KIHEI
UPCOUNTRY
MAUI
HIGHWAY

FINAL ENVIRONMENTAL IMPACT STATEMENT
VOLUME TWO: DRAFT EIS COMMENTS AND RESPONSES

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEBRUARY 2002
VOLUME TWO: DRAFT EIS COMMENTS AND RESPONSES

PUBLIC HEARING TRANSCRIPTS
   Kihei Aquatic and Community Center, September 29, 1999
   Mayor Hannibal Tavares Community Center, September 30, 1999
   Kahului School, October 13, 1999

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Participants Who Provided Comments During the Draft EIS Review Period

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U.S. Department of Agriculture
U.S. Dept. of the Interior, Office of Biological Policy & Compliance
U.S. Dept. of the Interior, USGS, Biological Resources Division
U.S. Dept. of the Interior, USGS, Water Resources Division
U.S. Environmental Protection Agency, Region IX
State of Hawaii Dept. of Accounting & General Services
State of Hawaii Dept. of Defense
State of Hawaii Dept. of Education
State of Hawaii Dept. of Health
State of Hawaii Dept. of Land and Natural Resource, Division of Forestry and Wildlife
State of Hawaii Office of Environmental Quality Control
State of Hawaii Office of Hawaiian Affairs
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Some participants provided comments anonymously or their names were illegible.
PUBLIC HEARING TRANSCRIPTS

Kihei Aquatic and Community Center, September 29, 1999
Mayor Hannibal Tavares Community Center, September 30, 1999
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Public Hearing Transcripts
KIHEI-UPCOUNTRY MAUI HIGHWAY
COUNTY OF MAUI
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

PUBLIC HEARING

Held at the Kihei Community Complex and Aquatics Center,
Kihei, Maui, Hawaii, commencing at 6:30 p.m. on September 29,
1999.

REPORTED BY: JEANNETTE W. IWADO, RPR/CSR #135
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IWADO COURT REPORTERS, INC.
MR. GALBRAITH: I am Kimo Galbraith, PO Box 1728, Kihei. Right now I drive on these roads every day, I'm a taxi driver, and I see the conditions of the road and then I see the traffic. The traffic is getting so bad right now already at Lipoa that it doesn't make sense to go up from Lipoa. All your growth right now is getting so heavy in the Kihei area that within five years Kihei is going to be full, and everything is moving towards Makena. So why do they want to put another rode and make it more congested right here in the middle of town, when they should go down to Wailea.

They had the alternate road in Wailea originally, but they did away with it. Going from Wailea was going up to Kula Road, which would be simpler for everybody on this side, of course, and it would still be simple for the people up in Pukalani to drive down the highway and come down here. And it would cause less traffic because the traffic would be going down from the main highways down from Pukalani. But they have done away with that one.

So the second best one, which is the only one that they've proposed now, is going from the Kamalii school up to the Kula area, which will in some ways release some of that congestion. But you know, this is not even going to happen for
five years. Within five years it's going to be such a mess
around here with traffic that this road will be obsolete before
they finish it. They have got to get a good plan. I mean, you
know, they can't make everybody happy. But I see so much
growth going down towards Wailea, and we have a huge influx of
tourism that want to go Upcountry. People in Kihei that want
to work Upcountry and have to work Upcountry can also drive and
relieve the traffic by going to Wailea and going up that way,
rather than make the traffic heavier coming through this way.
I am not only considering the traffic, but tourism
is a major factor with all the traffic. I mean how do I say
it? I wish they would have left the Wailea and Kula Road
proposal in, because I think that would be the most practical,
and probably the most reasonable in the long run, and will
relieve traffic congestion. Eventually they could put another
road across in the proposed area, and by the time they get done
proposing it -- it's been 20 years since they have proposed
this one already, since the '60's, and nothing has been done.

Well, how do we get things done? Somebody has got
to take a stand, somebody has got to get the thing going.
That's why these meetings are happening, now I understand. But
trying to make people agree on everything is never going to
work. But they're just going to have to make a decision
whether it makes everybody happy or not, and get a road
Upcountry ASAP.
The last time we had a heavy rain, Ohukai Street was nothing but a flood of water going down. You could hardly even drive through it. The whole bottom part of Kihei flooded, because there’s no storm drains. They don’t figure it’s going to rain in Kihei. When it does, it makes a mess. At Welakahao they’re finally getting some drains in there. That’s what they’re working on, on this road stuff now, that’s taken over a year. In that area, every time it rains there’s nothing but flooding in there. On Welakahao they tore it up and did not patch it worth a damn, pardon me, but it’s nothing but a washboard.

They left the Kihei Road that way until enough people complained. They finally had to do the repatching that they did on that. That road is disgusting. Wait until they start from Welakahao to Lipoa, about a half mile stretch. It’s going to take them three years to do that, if it takes them over a year to do two blocks. I give up. Something has got to be done about our County roads. Thank you very much.

MR. PHILLIPS: I am John Phillips, I live at 523 Ekahai Way in Kihei. As far as my comments, I would like to propose, I would like to vote for the K1 Upcountry 3 route, because I live in Kihei and I commute to Kula. I work as a nurse in Kula, Kula Hospital, and it would make my -- it would cut down on my expense to get there, and it would cut down on traffic. Traffic-wise, it’s a lot easier for me to get there.
that way. I'm not sure what else.

Fuel efficiency-wise, I believe that it's in the
best interest of a lot of people coming from the area of Kula
to Kihei or Wailea to be able to have an access that way or
some way, or vice versa. As in my case, coming from Kihei to
Kula it's less dangerous. As far as me traveling through
Hansen Road and up Hana Highway and Kula Highway, that would be
a lot less dangerous for me, and fuel efficiency-wise and time
efficient-wise to travel that way, for me. I guess that's
pretty much all I have to comment on.

I just wanted to put in my two cents worth in this
forum, and I appreciate this forum. This is a nice way to deal
with the public in a way of getting responses and feelings from
all throughout the community, I think, because I think a lot of
the Upcountry or whoever it is in particular will voice their
opinions. It's important, and I felt it was important for me
to come here tonight to voice my opinion, and I'd like to think
that my opinion counts.

MR. HIRONAKA: My name is Sam S. Hironaka, and I
live at 99 Naniluna in Wailuku town. I'm a member of the Ekua
Purdy Road Committee from Ulupalakua, made up of people
primarily from Ulupalakua, but also people from Kula. Ekua
Purdy was just named to the Hall of Fame of rodeo stars, rodeo
champions of the world, just recently, two weeks ago. He died
in Ulupalakua. Half of the people of Ulupalakua are related to
Ekua Purdy. No matter which way you go in Ulupalakua you come across a Purdy.

But anyway, we formed this committee about 13 years ago, after the road between Makena and Ulupalakua, which was in existence for like, oh, if you go back from today, it's 15 years. But the road was closed after 75 years of usage in 1984, because the then Mayor of Maui, Hannibal Tavares, decided that it was too expensive to maintain that road, which was not a County road. It was a public road used by the public, but not improved. But everyone used the road if they wanted to go down to the ocean, to Wailea from Kula.

At that time, this was the mid-1980's, at that time no mention of K1, K2 or U1 or U2 or U3 or U4 was discussed. We didn't, I don't know whether we even had -- perhaps we had the High Tech Park then, the beginning of the High Tech Park. At that time the legislators, the County Council members, the Maui News editors, the Kihei Community Association, the Kula Community Association were all unanimously in favor of doing something to reopen that road between Makena and Ulupalakua.

But for whatever reason today, 15 years after the road was closed, the road still remains closed.

The reason I'm here tonight is not to oppose the routes, because the routes up for proposal in the draft EIS would benefit a great many people. No matter which route you select, it's going to be more advantageous for some people and
less advantageous for other people in other areas. It depends
where they live, right. You cannot have roads to every single
village or subdivision, you have got to have a single one.

And our thrust is that one of the routes be selected
and construction proceed as quickly as possible, because the
island needs more roads to relieve congestion, to provide
escape routes in case of a disaster. But we should be careful
that we do not unduly harm agriculture, whether it be a sugar
plantation or Maui Land & Pineapple. And also, we should try
to avoid hurting the small farmers, particularly the vegetable
farmers of the bread basket area of Maui, which is the Kula
area.

But having said that, because of the magnitude of
the proposal, no matter which road we select, the magnitude of
cost, from the standpoint of cost, the magnitude of engineering
designs, and the cost itself of building the highway, no matter
which one we select it's going to cost anywhere between 50 to
70 million dollars. So what we're saying is build a secondary,
not necessarily a superhighway, but build a road between
Wailea, which is one of the most important segments of the
economy of Maui, as well as the State of Hawaii, Wailea and
Makena.

We should take care of the tourists. More and more
tourists come to Maui for more than just the golf courses and
the ocean, because we have just as beautiful oceans on Oahu and
golf courses too. But why do they come to Maui? Because of
the scenic, natural beauty of what Maui has to offer,
particularly Haleakala, and places like Keanae, Hana, Kipahulu,
where Lindberg died. There must have been a reason why
Lindberg chose to die in Kipahulu, and Kaupo. And the winery
in Ulupalakua, the only winery that's doing well, not only in
existence, but doing extremely well in Ulupalakua.

So we should build, if nothing else but to satisfy
the tourists, but also we need that road very importantly to
provide an escape route in case of an emergency. Because if
you look at the map, if there is a disaster south of K2, our
most important people in Wailea and Makena would be cut off
because they are on the wrong side of the disaster. For that
reason alone we should have a roadway, if you want to call it
an escape route, a temporary road.

But if we are going to build a temporary road, we
might as well build a safe road, which means a paved road. Not
necessarily to meet the federal highway requirements, but
perhaps a road which would meet the requirements, the minimum
requirements of the County of Maui. Because the cost of the
road from Wailea to Ulupalakua will be just minuscule compared
to the other road. If we can afford to build a highway costing
70 million dollars, surely we can spend 5 or 6 or 7 million
dollars for a road from Wailea up to Ulupalakua.

It may be interesting to learn, and I believe a
thorough study should be done, because according to our committees, our own committee's study, the distance between the High Tech Park and Haleakala would be reduced by more than 25 percent by way of South Maui, by way of Wailea up to Ulupalakua. So if we are talking distances, that route should be very attractive.

The other consideration is that the road by way of Wailea to Ulupalakua would be much, much less congested because we would be having people go in opposite directions. You know, certain people, part of the population, the traffic would naturally be on Piilani Highway, but the tourists or the employees from Upcountry Maui would not even use Piilani Highway, see, because they will go straight into Wailea from this shortcut road from Ulupalakua.

So from the standpoint of cost, that road could be built by just the interest that is saved from delaying these so-called K1, K2, U2, U3, U4 roads. If they're delayed one or two years, they'll save enough money on the interest alone to build that road, because there won't be any tunnels, there won't be any bridges, it will all be through waste pasture land. I shouldn't say waste, but very low productive land, primarily through lava fields and very soft, easy to excavate type of land.

The other important consideration is this: No matter which route we choose, from K1, K2 or U1, U2, U3, or U4,
the State will have to improve the road between Keokea and Ulupalakua anyway, because the tourists, if the road between Wailea and Ulupalakua is not built, we will continue to force the tourists and others to go around the island. And those who merely want to go to the winery for a free taste of wine, they’ll be forced to drive on that road, the winding road between Keokea and Ulupalakua.

At present, we have 40 foot containers on that road merely to deliver bottles to the winery, and also to take the wine from the winery, bottled wine from the winery to the docks for shipment primarily to Japan and the far east. Now, on top of that, we are beginning to have more and more great big tour buses travel on that road, that winding road between Keokea and Ulupalakua. It’s a winding narrow road. It’s much better since the State took over the road about six or seven years ago from the County. It’s a greatly improved road, but it’s still winding and fairly narrow, and somewhat dangerous.

So if we are going to have the cost of improving that road anyway, due to the ever increasing traffic, then the cost of improving the road between Ulupalakua and Keokea should not be attached or blamed on the road between Wailea and Ulupalakua, because we are going to have that expense anyway, no matter what.

So when you take that into consideration, if we take merely the cost of building the road between Wailea and
Ulupalakua, you see the cost will be very nominal because it’s easy to grade, it’s easy to build, there are no bridges, no archaeological sites to consider. And best of all, I have heard time and again that Ulupalakua Ranch, because it’s low cost land, primarily low use, very low production type of land, that Ulupalakua Ranch would be willing to donate the right-of-way in addition, so that’s another factor.

So why can’t we have, if you want to call it just an escape route, merely to appease the people of South Kihei. Let’s build the road from K2 to U2 or U3 or U4, but let’s also build an escape route from Wailea to Ulupalakua. Doesn’t that make sense? All I’m asking for is common sense and justice because -- and again, I repeat -- the fact that the road was built during the whaling days, during the whaling era and kept open for the use of local residents and tourists alike. To use the shortcut road between the Makena area to Ulupalakua, why is it that today when we have all the modern facilities, and certainly a road is a citizen’s privilege and right to have a road, we shouldn’t be closing that road.

The road has been closed now for 15 years. To deny the tourists and to deny the local people who live on the south end of the Kula area, and also to deny the people of Kihei to just go to the cool climate of Ulupalakua, amidst the tall jacaranda and sandalwood trees, you know, to have a picnic lunch up there. They could do it in just a matter of a few
minutes from the hot area of Kihei.

A tourist who goes around the island, when they come
home from Ulupalakua to Wailea it will save them, the round
trip, 34 miles each way, 34 miles. That's more than an hour.
Because under the present route the road is so congested that
it would probably take them an hour and a half to get back to
Wailea. Whereas coming down the hill from Ulupalakua they
would be able to be home in five minutes. I mean that's how
ridiculous it is.

I wish I owned the bank, I would build it. Maybe I
should talk to Bill Gates, because it's so ridiculous. If I
were Mr. State of Hawaii, I would do it without even giving it
a second thought. And you know, if I owned the State of Hawaii
I would build that road and make it into a toll road. I bet
you the tourists would be happy to pay $10 just to use the road
one way, because it would save them almost $10 worth of
gasoline and $20 worth of time. Now, tell me, is there any
other road in Hawaii where a tourist would be willing to pay
$10 to use the road? I think not.

You know, these roads, K1, K2, you know, the
alternative roads, if we were to charge them even $5 to use the
road, I don't think the tourists would even be willing to pay
that much. And the local people wouldn't use the road even if
the cost was $3. I don't think they would pay that much.
That, in a nutshell, would give you a valid, a very valid
reason to build this so-called secondary escape road, whatever
you want to call it, but certainly a great convenience. Let’s
call it the Convenience Road, the Common Sense Road. I want to
call it the Ekua Purdy Road. Thank you.

MR. KENNEDY: I am Russ Kennedy. I live at 2274
South Kihei Road, in Kihei. Okay, I feel that the K2 should be
the Kihei connection. Basically, it’s far enough south to
where a majority of the people could still get to it. It’s
away from the Mokulele Highway area, which gets flooded all the
time. The upper connection I don’t have a strong opinion
about, except it should not go to U1. Haleakala Highway is
already a design disaster. That’s a polite way of putting it.
To add to the congestion there would not be a logical
decision. U2-A or B would probably be the preferable choice.
U3 is a little far out.

The other purpose for K2 would be to provide access
to the Hawaiian Homelands, where they could go up and be able
to connect on to it and get to their land without having to go
all the way around. That’s about it, short and sweet.

MR. BELWAY: I’m Ed Belway, Post Office Box 1581,
Kihei. We bought our properties in 1979, 20 years ago. We
moved in 18 years ago. We watched everything grow,
communities, highways, schools. At this point we have a chance
to do something that would benefit a lot of people, so good
planning is critical. We believe that the access in Kihei
should be at K2. There are numerous benefits, and I just don’t want to go into all of them, but it’s an obvious choice. For practical purposes, we like U2-A. Again, for practical purposes, for access by the most people.

This would be a valuable service that cannot be measured at this time, possibly estimated by somebody, but a single person could not, because there are so many parts of the island that would be served by this one item. So the two terminals, K2 and U2-A are critical choices, and we do not give the other choices much chance. For practical and financial value, we feel this is important. That’s it.

MR. MARSH: I’m Jeff Marsh, and I live at 2387 South Kihei Road. In looking at the plan for additional highway construction, I am struck by the lack of additional manners of addressing the challenge of moving people from and to Upcountry to Kihei. The emphasis on roadway building stresses the proliferation of individual vehicular transport, and does not seem to give voice to other manners of public transportation.

I’m curious about something along the lines of if you are going to build a roadway, why not have it be a closed roadway system with nothing but public buses running up and down the roadway. Something that would encourage public transportation, reduce vehicular emissions, and hopefully reduce the noise and police enforcement problems on that roadway. I would also like to see the encouragement of bicycle
transportation, and this all seems really viable and easy to
address. On the more expensive side, but possibly something
that would have a longer term benefit, would be some sort of
light rail or hard public transportation system.

I was also interested in the investigation of a
private transportation system running on the existing roadway
on Ulupalakua Ranch. I don’t know how amenable the owners
would be to having an improvement on the roadway, or even going
into some sort of partnership with the County or the State in
providing transportation from Upcountry to Kihei, but I’d like
to see these addressed, or at least give it some
consideration. Thank you for listening to me.

MS. FEINBERG: I am Lucy Feinberg, F-e-i-n-b-e-r-g,
and I live at 483 South Kihei Road. I have lived here since
1986, and we need, first of all, an exit route out of Kihei for
any kind of disaster. We had a close call several times, and
we just can’t continue like that. So we’ve been lucky so far,
but we need a roadway exit. Five years is too long, but I
guess it’s only five years.

The one that I like is the U3, K1. It does follow
the natural grade. It gets us up to Kula and closer to
Haleakala, or closer just to Upcountry. It takes us away from
the congestion over in Pukalani and Makawao. It would be easy
to get to Keahaulike and go up to Haleakala, if that’s what
people want, or if they want to go to Makawao it’s no big
deal.

There needs to be a bike lane immediately with the construction, not after. There needs to be -- I actually think it needs to be four lanes right away, because we went through that with Haleakala Highway, and I think it was ridiculous. Now they have the stupid three lanes, and it doesn't help that much. That's all I have to say.

---oOo---

(Whereupon the hearing was adjourned at 9:30 p.m.)
CERTIFICATION

I, JEANNETTE W. IWADO, Notary Public for the State of Hawaii, certify:

That the hearing contained herein was taken by me in machine shorthand and was thereafter produced in transcript form under my supervision; that the foregoing represents, to the best of my ability, a true and accurate transcript of the proceedings had in the foregoing matter.

I further certify that I am neither attorney for any of the parties hereto nor in any way concerned with the cause.

Dated this 5th day of October, 1999.

[Signature]

NOTARY PUBLIC, State of Hawaii

My commission expires 2/5/00

IWADO COURT REPORTERS, INC.
KIHEI-UPCOUNTRY MAUI HIGHWAY
COUNTY OF MAUI
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

COPY
PUBLIC HEARING

Held at the Kihei Aquatic Community Center, Kihei, Maui, Hawaii, commencing at 6:30 on September 29, 1999.
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PUBLIC HEARING

TRANSCRIPT OF PROCEEDINGS

MR. BOTEILHO: My name is Nelson A. Boteilho, B like Bravo, O T E I L H O. My address is 3311 Haleakala Highway, Pukalani, Hawai`i, 96768. My daytime telephone, of course, area code (808) 572-7274, then evening 572-9147. Now, this is what I would like to say. I was active in the task force at the beginning of this project and has continued my interest and concerns in this project. You are all to be commended for the outstanding studies, preparation for public hearings, displays, good, able people available to provide information to the public. I reserve my choice of the highway connection upcountry at this time and leave the intersection at Kihei for the community to select.

Once again, quotations, job well done to all Governmental agencies involved and to Warren Unemori Engineers for their outstanding, professional work or services.

MR. ESKER: My name is Jack Esker, E S K E R, 2531 South Kihei Road, Apartment C502, Kihei. I’m just curious, Sunday’s paper talked about the funding for this road was to improve the defense related activities at the Maui Research and Technology Park in Kihei and Science City at the top of Haleakala. I’m curious what do these people favor, which route do they favor? And I think their opinion will be more opinion
than mine. Though I favor the one at, what is it, K1 and that
goes up to Number 3.

MS. ENGEL: Cristin Engel, C R I S T I N, Engel,
ENGEL, 3310 Wailea Alanui, Number 4D, Kihei, 96753. I
believe that Haliimaile connection is most practical connecting
to K1. That's the best ending into Kihei. This route will
save time for more people as well as gasoline from upcountry to
Kihei as well as West Maui. Upgrade of North Kihei Road,
Mokulele Highway, conservation as well as Piilani needs to be
done. It will make safer the congested area around Five Trees
in Kula and give Kula residents more privacy. I think that
will do it, and it's going to cost less money, too.

MS. MALONEY: My name is Kathryn Maloney,
KATHRYN, MALONEY. My address is 300 Lakau,
LA KA U, Place, Kihei, 879-3562. I am in favor of K2 in
Kihei and either U2A or U2B. My comments on Kihei is because
of the large population we have in our hotels and South Maui,
we need to have a southern terminus as possible should the need
for evacuation occur. My objections to the Haliimaile
intersection is according to the report here we would be
building a multi-million-dollar project that would start off
with intersections currently rated D and C, which means we
would build a new road with unacceptable traffic patterns.

MR. GRIES: My name is Herbert Gries, G R I E S.
Well, I live in Kihei, but my mailing address is Box 695,
Puunene, 96784. My phone number is 874-0696. I only have one number. I'm retired. I think that the intersections of this new road from Kihei to Kula should be as far north as possible both in Kula and Kihei. Basically, the reason is that anyone living out at Ulupalakua, Keokea or the end of Kula has to use the Kula Highway anyway to go anywhere just going to Wailuku or if they have to go around to Lahaina. The same thing is true in Kihei, everyone living in Wailea or South Kihei has to use the Piilani already. I don't think it makes any sense to add an intersection partway down either one of those roads to have transient people use the highway just to go through to places like Maalaea, Lahaina, Waikapu golf courses and so forth.

So therefore, the furthest north alternatives would be my choice, but I would like to even consider since the Mokulele-Piilani intersection is going to be completely redone, that that might be a place where the Kihei-Kula road could also intersect, which is actually further north than the most northern intersection that we have now.

And I also understand that in the future there may well be a bypass road around the back of Kealia Pond, which would make the beach road at North Kihei a secondary road and it might even be sensible to consider having the upcountry road come in at that point at Mokulele and be a continuation of that road. Basically what I'm saying is it would be good to look at the big picture and see what other major projects are going to
be done in future years in this same area so that the thing
could all be coordinated instead of each project looked upon as
independent -- as independent, and therefore, when you come
along to the next project, you've got conflicts. That's it. I
was a member of the Kihei Advisory Committee for the master
plan for both 1980 and 1990.

MR. NICHOLS: My name is Bob Nichols,
N I C H O L S. And my address is 2737 South Kihei Road, and
that's in Kihei. My comments are short and sweet. Based on
their presentation, A2, the southern most route in Kihei, would
be my recommendation. I have no recommendation as to
upcountry. My feeling is though that if the prime intent of
this project is to service the people at the Tech Center and
the top of the mountain, none of these are good alternates.
They should be using what they would classify as Number 7,
which is the route that extends the current highway, reconnects
it to the upcountry and comes out in Kula Sands.

The rationale for that is that it would be less
traffic, it would be faster for people to get up in terms of
time. The rationale that they are using evidently is not to
get the road from the Tech Center to the top of the mountain.
It's to get it from the population center of Kihei to the
population center of upcountry, which are two different things,
and I think they're making a mistake in that respect. We need
the road because Kihei is land locked, which is with just one
road getting out of here. We've had man-made disasters and
accidents that, of course, if we ever have a big tsunami or
something like that, it could be a real problem for us. We've
got to get people out, especially people south of Kihei as
opposed to just central Kihei. Other than that, thank you very
much.

