inferred that there were far greater potential adverse impacts. However, while the MMA has repeatedly probed Mr. Hoopii and other members of the Kahakuloa Community Association for these specific adverse impacts on their "lifestyle," neither Mr. Hoopii nor members of the Kahakuloa Community Association have even tried to answer this question.

It is also interesting to note that of the nine people who testified against the proposed park at the Land Board meeting of 6-13-75, at least five do not reside in the Kahakuloa area, although they identified themselves as Kahakuloa residents. Charles Maxwell lives in Pukalani, Richard Hoopii and Walter Hoopii, Jr. and Charles Keau reside in Wailuku, and Stan Podlewski in Hailiimaile. Furthermore, Walter Hoopii, Jr. testified at the 6-13-75 Land Board meeting that there were no water pipes or water in the area. Not only was he wrong but he knew he was wrong because his father, Walter Hoopii, Sr. had told him before the 6-13-75 meeting that he, Walter, Sr., had already offered the MMA access to his water pipeline, and that the MMA planned to build a water tank and run a pipeline from his water line to the park area.

Until after the MMA's meeting with the Kahakuloa Community Association on July 6, 1975, the MMA felt that there was an excellent chance that the MMA and the Kahakuloa Community Association would resolve their differences. This was felt because the Kahakuloa people made it clear to the MMA's representatives immediately following the Land Board meeting of 6-13-75 that they had only two major complaints: (1) They had not been consulted prior to the public hearing, and (2) The potential traffic increase might affect their "lifestyle." Subsequently, the MMA made several attempts to work with the Kahakuloa people, explaining the reasons behind the park and details of its operation, and more importantly, to propose several

plans that might route traffic to the park through Honokouhau and not through Kahakuloa Village. Among the plans proposed were:

(a) enforcing a MMA rule that all members not drive to the Park through Kahakuloa; (b) radio advertising prior to events at the Park advising motorists of the poor road conditions through Kahakuloa and requesting that they do not use this route to the Park; and (c) posting notices in the motorcycle dealers' show-rooms with this same message.

In our discussions with residents of Kahakuloa, we were told that they wanted the following things:

- A. A better road
- B. Wider and better bridges (even though the bridge within the Village and two more on the Waihee side of the Village were rebuilt in the last several months)
- C. A modern water system
- D. A playground and baseball field for the children

On the other hand we were also told that they wanted to keep Kahakuloa the same way it was when they grew up so that their children could grow up the same way. It is the MMA's opinion that these two desires of the villagers are mutually exclusive: with a better road and new bridges will come a drastic increase in traffic not only on weekends but during the week from tourists; when the village has playgrounds, baseball fields, and a modern water system, it will no longer be like the Kahakuloa of old that the villagers say they want to preserve.

At the Kahakuloa Community Association meeting of July 6, 1975, Richard Hoopii made it very clear that it was not the motorcycle park that he was objecting to but that he would object to and fight any new developments or changes to any part of the entire Kahakuloa area. At this time it became apparent to the MMA that further discussions with the Kahakuloa Community Association would be futile.

It should be noted that the Kahakuloa Community Association meeting of 7-6-75 was attended by only 10 members. The two most outspoken members were Richard Hoopii and his nephew, Walter Hoopii, Jr., neither of whom reside in Kahakuloa.

In summary, the MMA is of the opinion that the majority of the community of Kahakuloa does not have serious objections to the proposed park, but that for reasons unknown to the MMA, several people who do not even live in the Village have attempted to convince the bona fide residents that the park would have an adverse impact on their lifestyle.

At this writing the portion of the Kahekili Highway on the Waihee side of Kahakuloa is being widened, graded, and paved with oil and cinder. Three bridges have been rebuilt and a fourth widened. The road approaching Kahakuloa from Honokouhau was widened to a point half mile past the proposed park several years ago. Ige Construction has contracted to pave this section. They have already begun their survey.

For better or worse progress cannot be stopped. Improvements to the Kahekili Highway have already begun, and this highway is

scheduled to be taken over by the State in 1978. A good road connecting Honokouhau with Waihee will drastically increase traffic seven days a week. The proposed motorcycle park will potentially increase traffic to a much lesser degree and only two days a week.