MS. YANAGAWA: I'm Lora Yanagawa and this is Russ
Yanagawa, L O R A, Y A N A G A W A. Our address is 2823
Puuhoolai, P U U H O O L A I, Street, Kihei. Information to
the public about the pros and cons of each, what do I call
this, termini, to get I guess to really get it to the public.
Another comment would be publicity for these meetings, they
should go on the radio so more people know. The route we favor
is K1-U3 probably for cost. B1 is the shortest and it's South
Kihei, further from my house and the school.

MR. YANAGAWA: I think it will make more sense to be
K1 instead of K2 being the entry point or exit or whatever
because the Lahaina traffic will go upcountry instead of going
toward the south. And I like K1-U3 because U3 exit or entrance
is far enough upcountry where traffic would be almost
eliminated I think. Because it's not in the populated
bottleneck area. I guess of upcountry, Pukalani, Makawao
Avenue.

MS. YANAGAWA: I support the road, but probably the
one hesitant part I have with it or whatever I want to say is
that I'm afraid there will be developments all the way up the
road and we don't need a whole lot more building right now.

MR. YANAGAWA: I think the reason why we support it
is, one, traffic alleviation, and two, is, and one of the
points I saw on one of the charts is evacuation, the quick
evacuation route from the South Maui to upcountry instead of
taking Mokulele, which is already congested and heading up that
way, having a straight shot up and a quick shot relatively.

MS. YANAGAWA: That's about it.

MR. LAMADORA: My name is Earl Lamadora,
L A M A D O R A, and my address is 3550 Haleakala Highway,
96768. My comment is pick any route that you would like except
U2A. Personally the reason why is I live next to -- I live
close to U2A, and it will impact me very much. When the State
wants to do that, they should consider the people who live
around there. Now, for example, U1, there's no houses there.
It won't affect nobody, and U3 won't affect anybody. And the
U3-K1 is one of the cheaper ones, and U3-K2 is also one of the
cheapest ones. Okay. That's all. The State should be
conscious on what's going on on the island of Maui because
tomorrow night starts the County Fair. I think that's one of
the purposes why they did it that way.

MS. GREEN: My name is Deborah Green. My mailing
address is 550-A Kupulau Drive, Kihei, 96753. Well, what I
want to say is that I oppose the new roadway, any of the
options, and I oppose the assumption of progress
unquestionably. I like the fact that Kihei and Makena and
Wailea are relatively isolated from upcountry, and I want to
stay that way. Maui is different from Oahu and it's not the
mainland and I think if people want those kinds of
conveniences, they could live elsewhere. I really hope that
the options of mass transit will be looked into, either a
closed light rail system that just runs back and forth or even
buses or establishing bike routes would be good options. It
would be much less expensive and have much less impact on the
environment and the existing communities and it would make
better use of the existing resources.

Also, I hope they will please look into leasing the
existing private road on the ranch property since it already
exists and could be used and save lots of money.

MS. MOSCHETTI: My name is Christine,
CHRISTINE, last name is MOSCHETTI. My address
is P.O. Box 741, Kihei, 96753. Okay. So my preference is the
U3-KI. It's the least expensive. It follows the natural ridge
up the mountain. And it doesn't run into the current highway,
Haleakala Highway. It also allows for Kihei to have a
alternative route out of Kihei rather than everything coming
together at the existing what entrance, I don't know the name
of the entrance, Mokulele.

Because if there's a fire or a flood or something,
Kihei has no way out. It's in a different place. It doesn't have to go over through that way if we have an alternative exit in an emergency. So I think that if we went with that U3-K1, I still think so, that because it's significantly less expensive than the other alternatives, that serious consideration should be given to just making a four-lane highway immediately and that it must have a bike path on it.

There's most likely going to be protest from Kula residents not wanting it going through their quiet, residential area, however, Kihei has a large highway running through it. It impacts most everyone who lives in Kihei, so that's the price we're going to have to pay. That's all.

MR. STURTZ: My name is Ron Sturtz, S T U R T Z. I live at 874 Kumulani Drive, K U M U L A N I, Drive in Kihei, Maui Meadows. After reviewing all of the options of that are presently being presented, I would like to suggest that the K2-U2A option seems most viable from a variety of perspectives. Dealing first with the Kihei side, I think the K2 provides the more viable option for the evacuation in the case of wildfires or tsunamis to the South Kihei area based upon slated further development of the South Kihei-Wailea area. It's going to become even greater challenged in the future.

While K1 might provide an alternative access to people coming from Lahaina alternative to the Haleakala
1 Highway, I think if you look at the traffic patterns, the
current Lahaina commute takes the Kuihelani Highway as the most
direct access. I'm not sure the DOT has statistics as to how
many people commute between upcountry and Lahaina. I think
there are rather significant statistics of those who commute
between Kihei and upcountry, so I think that should be probably
the highest priority in terms of analysis. In terms of the
upcountry options, the most obvious advantage of the U2A
connection is that it gives the direct access to the upper
Haleakala Highway, and since the military base at the top of
Haleakala and its connection with the Maui Hi-Tech park is one
of the strong motivational forces behind the creation of this
highway, I think this would give the most direct access route
between those two facilities.

I think the U2A connection also is advantageous
because it gives the easiest access into the Makawao Avenue and
creates greater access to Makawao as well as Pukalani. With
respect to the process of developing information, I would like
to commended the DOT for this particular approach being taken	onight. I think it's a viable alternative to public
hearings. I think as the DOT apparently are aware, public
hearings are a viable and valuable way of obtaining information
because it permits people to hear each other's perspective and
get cross-fertilization of views and sometimes more
sophisticated output or input from that process.
Finally, I understand that the funding approach is 80/20, 80 percent Federal funds, 20 percent State funds. I also would like to understand that if the primary purpose of this highway is to enhance defense capabilities that the Federal Government has the option of funding 100 percent. And since it seems real clear to many people who live on the island that that is a prime motivating force behind the conception of this project, I wonder if it's possible to have the Federal Government pick up the whole cost. I think that sums up my views, and I appreciate the opportunity to speak. Thanks very much.

(The hearing ended at 9:20 p.m.)
CERTIFICATION

I, Rachelle Primeaux, Notary Public for the State of Hawaii, certify:

That on the aforementioned date and time the proceedings contained herein were had;

That the proceedings were taken by me in machine shorthand and were thereafter produced in transcript form under my supervision;

That the foregoing represents, to the best of my ability, a true and accurate transcript of the proceedings had in the foregoing matter.

I further certify that I am neither attorney for any of the parties hereto nor in any way concerned with the cause.

Dated this ___ day of __________, 1999.

[Signature]

Notary Public, State of Hawaii

My Commission Expires June 14, 2000

IWADO COURT REPORTERS, INC.
KIHEI-UPCOUNTRY MAUI HIGHWAY
COUNTY OF MAUI
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

PUBLIC HEARING

Held at the Mayor Hannibal Tavares Community Center, Pukalani, Maui, Hawaii, commencing at 6:30 p.m., September 30, 1999.

REPORTED BY: GLORIA T. TAVARES, RPR/CSR #262
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PUBLIC HEARING
TRANSCRIPT OF PROCEEDINGS

* * *

JOSEPH KAIWI: My name is Joseph K. Kaiwi. My
address is P.O. Box 1179, Paia, Maui.

I can tell you I choose this U-3, K-1 -- my option
is this U-3 to K-1. The reason why, I got piece property up in
Hawaiian homes. To me I feel that it's not that busy as here,
by the school, King Kekaulike school. So, you know, about
halfway to where I live, in that section.

JERRY KAIWI: Me and my husband agree with option
U-3 to K-1 because the proposed highway is in the central area
right within the Kula district, and it would be easy for us,
because we are staying at Hawaiian homes, to get from Kula to
Kihei area. Rather than from Haliimaile to Kihei, we had to go
all the way to get to Kihei. The U-3 to K-1 would be more
appropriate for us. That's it.

ALAN KAUFMAN: My name is Alan Kaufman. My address
is P.O. Box 297, Kula, Maui.

I'm a veterinarian. I live and work Upcountry on
Maui. I'm a member of the American Association of Wildlife
Veterinarians. And one of the things I don't see addressed in
the information presented tonight is the potential for
conflicts in the highway will have with axis deer population
that is in the area that the highway will transect, no matter
which location is chosen.

There have been regular deer/vehicle accidents even on the existing roads. Though currently the county and state does not have the mechanism to track them to record the actual numbers. I know of at least one fatality resulting from the dear/vehicle collision on the island of Molokai. And I believe that both the state and the county need to give consideration to the fact that when this highway goes in with people travelling at fairly high speeds, going through areas where there are substantial populations of axis deer, then we will begin to see some accidents.

We already have them at five trees, but there's a much slower speed there, typically. So when we have deer/vehicle collisions on the new highway, we're much more likely to have greater vehicle damage as well as potential fatalities, human fatalities. That's it.

RICHARD KANADA: My name is Richard Kanada. My address is 2868 Iwalani Street, Pukalani, Maui.

What I'm concerned about is that I live in Pukalani, and every morning I know what kind of traffic we have. I am concerned about the intersection of Haliimaile and the Pukalani bypass. When you have the improvement using that Haliimaile as the route to Kihei, that traffic intersection is going to be with traffic lights, as I understand. Now, that's going to cause some backup on the Pukalani bypass that contains all of
Kula residents, Makawao residents and Pukalani residents. And then also, of course, Haliimaile.

Now, when we come down from Pukalani, we have the road that comes to a point onto the highway with no traffic light, no nothing. How do I get onto the highway? When, you know, at that time when we have that, what kind of improvements they are going to make for us to get on the highway with safety. That's my concern. So I am saying that I prefer not to have it at Haliimaile, unless they can show me a way that they can -- you might say, where I'll be approved to that, you know, happy about it. If not, I won't go for that.


I agree with Richard about that congestion going be when you make the left turn to go to Kihei and it would back up all the way to this traffic light. I have seen it happen before when we had a fire one time. It has happened. And I telling you we had to take the Baldwin Avenue to go down to Kahului. And I prefer making four lanes and forget about making the highway to Kihei.

We have been talking about that for ten years. Look how much expense there is for this county workers to put the cone up every morning, take them off, next morning do the same thing for five days. We spending over $10 million over the last ten years. Now, people in Kula, they don't want that
highway to go down to Kihei. Pukalani people, they don't want it down at Haliimaile or Pukalani. So let's drop the whole thing and make the four lanes, Mokulele, Pukalani four lanes, then it will solve most of the problem, not all. That's all I have to say.

CLIFFORD GREEN: Clifford Green. My address is 160 Alohilani Street, Pukalani, Maui.

The route that I like is the one that goes from K-1 to U-3. The reason being that this keeps the public away from two high schools, which would be Kamehameha School, which is now being built, and also the new King Kekaulike High School. Both of those are already a congested area and I don't feel that we need to be endangering the lives of our young high school students who are 15 and 16 years old just learning how to drive, and adding more congestion to their area.

I do not like the U-1 location off of Haliimaile because, one, it cuts the farming area in half again and being from a farming background, I know what happens when you cut a farm in two. Also, the K-2 to U-1 route is much longer and doesn't seem to do -- seem to improve anything more than the original route that we presently have without this new road.

The K-1 to U-3 is a more direct route and in keeping with the thought process of access from the high-tech park in Kihei and the communications on top of Haleakala mountain, U-3 would be a better location. That's all for right now.
TONY PARESA: Tony Paresa, P-A-R-E-S-A. My address is 27 Aeloa Road, Pukalani, Maui.

I'm here as a concerned resident of Pukalani. And in my view, if the state is planning to expand Haleakala Highway, as well as Mokulele Highway to Kihei, that the alignment alternatives of the proposed roadway should not be built, because with the four-lane highway along Haleakala Highway travelling mauka or makai, and Mokulele Highway travelling to and from Kihei, in my view, it would be sufficient to transport people from Upcountry to Kihei and vice versa. With this strict economic hard times, feasibly, I don't think the government should be spending this millions of dollars.

However, should this alignment alternatives Kihei/Upcountry bypass come to view, I would prefer to see the road from K-1 being built up to U-3 since it's the most feasible and economical of all the existing roadways proposed. It is, in my view, if any of K-1 or K-2 should be built along with U-1, connecting to Pukalani/Haliimaile roadway, in my view, this would definitely cause a hardship.

Since from a prolongation line from Pukalani bypass or the old Haleakala Highway down to Haliimaile junction is approximately .9 tenths of a mile, should an automobile crash or fatality exist within this stretch of roadway, we would definitely be right back to square one causing a backlog and
detain the traffic congestion. Eliminating strong
possibilities of any exiting or ingress or egress into the
area. So it is my view that U-1 would definitely be out of the
question, plus it's the most expensive and costly.

Another question which came up, in any of the
alignment alternatives, whichever is being selected, should
there be a motor vehicle accident involving cars and the deer,
who would be liable for the cost and repairs other than the
operator of these motor vehicle accidents? That's my
question.

Because from past experience, the county, who has
taken over the old Haleakala Highway and the bypass mauka and
as well as Makawao Avenue to the intersection of five trees,
they have recently placed those deer crossing signs and
recently the amount of accidents involving deer and cars have
increased in that area causing a financial loss to the people
operating those cars.

From past experience, I know of two who have told me
that the state or the county refused to claim responsibility or
ownership for the deer, subsequently causing them to utilize
their own personal automobile insurance. On the long run,
having the cost of insurance go up in years to come.

EDWARD CEBALLOS: I am Edward Ceballos. I live on
Piiholo Road -- 960 Piiholo Road.

I live on Maui all my life and I recommend the
Haliimaile to Kihei, what they call that -- the Haliimaile to Kihei, the proposal. That's my first choice. My second choice is the five trees, from Kihei. That's the second choice. I recommend the Haliimaile Highway first. That's all.

CYRINA BROGOITTI: Cyrina, C-Y-R-I-N-A. Last name is Brogoitti, B-R-O-G-O-I-T-T-I. My address is P.O. Box 1276 Kula, Hawaii.

I feel as though they should actually widen the existing road to Kihei. Going down Haleakala and then the exiting road and at that time see what it does to the traffic. And if, in fact, it doesn't lessen the flow of traffic and the road is needed, I feel like the Haliimaile intersection is the best intersection to use. That's it.

PATRICK CONSTANTINO: My name is Patrick Constantino. My address is 3168 Kilani Place, Pukalani, Maui.

I can start? I'm in favor of the Pukalani -- I don't know what they -- U-1; was it? I favor that K-1 to U-3. But the Haliimaile one to the K-2 -- K-2 or K-3. Anyway, the one that connects -- I think the one that's nearest the new Kihei school, that section.

For reason that the Haliimaile, instead of having all the traffic emerge up in the upper section of Pukalani, it would be safer that, you know, at least it merge down at Haliimaile junction and then saturate down, otherwise we'll have something like another Dairy Road down in Kahului. For
safety reasons. As far as the traffic lights, whatever needs
to be installed can be worked out later. That's it.

CLARENCE DE MELLO: My name is Clarence DeMello. I
live at 218 Pukalani Street.

I figure the Haliimaile junction should be the one,
Kihei, K-1. They already have a new highway from Haliimaile to
five trees, and they don't need another section like that. So
that's my opinion.

EDWARD ORSZULA: Edward Orszula. My address is 83
Pi'imauna Street, Pukalani.

My opinion would be that there should be a traffic
interchange at Haliimaile and Haleakala Highway, so that
traffic would move a lot more smoother, because, you know,
otherwise you put a traffic light at Haliimaile, you are moving
the bottleneck down by Paia road, you are moving it uphill.

Second part would be what was suggested. Both legs
be built from here and from here to go down that way, so that
the traffic would bleed off of Kula and in from Paia into Haiku
and Makawao. They would have their own traffic pattern going
in, but they would meet in this intersection here. That would
be about it.

STEVE HARMAN: Steve Harman. My address is 826
Alamoku Street, Haliimaile.

The comments I have are about the Upcountry
terminus, U-1, the Haliimaile. It has to do with the fact that
you get a lot of people coming from Haiku through Kaluanui Road, which is a very narrow, windy road, with a one-lane bridge that crosses Maliko gulch, and then on to Haliimaile Road.

I think they will have to look at that because that's a lot of traffic on a very nasty, narrow road. Switchbacks and steep and blind curves and one-lane bridge. And that's the most direct route for all of those people from Haiku to take to get to that U-1 terminus. I don't see they are addressing that at all.

ELLIOTT KRASH: My name is Elliott Krash. My address is 331-9 Waiakoa Road, Kula, Maui.

I favor no build. That's what I would prefer. But I realize that probably there is a need for this road. That being the case, I favor the Haliimaile, the U-1 terminus Upcountry, with an interchange. Not a grade level crossing, but an interchange. Down country, I would favor the southerly terminus, that's K-1. That's it.

EMILY AGUSTI: My name is Emily Agusti. My address is 361 Nalani Street, Pukalani, Maui.

I would prefer the U-1 alternative, the Haliimaile one, because I feel that would serve the greatest number of people coming from Pukalani and Makawao. The greatest population, also Paia, wanting to get to South Maui. I would also like to see an overpass at the intersection, at Haliimaile
And I would like to see underpasses for the cane hauling vehicles along the highway, because I think it's very dangerous. I travel Haleakala Highway every day and that red light comes on and you are flying down the highway at six o'clock in the morning and traffic hits the brakes. I think it's a very dangerous situation. Oftentimes those hauling trucks, they hit the thing and they just pull right out without waiting to see if traffic is going to stop.

HARI AJMANI: Hari Ajmani. My address is 102-17 Kauai Place, Kula, Maui.

My comments are how much of the Upcountry traffic goes to Kihei that you are trying to relieve from the present highway? And what role that has played in designing the routing that they have chosen? And similarly, how much of the traffic is going from Hana to Kihei? That will not be helped by any of the alternatives. And what impact that might have in the planning of the highway.

And my third comment is that one of the alternatives should be the improvement of Hansen Road. Or somewhere close to it. And that will probably alleviate the need for making any of the highways at much less cost. The U-3 alternative, U-3 termination [sic] on the Kula Highway is going to create disasters in the Kula traffic patterns in the city or town of Kula. And that is the most or the least desirable termination
on the highway.

The termination U-2A and U-2B are really safety
concerns for the children of the Upcountry high school. King
Kekaulike High School, and I think this should never be
considered, for safety reasons. I don't know if the full
safety impact has been studied in any of the proposals they
have done.

And the lastly -- the termination of the Kihei one,
an alternative in Kihei does not really address the fire escape
and fire safety escape routing from Kihei, so that, in my
opinion, does not serve any purpose. It should be studied.
That doesn't need to be pursued further. It doesn't do any
good.

And I think the major thing is this should be an
alternative added to all the possible alternatives, to use the
Hansen Road or improve the Hansen Road and that's a big
omission from the studies.

address is 2102 Naalae Road, Kula, Maui.

My biggest concern is safety. I would like to see
the road not be two lanes going head-on, head traffic. We had
enough deaths on the islands with the roads that we have. I
would like to see some space put between the lanes if they are
not going to do the divided highway right away. Also, I would
not see the -- I would not like to see the highway go by
schools, putting the high school -- it doesn't seem to be the best place to put it. Or by Kamehameha School. Thank you.

PERRY MARGOLIN: Perry Margolin. My address is 183A Pukalani Street, Pukalani.

I don't support any of the alternatives, but the alternative I would prefer is for the road to fork on the way Upcountry, with the Upcountry lane intersecting the five trees, down country portion intersection of Haliimaile. It would create less impact altogether Upcountry and will take maximum advantages of the already existing Pukalani bypass.

SANDY RYAN: Sandy Ryan. My address is 1071 Uele Street, Makawao, Maui.

I am in favor of building a new highway. I work at -- live in Makawao and work in the research tech park in Kihei. So I would definitely be a user of the new highway. A couple of comments. I just want to be sure that any alignment that occurs mitigates any damage to archeological sites, Hawaiian sites.

I also am curious to know whether a new highway would eliminate -- it would eliminate traffic on Haleakala Highway, but I'm wondering if it would eliminate the contra-flow lanes that the county workers -- the cones that the county workers have to put out every morning and every evening. I'm hopeful that that's the case. I'm less in favor of a U-3 Upcountry terminus; more in favor of a U-1 and U-2.
And in the Kihei area, I'm more in favor of the K-1. Thank you.

DAN EVERT: My name is Dan Evert. My address is 2760 Palalani Street, Pukalani, Maui. I'm a resident of Pukalani. Also a member of the Pukalani/Makawao/Kula community association -- Citizens Advisory Committee that considered this project three years ago. I was one of the people that voted to improve the existing roadways and if the highway really had to be built, that the terminus be at the Haliimaile.

My major concern is, is that I don't know why this EIS in this whole process went forward after the Upcountry/Makawao/Pukalani community plan was adopted by the county council and signed into law by the mayor of Maui County. It should have ended at that point and it should have concentrated on the building at Haliimaile or clearly studying what could be done to improve the existing roadways.

The other thing that bothers me in the EIS statement is the Hansen Road, any considerations of improvement to that have been totally ignored. I don't know where we go from here.

As a father of two high school boys, I'm just totally baffled as to why there's been no mention in the EIS of any concerns of the safety by the two terminus which would end this road close to King Kekaulike High School. No consideration to safety of the students and the parents and
commuting has been given any consideration.

The other thing is that I would love to know what
the cost of this EIS statement has been to the taxpayers.
Nobody seems to be able to answer that question. That's all I
have to say for that.

KENNCO HOFMAN: My name is Kennco Hofman,
K-E-N-N-C-O, H-O-F-M-A-N. I live at 345 Lokelani Place,
Pukalani, Maui, Hawaii.

I think this project is being steered in a way from
what was started 10 or 15 years ago to get the old roads
improved, which I feel that they should have had the four lanes
in Haleakala and Puunene roads. They should have that project
in the forefront, is what I'm trying to say. This current
alternative bypass is a smoke screen, to me, to avoid going
ahead with the project that was supposedly approved years ago.

On this new project, it's very expensive. The
logical thing was, of course, out of Wailea up to the
ranchlands. That was the safest answer. But when the
government got into it, they want to go up to Haleakala in a
straight line. Well, a straight line is not going up through
the U-2A or the U-2B routes. The straight line would be taking
K-2 to the junction and up to Kula on the U-3, and that is
supposedly what is currently approved or under consideration.

The straightest line between two points is straight
up K-2, up to Kekaulike highway and straight on up; not looping
all the way around Pukalani, for example. Cutting through
Pukalani is going to be disastrous. They are going to have to
have feeder roads, bridges across, and going right through the
heart of Pukalani. I feel that the old setup should be done
first.

Bypass this table temporarily, until -- if they have
so much money to spend, why aren't they finishing these other
three roads that I have mentioned? To continue, in regards to
the bridges, it's ridiculous to be putting in all these bridges
when they could be cut down into a much shorter and more
feasible route and not have to cut the beautiful greenbelt
across the bottom of the valley here.

As far as the -- the federal aid allows for a
two-lane access road up here on the bypass. Two lanes is
ridiculous. We found that out on the Haleakala Highway when
they did not put in four lanes at the time when they should
have and it would have saved millions and millions of dollars.
Now they want to put it in, whoever is behind this wants to put
in a two-lane road now, which in a very short time is not going
to be sufficient.

And then, let's say ten years down the road, how
much will it cost to make it four lanes, and they would
probably wait another ten years on top of that and then it's
going to cost that much more. Economically it's not feasible.
The people of Maui have to start standing up and let this
steamroller slow down and back off so the people can understand.

I have talked to literally dozens of people in the last week or two and it's amazing how 80, 90 percent of them don't know the first thing about this. They have no idea what is going to happen to the community or the explosion of the population around here with all the new developments and everything. All anybody can think of is their own selfish interest, oh boy, I can get up and down to Kihei real fast this way, and not consider the entire development that's going to blow up and explode in their face.

I thank you for taking the time to listen to me for a few minutes. I'm sure I missed a few things I wanted to make, but I believe you get the idea that I am opposed to anything that wants to cut Pukalani in half. Thank you very much. Mahalo.

ROB PARSON: My name is Rob Parsons. I live in Haiku. My address is 579A Kawelo Road, Haiku, Maui. I have lived on Maui for 22 years.