The Kahakuloa Community Association and its chairman, Richard Hoopii, are set against any changes to the Kahakuloa area; however, if the proposed motorcycle park should come about, the MMA would still be willing to work with the people of Kahakuloa and to share the facilities with them when and where feasible.

The MMA would like to recognize and thank the following people and agencies for their generous help over the last three years in aiding the MMA in its effort to obtain the proposed motorcycle park:

Senator Mamoru Yamasaki
Senator Henry Takitani
James Shaw and the Maui Land Management Divisions of the DLNR
Wesley Wong and the Maui Forestry Division of DLNR
Joseph Medeiros and the Maui Fish and Game Division of the DLNR
David Nohriga and the West Maui Soil Conservation Service
The State Land Board
The Maui County Planning Commission
Maui Department of Public Works
Christopher Cobb and the staff of the DLNR
Marvin Miura
Walter Hoopii, Sr.
The Hawaiian Motorsports Association
and many others too numerous to mention.

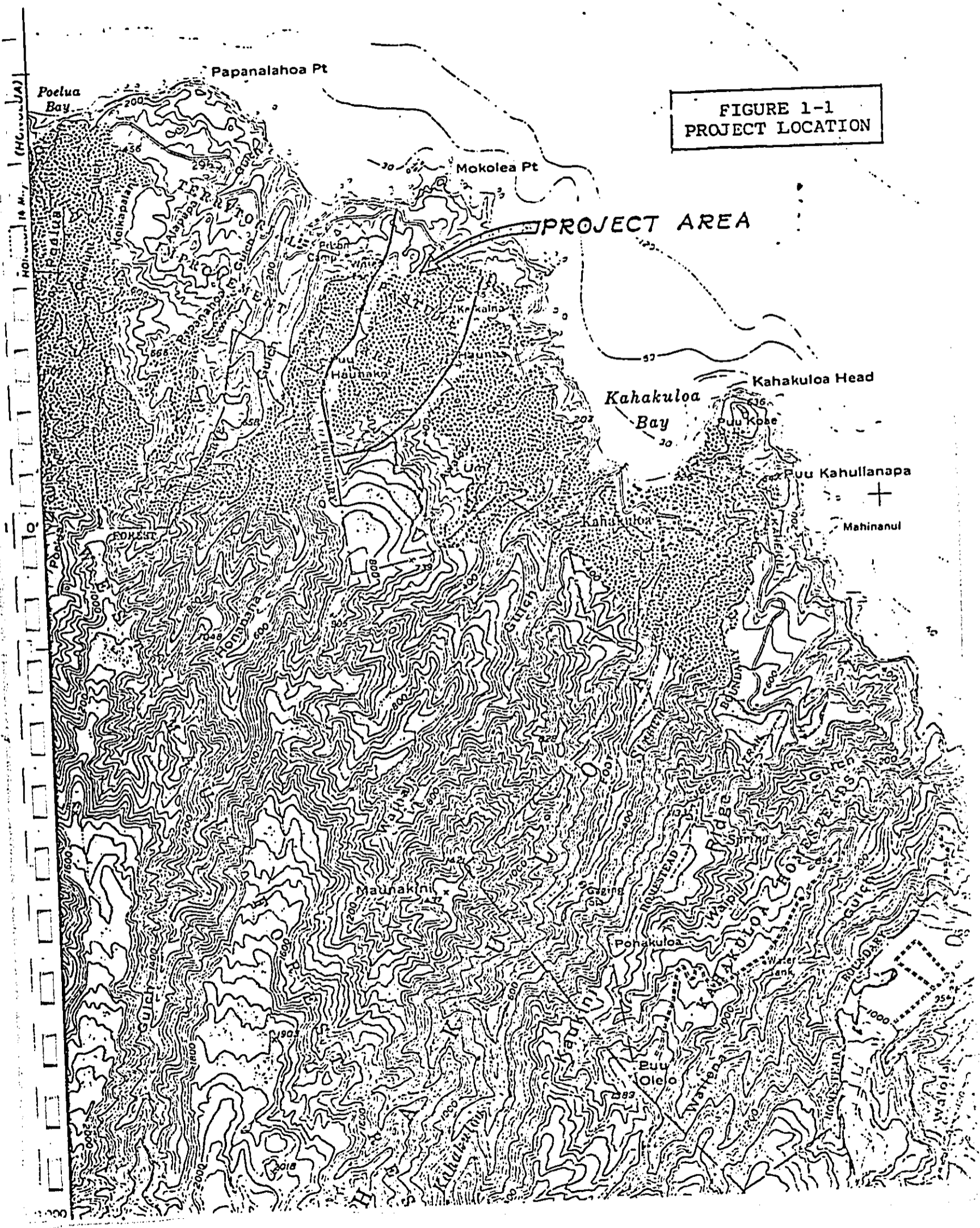


FIGURE 1-1
PROJECT LOCATION

PROJECT AREA

(H.C. 1000)

14 M.

10

2000

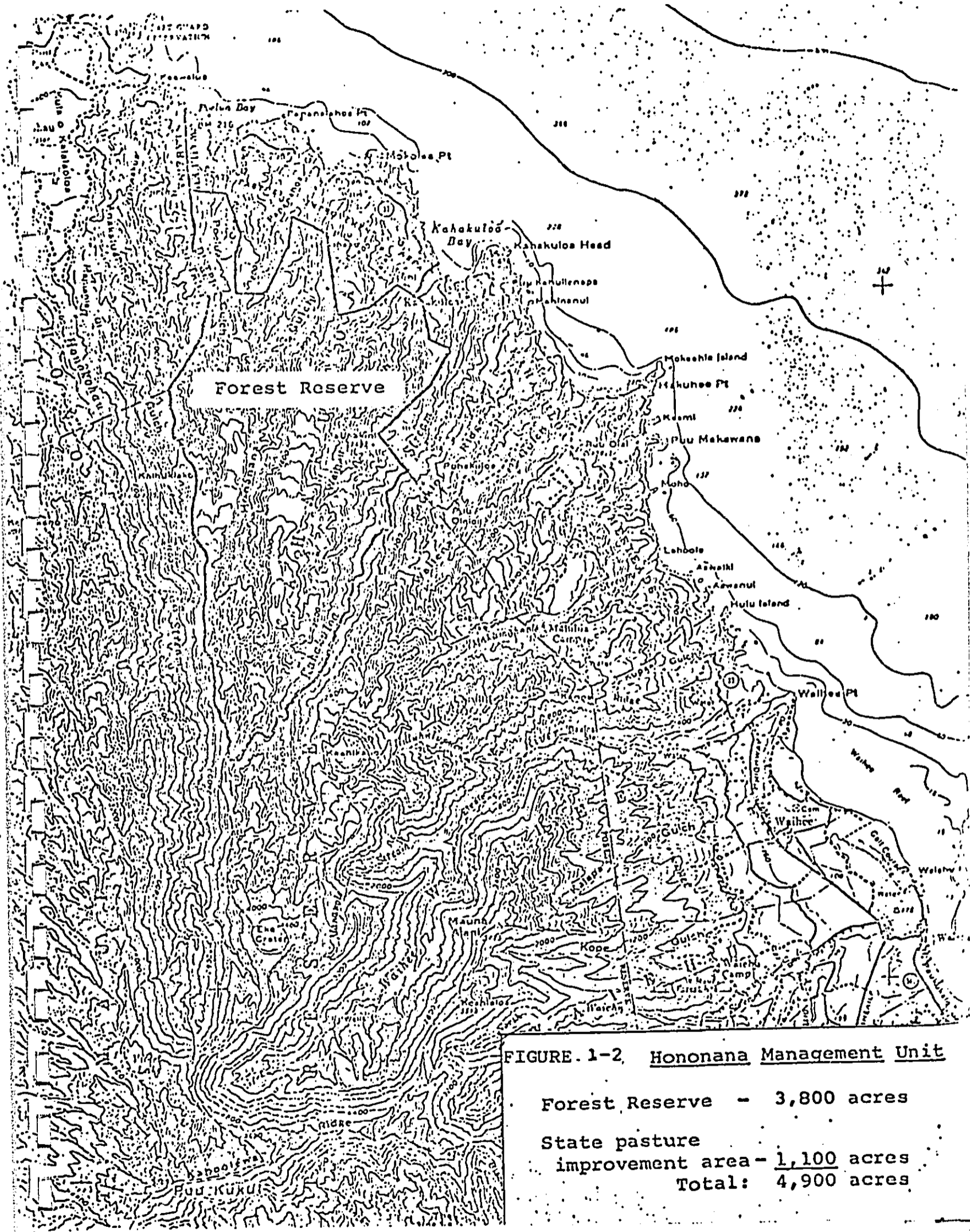


FIGURE 1-2. Hononana Management Unit

Forest Reserve - 3,800 acres
 State pasture
 improvement area - 1,100 acres
 Total: 4,900 acres