I would like to see the Department of Transportation give higher priority to improving existing roads rather than to spend multimillions of dollars to add a new highway. When Mokulele expands to four lanes and Haleakala expands to four lanes, both slated to begin in the next two years, we will have greater time savings in commuting from Upcountry to South
The draft EIS overlooks or dismisses the Upcountry community plan's mandate that highest priority be given to improving existing roads. And that if the road is to be built, that it would only be connected at Haliimaile. Before this common period ends, I believe all of the Upcountry community associations will concur with this. That is, Haiku, Pukalani, Makawao and Kula. And I believe King Kekaulike's PTA or vice-principal has gone on record with his recommendation.

I carefully studied the planning going into the Kulamalu subdivision two years ago. At that time the county planning commissioners looked at the traffic analysis contained in the Kulamalu studies. It indicated levels of service at F for six out of nine intersections studied. It would be horrifying to connect this highway at the Kulamalu project, being that it would encounter not just the existing high school traffic but what would eventually grow to be a kindergarten through 12th grade Kamehameha schools, which could have 2,000 students commuting, as well as a 20-acre commercial center, five acres of elderly housing, and perhaps 400 new residence.

Besides that kind of congestion within and near the project, it would also create a situation, commuters from Haiku, Makawao, and Pukalani would have to go up to go down. This would clog the five trees intersection further and also Makawao Avenue would be major gridlocked.
My personal hope is that the Department of Transportation will spend more time looking at wide possibilities of solutions such as mass transit. I believe that if hotels were required to pick up their incoming visitors at the airport and shuttle them to the hotels, that we could reduce the number of rent-a-cars dramatically.

I'm also concerned that the cost estimates for the various alternatives do not reflect Everett Dowling's willingness to connect to his existing entranceway without charging for right-of-way acquisitions. This could amount to several million dollars, and I believe that this ought to be indicated to the public as they scrutinize this project. I'm happy that open meeting was added to this format because I believe that this sort of open house meeting, rather than a traditional town meeting, may be a Chapter 91 violation.

I'm concerned about letters in the draft EIS from Mr. Mau and also from Mr. Kobayashi, both regarding the Kulamalu alignment. Mr. Mau's letter tends to indicate knowledge of a preferred Upcountry terminus well before a final decision was to be made. And Mr. Kobayashi's letter seemed to offer great savings to the Department of Transportation by connecting through the U-2B terminus, and also noted that if the road were to connect at U-2A, that they would be left with remnant parcels and they would need to be compensated at full value for unusable parcels.
There seemed to be the most challenging gulch crossings with the U-2B terminus. I've learned that Mr. Dowling has also traveled to Washington D.C. to lobby Senator Inouye for alignment to this project. I think the public deserves to know this. I think the public needs to know what is the status of an airport reliever road, as far as whether that is an independent project or if it can only be completed if Kahului Airport expansion of the runway goes through.

If there were to be a reliever road to replace Hansen Road, this would once again streamline the time savings from down country. I understand that there was a small turnout at the Kihei meeting last evening, but that each of the 14 people who gave testimony were in favor of building the road. This is a bit curious to me since one of the stated purposes of the road is to bring hotel workers living Upcountry down country. Why would the down country residents favor the road?

I don't believe many of them work Upcountry.

I will be submitting written comments before the end of the comment period. Thank you for the opportunity to present my feelings across. Mahalo.

RICHARD POHLE: My name is Richard Pohle, P-O-H-L-E. I live in Crater Road. My address is R.R.1 Box 426, Kula, Hawaii.

I work sometimes at the top of the science -- and
sometimes at the research and technology park. My wife and I
run the Valley View protea farm, which we ship out. And our
daughter has moved back on the island and her husband works in
the Lahaina restaurants area. We all strongly favor the road.
Obviously -- and I favor the K-1, U-1 connection, the one --
Haliimaile and near Lahaina on the bottom connection.

Why Haliimaile, because when people, when they want
to go downtown, they don't want to have to come up to go down.
And the U-1 -- the K-1 because it's closer to Lahaina and it
would take the travel off of the Mokulele Highway. We feel
this road is necessary for the future. The adverse impact of
Pulehu Road, extra travel, it's true, but eventually we'll get
around to making the Pulehu Road better, anyway.

There is no reason not to do this except to make
life -- except to reduce population in the Upcountry area by
strangling the infrastructure development. So I can't say --
I can't be any more in favor of this and I support the DOT and
Senator Inouye for putting together this fine show and the
funding that goes with it and I'm very impressed by the
procedure. And my wife and daughter agree with that and family
agree with that. Thank you.

ZANDRA AMARAL: My name is Zandra Amaral. My
address is 365 Hoalike Street, Kihei, Hawaii.

And I would like to give testimony regarding the
forum of this presentation. I have had three or four older
couples, constituents of mine, in the Kula and Kihei area, who were very appreciative. Because the other forums of public hearings becomes very, how can I say, intimidating for them. It's hard for them to get in front of the public to speak their piece, and they feel like they need to have words of eloquence.

Some are blessed with the gift of speaking, and they really are not. They are gifted with more humble traits. And by sitting here and speaking to someone such as yourself, the court reporter, they get to give their testimony from their heart of hearts, without feeling they are being judged and they are very grateful, and there were several of them that brought it to my attention, the older ones, and for that I am very grateful.

And I would like to encourage the state to publicize this forum and let the public know that this is the way it's being done and that it is safe for all to testify, and it is okay for people to say what is in their heart, that they don't have to worry about debates, being ridiculed, being chastised, being judged or even worry about the words they need to use.

But I want to thank the state Department of Transportation for this forum on behalf of myself, Zandra Amaral, as well as the older couples that approached me, both here Upcountry and in Kihei.

And I cannot tell you so you can put it in writing
the look in their faces when they got through testifying. They were so empowered. And these are people that have attended many public hearings but never felt they were safe to get up in front of a bunch of people to testify. But for me, it was gratifying just to see that look of empowerment in their face, to know that there was a safe environment for them to testify without feeling like they were competing.

And there are people who, with our other forums, who get up and testify with agendas other than the welfare of the topic being discussed, whether it could be to be heard, to listen to oneself talk or just to be exposed to the public, and that's okay, but I don't believe it's okay in matters that concerns individuals who are not as outspoken, outgoing, or as courageous to get up in front of people. So I cannot express enough my gratitude.

And as I stated earlier, I have been given the gift of gab and for that I am grateful and I like getting up in front of people. But I think I like more than being in front of people, is seeing the look of these older people's faces after they had been given a safe opportunity to share their manao. I believe that it is our older people that really have the answers that we are looking for. And through this forum, we provide a venue to get the valuable information we need and make it safe for them to share their manao.

I thank you all again and my only wish is to
advertize this forum so that people will be aware of it so they can take the stereotype public hearing of debate, arguing, fighting and getting in front of people away from their mind and know there is a safer venue. Because I believe that had more people from Kula or the island knew that this is the way this public hearing was going to be handled, where you could sit comfortably, as I am talking with you, sharing my mana'o, more of them would come because it would have been okay and safe for them to share their mana'o. 

I don't know what else I can say, outside of the fact that I wish there was some way I could transcend in the words that describing now, the feeling I got from these older people, the look in their eyes of power and being able to contribute and know that seeing that feeling of like they have a say and it's safe for them to say what it is they want to say. I know I'm being redundant, but I am very grateful.

And as I said, I'm the type of person who likes to talk, as you probably know. I can go on forever and I love getting up in front of people. But I don't believe that serves the purpose of allowing all people the opportunity to say what it is they want to say, and I believe this venue fulfills the desire of people to speak up, both people like me who like to talk, and other people, like the older generation, who just want to be heard.

So I thank you. And advertise, please let them know
there's a safe venue in our public hearings for them to come
sit and share their mana'o. Mahalo.

JANINE CARROLL: Janine Carroll. My address is 217
Pukalani Street, Pukalani, Maui.
I'm here on behalf of the Pukalani Community
Coalition for Neighborhood Safety, which consists of two
divisions: the Pukalani neighbor of crime watch and the
Pukalani safe community group. The Pukalani Community
Coalition for Neighborhood Safety members represent
approximately 98 residents in the Terrace community, most of
which support the construction of the highway.

More than 80 percent of the members support the U-1
Haliimaile terminus. It seems to be the most logical choice to
be effective in reducing traffic congestion on not only
Haleakala and Mokulele Highway, but Mana Highway, Paia town,
and Dairy Road as well. Over 95 percent of members strongly
oppose the U-2A and U-2B terminus because of an increase of
unnecessary traffic coming through Pukalani.

Residents of the Terrace are concerned about the
developer's plan to tie in the highway into the Terrace via
Liholani Street using an existing roadway which is currently
barricaded. This back entrance into the community would expose
the community to more crime and safety concerns. Therefore,
residents strongly oppose these, the U-2A or the U-2B
terminus.
In conclusion, the Pukalani Community Coalition for Neighborhood Safety supports the construction of the urgently needed highway only if U-1 Haliimaile terminus is used. If the U-1 terminus is not chosen, we support a no build for the highway.

And that's about it. Thank you. Also, I have -- should I just turn this in? This is from one of our members.

JEFFREY JAMES: Jeffrey James. My address is P.O. Box 182, Paia, Maui.

I feel a little upset because of a lot of my friends, who I respect highly, don't agree with my conclusion. They are very attuned to the needs to protecting the Maui environment, and I am as well. And yet I feel the need to balance that with a concern for the humans living here and the traffic -- the situation of traffic congestion has become so extreme that I continuously think that an Upcountry connector road would be just a wonderful blessing for many people, not only for tourists but especially for the kamaaina who are doing the daily commute.

When I look at some of the posters with information here for purposes and concerns in the building of such a road, one of the things I would like to see added is concern for, as much as possible, the continued preservation of the Kula area and its environs. So with that consideration, the Upcountry 3 option isn't as viable to me. Better than that would be the
Haliimaile or five trees or Kulamalu. I understand there's a
concern for residents and congestion in that area.

And an interesting thought has crossed my mind, I
don't know how feasible it is, but perhaps it would be
appropriate to make a Y, a double outlet connector at the top,
one going to Haliimaile and one going to five trees that
connected a little further down the hill. And perhaps the same
consideration at the bottom of the hill between K-1 and K-2.
Or between K-2 and Lipoa at the tech park, where there's a
couple of emergency exits from the Kihei area, and so there
wouldn't be so much congestion at any one outlet.

And I would also love to see avoiding building --
scratch that. Thank you. Thank you very much.

JONATHAN STARR: My name is Jonathan Starr. I am
concerned about the possible impacts of additional streetlights
at the intersections of the new proposed road. I hope that if
the road does get constructed, that it not add additional
streetlighting similar to the type of lighting that was added
on Kula Highway at the intersection of Kulamalu. Thank you.

ARIC NAKASHIMA: Aric Nakashima, Aric with an A,
A-R-I-C. I live at 121 Aulii Drive, Pukalani. Phone number is
572-1674.

My first comment would be about site U-1. It was
mentioned before, that in a public hearing, public meeting with
Pukalani Community Association, Mr. Sarat, Bob Sarat, mentioned
that the fourth lane of the Haleakala Highway, fourth lane of
the Haleakala Highway would have -- already in the design of
the fourth lane, lights, traffic lights, traffic control lights
scheduled for the intersection of Haleakala Highway and
Haliimaile Road. I would like to know if that's true. It's
very important, my own decision making for myself whether I
would choose the other sites over U-1.

Also, between U-1, Haleakala -- I mean, the U-1 site
and U-2A, there is a place at the lower part of Pukalani where
the road, old Haleakala road adjoins the bypass where they
merge as you are coming down. Downwards. And we find that
it's a very dangerous situation for the residents of Pukalani
who use that; that there have been many near misses and
accidents, actually, accidents happening at that point.

Because the traffic coming down in speeds of, say,
45 or better and a person just shooting out from that lane, the
merge lane, sometimes overshoots it, making the other person
swerve off the road. This happens every morning. If there was
an observer there, they better not park on the side of that
site because they would probably get killed. It is very
dangerous.

My third thing -- by the way, that was not, I guess,
related to this issue of the terminuses. Hopefully, the
Department of Transportation would consider as far as the
fixing.
My third thing, my third comment would be on the access to the rear of U-2A and U-2B roads, from the interior of Pukalani Terrace, this huge residential area that has a road called Ainalani Drive. Ainalani Drive is located right next to the gulch, with a small subdivision there. This other road that comes through the Pukalani Terrace is called Liholani Street. Liholani intersects Ainalani Drive.

Right now if you came to a stop at Liholani and Ainalani, to your right would be the residential. To your left going up the mountain is two iron gates which has a barricade across now. If you go beyond that, you would see some sewer manholes already put into the ground. This is supposedly the road that is supposed to join up with the Kamehameha school road. Now, if the U-2A or U-2B terminus would be used, this road would intersect those roads.

We would like to know the feasibility of this.

Pukalani association, people over here should be let known about the feasibility of how many cars would be coming from the Makawao, Haiku, and Haliimaile residential sites areas, coming through Pukalani using the terrace road to go to the back of these terminuses. I say "the back," that means not coming to the stoplights where they are intended to go. They are using this as a short cut.

Our last meeting for the Pukalani Community Association, I'm speaking as an individual, I heard many
comments about the usage of this road, and how much this would
impact the lifestyle and safety of kids walking down the street
to the Pukalani Elementary School, possibly walking to
Kamehameha school. How much traffic would be there every
morning because these people refuse to use the intersection,
seeing this as a short cut.

Could you please comment on that, please? And if
you do comment, would you please tell me where you get your
information from. Because I know myself and some neighbors
would like to know about that. Safety is an issue and, of
course, it can be held as a second matter when it comes to
small children walking, using the bicycles. And in the
afternoon when people come back from Kihei, they come back
through there because they don't want to hit the intersection
again going home. That's also a concern. Kids on the street,
kids coming home from school, baseball practice, whatever.

We already seen people get hurt on the Terrace
alone, being run over by cars, and this is something we just
want to avoid. The residents do care about their children and
their lifestyle. Right now there is a 20 miles an hour speed
limit on these roads, there's also speed bumps. You can
imagine possibly the impact on this area with traffic. As far
as that goes, I think that's it. Those are my main concerns.

Probably I will be attending the October 13th
meeting, also, at Kahului School, and probably give additional
comment there too. I would really like to have these questions
answered, if possible, and again, the sources of your
information. Because I am told from the Maui Economic
Development Board that out of 12,000 workers, hotel workers,
hotel and restaurant workers on Maui, that over half live
Upcountry. I'm quoting them. If that's the case, I really am
looking at some huge, tremendous traffic possibly coming
through Pukalani or probably going to any place, and using any
one of those terminuses.

Thank you very much.

(The deposition concluded at 9:45 p.m.)
CERTIFICATION

STATE OF HAWAI

) SS.

COUNTY OF MAUI )

I, GLORIA T. TAVARES, C.S.R. 262, Notary Public in and for the State of Hawaii, do hereby certify:
That the proceedings were taken by me in machine shorthand and was thereafter reduced to print under my supervision by means of computer-assisted transcription; that the foregoing represents, to my best ability, a true and correct transcript of the proceedings had in the foregoing matter.
I further certify that I am not an attorney for any of the parties hereto, nor in any way interested in the outcome of the cause named in the caption.

Dated this 5th day of October, 1999.

[Signature]

Gloria T. Tavares
NOTARY PUBLIC, State of Hawaii
My commission expires: 1/18/00
KIHEI-UPCOUNTRY MAUI HIGHWAY
COUNTY OF MAUI
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

PUBLIC HEARING

Held at the Mayor Hannibal Tavares Community Center, Pukalani, Maui, Hawaii, commencing at 6:30 p.m. on September 30, 1999.

REPORTED BY: JEANNETTE W. IWADO, RPR/CSR #135
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IWADO COURT REPORTERS, INC.
MS. D'ENBEAU: I am Madelyn D'Enbeau, my address is Post Office Box 1869, Makawao, 96768. I'm speaking on behalf of the Makawao Main Street Association. The Board has authorized me to come and make these comments.

The Makawao Main Street Association follows the guidance of the Makawao-Pukalani-Kula Community Plan, which if there is to be -- the first option is no build, that would be the first preference in the community plan. But if there is to be a highway, the choice of the Makawao Main Street Association is the Haliimaile intersection, which is U1.

As far as the Kihei portion of it, we felt like that really wasn't such an important matter for us, it was more a matter for the people in Kihei. But the reason that the Makawao Main Street Association was opposed to the U2-A, U2-B and U3 is because of a concern that increasing traffic would go through Makawao town, which is already pretty much at capacity in the early morning.

But if there are going to be residents from the Makawao-Haiku areas using this road to access Kihei, then they would have to go through Makawao town. Whereas at Haliimaile, Haiku people and Makawao people can go down Baldwin Avenue and come across and go from Haliimaile to Kihei. That would be the
first concern.

The second concern is there's nothing in the Environmental Impact Statement, the Draft Environmental Impact Statement about the effect on business in Makawao. Right now we have a fair number of people, visitors who come to Makawao because they go to the crater and then they perhaps want to eat, or they want to do something on their way back, or maybe on their way up there.

But particularly, if the selection were either — well, actually, any of the three, U2-A, U2-B or U3, there's already a large shopping area planned at Kulamalu. And contrary to what we were originally told when the Kulamalu project came up, it was supposed to be a small country-town business district, but that metamorphocized into a large shopping center, with the anticipation that the Upcountry highway would come through Kulamalu. So there's been no study of what impact that would have on the businesses in Makawao, and we're concerned that it would be very detrimental. So that's it.

MR. WILSON: I'm John Wilson, and I live at 121 Holopuni in Kula. First of all, I'd like to state the official Kula Community Association board of directors' position, which is in here, but I'll say it again.

If an Upcountry-Kihei road is to be built, the Kula Community Association board considers the Haliimaile terminus
the best option available. The Kula Community Association board of directors opposes the Pulehu, Kulamalu and Five Trees termini options of the Upcountry-Kihei highway. Further, the Kula Community Association board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei: Piilani Highway, Mokulele Highway, Hansen Road and Haleakala Highway, to alleviate growing traffic concerns. If an Upcountry-Kihei road is to be built, the Kula Community Association board considers the Haliimaile terminus the best option available.

In addition, in the draft EIS -- and I am speaking as president of the board of the Kula Community Association -- I have a concern about the emphasis on the water supply being used as a perceived concept for the slowing of development. There seems to be an argument presented which discounts development because there won't be any water. Currently, the board of directors of the Kula Community Association is working on a policy statement that in essence will provide the intention of supporting the Board of Water Supply adequately supplying water to avoid drought situations. In non-drought situations, this will alleviate or tend to alleviate the lack of water argument for slowing development.

Throughout the EIS, the draft EIS, there is that comment being used to not address the impact of development by the road alternatives. In section 4.1.1.2, the DOT should be

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 aware that in the last review of the Upcountry Community Plan,
that Alexander & Baldwin had proposed a 200 acre residential
development at the intersection of Haliimaile and Haleakala.
This would be on the Makawao side of the intersection, directly
opposite the terminus of the U1 alternative. This is not shown
as a possibility in the draft EIS. That section talks about
the Upcountry land use impacts, and I would suggest from a
planning standpoint, based on the already proposed development
by Alexander & Baldwin, that a logical fill-in of the land
between the U1 alternative and Pakalani would be something that
would be easily foreseen.

Further, the Kulamalu development includes a park
area, I think it’s approximately 15 acres, that was not
identified in the draft EIS. This would be on the Kula side of
the proposed U2-B terminus. That ends my comments relative to
the official board position.

Now I will speak as John Wilson, a resident, 121
Holopuni Road, Kula Glenn, Kula, Hawaii. Of the various
alternatives, I would select the U1 alternative, as it serves
the greater population needs of the Upcountry area, primarily
Pukalani, Makawao, Haliimaile, Haiku and Paia, as well as parts
of Kula.

I support the mitigation of the cane hauling by use
of underpasses, which there are two shown in the draft EIS. I
would support that that alternative also show grade separation
and no intersection at Pulehu and Omaopio Roads, at this particular time, i.e., in the design stage, to avoid the misuse of those two routes as shortcuts to Kihei and Lahaina by some Kula residents, and to leave those roads as direct farm-to-market routes from Kula to Kahului.

As I have commuted to Wailuku on Pulehu Road from Holopuni every day for the last 19 years, I am aware that those roads are primarily used as shortcuts for commuter traffic, and are most heavily used between 6:30 and 8:00 in the morning, and 4:30 and 6:00 in the afternoon. I believe having grade separations of any of the alternatives would be appropriate. And given the terrain and slope of that area of the country, that with a little planning, the cut and fill could easily provide for underpasses for both those roads.

One other thing, the impact of lights. In the draft EIS what is not spoken to, aside from the very evident impacts, is the light impacts of any of the alternatives, specifically of those that would go through non-habitable areas at this time, such as U3. From my deck, the ridge upon which that road would go up towards the Lower Kula Highway would create approximately a quarter of a mile effect, and would create quite distinctive light impacts at night, and this has not been addressed in the EIS, and is part of the charm of the Kula country area.

In developing the U1 alternative intersection at

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Haleakala Highway, that should be definitely a nongrade separation. Not just because of the traffic going onto the Kihei-Kula route, but because of the overwhelming traffic congestion of cars going up and down Haleakala Highway to and from Central Maui. Single crossings at that point would be absurd, creating multi-mile backups during rush hours. As it is, the average speed during the rush hour period is probably only 30 to 35 miles an hour because of the constant traffic. This would become the second planned overpass on Maui, the first one being the over-crossing of Haleakala Highway for the proposed new airport entrance.

The no build alternative is not inconsistent necessarily with the alternatives of the various routes at this time, because the real decision in terms of the road planning for the Kihei-Kula connection or Upcountry connection is a timing one. In fact, I am concerned that whatever alternative is chosen, that in the long run there will be a need for additional connections to that road, or another one to Kihei. And for long-range planning, that might impact the decision as to which alternative to choose at this time, including possibly the no build alternative.

Also, the U1 alternative avoids a conflict with school areas, such as Kekaulike and Kamehameha. And the grade situation at Kulamalu, as pointed out in the draft EIS, is a very serious concern for anyone who drives vehicles of any
size, including four-door passenger cars.

I think that's pretty much it. I think, in summary, I want to emphasize that the U3 alternative would destroy a very rural, agricultural area. It goes through one of the few places where our small farmers have a possibility of economically farming, i.e., the Maui Agricultural Park, as well as it ruins large sections of pineapple fields that were developed as part of the Maui Agricultural Park trade-off for water supply. Everything considered, if a no build alternative is not the chosen one, again, I would support the U1 alternative as my first choice.

MR. ST. JOHN: Skip St. John, 113 Pekelo Place, Kula. I favor having the Upcountry terminus as far towards the Rice Park end as possible because the area around Five Trees, with the new Kamehameha School opening, is very congested, and the Kihei terminus would be much more convenient. The Research and Technology Park works fine for me, but I think if you get down the mountain towards Haliimaile it defeats the whole purpose of the highway.

So in other words, let's rethink some of the earlier alternatives which were discarded, and try and put the Upcountry terminus around the telephone exchange, and work from this end down and see where we can come out, for a positive approach and a better driving environment for Upcountry citizens.
MR. DEPBONDE: I am Erwin Depbonde, RR4, Box 66-A, Kula, 96790. My opinion is I want the highway at Haliimaile because it would service a majority of the people that’s working down in the down country area. One stipulation: When they bring it down Haliimaile they should go under the highway to make the section safer for Upcountry. I guess that’s all I have to say.

MS. SMITH: My name is Louise Smith, and I live at RR1, Box 530, Kula, 96790. That is Kimo Drive. I feel very strongly in favor of the Haliimaile U1, I guess it’s called, U1 to either K1 or K2. That part I have not taken a thorough study of as to the feasibility of either one of them being the one to come to.

I feel that the taxpayers of Maui deserve to have the one that’s benefiting them the most, and to benefit the most people would be U1 because they’re coming from Haiku and the east part of Maui, that not only are going to Kihei to work but some are going to Lahaina to work. And I don’t think that we need to go over Kula to bring them down to go to Lahaina. I don’t think Kula needs to have a road coming in any place near Kekaulike School, it’s going to be too congested.

I believe that the Kula area doesn’t have a roadway to take care of the majority of these people who have to drive through Upper Kula to get to the road. I also feel that the one going straight up from Kihei or Wailea almost to the top of
the mountain is not necessary. They have technology nowadays that they can do a lot of their work down below and not have to go to the top of the mountain. And if you are going to have one such as that road, I think they’re only accommodating about a hundred people. And I don’t believe there’s anything that is urgent to have to get up there in a hurry. And nowadays we do have helicopters that can get them up there at a lot less expense than building a road from an area that is not going to benefit a majority of the taxpayers.

The other areas I didn’t even consider because, well, I don’t think they’re as convenient as would be the Haliimaile option. I believe that as a former board member of the Kula Community Association, they have already gone on record supporting the Haliimaile junction. Thank you.

MS. BARRETT: I’m Gwendolyn Barrett at 104 Kalihi Place, Kula, Maui. Okay, I feel like Haliimaile is the best, personally. This is what I like the best because I feel like the people from Haiku and Makawao can feed in without coming up Kula Highway and adding to the congestion so that they would have to pass the school and all of the area that’s in Pukalani. So I feel like that would be less congestion, and yet it’s a very short distance for us to come down.

I really don’t know what else to add to that, other than I’m sure any of them has their assets and their liabilities. But for me, because all of Upcountry goes to
Kihei, and Kihei goes to all of Upcountry, that’s the best choice. That really I think is it.

MR. BROGOITTI: I am Mark Brogoitti, my address is Post Office Box 1276, Kula. It appears that the State has vested interest in building a new highway where one is not needed. It also appears that the State has already made up their mind that they’re going to build a new highway. I disagree with this decision. I think that the existing highway infrastructure should be improved. The Haleakala Highway, our three lane highway, should be a four lane. They should improve the Hansen Road, which connects Mokulele Highway, and make that four lanes, and make four lanes on Mokulele Highway all the way across to Kihei.

The Kihei traffic situation could also be improved by widening the existing Piilani Highway and putting in light controls which are timed with automobile speed. From the State of Hawaii video, the most viable alternative showed a 25 percent drop in miles traveled. Currently, it takes me 40 minutes to get from Kula to Kihei. If you drop the distance traveled -- strike that part. A reduction in mileage traveled could be far offset by improving the existing infrastructure, allowing people to drive more fluidly with less stops and delays on existing roads.

The current idea of putting in a two lane road and shortening the travel distance by 25 percent does not address...
the actual time that a person will spend in his automobile. I believe that the two lane road will not allow the speeds that we have on the existing infrastructure, due to slow drivers. So the 25 percent reduction in distance traveled does not represent a 25 percent reduction in time spent in the automobile.

In closing, I think that Hawaii's money would be better spent if it was spent on upgrading the existing highways and solving our existing traffic problems using the infrastructure that exists. Thank you.

MS. GISE: There are four reasons for the new road, all of which are problematic. First of all, there are few scientists traveling from the technology park to the summit. Second, the projected increase in tourists is excessive. The proposed road will decrease travel time only about 10 minutes in a two hour trip. Third of all, this location has a low hurricane and tsunami risk. The fourth reason, commuters, is the only remaining reason for the road.

The road will encourage development; a shortage of water has been shown not to control development. Of the four Upcountry intersection possibilities, U1, the Haliimaile intersection, is already dangerous, and will become a death trap. The Environmental Impact Statement does not mention a traffic light at Haliimaile. Potentially, a cloverleaf overpass would be a solution, but this is not desired by the
1 community, and current funding requires more traffic before
2 allocating the extra 10 million dollars for such an
3 intersection.
4 The Haliimaile intersection will furthermore greatly
5 increase the traffic down residential Holopuni and Pulehu
6 Roads, which are not designed for traffic. Accident statistics
7 on these roads are already bad.
8 With regard to the Five Trees intersections, U2-A
9 and B, the impact statement is based on traffic studies which
10 were done before King Kekaulike High School was built, and
11 Kamehameha School as well, before the Kamehameha School plan.
12 With regard to the Kula Hardware Store intersection,
13 U3, this choice will make the trip to the summit worse for both
14 scientists and tourists, and 50 percent of the benefit to the
15 Pukalani-Kihei hotel commuters will be lost. They will have to
16 go to the Kula Hardware Store, and would need four lanes from
17 Pukalani to the Kula Hardware Store, and there are no plans for
18 this. The intersection of the Hana Highway and the Haleakala
19 Highway is already bad, especially during school times, really
20 needing a cloverleaf overpass.
21 Finally, Hansen Road could be fixed and/or moved and
22 would siphon traffic away from the Hana Highway/Dairy Road
23 intersection, which is also bad.
24 MRS. KAVANAGH: Patricia Kavanagh, 238 Nalani
25 Street, Pukalani. Well, the route that I chose that makes the

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most sense to me is U2-A to K2. I could be persuaded possibly
on U2-B, but as of now, I would say U2-A, because it seems to
make the most sense to me and would be the most convenient for
us. We’re back and forth to Kihei almost every day of the week
from Pukalani, and this route would work the best for us,
definitely. Thank you.

MR. KAVANAGH: My name is Walter Kavanagh. I live
at 238 Nalani Street in Pukalani. I chose U2 because it’s the
most convenient, the shortest, and not the most expensive.
Every day I drive down to Kihei clear around by Hana Road, and
it’s too far and too dangerous. All our friends live in Maui
Meadows. They think we’re foolish to live up here because it’s
too dangerous and too far away. They won’t come up and see
us. So this way it would make it a lot better and safer for
everyone. There would be less traffic going in the same
direction, and just a lot better situation.

I just hope it will happen, and not be talked about
like everything else here, put off and put off, because that’s
how they live here. Everything is tomorrow. I have been
working down there for 14 years, and we go down to Kihei every
day of the week using two cars. We have to, because she has to
have one and I have to have one, and it uses a lot of gasoline
at $1.70 a gallon. Anyway, it is so nice that all you people
are getting together to make progress on this wonderful island,
thank you.

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Also, there isn't any escape route at all. If any
major catastrophe happens, everybody is in bad shape because
there's no outlets for Wailea or for here or for Kihei. And it
could happen. Look what's happening around now, earthquakes,
tidal waves, and all those kinds of things. We have got to
think of that for our kids. I'm getting up there, I'm 81, and
I'm still working. I get up real early and go, and it's so
beautiful in the morning. It's dark at that time, but I love
to see the sunrise. I love living here, and the people are so
nice, and everyplace we go we make friends. It just makes a
happy life and you live longer that way. Thank you so much.

MS. CLAYTON: Okay, my name is Donna Clayton, and I
live in Pukalani at 249 Kaulalani Street. I feel that the new
bypass highway right by the highway at Five Trees would be the
best place for that intersection to go, mainly because it's
busy now. And I don't think it's quite perfect yet, and this
would give the State the opportunity to enhance that area, now
that everybody is using it.

There's a lot of traffic from the school right now,
and there's another school that's going to go in, and there's
going to be more traffic in that whole area from the school,
and I really think that whole area needs more work. By
terminating the highway there it will all be cleaned up and
just be smoother. It will also bring people a little higher
up. I thought it was a road Upcountry rather than

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mid-country. I think that's a more upcountry terminus.

For me, I would prefer it there. I think any other
site, the other sites are too far over. The U2-B and U3 and
Haliimaile intersection is going to be improved anyway one
to Waiko Road, so that will be taken care of. So I really
think the area should be cleaned up at Five Trees. Thank you.

MR. PARKER: My name is Stephen Parker. I live at
PO Box 1209, Kula. I have lived in Kula for 30 years, on
Pulehuiki Road for the entire time. I have traveled both to
Wailuku, Kahului and to Kihei throughout that whole time. I
primarily drive down Pulehu Road traveling to Kihei, and
presently it takes me about 40 minutes traveling time and a
tank of gas every four days. So energy conservation I think is
the primary purpose of this.

Of the alternatives, I favor U1 to K2 for the
following reasons: The backflow from the Haiku area through
the Makawao/Baldwin Avenue intersection to U2-A and U2-B and U3
I think would make Makawao terribly congested. The far reaches
of the uplands, Haiku area, traveling down the Kaluanui Road
and Haliimaile and getting on the bypass road, and the
Makawao/Pukalani people can travel easily enough down to that
intersection.

I feel that the Kula to Ulupalakua people probably
could go down Omaopio and Pulehu Road, which will put some
pressure on those areas. But having traveled those areas
already, I am not sure how much of an increase in traffic they’re going to see with that bypass road.

Living on Pulehuiki Road, the U3 terminus Upcountry will increase the traffic on a very substandard steep road, and I think it would cause a lot of traffic congestion and dangerous travel. The terminus in Kihei at K2 would provide a parallel alternative to Piilani Highway, so that for any accidents, the closing of the Piilani Highway would be an alternative method to get out of Kihei. I have been stuck a number of times in Kihei when they have closed Piilani Highway, and it takes at least two hours to get out of Kihei when that happens.

To my way of thinking, the choice that would have the least traffic impact and serves the most people is the U1-K2 alternative. Those who want to address planning issues and the fact that a highway might promote development Upcountry, I think there’s nothing, as far as I know, no proof that this would happen. Development is more a function of planning and having other services available, rather than having a highway.

I object to the U2-B terminus in Kula or Upcountry due a lot to the expense at that portion, having to condemn urban zoned land and construct a very expensive bridge structure that they’re going to have to plan, and the steepness of the slope. I believe the slope at the worst portion of the
Pukalani bypass is seven percent, and they propose a 10 percent slope. I think that would be absolutely dangerous going down. And coming up it’s going to be hard on a lot of vehicles to make that kind of grade. Thank you for this format.

MS. CHAMBERS: My name is Kelly Chambers. My family lives at 1920 Baldwin Avenue in Makawao. I think that they should do the U1-K1, because if they do it, the cheapest one they said was at the Five Trees, but that’s kind of -- it’s like I go to school there, and it takes like 10 minutes to get through that intersection.

And even like going to Keokea, that is too far. And I think the one in Haliimaile could help everybody, like from Makawao and even Haiku and Kula and Keokea and everything like that. And they need like a stoplight there anyway. You know, that intersection, gosh, it’s horrible. It takes like 30 minutes to get out of there.

I don’t know anything about Kihei, but even by Kamehameha School is a bad idea because in the morning that is so congested that there would be too many cars trying to get in and out. Thank you.

MR. FLAMMER: I am William Flammer, and I live at 2102 Naalae Road in Kula. I think there should definitely be a divided highway. If you travel the highway to Kihei on Mokulele Highway it’s incredibly dangerous. I was a traveling road rep for 17 years. I traveled in my car all day long every
day, and I never had an accident. This road scares me, this
Mokulele Highway. If they don’t put a divided highway, the
road will be much, much more dangerous.

Also, I understand it’s a two lane highway for now,
what they’re proposing, but by the time they get it built they
will need four lanes, guaranteed. So the people that are in
charge, do you realize how many baby boomers from the mainland
are going to start moving here in the next five years? I don’t
know if you considered it. With the runup in real estate
values on the mainland, with the appreciation of the 401(k)’s,
of their other stocks outside of their 401(k)’s, and the baby
boomers are set to inherit approximately two trillion dollars
from their parents, they’re going to have plenty of money to
move to places like Maui. You are going to need four lanes by
the time it’s built.

My final comment, on a personal note, it pains me to
see that the U3 possibility is the cheapest. I think that is
the worst option. I think the road should go to U2 either A or
B. I guess that’s it. Thank you very much.

MS. ANDERSON: My name is Diane Anderson. I live at
114 Kainana Place in Kula. I just want to put in my
preferences. I prefer either number 8 or number 6, and I’m
very excited about having a road from Upcountry to Kihei. It’s
very much needed. And the way Maui is growing we need to plan
ahead and really do something that’s going to help the people
who live here and work here to be able to get to work and get
back, and not be sitting in lines on 37 because there’s only
one route. Even now it’s crowded. And if we don’t look ahead
and get this done, we’re going to be sitting in lines just like
they do on the mainland, and we don’t want that. Thanks.

MR. ANDERSON: I am Donn Anderson, I live at the
same address as Diane. Well, first of all, I just wanted to
say thank you for this format. If we didn’t have this kind of
open house format I really doubt that my wife and I would be
here, because the other style is very boring and takes too much
time. So we’re very happy with this.

I would just like to go on record to say no build is
no choice. We are not in favor of a no build option at all.
So my first choice would be number 8, which would be U3 to K1.
My second choice would be number six, U2-B to K1, and the
sooner this can be built the better. That’s what I want to
say.

MR. MAYER: My name is Richard D. Mayer, and I live
at RR1, Box 518, Kula, 96790. I want to give some of my
testimony today, but I am going to reserve most of it for the
meeting on October 13th. The presentation today I feel is
illegal and improper in the sense that the charts that have
been shown to the public do not include the no build
alternative. The public is being misled to think that we have
to choose among the eight alternatives, not realizing that the
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alternative. The public is being misled to think that we have
to choose among the eight alternatives, not realizing that the
no build alternative is a viable statement, a viable position.

I strongly support the adopted community plan for
the Upcountry region, which states very clearly that the
preferred alternative is no build. It is beyond me to
understand why the State Department of Transportation and
Senator Inouye have totally disregarded the wishes of the
community in this matter. This project seems more to be
"Inouye’s invasion" and is paralleling the project on Oahu
which for 20 years involved many, many community groups, namely
the H-3 freeway.

This is another project which is being built against
the wishes of the residents of the Upcountry region, who
through their legal community plan process have indicated the
wish is for a no build. The community wishes were accepted by
the Maui County Planning Commission, and the Maui County
Council, and the Maui County Mayor. The exhibits presented
this evening do not reflect those legally adopted statements
regarding the no build alternative.

On another matter, the presentation maps indicate
that the baseline route linking the Upcountry region and
Mokulele Highway is from the Hana Highway along Dairy Road, and
then left along Puunene Avenue to Mokulele Highway. This
routing is absolutely not a routing that anyone from East Maui
or Upcountry would take to go to the Kihei-Wailea area. All
residents of those communities would utilize Hansen Road, which
has been totally disregarded in the presentations and in the EIS.

This is all the more surprising, because during the scoping meetings which took place several years ago, it was made clear that Hansen Road was the base route that should be considered. It was also indicated at that time that a routing which would include Haleakala Highway, Hansen Road and Mokulele Highways would not only be a viable alternative to the routes being presented, but a preferred route.

Let me add something else here. The format of this evening's meeting, which excludes oral presentations by community members and community leaders, is a travesty to open government and open decision making. We have no idea what others have said, and no ability to ascertain whether the comments being made by each individual are being accurately transcribed, replicated, and publicized. It would be very easy to have the record changed and have no one in the community know what others said.

This process of closed meetings and closed government is probably illegal under the Sunshine Law, which prescribes that all public meetings be held openly and in the sunshine. It is useful to allow people who do not wish to speak in public to utilize this transcription method if they so choose. However, there should be an opportunity for those who wish to speak publicly to do so. That's all.
MR. BARBIN: My name is Ry Barbin, my address is 24 North Church Street, Wailuku. I'm a 25 year resident of Maui, and I have resided Upcountry for 15 years, and I own a house near the Upcountry high school. I speak as a resident of Maui, and I consider that this road is not just an Upcountry-Kihei road, but an island road.

I support the road. First I want to say that I'm speaking strictly as an individual, not representing any organizations or individuals. I support the road as a vehicle for economic development, to provide jobs for the future, to support the high tech industry on Maui, to relieve congestion on other roads, to relieve maintenance on other roads, and to assist workers to get to and from work easily and quickly.

With regard to the alignment, I think we should choose the alignment that is the most direct from the Kihei High Tech Park to the Science City. I believe that the Haliimaile Road intersection does not serve the purpose for which the road is being constructed, from a traffic flow standpoint. Any of the other alignments I would support, although I believe U2-A and U2-B are probably the most direct. Beyond that, I don't really take a position over those two alignments. That's it.

MR. STARR: My name is Hugh Starr, and I live in Makawao at PO Box 33, and I'm in favor of the Haliimaile alternative Upcountry. I feel that the project area needs to
be expanded to include Haiku, Kokomo, Kaupakalua, because many
of the people who work in Kihei-Wailea have to right now go
through Paia to get down there from East Maui. The project
district appears to actually end east, somewhere between
Makawao and Pukalani. So I think the project area needs to be
expanded. That's it.

MR. BURT: Thomas Burt, 277 Olulani Street,
Pukalani. I really feel the best route would be the Haliimaile
route, because it doesn't impact any residential neighborhoods
or archaeological sites or anything along the way. The other
consideration I feel would be to make, instead of doing any of
it, any of the new proposals, would be to just make the
highway, Pukalani -- not Pukalani Highway, Haleakala four lanes
down through just the existing roads, improving those to four
lanes. So that would be something that's not considered right
now, but an alternate to everything that they're proposing, and
probably cheaper. But if we have to do one of them, I'd rather
see the Haliimaile route. Thank you.

MRS. BURT: I am Elizabeth Burt, and I live at 277
Olulani Street. Well, I think that improving the existing
roads would be the best alternative. If that is not an
alternative that's going to happen, then the Haliimaile route
to Kihei. But I think that the roads that we already have, if
they were improved into four lane roads instead of just two
lane roads, it would accommodate the traffic flow a lot better
than it does now. That would be my first choice. It would have less impact on existing neighborhoods, archaeological sites, better planned for commercial use. That’s it.

MS. MORRISON: My name is Sheri Morrison. I live at 2770 Palalani in Pukalani. I guess I empathize with the people in Kihei that we need another way out of Kihei besides the current situation. So I would support something, some kind of road rather than the no build. But of those options that are then available, I would prefer the one that runs from the northern-most part of Kihei to the Haliimaile intersection, which is U1. It seems to have the least negative impact, from my perspective. I live in Pukalani and I would use it, it would be a nice thing.

I also see it as a benefit to the population living in Haiku, Paia, the East Maui section, because it would give them another way to come Upcountry. South Maui, they would use that route rather than having to go through Paia, which is just inundated right now with traffic. So it seems the most positive link to me.

I don’t like at all the intersection at Five Trees. It seems that we’ve already messed that up enough. It still has some meaning to people Upcountry, as opposed to just from an engineering standpoint. So I would hate to see them use that as the intersection. I would not like the intersection to go through the new Kulamalu area because it would be a

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throughway right by Kamehameha Schools, and then also by the King Kekaulike school. So even though it would offer options for those people as far as traffic, it just seems a shame to have these schools next to high volume traffic.

The Omaopio/Pulehu area I don’t think is good either, because it impacts negatively on the County agricultural park there, and just in general seems a huge expense, just looking at it from the expense side. So I end up dreaming about the good old days and wishing there was no build. But if we have to do something I would go from the northern-most intersection in Kihei to the Haliimaile intersection. Thank you.

MR. OHTA: I am David M. Ohta, and I live at 2678 Akalani Loop in Pukalani, Maui. Where it comes out at Haliimaile it would seem like that — I mean after looking at this whole thing, not that the highway even crosses where I live. I won’t even see the highway, I don’t think. It’s just that the school up there, I drive up there, I see the school, and you have got King Kekaulike and then you have got the Kamehameha School. It just seems like a bad intersection.

When I was talking with Unemori, he said, "Wouldn’t that be the best place to bring a highway because that’s where you have a gathering of people right there, a concentration of people." I said to him that I thought it would be just the opposite. To bring a highway into someplace where you have got
so many more things to consider when you bring it up to there. That’s why I’m picking U2.
The Pukalani Association and the Kula Association, I think we just voted unanimously not to bring the highway up to U2-A and B. But I guess there was a meeting here the other week that I missed, when Everett Dowling came. I think Kathy Hall brought him up there. And the way he made it sound is that’s where the highway is coming up already, U2-A or U2-B, right where he’s got all his projects happening right there. And the people, the association, we didn’t like that idea, somebody saying that’s where the project is coming out already, the terminus.

That’s all I have to say. I could care less where it comes out in Kihei, K1 or K2. As far as Upcountry goes, I have lived up there for almost 22 years, and I’ve seen the place grow. I mean when I first came up here there was no Pukalani here. There were like three houses over there. I think the Hicks Homes were right there where Ace Hardware is. That was it, there was no Pukalani. When we first moved up here I think there was no lights and it was a dirt road here at the end. And I have seen it grow and grow, and God, I just can’t see a highway coming up here.

I mean people have selfish reasons why they don’t want to look out at the highway, but I won’t be seeing the highway. It’s just I can’t imagine that much traffic coming
right by the school. It would be a horrible place for that
thing to come out. Thank you.

MR. STARR: My name is Jonathan Starr. I live in
Kaupo and also at 3150 Wailea Alanui in Kihei, 96753. Okay,
well, my largest concern is to see another route out of the
southern end of Kihei. I think that's essential for a
emergency evacuation. And also there are many days when I try
to commute from Wailea to Kahului to go to work and there's an
accident on Piilani Highway or Mokulele Highway, and it just
ties up everything. In fact, even an accident on South Kihei
Road will tie up Piilani Highway for a half hour or so. So my
greatest interest is to see a way to get out of the southern
end of Kihei without having to backtrack all the way down
Piilani and Mokulele Highway.

So as far as the lower terminus, I feel it needs to
be the one that's furthest south, and that to me is the most
critical. As far as the upper terminus, I really feel that
that should be up to the Kula community to decide, more than
the Kihei community. But in any case, I'd like to see a
connection that heads back toward the airport or Puunene, so
that the road would be able to serve the people of southern
Kihei, which is a very rapidly growing community, probably the
fastest growing community in the state, with another route back
toward the airport and back toward Kahului and also the
government center.
As an aside, I really miss having the old Ulupalakua\Makena road. I used to use that road a lot before it was closed down years ago, and it was a very sad day for our community when that road became closed down. And I wish there was some mechanism for local citizens to be able to utilize that road without it being turned into a major highway.

I don’t know how that could fit in with the plans, but that would really help both as an emergency evacuation route, also for those members of the community who have to get from the South Maui, Kihei side toward Ulupalakua, or in my case, where my other house is out in Kaupo and on toward Hana.

So those are my comments.

MS. NIELSEN: I’m Helen Nielsen. I live at 3150 Wailea Alanui Road in Kihei. I wish I could remember exactly which is which. I guess now that I have my map in front of me I think I prefer the K1 to U2-A as my first choice. However, I just heard that U2-A is an archeologically sensitive site, so if it is and they haven’t gone around those sites, then I would prefer U2-B.

I’d like to request that they be more sensitive to the lighting. I don’t want to see more of the Dowling\Kula Highway lighting repeated at every intersection where the highway passes Pulehu\Omaopio, because I don’t think the folks who live there would appreciate all the bright lights.

I would also ask that the side of the highway is
wide enough so that if people do want to bicycle up and down
for the entire length it should be done in a safe manner. I
understand they only have bike lanes for the urban areas, but
they should consider bike lanes all the way up and down. And
since Maui is such a sport center internationally, I think
there's only going to be more and more people coming to do more
cross country biking, and I think that would be a nice way to
get around. And I appreciate the chance to comment. Thank
you.

MR. MEYER: (The written testimonies of Paul J.
Meyer and Thomas Worthington, Ph.D., are attached to the
transcript)

(whereupon the hearing was adjourned at 9:30 p.m.)
CERTIFICATION

I, JEANNETTE W. IWADO, Notary Public for the State of Hawaii, certify:

That the hearing contained herein was taken by me in machine shorthand and was thereafter produced in transcript form under my supervision; that the foregoing represents, to the best of my ability, a true and accurate transcript of the proceedings had in the foregoing matter.

I further certify that I am neither attorney for any of the parties hereto nor in any way concerned with the cause.

Dated this 5th day of October, 1999.

[Signature]

NOTARY PUBLIC, State of Hawaii

My commission expires 2/5/00

IWADO COURT REPORTERS, INC.
Kahului School
October 13, 1999
Public Hearing Transcripts
KIHEI-UPCOUNTRY MAUI HIGHWAY
COUNTY OF MAUI
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

PUBLIC HEARING

Held at the Kahului School Cafeteria, Kahului, Maui, Hawaii, commencing at 7:00 p.m. on October 13, 1999.