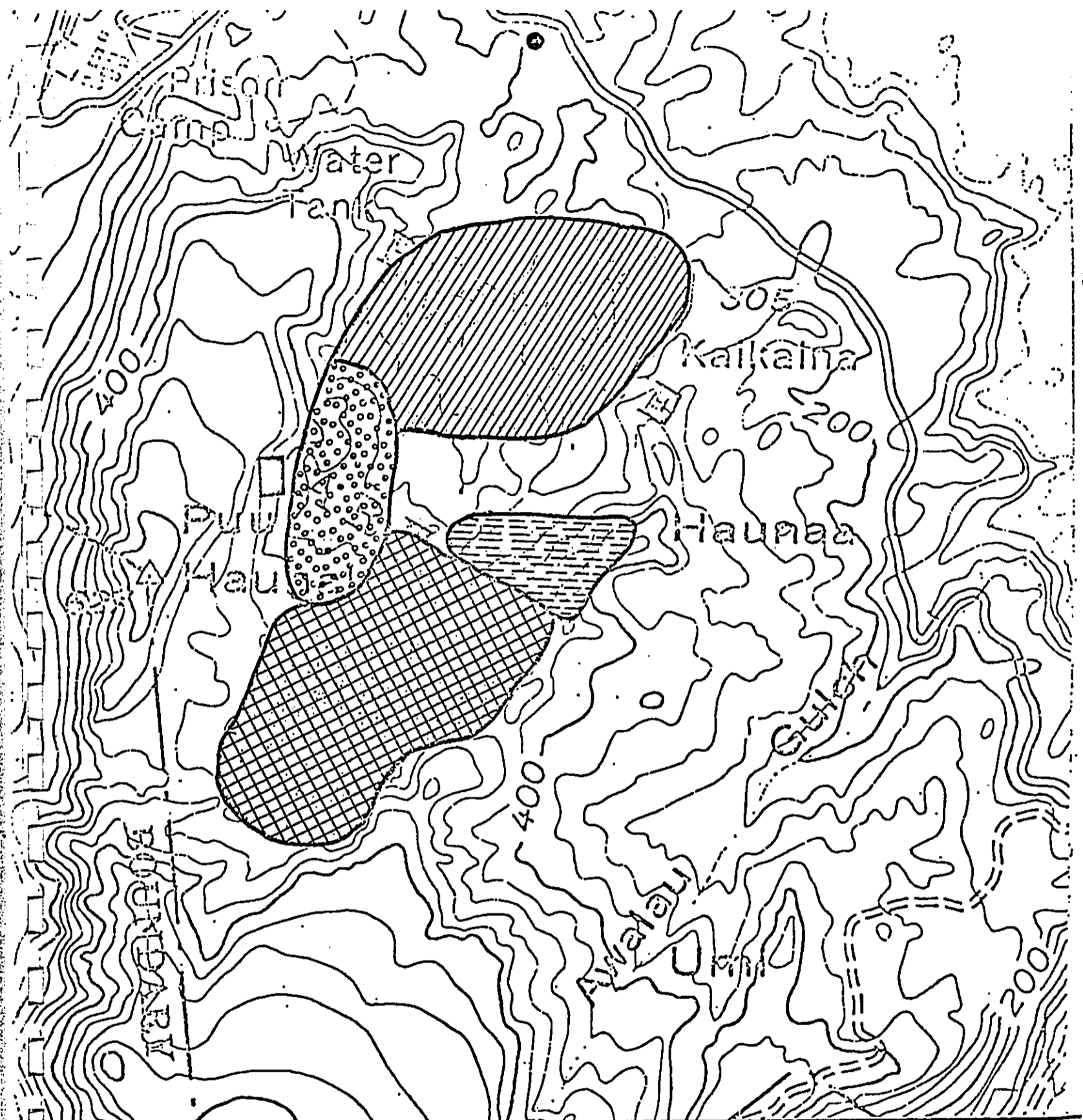


FIGURE 2-1

Special Tracks, Comfort Station,
Parking & Pit, & Gate House Map

- | | |
|--------------------|-----------|
| Motor-cross Area | xxxxxxx |
| Hill-climbing Area | ----- |
| Parking & Pit Area | o o o o o |
| Mini-bike Area | ----- |
| Comfort Station | ■ |
| Gate House | ● |

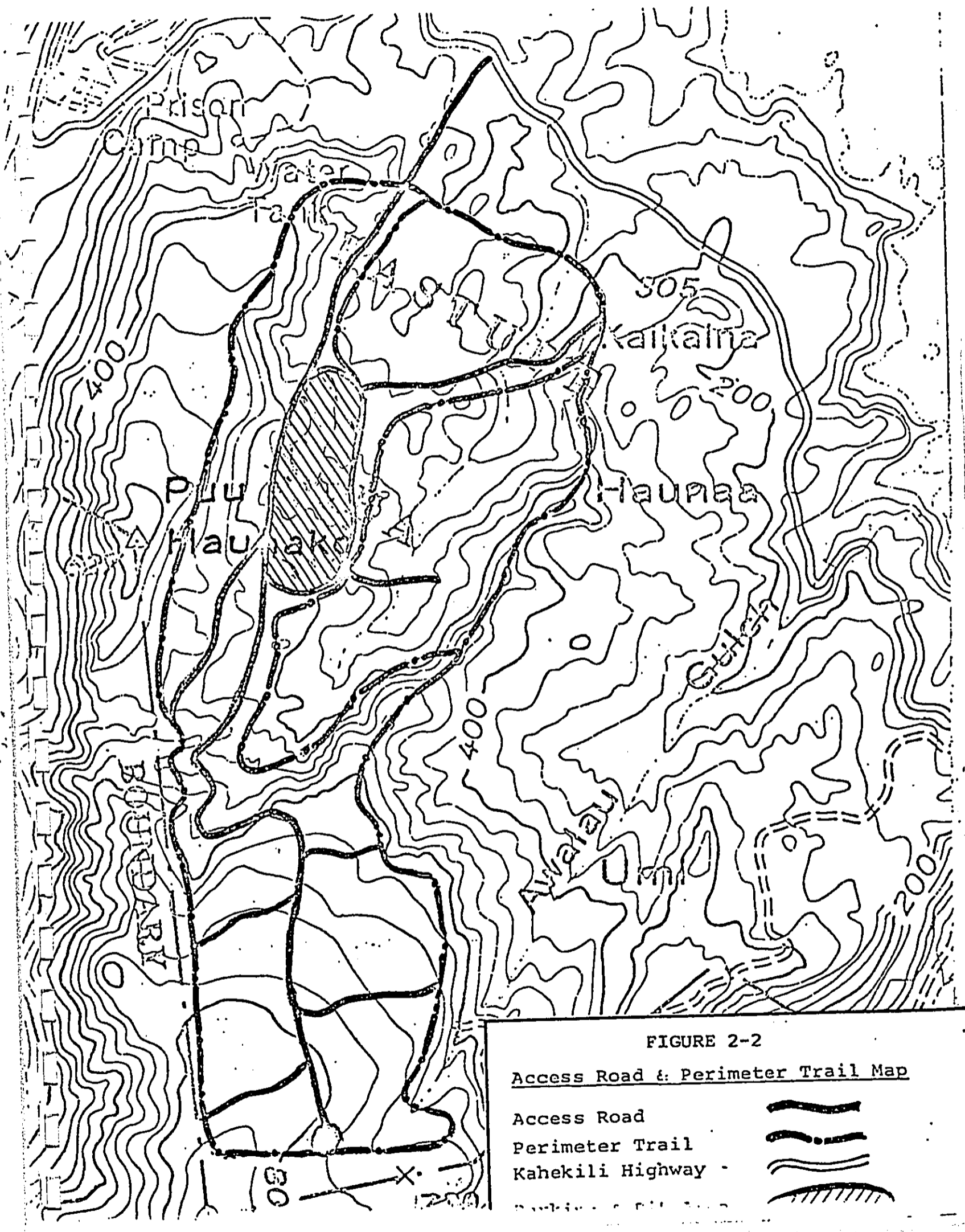






FIGURE 2-2

Access Road & Perimeter Trail Map

- Access Road 
- Perimeter Trail 