REPORTED BY: JEANNETTE W. IWADO, RPR/CSR #135
RACHELLE PRIMEAUX, RPR/CSR #370

IWADO COURT REPORTERS, INC.
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MR. TSUZUKI: It's a little past seven o'clock, and I think we had published in the ad that we had regarding this meeting, this public hearing, that we would be starting at seven o'clock, giving the public an opportunity to speak before an audience. So this is what this portion of the public hearing is about.

I wanted to extend my greetings to you, and we will come unite to this public hearing for the Upcountry to Kihei highway project. I bring something to you from the director of transportation, Kazu Hayashida, and also Pericles Manthos, who is the administrator of the Highways Division. Unfortunately, the two gentlemen I just mentioned are not able to attend tonight. But we will hear your testimony tonight, and I have a panel in front of you, and I am going to be introducing them tonight.

To my far left is David Atkin. David is with the consulting firm Parsons Brinckerhoff and Associates, Parsons Brinckerhoff Quade and Douglas, and their company is actually doing a lot of the environmental studies for this project. To my immediate left is Bob Siatrot, our Maui District Engineer for Highways. To my immediate right is Warren Unemori of Unemori
Engineering, who is the prime consultant for this project.

And to Warren's right is Domingo Galicinao. Domingo is actually the bridge engineer for the Federal Highways Administration. The Federal Highways Administration has an important role in this project, since they will be providing most of the money for this project. Domingo handles all projects on the island of Maui.

Tonight what we wanted to do was try and receive as many public comments as we can about the project, and that's really the purpose of all of these public hearings that we have held so far. Some of you may have already attended the two hearings that we held about two weeks ago, one in Kihei and one in Upcountry Maui.

Some of you may be wondering why we are holding a third meeting. The primary purpose of holding this meeting tonight was the fact that I had received a phone call from, what was the name of that person, the president of the Kekaulike High School PTSA called me just before the public hearing was scheduled, about a week before the public hearing for Upcountry was scheduled, and he told me that the Upcountry public hearing conflicted with the opening of the Maui County Fair. And I guess we weren't aware of that when we had scheduled the hearing for Upcountry Maui.

He told me that a lot of the parents of students and whatever, were involved with the county fair and would not be
able to attend, so if we could either reschedule the Upcountry
meeting or schedule another meeting. So we decided that we're
going to go ahead with the meeting in Pukalani, but also
schedule a third meeting, and this is the meeting that we
scheduled to allow people who were not able to attend the
previous meetings.

As most of you know, we used a different type of
format for the two public hearings in Upcountry Maui and also
in Kihei. That format did not allow for public testimony
before an audience, and we received a lot, not a lot, but a few
letters complaining about that format. And that's also another
reason, a secondary reason why we're holding this meeting	onight, because we didn't want that to be an excuse for people
not testifying about this project. We wanted to get as many
comments as we could about the project and really find out what
people thought about it.

As far as how we're going to run this portion of the
public hearing, we have a court reporter in the front of the
room, and we want to make sure that she captures all of your
comments that you are making verbally. We have a microphone
that's set up right over there in that aisle, and each person
will have to go up to that microphone, state his or her name
very clearly. Also if you could spell your name, because
sometimes we can get the names misspelled, so we want you to
spell your name, and also indicate if there's any organization
or whatever, that you represent or whether you are representing
yourself.
We also have another court reporter that's just
outside that exit sign in the far left of this room, and this
is for people who are not used to speaking before an audience
and who may want to still give comments to us. So we do have
an opportunity for those of you who may be a little timid in
speaking before an audience to go to that court reporter
outside. We also have comment sheets which are located next to
the table that you had signed in on, and those sheets can also
be filled out and turned in tonight or mailed back to us. We
want to make sure that all comments are received by October
28th or roughly toward the end of this month.
Also, if you testify at the microphone, we want to
make sure we capture everything that you say. Some of you may
have a written copy of what you plan to speak about, and if you
do, we would appreciate it if you could turn that in to our
court reporter, it will really help her.
The other thing we are going to observe is a
four-minute time limit on each person. After all the people
have had an opportunity to speak, we will give them extra time
if they need it later. And we're going to take people in the
order of how they signed in. So actually I'm going to go
according to the list that was available at the sign-in table,
and I'll call each person up individually.

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Any questions? Yes, sir?

UNIDENTIFIED SPEAKER: Are we going to have a map for people to visually see what people are commenting on? How about the No. 2 map there?

MR. TSUZUKI: If we have to, we can bring a map up when you speak, if you need it.

UNIDENTIFIED SPEAKER: We will. Please bring it now.

MR. TSUZUKI: Okay, we will. I think they're getting it now. Okay, let's get started. Yes, sir?

UNIDENTIFIED SPEAKER: I know on numerous times you got public testimony, your two other meetings. This meeting we have verbal and written, so one individual could actually continue testifying throughout this process?

MR. TSUZUKI: That's correct. That's correct. And that's your right to do so.

Any other questions about the format of tonight's meeting and how we're going to run this? If not, let's get started. I am going to call on the first person, his name is Roger Dennis Hawley, who is the first person who came tonight, so he should be the first one to speak.

MR. HAMLEY: My name is Roger Hawley, I have been a resident of the Hawaiian Islands for the past 32 years. My last name is spelled H-a-w-l-e-y. I've testified at numerous state highway projects all over the Hawaiian Islands.
especially the H-3 freeway, which I started back in 1973. I have hiked just about every inch of all this territory, of all the proposed alternates, for many years, for the past 30 years, and all I can see under the present designs is that it's all half-assed as it presently is designed.

I'm from California. I've watched the freeways overtake all the residential areas, all the back country roads. And it was kind of sad, but there was, once in a great while, a beautiful highway, like a parkway that was used by everyone, the local people and the tourists. I feel that if people really understood how much tax money they have just expended in the last ten years through their income tax, it is nearly a hundred million dollars per year for ten years. That is a billion dollars for just the island of Maui. I believe that Maui should get a better deal in this whole thing.

I believe that this proposed highway from Kihei to Upcountry should not be a two-lane suicidal road where many people might be killed in the next 10 to 20 years. I feel it should be four lanes, and it should be divided. To prevent any delays and inconveniences in the following years, it should be concrete. I believe that the people of Maui have paid enough price through their income taxes that they deserve a very fine parkway between Upcountry and Kihei, and I am against all the proposed routes as they are.

I bet most of you have never even seen the herds of
deer that plague this entire region. They're in groups of 30, 40, 50, 60, vast quantities of deer all over this mountain site. Try to imagine driving at 55 miles an hour down or up this highway and a deer comes loping across the highway, and you hit it at speeds of 45 to 55 miles an hour. You are going to do a lot of damage to not only your car but to the deer, and you might end up dead.

I believe that as they presently are designed, I think and I feel that all the alternates should not be considered until a good four-lane highway from Pukalani down to Kahului, and a four-lane highway from the middle of the Haleakala Highway down to Kihei are built, that's what my feelings are. Thank you very much. (Applause.)

MR. TSUZUKI: Thank you.

The next person is Perry Artates.

MR. ARTATES: Good evening, Department of Transportation officials and project consultants. My name is Perry Artates, A-r-t-a-t-e-s, a construction resource specialist representing the Hawaii Operating Engineers Industry Stabilization Fund, and I have a copy for the reporter.

MR. TSUZUKI: Okay, thank you.

MR. ARTATES: I'm here this evening in support of the Kihei-Upcountry highway project because we are the pioneers of the Building Trades Industry. We build observatories on Haleakala and also the roads that lead to it; we build the
harbors in Kahului so that we can support the ships bringing in
the necessities of our everyday life; We build schools for our
children to have a better education; we build hospitals to take
care of our sickly; we build police and fire stations to
protect our communities; we bring electricity and water to your
home for your everyday life consumption; and yet the trades
industry work are not long term but short.

Work here on Maui for our membership of all of the
trades keep us here that are born and raised, but statistics
show that a lot of our people are moving elsewhere for work
because of our economy. By supporting the highway from Kihei
to Upcountry gives our local people hope to come back home to
the island they love, Maui. Mahalo for your time and letting
me express my testimony. Thank you. (Applause.)

MR. TSUZUKI: Could you turn that in to the court
reporter?

The next person is Clarence Tavares.

MR. TAVARES: My name is Clarence M. Tavares. I
have a residence at Kula and today I live in Makena. And when
I say Makena, you must know how long we have got to get around
to go to Kula again. I feel --

MR. TSUZUKI: Could you spell your name for the
court reporter? Could you spell your name out for the court
reporter?

MR. TAVARES: Last name or first name?
MR. TSUZUKI: Last name.

MR. TAVARES: T-a-v-a-r-e-s.

MR. TSUZUKI: Thank you. Sorry for interrupting.

MR. TAVARES: I feel that this project -- I have been talking to some people and mentioned that as a small boy with my dad we used to travel down the Ulupalakua way. And all those years he talked about it, and he told me he was waiting to see a road going to Kihei or Makena to Kula some day. Well, he's gone many years ago, and I tell you, I'm 70 years old today and I speak the same thing what he said. I want to see a road going from Makena to Kula and serving the people, because I know how it is and how they feel when you have to come all the way from Kula to Makena, what we face, the traffic, the time.

There's a lot of people that works in Ulupalakua, Kanaio, that goes to Lahaina, and I know everybody is fighting about the Pukalani road. But my feeling is and my proposal is let's have a road from Kihei to Kula. We've got a chance now, and I hope to see the road before anything happens to me.

Thank you. (Applause.)

MR. TSUZUKI: Thank you.

Madelyn D'Enbeau.

MS. D'ENBEAU: Good evening. My name is Madelyn D'Enbeau, it's spelled D'E-n-b-e-a-u, and I gave testimony Upcountry to the court reporter on behalf of the Makawao Main
Street Association, I'm on the board of directors, expressing
the concerns that the Main Street Association has about the
choice suggested for the Dowling intersection. I don't know
what number, I think it's U2-B, but you all know which one I
mean, I'm sure. Because what wasn't taken into consideration
is the negative impact that this will have on Makawao town.

And I won't reiterate what I've already said, but I
just want the other members of the community organizations here
to know that the Makawao Main Street Association is very
concerned about the affect on their town for putting this
roadway through Mr. Dowling's proposed shopping center. Which
incidentally, according to his own market study, would not be
feasible without this highway intersecting there.

But more particularly as an individual I would like
to say that I am concerned about -- I don't even know what word
to put on it. This process has already been gone through at
great lengths over a great number of years by the county
council. We have a community plan for Upcountry Maui; we have
a community plan for Kihei. You cannot, in fact, as I
understand the law, spend money on something that's in
contradiction to the community plan.

So what are we doing here since the community plan
has already designated what it saw as the most appropriate
location for the most appropriate way of solving this
transportation problem? That's a good question. I don't
understand that myself.

But just for the sake of the audience that doesn't have, perhaps, access to these community plans, the Upcountry community plans give priority consideration to the no-build alternative of the proposed Upcountry-Kihei connector highway and give secondary consideration to the alternative routes with the least negative impact to the Upcountry lifestyle and character by locating the Upcountry terminus in the vicinity of the intersection of Haliimaile Road and Haleakala Highway. So the first choice was no-build and the second choice was, I guess you have designated that as Ul.

Now, the Kihei plan says, Upcountry transportation connection. The need to provide a transportation link to the Upcountry area has been identified for some time. This would result in saving valuable commuter time between the primarily residential area of Upcountry and job centers within the Kihei region. Choosing the optimal route for this length will involve consideration of positive and negative impacts to both regions. The focus should be on improving transportation services for island residents, thus the route should minimize travel times for the maximum number of island residents.

So we have two different perspectives here, but the more specific one, the Upcountry plan should govern, because that does follow the request by the Kihei plan and does designate a particular area. So I think that we need to show
that -- the state would be wise to show respect to the county
council and to its community plans. And I understand that
rather than looking at the community plan and saying, well, we
have gone through a long process here and the community wants
it this way, and for whatever reason we're still considering
other alternatives. So that would be my point of view.

Is there time to come back at the end?

MR. TSUZUKI: Yes. Thank you.

(Applause.)

Steven Anderson.

MR. ANDERSON: Hi, my name is Steven B., as in boy,
Anderson, A-n-d-e-r-s-o-n. I'm a graduate student in wildlife
biology at the University of California Davis seeking my Ph.D
here. I've been studying the axis deer here on Maui for a
while, and I am going to be leaving here in six months. I
don't have a strong opinion about the orientation of the
highway and some of the major issues involved in this meeting,
but I do have some serious safety concerns with regard to axis
deer. So I will try to present an objective perspective on
highway and deer collisions that need to be addressed, and as
the current EIS stands they have not been addressed.

The EIS does point out that the area we're going
through with these highways is primarily exotic nonnative
species, and it does mention that road kill will be increased.
Unfortunately, it doesn't mention that road kill will include
humans. There is no doubt that traveling 45 or 55 miles an
hour through that area will result in some deer-vehicle
collisions. The axis deer when crossing roads, frequently will
not turn back, but will press on and will commonly cross roads
in single file, 60, 80, 100 at a time in various locations on
Maui.

I propose several mitigation measures be addressed
in the EIS regarding axis deer. First, my strong
recommendation is that the maximum speed limit on that highway
be 45 miles an hour. If that's unacceptable, a mainland-type
of alternative that might work is a daytime speed limit of 55
and a nighttime speed limit of 45. The most likely
deer-vehicle collisions are not going to occur midday but will
be dusk and dawn, and frequently late at night.

The second mitigation measure I would propose is
frequent signage of deer crossing throughout that highway
network. Studies have shown that saying "Deer Crossing Next 12
Miles" is not effective. People slow down for a mile, and then
speed back up. So I would suggest signing every three miles at
the bare minimum. Another problem that is presented that I see
on Maui is all reflectors on highways around here are yellow.
There's yellow reflectors in the roads. That's exactly the
color of axis deer eyes. It's almost impossible to detect an
axis deer with all the yellow that's already out there.

Finally, with regard to the routing, my strong
recommendation would be to avoid the highest density areas of
axis deer, and that would include the northernmost route, which
would be the Ul-Ki Haliimaile junction. Basically, ranchland
is the much more dense area for axis deer; agricultural land is
much lower density for axis deer. We already have at least
3,000 deer on the island of Maui. I expect 12,000 within the
next eight or nine years total.

So that's pretty much what I had to say. I do have
something just to flash around here. This is basically the
picture we have, at the moment, of axis deer on Maui. You can
see this is the Makena/Wailea strip right through here. The
red area are deer approaching the thousands, and the yellow
areas in Pukalani/Makawao are deer in the hundreds. So we can
see that the highway is going right through the heart of the
red area, and this is where my concern stems from. Thank you.

(Appause.)

MR. TSUZUKI: Mr. Anderson, do you have anything in
writing?

MR. ANDERSON: I will be submitting a comment on the
EIS officially, and I will submit written commentary to this
effect through a letter.

MR. TSUZUKI: What about that picture there?

MR. ANDERSON: I will try to get a picture of this
for sure included in the written statement.

MR. TSUZUKI: Thank you.
MR. WILSON: I want to thank you for being here and
taking this time to let us speak to you in person. I have a
five-page letter which I have already turned in, and I'll just
read the general comments from that, and there are 13 specific
comments relative to the EIS that we need to have addressed, I
believe. Basically, I'm speaking for the Kula Community
Association. I may want to speak later for myself, but I did
not sign up for that.

The Kula Community Association board of directors
wishes to place on the official Draft EIS record, two general
comments followed by these specific comments. We expect that
the final EIS will address both our questions and our
concerns. The general comments about the EIS are, one, we
desire that the final EIS reflect and respect the legally
adopted July of 1996 Makawao-Pukalani-Kula Community Plan.
Specifically, we urge you to note the following provisions.

Page 31 - Transportation Objectives and Policies.
Give priority consideration to the no-build alternative of the
proposed Upcountry-Kihei connector highway, and give secondary
consideration to the alternative routes with the least negative
impact to the Upcountry lifestyle and character by locating the
Upcountry terminus in the vicinity of the intersection of
Haliimaile Road and Haleakala Highway.

Page 13 - Interregional Issues. Kihei-Upcountry
Highway: The proposed highway between Kihei and the Upcountry regions is significant in terms of its land use and transportation impacts. The no-build alternative is the preferred option, but it is recognized that the selection of an alignment must consider the growth inducing impacts to the region's agriculture, rural character and open spaces. The need to maintain the unique Upcountry ambience is an essential parameter in analyzing alternative routing schemes. Recognizing the evaluation alternatives should weigh transportation costs and benefits as well as community and land use impacts, it is recommended that, if built, the Highway's Upcountry terminus intersect Haleakala Highway in the vicinity of Haliimaile Road.

Page 18 - In the Land Use section, the plan states in objectives and policies No. 4. Encourage land use patterns which will maintain a separation of character between the Upcountry and Kihei-Makena regions.

The Kula Community Association position on the proposed Upcountry-Kihei highway clearly prefers the upgrading of the present highway and road network connecting Upcountry Maui to Kihei. We support improvements to the existing highways as a means of solving present and future transportation problems.

The exact wording of our position follows: The Kula Community Association board of directors opposes the Pulehu.
Kulamalu, and Five Trees termini options of the Upcountry-Kihei highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei-Piilani Highway, the Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry-Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

And I have grouped these specific comments following in -- basically in terms of specific concerns relative to the trip generation and the draft EIS and cost benefit analysis questions traffic only at the highway termini, and correcting and error in one of the Hansen Road routes, accident statistics to be addressed, impact of traffic on numerous intersections that the proposed routes go through, the concern by the bike tours and where they would go, the shortcuts of cars going through Kula, especially with the U3 alternative, and some concerns about the funding and trip volumes related to people going to and from Haleakala. So with those, I will submit that with the proposal, rather than go through it in detail.

By the way, the name is spelled W-i-l-s-o-n.

(Applause.)

MR. TSUZUKI: Herb Squires.

MR. SQUIRES: My name is Herb Squires,
S-q-u-i-r-e-s. I'm an Upcountry resident for pretty near 15
years. I would strongly recommend that you not build this
road. This is the biggest mistake that could happen to this
island. It's probably the most significant project that's ever
been approached here. We don't need this road, we have the
four lanes of Mokulele Highway that's about to begin. None of
us are in that much of a hurry that we need to save an extra
five or ten minutes and spend $60-, $70-, $80-, $90 million to
do that. We certainly don't need to worry about national
security or national defense issues here.

We resent the fact that Haleakala is used as a
military site and we don't want to encourage any more of that.
If you are concerned about having your personnel be closer or
have easier access to Haleakala, why don't you just move them
up there instead of spending $80- or $90 million to build a
road to get them there.

Going into Paia, we have A&B getting ready to build
450 new homes over there. We need a Paia bypass, we don't need
this road. We need a Lahaina bypass. We need mass transit.
We need things here that are much more significant and
important than this road. We don't need a $65 million airport
access road with overpasses. We need your help, we don't need
you shoving things like this down our throats. And quite
frankly, we're not going to take it. We'll do whatever we can
to stop this project, those of us who realize the fact that
when you build a road, development follows.

We saw the rape of Kihei with the building of Piilani Highway, and we're still watching it, and it's disgusting. The whole world considers Maui the most beautiful place in the world. They come here because of the natural beauty. The more you carve up the place the more you destroy it, the strip malls, the cheap subdivisions, the less people will come. And quite frankly, you're degrading the quality of life for all of us here.

We know the people who stand to gain, such as A&B and all the other major players, who will go ahead and develop every square inch of that area on every side of the roadway.

We want to put people to work, we want to have people doing projects that are important to us. We don't need this road.

Take the road and shove it. (Applause.)

MR. TSUZUKI: Thank you very much. We're open to all of your comments, so that's why we're here tonight. I don't think we have a closed mind on what we're going to do or what we're not going to do.

The next person is Kennko Hofman.

MR. HOFMAN: May I defer until after all the speeches are made?

MR. TSUZUKI: You wanted to be last, is that what you're asking?

MR. HOFMAN: After what we just heard, I don't want
to follow that.

MR. TSUZUKI: All right, we'll skip you and save you
for last, the best for last.

Zandra Amaral.

MS. AMARAL: Aloha Ahiahi Kou mau hoa aloha. O
Zandra Amaral Ko’u inoa. Good evening, my friends. My name is
Zandra Amaral, and I represent myself and my family and my
neighborhood friends in Kihei who forwarded you a petition
through me in 1996. I would like to open by thanking the state
for the way they conducted their meetings in Kihei and Pukalani
on the 29th and the 30th of September. It touched my heart to
see citizens testify who would otherwise not get up in front of
a group to testify.

Being asked by some of these citizens to assist them
to the court reporters, where they could give their testimonies
in private, privileged me. All expressed their gratitude in
being able to speak their mind without fear of ridicule, being
judged, or fear of not being eloquent and powerful speakers.
There are not words adequate enough to express the pride and
empowerment which radiated their being after they were given a
safe haven to present their testimonies.

One elderly couple told me up in Pukalani, "Ms.
Amaral, I always wanted to speak my piece, but I never felt
safe getting up in front of a group, so I eventually stopped
going to public meetings. Now I'm going to tell my friends

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it's okay." It is my wish that many more will feel safe to
share at our meetings because their manao is needed. Each and
every one of your manao within Maui County and the State of
Hawaii is needed.

I would also like to thank the state for your
pursuing an alternate evacuation route for the residents of
Kihei, our visitors, my friends, and for my family. We have
had disasters, such as brush fires, which have crippled Kihei
residents. Having only one route in and out of Kihei presents
risks that we should not be taking. The risk is human life.
If a major disaster occurred which blocked the existing route,
we would be trapped.

I know what it feels like, ladies and gentlemen, to
be trapped in a natural disaster. As a child growing up in
Paukukalo, my parents had a farm which runs along Iao river and
down to the ocean. One year we had a tidal wave. The river
overflowed onto the street and there were waves coming to us
from our backyard. Had we not left when we did, the river,
which flooded the street and the ocean, which bordered our cow
pastures and was flowing into our backyard, would have boxed us
in.

Though this was many years ago and I was a little
child, I will never forget how blessed I felt having a father
who acted swiftly in securing his family at the He'au above
Hawaiian Homes. The population then was not as great as it is
currently. Should a natural or unnatural disaster occur in
Kihei now, our public safety officers would not have the
passage to bring in needed emergency vehicles and/or equipment
to assist our many residents and visitors.

I realize when streets and highways go in, there is
growth around them. However, there is already a substantial
amount of growth and development, my brothers and sisters, both
in Kihei and in Kula, without the highway. There has been
substantial growth on Maui from the time I was born into the
Territory of Hawaii and until today. Nothing and no one will
ever stop growth, we all know this. But we need to be prudent,
diligent and insightful in preparing for this growth that
allows us to live in harmony and safely. If we want to stop
development, we must be diligent about attending the
appropriate public hearings and address our concerns in that
venue.

Allowing a highway does not provide for a carte
blanche to all developers. They will still need to go through
public review and scrutiny. It is at this stage that you have
the power to stop or delay development until your concerns are
addressed. Let us be proactive and not active.

MR. TSUZUKI: Would you wrap up your testimony?

MS. AMARAL: Let us address the safety and welfare
of our citizens before the disaster strikes. I have six
wonderful kanaka maule mo'opuna kanes, Hawaiian grandsons, and
I would like very much to provide an environment for them which is safe and is able to sustain their needs so they can stay here in Hawaii and not be forced off their aina, as I was.

I'd like to reserve the right to come back, sir, if I may, after everyone is done. Mahalo.

MR. TSUZUKI: The next person is Steve Sutrov.

MR. SUTROV: Good evening, my name is Steve Sutrov, S-u-t-r-o-v, and I'm a resident of Kula. I've been commuting from Upcountry to Wailea working, normally, five days a week for the last -- or more than 22 years now, either I've lived in Olinda or Makawao or Kula during that time. Kula for the last 14 years. I never have complained about how long the ride takes, I enjoy the ride down, it gets me ready for work, and gives me a chance too unwind on the way home so I am not kicking the dog when I walk in.

I recognize the many advantages of keeping these two communities separated by a direct route between the two. I see the advantages of preserving Upcountry for not only the residents who live up there but for the visitor industry which come to Maui for the rural atmosphere, and to take the mountainside and change it from what it is right now, basically agricultural and open space, you are taking one of the most valuable resources of this island from us. And I think a direct highway would eventually corrupt the Upcountry to a point where it could be compared to some other island.

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I support the Makawao and Pukalani community plan. I support all the hard work that went into it, the 50 some-odd meetings between the CAC, from people, dignified people from all over Upcountry that were met many times, and from there went on to the Planning Department, the Planning Commission all supported the CAC process and the plan. The county council adopted it, the mayor signed it into law, and I support the process and the community plan that was accepted. I support its view on the no-road bill alternative with Haliimaile if it needs to be built.

To improve to four lanes all the existing roadways and to make them safe and efficient intersections is what needs to be done first, and I'm sure the state can handle that, to make it as efficient as possible. It might save me another 10 to 15 minutes to get to work. If you put in a new highway, it might save another 5 to 10 minutes on top of that. Improve the existing roads first. Improve the existing roads first.

The EIS takes into consideration -- should take into consideration all the intersections being planned from the no-build and for each alternative that's being planned right now. You have to plan those intersections now, before they can give us a level of service estimate for the year 2020. I'd like to see that in the EIS.

I'd like to see what the intersection is going to look like, whether they're going to be signalized and how many

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there are going to be coming down from Kulamalu total, the
quickest and the safest, and from now, not ten years from now.
When you think you might have to add an intersection and might
have to add another light, and then no longer an efficient
rural limited access highway, you're dealing with another Kihei
Road or Piilani Highway, where they're putting in even more
intersections on that highway right now.

I want to see in the EIS a total number of
intersections, the number of stop signs and lights planned, the
upgrade percentage of each route, how steep they are, the speed
limits that are going to be posted, and it must show what type
of intersections are planned on the routes, including the
no-build. The engineers said they can't do this yet, but it
must be done so we can see what is going to be the shortest
route. It might take much longer to travel from U to K, from
Upcountry to Kihei, because of the number and the type F
intersection and speed limits. It might take longer on a map,
as a profile, just because of more intersections.

The comparison should be made in the EIS. The EIS
should show a map of the community plan area with an overlay of
the project district. The community plan takes up about 80
of -- the Upcountry community plan area takes up about 80
percent of this project district. It seems to me that the
Upcountry community plan should have an overriding affect on
this project. The Haliimaile connection should be the only
route considered if there needs to be one. The U2, along with
U3, for one, they do not conform with the Upcountry community
plan for the majority of the project district.

The EIS should show a comparison of U1 and an
earlier Haliimaile version which cut a lot over, which only
went over Omaopio Road, not Omaopio and Pulehu Road, which is
more dangerous, more intersections that are being planned. It
was only a 3.5 degree plan and now it's gone up to 6.6,
something like that, and it would have been a more efficient,
quicker expressway, straight shot down to Kihei, the original
plan. Now it goes up, almost borders with Pukalani and then
comes back down. With that design, it wouldn't be too hard,
too far fetched for, let's say, the Kulamalu developer to put
another road down and connect with it at his own expense.

Time out? Can I have more time later?

MR. TSUZUKI: Yes, you may.

Peter Wilson.

MR. WILSON: Unaccustomed as I am to public
speaking, my name is Wilson, another good man around here with
that name. My feeling is I certainly support the community
plan. I think that the priority and the development of this
road should focus on the well-being of the people Upcountry and
their ability to move about in a safe and rapid manner. I
think if you take the community plan for what it's worth, I
think Haliimaile, if the road must be built, then Haliimaile is
the place where it should go.

I think that the priority, the people talk about savings and money. I don't think money should be a question at this point. If you are going to build a road, build it right. I'm sick and tired of seeing two-lane highways that go across where you have congestion. If you're going to build something, make it right so it's going to last. We have not done that anyplace that I can see around Maui.

The other thing is, I think the priority should be to, one, service and look after the welfare of the people Upcountry; and number two, to maintain the lifestyle, the ambiance that we have Upcountry. I mean, people come up there and they march very well at what we've got up there and it's something we should do everything we can to protect.

I do not like great big developments going on, I think it destroys the way we're living. Enlarging the airports, make more jobs, all it does is create more industrial development and reduces the beauty and the charm of our island. And I think that we should try to protect what we've got and make it a hell of a lot better and not bring in more buildings and more development and all that stuff. Thank you.

(Applause.)

MR. TSUKUI: Thank you.

Dick Mayer.

MR. MAYER: My name is Dick Mayer, M-a-y-e-r. My
understanding is the purpose of the meeting tonight is to give
you input on the draft EIS so that you can do the right job
when you put the final EIS together.

MR. TSUZUKI: Yes, it is.

MR. MAYER: I have had 15, 20 years of experience
reading the EIS statements for the University of Hawaii, and
this EIS in many ways fails the grade. It's deceptive, it's
incomplete, it's self-serving, and I don't think the people of
Maui should be putting up with a document that is so one-sided
in its whole approach and methodology as this one is. And I'd
like to in my discussion give you some of the reasons why I
think that.

First of all, the county general plan of Maui, which
is the overriding document that we have to look to, I am not
talking about the community plans now, is very specific in the
area of transportation and its roads as follows. Under the
area of transportation on page 10 of the Maui County, the
general plan. Development of a Maui County transportation
system linked to land use planning that is less dependant on
the automobile as its primary mode of moving people. Direct
economic development toward existing communities in order to
minimize employee commuting and foster healthy job balance.
It also goes on to say, support and expand programs
to reduce automobiles, dependent employee commuting for hotels,
commercial and industrial projects. It could not be more

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direct and clear in saying this project should not be built.
Rather we should be building up quality housing in and around
the job areas and not increasing the tendency of people to
commute back and forth across the island.

Secondly, and it's been mentioned already, but I'm
going to make sure it's on the record. I was the vice-chair of
the Upcountry community plan, which met over a period of about
a year. We made recommendations. Those recommendations went
to the Planning Commission, they went on to the county council,
and they are now the law in Maui County on the Upcountry area.

You have heard a discussion of those, had it read
into the record already. I am not going to repeat it, but I
will make it very clear that taking into consideration the
ideas and thoughts of lots of people in the Upcountry area, we
recommended that the highway not be built at all. And then we
felt that since we wanted to give direction if somehow it was
going to be forced on us, and that's what I feel this document
is trying to do, that it be built in the location of the
Haliimaile Road.

We made no comment as to what would happen down in
Kihei and my understanding is the Kihei people have made no
recommendation where it might go Upcountry. But it's very
clear we didn't want that road built and that's the law now.
So you have got the plan that you would have to change and the
community plan that you would have to change to get this road

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built. The final EIS has to address how they would change that
plan in order to build this road, otherwise it's against our
law.

When I said that the plan is deceptive, what it did
do, it took a look at these various alternatives, the four
termini, the mix and match set of alternatives there. What it
slighted was the no-build alternative. It was said in this
document that the Tier 1 analysis, the no-build was rejected.
It gave very false reasons for doing so, and I would like to
quote something from the EIS I am going to read here. It's in
a letter that Mr. Wilson gave to you prior.

We're concerned in the manner in which the enhanced
widening alternative; in other words, to not build it and to
allow Mokulele Highway, Haleakala Highway, the airport access
road, if that's built, the Hana Highway, have the various roads
and Hansen Road to be improved as an alternative to building
this road. That was rejected. The draft EIS indicated that
nonsatisfaction of project goals eliminated the enhanced
widening of existing roadways. In other words, it didn't meet
the project's goals, so it was eliminated.

The draft EIS said that enhanced widening had a
fatal flaw because it would not establish a roadway linkage
between Kihei and the Upcountry area. There is nowhere in your
purpose in the EIS that says establishing a roadway linkage
with the Kihei-Upcountry area is a legitimate purpose. That
was something made up by the people who wanted to reject this
document.

Reading on, please note that the established roadway
linkage is not a purpose of the project, rather it says improve
roadway system linkage, that's what your purpose is in your
plan, is a listed purpose. This statement clearly means that
the six proposed alternatives, the eight proposed alternatives
do not meet the project purpose. The eight that you have
selected for us to look at do not meet your project purpose
because all of them establish new routes.

I'll reserve time for later.

MR. TSUZUKI: It sounds like you have a lot more.

MR. MAYER: I have a lot. (Applause.)

MR. TSUZUKI: Lexie Baldeson.

MS. BALDESON: My name is Lexie Baldeson, and I'm
Associated Student Body President at King Kekaulike. First of
all, I'd like to say, sir, Bob, if you don't sleep through my
presentation, I'd really appreciate that.

Okay, I've noticed that on all these boards we
failed to mention, the county has failed to mention that King
Kekaulike would be affected along with Kamehameha School. And
I am completely against this highway, but if it's going to be
built, I have a very strong recommendation. I came here
tonight to give the student perspective of the future highway
with these four terrible choices.
The only sensible and unfortunate location should be at the connection at Halimaile. With safety, of course, as our main concern, the Kamehameha Schools in the Five Trees area would be ridiculous to construct. As you know, children walk to school and loiter around the school premises. If there are large amounts of cars speeding by our school within 300 feet of our school, I don't know if you guys have been there, but the light, the stoplight is so close to the entrance, and I can't even imagine more cars there.

Because of a great amount of cars, it increases the risk of being hit because of the enlargement of more careless drivers. Not only with safety as a concern, but traffic in general would be a problem. The issue of traffic flow in and out of our school is excessively troublesome to begin with, with 500 to 700 cars on any given day, including the teachers, faculty, administration and parents coming and exiting our parking lot. To increase the amount of traffic would just be completely outrageous. It would cause a lot more safety problems.

For example, we already have problems with rear-ending and road rage, and I just can't imagine having commuters just psyching all the time. Also, since the time that our school begins is rush hour, which is 7:50, and as you know, you guys all probably go to work at that time, so hundreds of more cars would be added to the hundreds going up
to King Kekaulike.

In addition to all the previous arguments that were already said, I feel that the Upcountry/Kula area should not be turned into a superhighway. Right now it's comfortably functioning and doesn't need to be urbanized by future commuters and highways. Our Upcountry lifestyle be jeopardized, will be ruined, just for an easier way to get to work.

People have been driving to South Maui for over ten-years-plus and on the highway, newly built, I might add, without traffic problems. I mean, they have the cones. I mean, come on, just build another lane. If the attainment of no highway construction cannot be met, then I feel I'm trying to defend the Haliimaile connection.

The outlet from Haleakala Highway could seriously benefit from a traffic light being established along with the South Maui/Upcountry Highway that would be built there. This area of the highway is nonresidential, there's just cane fields and it's a half-assed built road, anyway. So there's nobody living around there, there's no other things, schools, people, kids. That's the only reasonable way.

As a community member and a student leader, I leave you with a thought: The safety and the residents of Upcountry should be our major concern, not the benefits of commuting time. A highway from South Maui to Upcountry Maui is a
reasonable and attainable idea; however, we must make sure it
doesn't negatively affect Upcountry residents and students.

Thank you. (Applause.)

MR. TSUZUKI: Rob Parsons.

MR. PARSONS: Aloha. My name is Rob Parsons, and I
thank you for adding this meeting along with the other two that
were earlier scheduled. I'm a board member of both the Haiku
Community Association and Maui Tomorrow. However, I'll be
speaking as an individual.

I may add, though, that my initial conversations
with other board members of both of those associations indicate
that before the end of this month and before the end of the
comment period, that we're likely, both Haiku and Maui
Tomorrow, to support what Mr. Sutrov and others have stated,
which is the existing community plan of giving highest emphasis
to improving the existing roadways. And if a road is to be
built, only connecting it to Haliimaile.

You may ask what concerns does Haiku have in this
whole equation. It was quickly pointed out to me that our high
school students go to King Kekaulike and we're concerned about
their safety in getting there. People that would access this
road from Pukalani and from Makawao, Haliimaile and Haiku would
all have to go up to go down. If U2-A, U2-B or U3 are chosen,
this would intensify the existing gridlock on Makawao Avenue
and create an unsafe situation at the intersections that have
been mentioned, particularly Five Trees.
I feel that the Department of Transportation has
helped create the need for this highway relief by its own
ineptitude. Ask people in the Paia traffic going home at night
how they feel about this highway. They'd much rather see a
Paia bypass. The same for people stuck in Puamana waiting 20
minutes to get to the middle of Lahaina town.
So I would love to see an equal emphasis put on
public transportation. I think it would be a brilliant idea to
require our hotels to pick up their incoming visitors at the
airport rather than lock them into the rent-a-cars, which is
helping to contribute to the gridlock on our roads. Or better
yet, I'd love to see this much emphasis and money thrown
towards education. But alas, this project is largely funded by
our national defense budget.

Overlooked in all of this is exactly the nature of
the work that Maui Research and Technology Park and of Science
City. No one at the Department of Transportation has asked us
how we feel about being a global strategic target, and how soon
we forget Pearl Harbor. Instead, we are asked which
alternative do we prefer. This gives the illusion that we have
an actual say in the choice. Now, the open house format was an
interesting switch but didn't provide me personally the answers
to the questions that I asked.

First, what is the cost benefit offered by developer
Everett Dowling for the U2-B alternative? Two letters in the
draft EIS are very revealing. One is traffic engineering
consultant Howard Mau to Kulamalu Partners in 1997, stating the
mauka terminus of the road is through the planned Kulamalu
development.

The second letter is from Ronald Kobayashi of
Honolulu, one of the general partners in Kulamalu Development,
along with Mr. Dowling and others. While he offers a
connection to their project road without requiring land
acquisition or construction costs, however, he says, should the
proposed road cross the Kulamalu parcel and connect with U2-A,
he states Kulamalu will not dedicate the right-of-way land area
and design funds for U2-A area, condemnation proceeds based
upon the fair market value of this urbanized and fully-zoned
property.

So while we have cost representations for all the
connecting alternatives, we do not know how much of an actual
dollar figure in millions of dollars it would be to connect
with the Kulamalu roadway. Now, the larger question that
remains unanswered by all the officials and consultants in
attendance tonight is this: Which of these alternatives will
be presented in the final EIS?

I know there are individuals here in this room who
can tell me this tonight, but they won't tell. They must
maintain the illusion of a fair public hearing. So I'll tell
you. It's U2-B, of course. Sold to the highest bidder. If
I'm wrong, I'll take you all out to lunch. The Kihei terminus
is perhaps less of a fix, but remember that K2 connects to
another Dowling project, the yet-to-be-built ten-acre hotel
site behind Kamalii School and his residential home
development. And Dowling also holds the option and water
rights to the only Upcountry zoned hotel parcel just above the
Pukalani Country Club.

I studied the Kulamalu proposal with great interest
two years ago. I put in perhaps 100 to 150 hours of research,
attending meetings, phone calls, writing articles. Very great
concerns were raised, at that time, about traffic. We're
talking about running this road past two schools, the high
school and one which will eventually be from kindergarten until
12th grade, which could encompass 2,000 students. Also a
20-acre commercial center, an elderly housing complex and 350
to 400 homes yet to be built in this area.

MR. TSUZUKI: Rob, could you continue later? Or
could you wrap it up?

MR. PARSONS: I can conclude in less than a minute.
The traffic showed existing or projected levels of service at
six of the nine intersections studied. The county council
tried to impose a condition that if a highway were built, it
not connect through the project, through this project. The DOT
representative persuaded them that their condition might not be
binding, being that this is a federal and state funded
project.

In my 22 years on Maui, I've often spoken out for
sensible sustainable planning. I now must add the issue of
fairness. Please prove me wrong. Show me it's not a done
deal. It would do my spirit and that of all of Maui County a
world of good to know that we the people actually have a fair
voice in our democracy. And as we're slowed down in our
traffic, as Mr. Sutrov has been in the past years in his
commute from Kula to Wailea, while we're looking at a beautiful
countryside, we can remind ourselves of one of our favorite
bumper stickers, "What's your hurry? This ain't the
mainland." Mahalo. (Applause.)

MR. TSUZUKI: Thank you. I just wanted to say that
we have not selected U2-B, so you're hearing it from me. We
have not made a decision. I'm not saying that's not going to
be selected, but I'm saying we have not made a decision.

Aric Nakashima.

MR. NAKASHIMA: Let's see, my name is Aric
Nakashima. My last name is spelled N-a-k-a-s-h-a-m-a. I'm a
resident of Pukalani. I am the Pukalani Community Association
President, and I'm speaking on behalf of the association. I'm
going to just read a few letters that either was mailed or is
mailed, in the mail now, okay. The first one is on --

MR. TSUZUKI: Are these letters to you or --
MR. NAKASHIMA: To Mr. Hayashida, I'm sorry, I thought I said that. These are letters to the Department of Transportation, state Department of Transportation, to Mr. Kazu Hayashida. Dear Sir: On October 7, 1999, the Pukalani Community Association held its general membership meeting. The main agenda of this meeting was to address the proposed Kihei-Upcountry Maui Highway, which is a concern to the Pukalani community, both residents and businesses alike. After hearing testimony from many of our members at our September 9, 1999, general meeting, and committee meetings of September 16th and 23rd, the matter was put to a vote on October 7th by silent ballot. The outcome of the voting members, and therefore, the position of the Pukalani Community Association is that the preferred route for the Kihei-Upcountry highway run from the U1 terminus, Haliimaile to K2 terminus.

Further, it is our position and recommendation that the state look into a remedy to the current dangerous situation that exists at the bottom of the old Haleakala Highway as it merges into the bypass. Sincerely, and it's signed Tracy Feliciano, approved as to form by Aric Nakashima, Pukalani Community Association, cc to Daniel Inouye, Senator; James Kimo Apana, Mayor of Maui County; Abraham Wong, Administrator, U.S. Department of Highway Administration.

MR. TSUZUKI: Federal Highway Administration.
MR. NAKASHIMA: Federal Highway Administration.
Charles Jencks, Director of Public Works; David Morihara, State
House of Representatives; Chris Halford, State House of
Representatives; Avery Chumbley, State Senate; Patrick S.
Kawano, Council Chair; Charmaine Tavares, Councilperson. By
the way, these council people represent most of Upcountry.
Okay.

Let's see. There is a second letter addressed also
to Mr. Kazu Hayashida, Department of Transportation. In
addendum to the previous letter dated October 13, 1999.
Further, it is also our position and recommendation that the
state DOT look into the impact of an access road located at the
intersection of Liholani Street and Ainalani Drive.

This access road that would continue Ainalani Drive
mauka of this intersection intersects with route U2-A and/or
U2-B is not disclosed in the draft EIS, which is a concern
among members of the Pukalani Community Association. Traffic
looking for a shortcut to Kihei because of congestion at the
intersection of U2-A or U2-B will ultimately use the Liholani
and Ainalani access road, causing more traffic in their
residential neighborhood.

When the state DOT officials and consultants to this
project were asked about this situation, they all said they had
no knowledge of this access road. Reference may be made to
TMK, tax map key 2-3-61, and the Department of Transportation's
map used to display the project at the September 30th hearing,
that was used on September 30th at the hearing at Hannibal
Tavares Community Center.

Let me see. Here are some maps and some copies
taken from the draft EIS, state draft EIS, and I'd like to turn
your attention to table S-1, where it says social and economic
impacts, I believe, under build alternatives. The arrow points
to where it says social and economic, operational impacts,
implementation of community plans would affect existing
communities by increasing population and traffic and have
environmental impacts, such as agricultural encroachment. This
is a concern, it's on the impact statement.

Operational impacts. It says, I guess in response
to this, no alternative would cut through or isolate existing
neighborhoods. This very statement, I guess, is something that
is of concern to the Pukalani residents, because as described
on the map, in the circle, 2-3-61, we're worried about the
traffic. Again to reiterate that, the traffic that might be
caused because of backups at U2-A, U2-B. Actually, for those
purposes, I guess it is a concern of the neighborhood, okay.

MR. TSUZUKI: Do you have another letter or any
further --

MR. NAKASHIMA: Maybe about 30 seconds. Is that
okay?

MR. TSUZUKI: Okay.

MR. NAKASHIMA: Another concern, I guess, an

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addendum to the submitted written testimony is a verbal one I
can express as far as the testimony at discussions by our
members. For instance, why doesn't Maui have any overpasses?
Okay, at the Pukalani bypass on Makawao intersection? The
question came up, why didn't we have overpasses, okay, or an
overpass.

At a hearing held in the Pukalani Baptist Church in
the early eighties attended by members of the community and
members of the Maui County Council and some people in this
room, I believe, a question came up again, I mean, why can't we
have overpasses? The response to that by the DOT was that
there wasn't enough room. Okay.

So another response to that from the audience, was
at Piikoi Street in Honolulu, okay, you have a five-lane street
going up towards the mountain. As it turns to the left and
going straight ahead, it makes a 90-degree turn, so the
question was, again, why couldn't we have a road that went up,
and you could have roads that adjoin and merge, or off ramps,
simple off ramps that you could even make 90-degree turns.
Because as far as the Piikoi Street example, again, why can't
Maui have overpasses?

MR. TSUZUKI: Thank you. Do you have anything
else?

MR. NAKASHIMA: I think that's about it. Thank you
very much. (Applause.)
MR. TSUZUKI: Sam Hironaka.

MR. HIRONAKA: Good evening, everyone. My name is Sam Hironaka, H-i-r-o-n-a-k-a, resident of this island for seventy-eight-and-a-half years. I represent the Ikua Purdy Road Committee, which was formed in 1988, four-and-a-half years after the road between Makena and Ulupalakua was closed because of inaction by the County of Maui.

The county decided that the road was costing too much to maintain because the tourists began to use the old, 75-years-old, very historic road connecting the extreme south end of Maui to Upcountry Maui, particularly those tourists who began to go to the winery in Ulupalakua, and a very increasing number of tourists who trekked, who drive around Haleakala from Hana to Kipahulu to Kaupo and down to the hotel.

The county decided that too many tourists were using the road and they couldn't maintain the cost of the expense of paving the road and fixing it up for less maintenance. When the road was closed, it really took away the rights of the citizens, and for that reason, we became very unhappy. At one point some of the members of the community wanted to sue whoever was responsible. And we've now waited fifteen-and-a-half years, and still there's no road. And one of the reasons for the delay has been this, what we're here tonight for.

I'm not here to advertise Springfield drinking
water, but I want to use this gallon to point out to you and
give you some very common-sense approach to this question which
we face tonight. Now, the Kula community people want to
decrease, they don't want traffic to go through Kula. That's
their objection. The people in Kihei have been crying for an
escape route. We've had floods there. I remember once when we
had a flood that just locked everything up in Kihei.

So the people in Kihei want an escape route and also
a faster, easier way to get up to Haleakala, particularly the
high tech people. But I'll show you. This gallon, you fill it
with water and if you open only one end of the gallon, it's
going to take much longer to empty this gallon, right? But if
you were to open the other end, it's going to -- the water can
flow out a lot faster, and this is what I mean when I say we
need a road on the other end of Kula and at the other end of
South Maui, mainly from Wailea, and in Kula, the Upcountry area
from Ulupalakua.

If you did this, the tourists won't have to drive
through Kula and they wouldn't have to go up through Kula. You
decrease, you eliminate traffic when people can go the back way
up to the winery or the back way up to Kaupo or Kipahulu.

People who work in Wailea from Kula or Pukalani, instead of
everyone coming down Haleakala Highway, they can go the other
way, so that, again, we flow the traffic, in this case the
water, you flow it in opposite directions, making for less
congestion. Because the Kula, even Pukalani people will have a
shorter route and an easier route if they went to work in
Wailea by way of Kula and down through Ulupalakua.

Now, even the high tech people can save 25 miles of
driving every time they go to Haleakala if there was a road
that they can use by way of Ulupalakua.

MR. TSUZUKI: Mr. Hironaka, do you have anything
else? You can come back later.