- Kahekili Highway 
- Parking Area 

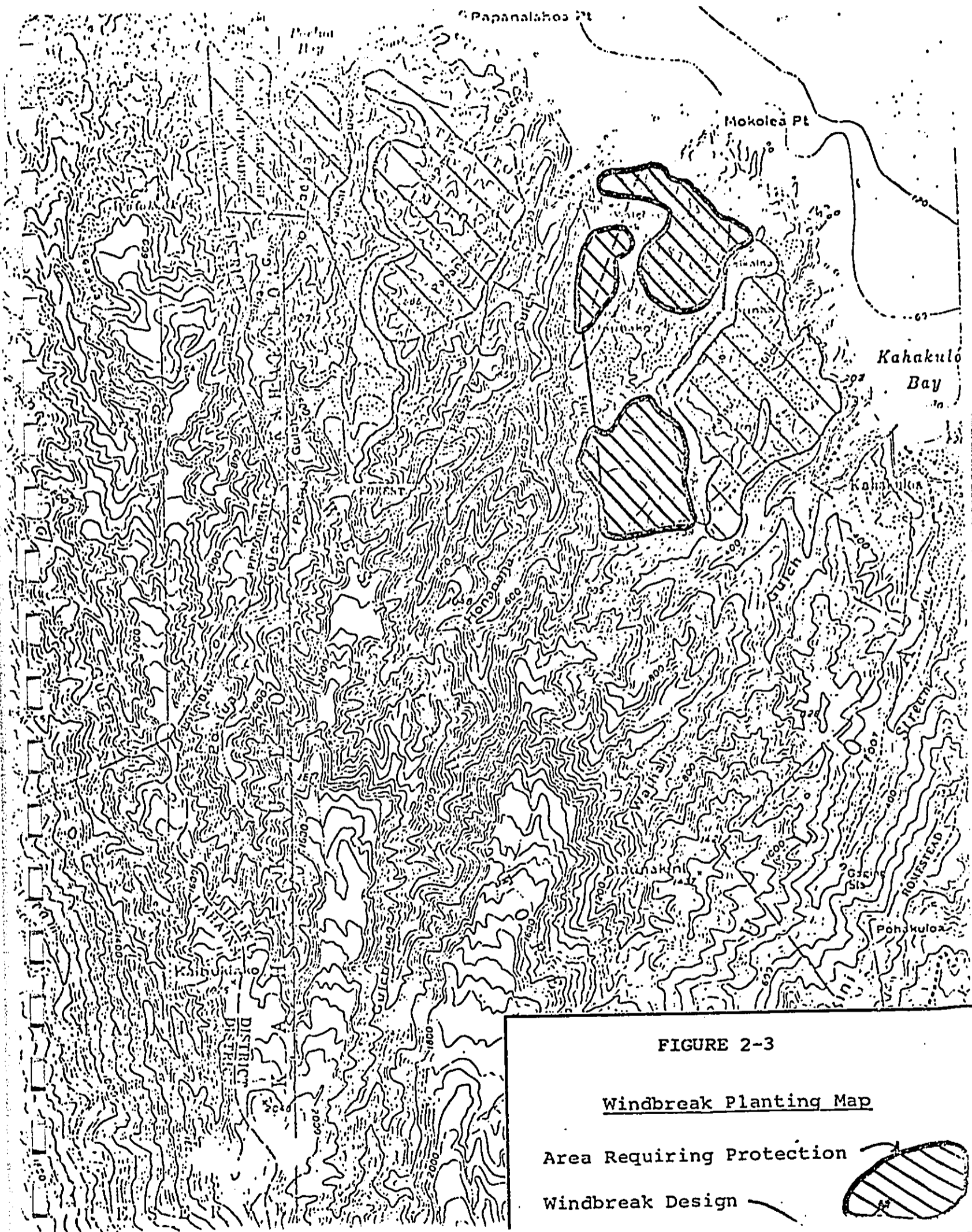
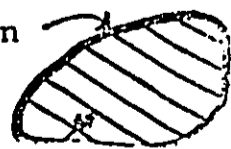