MR. HIRONAKA: One last thing. You know, the study
shows that the Ulupalakua route was eliminated because it was
going to be too costly to fix the road from Keokea to
Ulupalakua. Now, that's a very unfair comparison, because the
road from Keokea to Ulupalakua is an existing road, it's there,
but that road, no matter where the highway is built between
Kihei and Kula or Haliimaile, that road between Keokea and
Ulupalakua has to be straightened out, has to be improved to
eliminate danger.

The reason I say this is today we have the great
big, you know, Greyhound buses taking tourists to the Tedeschi
winery and trying to make all the sharp turns going to
Ulupalakua. Not only that, Ulupalakua is shipping wine to the
harbor, and you know what, it's 40-foot containers, that's how
much wine is being shipped to the harbor. Another thing, the
County of Maui will save a lot of money because they're fixing
the road on the back of the mountain to Kaupo, about two or
three miles every year.

   Right now the trucks have to go all the way up to
the 3,000 foot elevation right by the junction of Upper and
Lower Kula road, and then they have to go zigzagging down to
Ulupalakua, which is 1800 feet. The county could save
thousands of dollars because it will be a shorter road for them
to haul all the asphalt for the highway improvement, and they
don't have to drive all the way up to 3,000 foot, and drive
that great big trail there.

   MR. TSUZUKI: Mr. Hironaka --

   MR. HIRONAKA: Thank you.

   MR. TSUZUKI: Thank you very much. (Applause.)

   Cindy Lawrence.

   MS. LAWRENCE: Good evening. My name is Cindy
Lawrence, the last name is spelled L-a-w-r-e-n-c-e. I'm here
before you this evening on behalf of the board of directors of
the Maui County Farm Bureau. I have prepared testimony. The
Maui County Farm Bureau opposes any route that intersects
agricultural lands along the proposed Kihei-Upcountry Maui
Highway. We reaffirm our past position that the selected route
should have the minimum impact on the agricultural industry.

   Transecting existing tracts of agricultural lands
will mean economic hardships to existing operations. What the
public sees as a mere inconvenience means significant impact to
existing operators. Field layouts, irrigation systems, and
operational procedures will be affected, thus increasing costs
of operations with no economic recovery. In routes such as
those going through the Kula Agricultural Park, some farmers
will need to give up their operations.

The Maui County Farm Bureau is opposed to routes
that will transect agricultural lands. We appreciate this
opportunity to voice our opinion on this subject. Thank you.

(Applause.)

MR. TSUZUKI: Jeanne Skog.

MS. SKOG: I'm Jeanne Skog, I'm the president and
CEO of the Maui Economic Development Board. Skog, S-k-o-g.
The Maui Economic Development Board supports the building of
this road, and we have for over ten years now. We are not
taking a position on alignment because we simply believe this
road is really important, and we'll support whatever the
decision is, but we believe the road needs to be built.

It is very important to our economy in terms of the
visitor industry, not so much in terms of the tourists,
although it would certainly facilitate their moving around
between Kihei and Upcountry, but in terms of the people who
support and work in the visitor industry. We conducted a
survey of the visitor industry workers and there was a
tremendous cry for relief on the transportation that they have
to undertake day-to-day to move from Upcountry to both West
Maui and South Maui.
In terms of the support to high tech, we believe it will be a tremendous support to the high tech industry and the high tech industry is showing promise of providing jobs for our youth, our residents, and for attracting our youth back from the mainland to rewarding jobs. So we believe that anything like this that supports the continued development of tech on Maui is something that we're very, very interested in.

We want this, we want to not miss this opportunity to have the road built. Funding is a very real possibility, and it won't be there if we don't take advantage of it now. So we do support the road. Thank you for this opportunity.

MR. TSUZUKI: Thank you.

Charles Maxwell. I saw him here earlier. Is he back there? If not, we'll go to Rudy Ramirez.

MR. RAMIREZ: Hi, my name is Rudy Ramirez, R-a-m-i-r-e-z. After hearing this gentleman speak here, he brought up a really -- some really very important points. One, why does it just have to be this? Why can't we look at other alternatives? Nobody has ever talked about anything other than the plans that have been presented. I think that's something that should really be looked at.

Most of us that were born in Hawaii, who came here, I've been here for 35 years, I've watched Maui become exactly what it is today, and if anything, what we need to do is stop. I mean, nobody has ever talked about just stopping. Let's take
a look at this, look at this with some intelligence, boldness, a little creativity and let's create an environment that is going to be conducive to achieving the goals that we all want. Controlled growth, everybody has a good place to live, the quality of life stays at a high standard. This is what we have to look at.

I don't think I need to remind you gentlemen, I don't know if you work for the state or all of you are accountable. You work for us. We're the people, we pay your salaries, we pay your retirement, we pay your medical. You're accountable to us. You had enough people up here telling you throughout Maui expressing their views that this is something that we want to take a real good look at before we make any irrational decisions.

In 35 years, we've got three bypasses. When I first moved to Maui, there were 30,000 people living here, between Molokai, Lanai and Maui. We still have roads and an infrastructure that is designed for 30,000 people. We get a million-and-a-half tourists a year here. They're all driving rent-a-cars. We have no public transportation, none. Education? The public school system sucks. We've got $80 million? Come on, do we really need a road? $80 million. Can we divert it, can we use it somewhere that will be to the benefit of the people of Maui? Our children.

Anyway, I say we stop doing this. This is a sham in
a lot of ways because you are proposing three alternatives as though one of them is going to be the one that we're going to choose. I say let's put a fourth and a fifth and a sixth alternative. Let's take a look, let's really take a look.

Anyway, thank you. (Applause.)

MR. TSUZUKI: Thank you. Anselm Pauls.

MR. PAULS: My name is Anselm Pauls, A-n-s-e-l-m,
P-a-u-l-s. I am a 15-year resident, I am obviously not born in Hawaii. I probably have to repeat a few things that have been said before, but my background is actually in city and regional planning, I have a degree in there.

First of all, there's no denying that access will create development. This is one thing we have to remember.

I've seen it many, many times. And there's no denying that we will create more development in Upcountry because maybe some of the people working down there in Wailea want to move up there, the whole corridor between Kihei and Upcountry is suddenly available. There's no denying that fact.

What is attractive so far about Upcountry? It is its remoteness, it is fairly remote still. It is peaceful and rural still, and that's what makes it attractive. So if we create an easier access, there will be more people, it will lose its character. It will lose its character also for the visitors that come here for the peacefulness and the quietness of Maui, which we are losing every day.
Right now I am working as a tour guide, I am driving tourists almost every day. I managed a bed and breakfast for a few years, so I had to do -- I worked in the tourism industry for at least the last five years. The unanimous opinion of all the tourists that I have been dealing with so far is that we don't need more development on Maui. They will not continue to come here any further if this is going on the way it's going on right now.

Putting it in a bigger context, because it is necessary at this point, we are destroying the very basis of Maui's economy if you go on like this. The question that we have been dealing with the whole evening is, so yes, we are putting in front of a few alternatives that we seem to have no choice about choosing anything else than those, and I totally agree with Rudy that just said we should also think about alternatives.

It seems like the picture is almost too big, because I would definitely 150 percent urge anybody to really think, start thinking about mass transportation, public transportation. Again, if we come to the point where I would have to choose a route down to Kihei, besides not building one at all, it would definitely be the Haliimaile as well, because one thing, everybody, Haiku, Makawao, Pukalani, Haliimaile, which will be expanded by A&B very soon, we all have to go uphill first through either Makawao Avenue or Pukalani bypass.
or old Haleakala Highway, creating a huge congestion area.

So if one, definitely Haliimaile, but I would prefer
having one not built at all. Thank you very much. Mahalo.

(Appause.)

MR. TSUKUKI: Thank you.

Mr. Hofman, I know you have been waiting very
patiently. We're saving the best for last.

MR. HOFMAN: My name is Kennko Hofman, H-o-f, one f,
m-a-n. We've had so many good speakers here tonight, I'm
almost embarrassed to even say anything. And like this
gentleman here, I've been around a few years, not on Maui. I
would like to reiterate what a couple of people said. I
started to mention a number of things, and they were brought up
and they were brought up very well.

And rather than go through a diatribe of what
everyone said and everything, I am just going to say, first
off, that I echo the same thing that the majority of these
people said, is don't build it. Now, my reason is this, and
you were right. Some of them said a lot of things that I'd
like to say, and a few things that I won't say.

I am a member of the Pukalani Community
Association. Now, you heard from our president and he gave you
the formal letter. The general feeling was that if this thing
goes through, we're going to have quite a problem in the major,
you can't call it major streets of Pukalani because they're
not, but there is going to be a lot of infiltration through
there, especially if there is a Liholani access, which is the
heart of getting to the lower parts of Pukalani. And if a road
goes in, there will be -- in coming years, we know there will
be developments just below the existing town, another swat all
the way around.

By putting a road up along the gulch on U2-A and B,
it's going to create one environmental hazard, it's going to
create noise. And people say, oh, the impact report says no,
we're not going to have any noises there. Baloney. I live
there and there's one or two other people that live there, and
in the last few years, the pineapple people, when they blow up
their field and work over there, even through the night and
everything, those of us living near the golf course and
everywhere, which is what, maybe a half a mile or better, it's
plenty noisy all through the night, and the sugar cane field
just down below. So don't try to tell us there won't be any
noise impact.

My main reason for wanting to get up and speak,
though, is I'd like to know how many Kahului people are here.
This meeting was held here and I was assuming that there would
be Kahului people that would be here speaking and expressing
their views on this thing that's not even in their backyard.
Is there anyone here at all from this town?

MR. RAMIREZ: Were they notified?
MR. HOFMAN: It was in the paper and everything.

MR. TSUZUKI: Let me explain why we held the meeting here. You know, you already know that we held two meetings earlier in September, and at the beginning of this hearing, I did mention that we decided we're going to hold this third meeting. And this was really to accommodate those people who had to go to the Maui County Fair. I think that was the primary reason. We didn't want to have to schedule two more meetings, one in Kihei and one in Upcountry.

MR. RAMIREZ: Why not?

MR. TSUZUKI: Why not? Because we already went through two of those hearings and what we decided is we are going to pick a place that's in between Upcountry and Kihei, and that's the reason why this location was chosen.

MR. RAMIREZ: Shouldn't you take this to the public? You represent the state that's presenting this project. Shouldn't you present it to everybody as opposed to just making it limited to certain areas? That's part of your job, isn't it?

MR. TSUZUKI: I'm just trying to explain why we selected this site tonight, and that's the reason why. We did not want to go to more meetings in Kihei and Upcountry, and that's the reason why we held it here.

MR. HOFMAN: The reason I asked the question is, you get paid, don't you, to come here?
MR. TSUZUKI: Yes.

MR. HOFMAN: We don't. Some of us drive a long way to come here and express ourselves. So you gentlemen should be at our beck and call, if we want to have another meeting. But we're getting away from what I wanted to bring up.

MR. TSUZUKI: I think we've got to stick to the subject of this project, that's really what we want to focus on.

MR. HOFMAN: I want to bring up something that has not been touched on by anybody, and that's one reason why I wanted to hear everybody. And there are no Kahului people here, so I guess my question isn't feasible. Am I correct that this is one of the major reasons for this, is that's a quick evacuation route to get people from South Maui to Upcountry and into safety areas, is that correct?

MR. TSUZUKI: It's one of the reasons.

MR. HOFMAN: One of the major reasons.

MR. TSUZUKI: It's just one of the reasons.

MR. HOFMAN: What is the major reason?

MR. TSUZUKI: The major reason is to provide some kind of better connection between Upcountry and Kihei.

MR. HOFMAN: For whom?

MR. TSUZUKI: For the people that live in the two communities, live and work in the two communities.

MR. HOFMAN: Now, where did I get the idea that
military and people like that and everything, wanted a beeline road up, shortest point between point A and point B? I don't know where I got that idea. I must read the paper too much.

MR. TSUZUKI: Let me try and explain that. For those of you who know about this project, you know that probably the funding for this project was actually obtained by Senator Daniel K. Inouye. And Senator Inouye got this money, this is called discretionary funds. In other words, it's outside of our normal highway program. It's extra money that the senator has gotten for the State of Hawaii.

And when he went before congress, the United States Senate, to obtain this funding for this project, for us to do this work that we're doing right now, that was one of the arguments that he used in congress to get the funding approved, but it is not the primary purpose of this project.

MR. HOFMAN: Well, then, who is going to benefit from all this, is what I'm trying to figure out. You're going to say the people Upcountry to get down and the people downcountry to get up, is that right?

MR. TSUZUKI: If the people don't want this project, I'm pretty sure Senator Inouye is not going to proceed with this. As far as whether or not we proceed with this project, if there's enough opposition to this project, we don't go ahead, we won't go any further.

MR. HOFMAN: How much opposition does that take,
sir?

MR. TSUZUKI: We need to find out from the people of Maui.

MR. HOFMAN: I've been to all these meetings and everything, and to be honest with you, there's not enough representation objecting. I mean, there's a lot of objections but there isn't multiple numbers, I'll put it that way.

MR. TSUZUKI: That's correct.

MR. HOFMAN: But you have to admit that there have been a lot of good questions raised and there's a lot more questions, unanswered questions, and that's why I say we need some more meetings. And as long as you're getting paid for it, you should be willing to go along with it.

MR. RAMIREZ: If the majority of people testifying don't want the road, you're not going to build it, is that correct?

MR. TSUZUKI: It's not a counting game of how many people are against it and how many people are for it. Because what we're going to take a look at is what is the best for the community and Maui.

MR. RAMIREZ: Let the people of Maui decide that.

MR. HOFMAN: There you are. Is there any way that there can be a vote?

MR. TSUZUKI: As far as a vote, not for this project.
MR. RAMIREZ: Oh, really, why?
MR. HOFMAN: We cannot --
MR. RAMIREZ: We can't decide for ourselves what we want?
MR. HOFMAN: It's power politics, that's what it is.
MR. TSUKUI: As far as tonight, I am not here to debate with you as far as what's going to happen or whatever. We're here to hear what you want.
MR. RAMIREZ: We're getting that you don't hear us, you've already made up your mind.
MR. TSUKUI: We have not made up our minds, and I told you that earlier when somebody brought up this thing about U2-B.
MR. RAMIREZ: It happened in the Seibu project out in Wailea when they held those meetings out there and half the guys were sleeping on the council and they passed that thing through because Seibu was willing to bring that water all the way out.
MR. TSUKUI: We are not talking about Seibu or whatever.
MR. RAMIREZ: These are real issues. You just can't ignore them. These are real issues. I want to know who owns the property that this highway is going through.
MR. TSUKUI: Mr. Hofman, I guess you have the floor.
MR. HOFMAN: Oh, I'm sorry. I thought I had

taken --

MR. RAMIREZ: Can we get that now?

MR. TSUZUKI: So are you through, Mr. Hofman?

MR. HOFMAN: He brought up a point.

MR. TSUZUKI: Mr. Hofman, you have got to wait until
the other people who wanted extra time. There is one other
person -- Mr. Hofman had a lot of time. There is one other
person who had signed up, Laurel Murphy.

MS. MURPHY: Mr. Chair, my name is Laurel Murphy,
I'm a former Maui News reporter, I'm on the board of the
outdoor circle and the food bank, and I'm speaking as a very
impassioned local person. I think this road would be a
disaster for Maui. It's presented to us, it's almost a fait
accompli. Do we want this? Do we want this? I hear speakers
making a choice, well, Haliimaile then, if we have to have it.
But we don't have to have it.

Who is going to benefit? Tourists going Upcountry,
they're equally happy taking a little longer, spending more
money as they go. So about a hundred people that work in the
tech parks. The argument for getting Upcountry people to and
from work more quickly is the most obvious one, but at what
price, selling out our island?

I'm writing a book now, I am on the history of Maui,
and I am deeply saddened by the changes I see every year. This
island used to be the most beautiful community, little
plantation communities, and in fact, this is what the tourists
come here to see. This is what we love about this place. This
is what old-timers, like Mr. Hironaka, remember about this
place. And we are losing it daily because we are all in our
cars rushing around on ever increasing faster roads, not
talking to each other, not communicating with each other.

Everybody knows when a road goes in that development
goes in. That's just been proven time and time again. So if
you build this road, where it goes to help Upcountry folks get
to work and Kīhei folks get to the crater faster, you will have
opened an entire development corridor and changed the face of
the island. And even if you pick the Haliimaile route, it's in
the middle of the cane fields, these people are going to be
bothered by cane smoke, they're going to argue about the
existence of one of the island's last agricultural industries
that the tourists come to see. And please don't build this
road, we don't need it. We can get around it.

MR. TSUZUKI: Thank you. (Applause.)

Madelyn D'Enbeau. We will give you a few more
minutes.

MS. D'ENBEAU: Thank you very much. I just wanted
to point out that the public hearing notice that was signed by
the Director of Transportation states a panel of DOT officials
and project consultants, that would be you all, I assume, will

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1 convene at 7 p.m. to answer questions and accept testimony. So
2 I think the questions certainly are in order if that -- does
3 that mean something different than what it sounds like?
4     MR. TSUZUKI: No, you can ask questions.
5     MS. D'ENBEAU: Thanks. Well, my question is,
6 looking at the EIS, I note and I asked this question last time
7 but I didn't get a response, unfortunately. It says here,
8 finally, federal highway administration participation in this
9 project requires that transportation systems management, the
10 acronym being TSM, be considered among the alternatives. TSM
11 could be -- and/or augmenting Maui's paratransit system in the
12 region and implementing selected transportation control
13 measures, TSM's such as high occupancy vehicle lanes and ride
14 sharing. Are you all sharing that federal requirement? Could
15 anybody give me the citation to that?
16     MR. TSUZUKI: No, not specifically.
17     MS. D'ENBEAU: So it is a federal requirement but
18 you don't have the -- I asked for this last time and somebody
19 promised to fax it to my office. I'm sorry, if I had known it
20 was not going to be done, I would have certainly taken his name
21 down. In any case, I am going to ask that again, if you could
22 please provide that information, I'd appreciate it. My fax
23 number is 575-2125. And I'm referring to page 2-22 of your
24 environmental assessment.
25
26 And for the sake of the audience, who is probably
interested in knowing why, in fact, there is no transportation alternatives considered in the plan, the reason is that that federal requirement didn't survive the fearsome Tier 1 criteria because, and I quote, the TSM alternative would also not satisfy this goal nor other goals such as providing additional roadway capacity and infrastructure to meet existing and future travel demands in the region.

So we apparently have a federal requirement that before you build a highway, you look at public transit and other considerations, as Maui County general plans so artfully puts forth. It's a federal law. So we're saying, well, we don't have to do that because, hey, we want to build a road. And looking at alternatives for transportation is not building a road. Well, I would suggest to you that the federal law is not quite that ingenuous.

In other words, they know you want to build a road, that's why you're going for federal funds so you can't come back to them and say we want to build a road. So that's a very worrisome thing, I think, that we're going to have to look more seriously at other kinds of alternatives.

You know the way in which the Kihei-Makena community plan was translated into the EIS, and I read this into the record before, where they talked about a primarily residential area of Upcountry, which we all agree that there's some business but it's primarily residential, and that got
translated in the EIS. And by the way, this isn't, as your
consultant stated, an advisory type of thing, this is the law
of the County of Maui.

People ask, well, what kind of procedure could we go
through that would be fair and involve voting and so forth. I
would suggest to you that we have that procedure here on Maui,
we have a county council, they're elected, they go through an
election process, we have the community plan process, which
involves a tremendous amount of community input, and then the
elected officials act on this. And why this is being ignored
or how it can be ignored is just mind boggling to me.

At the last meeting, some state -- I'm sorry, I
don't remember his name, I asked him about that and he said,
"We don't have to listen to the county, we're the state."
Well, your state law requires you to look at the county plans,
but never mind that. So here is how it's translated just for
kind of fun. So instead of having the primarily residential
area, here is what they say and this is the Kihei community
plan.

This proposed plan, of course it's already adopted,
but never mind. It recommends a roadway that would link the
primary residential area of Upcountry with job centers within
the Kihei region. The plan, therefore, favors those
alternatives with mauka termini near Pukalani and makai termini
at or north of the Maui Research and Development Park.
Yeah, that's quite a leap, isn't it? But that way they can say that there's a conflict between the Upcountry plan and the Kihei plan. It's actually a criminal offense to alter public documents. Whether or not this would meet the intent, I don't know. What class of a felony or misdemeanor it might be, I'll leave that to the people who might be concerned about their actions to investigate themselves. But I would urge you to be careful in quoting the community plan and attempt to do it accurately and try to avoid this, and therefore we're drawing these conclusions.

MR. TSUZUKI: We will look into it, definitely.

MS. D'ENBEAU: Thank you. (Applause.)

MR. TSUZUKI: Zandra Amaral.

MS. AMARAL: Hana hoe. I will reiterate. I realize when streets and highways go in, there is growth around them. However, there has been, there is already a substantial amount of growth and development both in Kihei and in Kula, without the highway. There has been, as I stated earlier, substantial growth here in the County of Maui, which has benefited many of you who are against the highway growth, from the days I was born into the Territory of Hawaii to this very day, so nothing, as I had stated there, and no one will ever stop growth.

We all know this, but we need to be prudent, diligent and insightful in preparing for this growth that allows us to live in harmony and safely. If we want to stop
development, my friends, brothers and sisters, I suggest that we diligently attend the appropriate public hearings and address our concerns in that venue.

Allowing a highway, as I stated earlier, does not provide any developer with a carte blanche ticket to develop, it just doesn't work that way. These developers will still need to go through public review and scrutiny from the public, and that is you, that is me, my ohana, and the state, county, and the federal government. It is at this stage, my friends, that you have the power to stop or delay development until your appropriate and individual concerns have been addressed. Let us be proactive and not reactive in our societal needs. Let us address the safety and welfare of our citizens before disaster strikes.

As I stated, I have six wonderful kanaka maule mo'opuna kanes, six Hawaiian grandsons. I am a native of the territory myself and I would, like myself and my kanaka maule mo'opuna kanes, to have an environment which is safe and in which they are able to sustain their needs here on their aina so they will not have to leave Hawaii, such as I was forced to do in 1982.

I stand in support of route K2, Ke Ali'i Ala Nui, as the Kihei alternative. I selected this route because it is a route that was suggested by the hundred some-odd signatures that we submitted to you, it is DOT individual's petition in...
1996, and we selected that route because it is surrounded by
miles upon miles of undeveloped space from the mountains to
Piilani Highway. It also comes down to where Kamali'ī School
is and can assist in alleviating traffic congestion. If
planned properly, it could facilitate, my brothers and sisters,
efficient and safe flow of traffic in and out of the school
area before and after school hours.

I am opposed to the K1, Kaonolulu, route, so are the
subscribers on the petition I issued to you in 1996, because it
would have a direct impact on already existing residential
subdivisions, such as Kaonolulu Estates, the highway would run
right through the subdivision. Piilani Village and others
which sit makai side of Piilani.

As for the Upcountry route, we are all in consensus,
myself and all those that I speak with, my ohana as well as
those that signed the petition that I submitted to you. We are
in consensus in the fact that we believe that the choice for
the Upcountry route should be left to the people that it
impacts the most, and this would be the residents of Upcountry,
Kula and their surrounding neighborhoods.

I realize that K2 is the most expensive alternative
but money isn't everything when it comes to the safety and
welfare of our citizens and there is alternative funding, as we
understand, for the development of this highway.

I will conclude in a little bit. May I? Thank you,
From Mr. Siarot's office of the DOT, if the selected route is used as a defense route, the federal government will provide 100 percent funding. This would mean no burden on already saturated state tax dollars. This road would tie the sky lab on Mount Haleakala to our super computer housed in the tech park in Kihei.

This would provide opportunities for industries in astrology, which Maui could capitalize on, which my grandsons could benefit from directly and would impact them being able to stay on their island if they so chose. This partnership would bring together the people, the county, the state and the federal government all working for you, my brothers and sisters, my friends, in a cost efficient partnership.

In closing, I'm open to be proven wrong because my only motive in selecting a route is for the safety and welfare of our residents, visitors, my friends and my family and for mostly my chana, my kanaka maule mo'opuna kanes. However, whatever it may be, it should be the choice of the people, the majority and not a selected few. This is our home and we all live here together, one with another. Mahalo, A hui ho, e malama pono.