FIGURE 2-3

Windbreak Planting Map

Area Requiring Protection

Windbreak Design



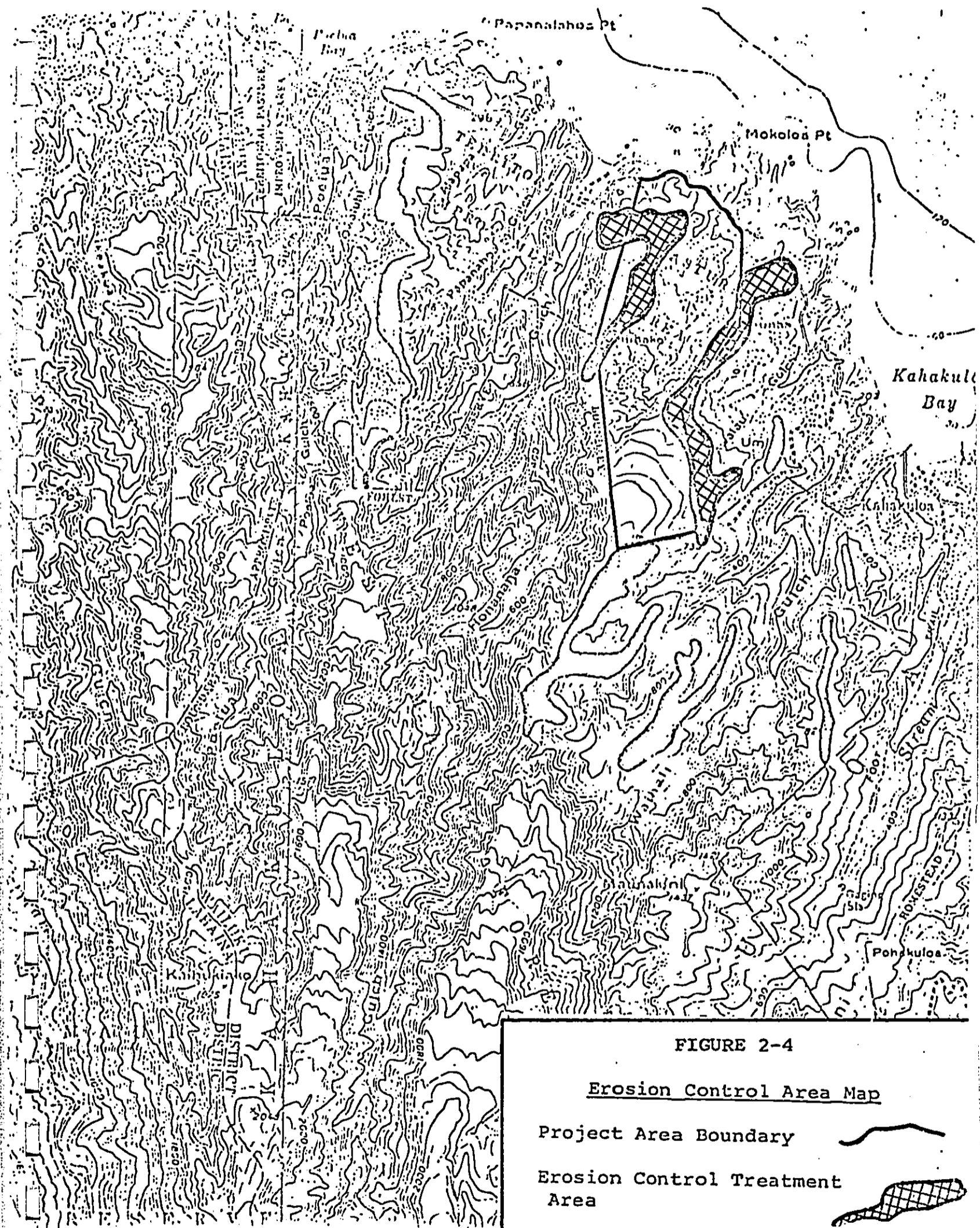
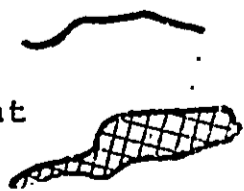


FIGURE 2-4

Erosion Control Area Map

Project Area Boundary

Erosion Control Treatment Area



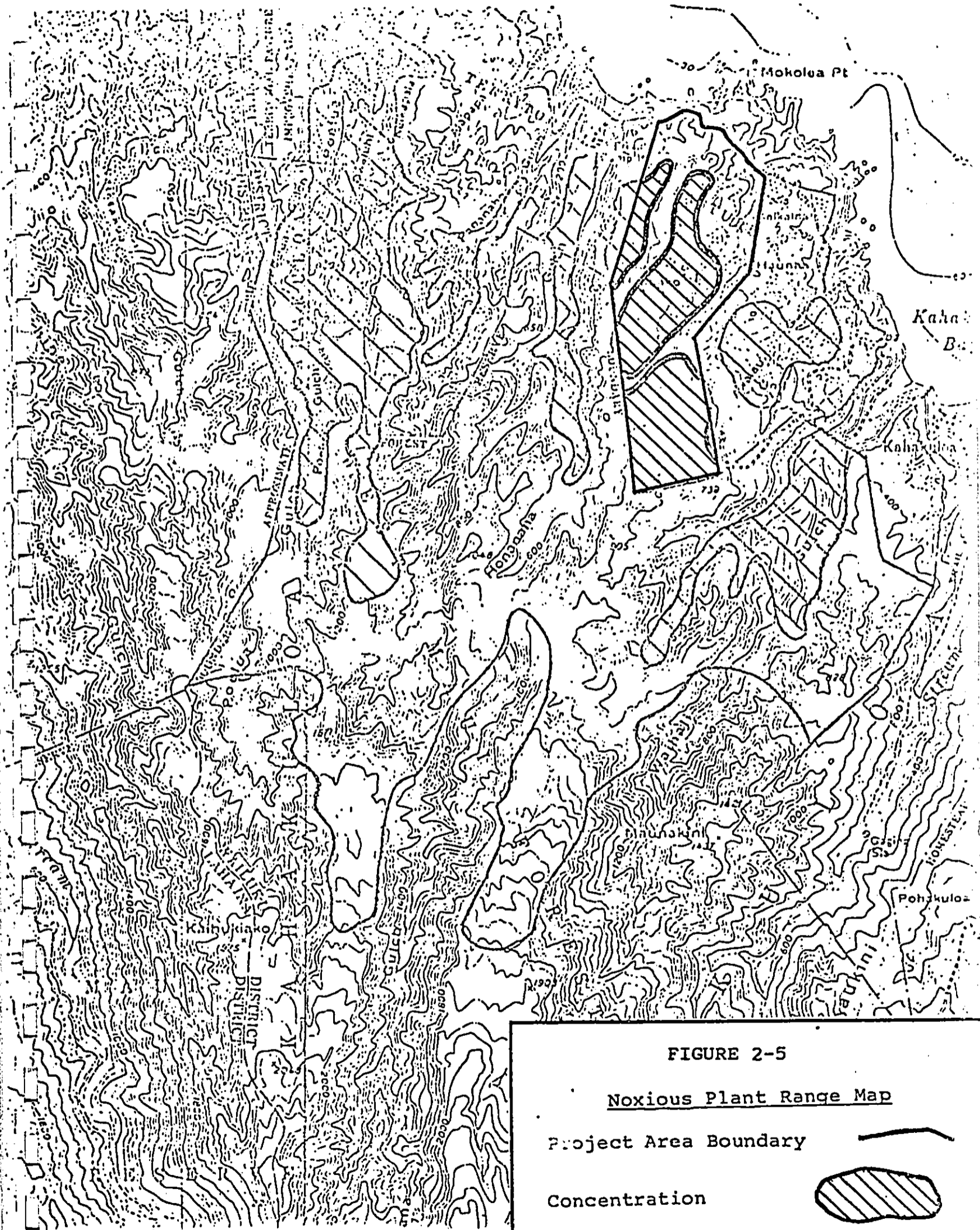


FIGURE 2-5

Noxious Plant Range Map

Project Area Boundary

Concentration