MR. TSUZUKI: Thank you.

MR. SUTROV: Steve Sutrov. Do I need to spell my name again? Okay, what's lacking also in the EIS is a complete
destination study. A weak one was done during the long-range transportation plan in 1984, but they stopped a few people on at different locations like that. I think it's totally unprofessionally done and it was the only origin destination study that was done in the whole EIS.

So I suggest in a final you'd better have one, because that's pertinent information for all your formulas on LOS and how many people are actually traveling on the road from point A to B. Okay. The U-2 is -- both of them should have never been considered. I see some serious flaws that U2-B, if it wasn't for political connections, Everett Dowling, the DOT probably would have dropped that long ago.

You have got your own very serious concerns about the grade of that project area, and how you are going to accommodate traffic speeds, and in that area it was also -- what wasn't done sufficiently was a noise study. The noise study was done before the school was built and there was just cows in the field. I was told by the engineer, "So you heard cows." You'd better get up there when trucks are coming up and down that road and commercial vehicles supplying a commercial area and do some accurate sound samplings there.

King K also, the sound samples that were done there, there was only two grades at that school at the time and it was during the summer, school was out. You're supposed to do it at the noisiest time to get the noisiest times possible, the
busiest times of the day. How about the busiest times of the
year, let's try that next time around.

The archaeological sensitivity of the U2 is
extremely important. More so, I would say that the Kulamalu
area, the excavation has already been done, damage has probably
already been done to the archaeological areas there that
weren't even noticed. I would say the sensitivity in that
whole area there should not even be considered as far as
another roadway coming up into that area.

U3, I believe it is not a serious plan to begin
with. U3 was just thrown into the mix to confuse everybody,
give somebody else something to split up the opposition a
little bit. And to say that you are going to mediate the
traffic into residential neighborhoods with a sign, it's a
joke. I guess maybe not when you consider that there's over
250 signs on Piilani Highway from Mokulele to Wailea. I guess
if you try signs for everything, so you might as well try a
sign to say Haleakala is three miles down this way. Don't take
the residential roads right in front of you.

Any highway can be considered a divided highway for
safety, do it from the beginning, don't do it at year 2020
after people have died in head-ons. Plan it now. If you are
going to do a highway, do a divided highway, please. Anytime
you are going to put the state Department of Transportation in
the hot seat, as far as possible lawsuits for injuries on any
of these roads, you are boosting the cost of that highway
millions of dollars, so you have to take that into
consideration.

And as far as, hey, I sympathize with them needing
another road out of their community for emergencies, but do
they want to go to Kulamalu to buy a Big Mac? They want to get
emergency services in and out of the Kihei area. They want to
utilize the hospital, the airport to get the visitors off the
island, you want to get help in and out.

So I believe if you are going to go for a terminus,
you want the one that is closest to that area as possible and
Haliimaile would be that one, connecting either up to Haleakala
Highway or if necessary, go up to Omaopio, Pulehu, and then
back down to town or another road possibly from Hawaiian Homes
off of that exit of Kihei. That's all I've got. If I have any
time left, I'd like to give it to my cohort here, Dick Mayer.

MR. TSUZUKI: Okay, Dick.

(Court Reporter Rachelle Primeaux reported the
hearing from this witness forward)
MR. MAYER: My name is Dick Mayer, M A Y E R. I first want to ask a favor of you all. Many people have given testimony. A number of people have given written testimony and they don't know who to address it to. In the EIS it says we should send it to Mr. Wong, the Federal Highway Administration. What I'm asking for that the letters the people have written to you from the Community Association, individual letters, some addressed to Mr. Hiyashida, Mr. Matthis, various other people, yourselves, all of those be considered equal as part of the record. And I would like your public assurance on the record of that.

MR. TSUZUKI: Yes, it will be, because Mr. Wong is the Division Administrator of the Federal Highway Administration.

MR. MAYER: In the EIS it says all letters should go to him. And I want to make it very clear all the letters from the people in the community for or against, various opinions, are equally valid.

MR. TSUZUKI: Yes.

MR. MAYER: Thank you. I want to go back to the idea of the no build thing, which was neglected. Mr. Lake, the Federal Highway Director Chief here, came to a public hearing in April '93. This is in regard to the no build scenario. He said, "An analysis of the point of view of what is the cost of doing nothing is required." In other words, I think that he
said and the obligation to the public is a no build scenario should be considered as much as any of the alternatives in all of the analyses being done.

It comes in and out of the EIS at various stages and is not given its correct weight. You were very kind a few minutes ago in talking about Senator Inouye's discretionary spending. We all know it's what's called pork barrel. That's a more correct term for it. What we really seemingly have is something similar to what happened on Oahu with the H-3 Freeway in attempt by the Federal Government to lure the community into thinking funds are available. And I'm not sure if this is another of Inoyue's invasions here on Maui or what, but I would very much urge us to be very cautious if money is being offered to us, that we really look at what comes with it; namely, a lot of problems.

One of the things, I'm going back to the EIS itself. The EIS document does not do a benefit cost ratio for the eight alternatives or for the no build or for the transportation alternative technique at all in this study. Tier 1 was done, but those are alternatives not even being considered now. We have eight alternatives being considered, and there is no benefit cost ratio. I'm asking that be done in the final EIS and that in that effort that you do that, you don't just do the dollar cost of gasoline, et cetera, but you consider safety as well because what we are really comparing on
these eight alternatives is a two-lane highway, traffic going
55 miles an hour at each other much like Mokulele Highway is
today.

The alternative, the no build scenario, will be a
four-lane highway from upcountry down Haleakala Highway around
the Hana Highway with access roads and then the Mokulele
Highway and then down the Kihei-Piilani Highway, all
four-lane. The stakes on that road will be far, far superior
to the two-lane highway that is being proposed here. And in
any benefit cost analysis, you have to weigh the cost of
accidents, et cetera. And I call your attention to the traffic
study that is done in the EIS showing the number of accidents
that are now taking place on Dairy Road and Mokulele, two roads
that are extremely dangerous and have much, much higher
accident rates than the four-lane other roads that are around
like the Hana Highway, for example.

Consider what you're proposing is a death trap and
an accident trap and that has to be put into the calculus of
benefit costs. It also, by being a four-lane highway, will
increase the speed of what it presently would be. It also has
better intersections than there presently are so people who may
be visualizing that this is going to be such a direct route
compared to what we have now.

They should not be comparing it to what we have now.
They should really be comparing it to what we would have once
these other highways, which have been funded, are completed.  
Your study also talks about lots of mitigation measures. In 
particular, things like we'll study if traffic lights are 
needed, we'll study whether this has to be done, whether the 
signs have to be put up, et cetera, et cetera. 

Have those costs been put into the cost of the 
highway? If not, which I doubt they have, you're way 
underestimating the cost of constructing this highway. The 
traffic lights at each end, the roads, either under or over for 
cane haul trucks, et cetera, et cetera, there are many other 
expenses that may or may not have been included in this. And I 
think the final report should be an accurate cost of the 
highway so we know how much the Federal Government, our tax 
dollars, is going to be shipping to us. 

It was mentioned earlier that nowhere in the study 
is there a trip analysis. How many people would actually 
utilize this route? The least you could have done was taken 
the records from the military and indicate how many people 
actually commute from this so-called military base in Kihei to 
the military base at the top of the mountain. You must have 
Air Force log records, official documents, because those 
vehicles have to be logged in when they travel back and forth. 

You should be able to get those records and put them 
into the file, whether it's 10 a day or 15 a day, which are 
utilizing the $50 million to $75-million-highway. We now have
a fiber optic cable connecting the computer to the summit. We
do not need a road for the few people who traverse it for the
military.

Also, please make sure when you do your trip
analysis you do not include Haiku and Paia people. They are
not going to go upcountry to go down to Kihei. They will go
along routes, Hana Highway and Mokulele, and they are not --
yet many of the studies that we were referring to earlier that
the hotel industry said, Oh, we have all these people
upcountry. They were adding many, many people who would never
use the road in Haiku and in Paia. They would use that route
to Kihei.

Also the no build scenario was discounted and you
can look up in the chart here where it was a given a low
priority on a benefit cost here on the Tier 1 scenario, and the
reason was they attributed it as costing $78 million. No build
means that is money that is being spent already. That is not
an additional $78 million. There is no benefit cost analysis
utilizing that $78 million. That's money that's already
spent. So your no build is a no action scenario, not a low
benefit cost ratio.

Crime rates were mentioned in the thing and I want
to call to the public's attention at least that in the study it
shows that the rates of crime in Kihei were either 2, 3 or 4
times higher than the communities of Pukalani, Kula, Makawao
and Haliimaile. And that’s it. They mention it. No implication of what that might mean for the residents of upcountry and destroying the life-style that they would very much like. And that’s in Appendix H.

A major error in the EIS is the avoidance of looking at the cumulative effects of taking agricultural land. I do not see in there the total numbers of agricultural acres taken of the various alternatives. And in addition to the acreage taken for the various routes that are being discussed, we must also consider the other, and that’s where the cumulative part comes in that you’re required to put in there, the other takings of agricultural land going on currently; namely, the hundreds of acres at the airport, the access road behind Eagle Hardware, the land along, next to Haliimaile that has just now been converted into urban use, the Spreckelsville project that A&B is coming forth to the County Council tomorrow on and a whole host of other projects. All that land has to be taken.

And what you also neglected to do is talk about the quality of the land that you’re taking. This is a very important thing in Hawai‘i that we respect our prime lands. You are taking agricultural land, pineapple land, going through the Kula Ag Park. You’re taking a lot of prime land and you make no reference to the quality of the land. You only talk about agriculture in a very vague sense. That has to be put into the final EIS.
There is no letter from the DOE that I could find, it may be in there, and we have had students talking about the potential problems at King Kekaulike High School and Kamehameha School. Of course, DOE is not responsible for Kamehameha. They are responsible for Kekaulike, and what we have now are deaths waiting to happen and accidents have already happened on that intersection right in front of the school. You only mention the main entrance as if the back entrance to Kekaulike is just unimportant.

Kekaulike has two entrances, and the traffic, depending on the route, would pass both those entrances with students going to school at the same time that the tourists are coming down the mountain from sunrise around 7:30 in the morning, tourists descending the mountain, and depending on the routing, will pass that entrance twice taking left turns perhaps coming down the intersection and coming across the traffic of the students. We have very dangerous situations not even mentioned. We need to know what the design of that intersection will be because that’s the only way we will know what the cost of the highway will be.

The costs right now we talk about the two lanes of traffic between two lanes of material between Kihei and upcountry, but what happens at the ends? What happens to the traffic there? We need to build sidewalks, traffic lights, et cetera, et cetera. That has to go in there, and that’s why
these cost figures are woefully inadequate.

What about passing lanes? We all know that for many years the Haleakala Highway from the Hana Highway up to Haliimaile and upcountry was a very dangerous road. It had two lanes of traffic and finally a third lane and it was coned. It's safer now in the sense that people going up the hill have a passing lane. In the past, we didn't have that. You're building a highway without a passing lane with grades of 5, 6, 7, 8 percent up to 10 percent depending on the configuration and there's no provision for passing lanes and what we will have are tour buses going up that hill fully loaded. We will have oil trucks going up that hill. We'll have construction equipment perhaps going up that hill and there's no provision mentioned at all in the study for any passing to take place. Are we trying to set up accidents?

A fire threat. That road passes through an area that is extremely susceptible to fires. Will you put up signs saying please don't smoke? If one cigarette is dropped out that window that area, it will burn up that hill. The winds every day, as you may well know, you don't have a weather chart in there, but you may know, the winds blow uphill from Kihei towards Kula every day from about 10 a.m. to about 3 p.m. If a fire were to start there, it would burn and spread out on a very wide front for several hours before any vehicles, fire fighting equipment, could get to it, it's such inaccessible
land. There's no roads in there, no way to stop fires.

You'll need to have some kind of a landscape strip
on the mauka side of that highway all the way up to prevent a
cigarette from burning so we have a Greenbelt essentially on
that area. Once a fire starts and you've got all of Kula and
Pukalani inflamed, depending on where that fire goes, it's very
dry land.

MR. TSUZKI: Mr. Mayer, I wanted to ask if anybody
else had any further comments or whatever? Mr. Hofman?

MR. HOFMAN: He's doing a lot of things I was going
to add, so go ahead.

MR. TSUZKI: Nobody else? About how much longer?

MR. MAYER: About another three minutes. You used
the words fatal flaws to knock out of some of the alternatives
of Tier 1 level. I would argue that at least 3 of your 4
routes have fatal flaws built into them as to the upcountry
area. U3 itself has a fatal flaw; namely, it cuts through the
Maui County Ag Park. It cuts through Maui Land & and Pineapple
fields, and it's close enough to a number of minority owned
Kula vegetable farms and farmed by local families for
generations. And in your statement, you make a statement that
you're not supposed to disrupt minority owned areas. These are
minority owned operations that you don't reference. And they
would disrupt the travel of these farmers and the passengers of
agricultural vehicles in that vicinity. And I would argue for
that and a number of other reasons that are obvious, bike
routes and things of that sort, U3 should not be considered.

U2-B has a severe 10 percent grade in the
neighborhood of the recently opened Kamehameha School and the
projected elderly housing project which would go just above and
across the street from the Kamehameha School. There would be
loud, disruptive noise from trucks and tour buses going up the
mountain and application of air brakes as those same vehicles
descend.

Many of the tour buses will pass the elderly project
between 3:30 and 5 a.m. on the way up to the Haleakala summit
sunrise. Furthermore, this 10 percent segment lies between
Kamehameha School, the proposed park and the proposed large
shopping center at the corner. We feel that the children or I
feel that the children who will be walking along the highway in
this area will be in great jeopardy if the 2B route is used and
other reasons as well as the traffic passing by Kekaulike High
School.

2-A is also offered as a possibility and it is in
immediate proximity of Kekaulike High School resulting in a
number of potential problems; A, many students now walk without
sidewalks along the highway since bus service is provided only
for students living over 1 mile from the campus. Many
tourists, as they descend from the sunrise thing, and there
already have been a number of accidents at that intersection.
So at least those three I think all are fatally flawed termini in the upcountry area.

I would argue obviously that the no trees -- the no build -- no trees, yeah -- the no build scenario be considered as the legal choice that the people upcountry have expressed and that if the highway ever were built, that only Haliimaile be considered or a variation of it in or around that intersection. Let's see if I have anything else.

One last thing I would like to do, and I would like to utilize the map to do that. I would think the only reason to build this road is not for some of the reasons that came out today, military or tourists, but as a safety valve for the people of Kihei. The people of Kihei, all of their safety routes funnel through the area either in front of Suda Store or behind it close to the tidal wave zone, fire danger. Somebody could be trapped on the other side of it. And I believe they do need an exit from that area, so I would like to show on the map a possibility that would be a safety valve for them that should be considered.

MR. TSUZUKI: Could you also try and describe it because it's going to be difficult for us to have it on the record.

MR. MAYER: I'll describe it. What I'm talking about is the people in Kihei at present either come from this highway or this route here all close to the ocean here where a
tidal wave or fire could come in. I would suggest exploring a
route from somewhere around this part of Kihei, whether it be
the Tech Park or a little further out here, that runs above it
and over to the Puunene airport area.

In other words, it would be far enough from the
ocean that it would not be a danger. It would not necessarily
have to be a fully operational highway. I’m talking about a
safety valve that might utilize cane roads in that area that
would be paved up to standards that would allow ambulances and
other vehicles to get in and out of that way, but would not
necessarily have to be open to the public at all times.

This would allow for that safety valve. And I think
that’s the only legitimate reason perhaps to consider a
highway. They could even have it gated at each end, so the
public couldn’t generally use it, but could be remotely
controlled from the police station to open gates to allow, if
there was ambulances, if there was a fire, if there was a
tsunami, to allow that kind of traffic to take place on an
otherwise closed road. That would allow for safety. We don’t
have to have a whole new highway put in to solve some of the
problems that have been mentioned, because of the problems that
have been mentioned. And I thank you.

MR. TSUZUKI: Thank you. Before I let you go up, I
think Mr. Hofman indicated he wanted to go up. Also Mr.
nakashima.
MR. HOFMAN: Gentlemen, I know I got under your skin a little bit earlier when I said there are questions. I believe you just heard a few. Several of them I was going to bring up. And there's several people here that are over 70 years old. And I am, too, and I'm sure we're getting brain fatigue and everything else, but the one thing I would like to bring up, not the one thing, but the major thing that no one has talked about, and Dick just started to touch on it and I thought he was going to steal my thunder. An evacuation route is mentioned a number of times and it's been in the paper and everything else, and one reason I wanted to come all the way down the hill here to Kahului is to find out how the people in Kahului felt about it.

And I guess there isn't anybody here to find out. But he's talking about an evacuation area from Kihei up. I understand tsunamis could come down from the Aleutians in Alaska and everything and hit north side, too. And what about these people getting out of here? That's a question that I think you should address. And that, of course, takes us back to what a couple of these gentlemen have said earlier. If we've had approvals and everything to have the existing roads made into four lanes and make a route here, that should cover it. You shouldn't have to go to all this trouble. Just straighten this out, get this bottleneck Puunene here squared away, and if you measure it, I'm sure if you measure it, you're
going to find out this distance is almost equal and this
distance is almost equal and you’ve got existing roads. You
don’t have to go spending all this money. I thank you for your
time.

MR. TSUZUKI: Thank you. Mr. Nakashima.

MR. NAKASHIMA: Good evening. Hello. My name is
ERIC NAKASHIMA. N A K A S H I M A, that’s my last name.
Speaking on behalf of the Pukalani Community Association
continuing on what I was saying. Let’s see. I have a message
for Mr. Atkin. I got called several times by one of our
members asking if you received her letter and map concerning
Ainalani Drive, the connection to that access road. Did you
receive anything like that?

MR. ATKIN: I understand it’s en route.

MR. NAKASHIMA: It’s en route. Okay, you’re going
to have it. Thank you very much. Let’s see. Getting back to
the issue, well, one issue, one of many said tonight.

When it comes to Maui, over the years, we’ve all
seen roads built in Kihei. We’ve seen them resurfaced. We’ve
seen bridges built on Honoapiilani Highway, beautiful bridges,
even back in Kaupo. But these capital improvements that the
state makes on behalf of the people, I was wondering, that is
in the area concerning Pukalani, which is our concern, is that
getting back to the question, remember the question about the
overpasses, I was wondering since I have all the experts right
up here in front of us right now, not to put you on the spot,
but is there a simple way of saying why overpasses or more of
them have not been built on Maui?

Is there a simple -- can any of you maybe like
comment on that? Because many of our members were again saying
that, why, and it’s very hard to understand.

MR. TSUZUKI: Normally, I think when you talk about
overpasses and things like that, you’re talking about
interchanges, you know, which we have in Honolulu. We have a
lot of those where we separate traffic where there are grades
separated where one roadway crosses over another one. I think
that’s what you’re talking about, right?

MR. NAKASHIMA: Yes.

MR. TSUZUKI: At a lot of these intersections, many
of them started off at grade; in other words, you know, just at
one level as maybe a signalized intersection or something like
that. And really the reason why we would convert say an at
grade signalized intersection to a grade separated one would be
because there’s so much traffic that is going through that
intersection where that intersection no longer, even if you put
in double left turns and whatever, you know, it can’t really
take all of that traffic that’s occurring. And that happens
quite often in Honolulu, so it’s justified through traffic.

One of the reasons why it’s not done too often is
because of the high cost. Because these things, whenever you
build a bridge, which is essentially what you’re building when you have an overpass is a bridge, the cost of a bridge is very high. An interchange could cost anywhere from 20 to $40 million just by itself. You know, we’re talking about a cost of a new highway about say $80 million, but just one interchange could cost $40 million.

So one of the reasons why we are slow to consider interchanges or overpasses is because of the cost and because we need to see a lot of traffic that justifies the need for that kind of overcrossing. And there are a lot of intersections in Honolulu that are still at grade. They probably could justify the need for an overpass that we haven’t even done yet.

I can give you two examples in Honolulu. On the Pali Highway at Castle Junction, this is on the windward side of Oahu, just by the Pali Golf Course, that area justifies really an interchange, an overpass, but we haven’t done it because people are against it. Actually, because they feel that it is a visual type of intrusion and that kind of thing.

Another area would be Kahekili Highway where we have Kahekili and Likelike. Again, an interchange could be done there, but again, because of the high cost, we haven’t done it. And those areas have a lot more traffic than we’re talking about than up here, than upcountry, so that’s probably one of the reasons why we’re not doing that kind of thing right now or
we’re not considering it.

MR. NAKASHIMA: Okay. That kind of answered my
question. I guess now it leaves us at a terminus, if you
would, that we need to do something as far as the associations
is maybe to organize and maybe appeal to our maybe the State
Senators and some people in this room that maybe they could
make an exception for this Kihei to upcountry road. It seems
that we are looking at some huge traffic.

For example, the Maui Economic Development Agency
had a presentation at the Research and Technology Park in
Kihei. And one of the things that was touted as far as how
busy this road might be is that of 12,000 hotel workers and
restaurant employees that live on this island, over half live
upcountry. That’s what was told to us at this meeting. That
seems to be quite a lot of people and quite a lot of cars if
you think about it.

And that’s just hotel and restaurant workers, so if
you think about how much people might be traveling this road.
I know this is not Honolulu, okay. Honolulu Proper probably
contains about a million and a half, 1.8 million people,
something like that, yeah. But anyway, if you think about it,
I think our lives are just as important as those people there.
Maybe if we can just get together and appeal to our Senators
and our Congressmen, our Legislators, maybe we can all enjoy
one of the first capital improvements that is money driven for
Maui that we haven't seen in a long time, okay.

I don't think there's been any overpasses built on Maui yet besides the Wailuku Bridge I think. So, if possible, maybe we can appeal to the Department of Transportation in this testimony. Maybe as a Community Association that are present tonight, maybe we can all just appeal to them and say please ask, consider an overpass for this road because I think it would be very helpful wherever we put it, you know.

Besides saving lives. Again, I go back to the Makawao Avenue and the bypass road, okay. That was pretty horrendous. We've never seen accidents like that happen on Maui at any intersection I think in the history of Maui. But going back to the person that died and the lady who amputated the leg, that was pretty graphic. But the thing is, again, on behalf of the people of Maui, I thank you very much for helping us. I thank Mr. Bob Siarot for coming to our meeting and all the rest of the politicians that also came to our meeting, too, for Pukalani Community Association. I really thank you, but please consider Maui. Thank you.

MR. TSUZUKI: We will, thank you.

MR. HIRANAKA: Thank you. My name is Sam Hiranaka.

After listening to the many speakers this evening, I would just like to take a minute to summarize that and ask you to please consider the Wailea-Ulupalakua route for a simple common sense reason that, Mr. Mayer, you talked about the escape route. I
think it makes more sense to have an escape route on the extreme opposite end of the present way to get away from Kihei, which is the Mokulele Highway. And anything closer to Mokulele would still cut off the people on the extreme south end, which is Maui Meadows, Wailea and Makena.

So we need that escape route from the extreme opposite end, which is the Piilani Highway from Wailea up to Ulupalakua. And another thing that I want to reemphasize is the fact that the only road which will not sacrifice any agricultural or farm land is the road from Wailea to Ulupalakua, because that's 100 percent pasture land at low, low value, low need, you know, really, you won't be taking away anything from the economy of Maui and the State of Hawai'i.

In fact, it will be enhancing the economy of that area of Maui if we took the road from Wailea up to Ulupalakua because you would have the Tedeschi Winery, the strawberry farm of Roy Hamamura and others. Thank you very much.

MR. TSUZUKI: Thank you. Does anybody else have any further comments or questions or whatever? If not, I want to thank all of you who have remained this late, and I want to thank you all for your comments. We definitely are going to consider all of them. It's going to be a tough job to decide what we're going to do about this highway. I want to thank you again on behalf of the Department of Transportation.

UNIDENTIFIED SPEAKER: When is the last time we can
MR. TSUZUKI: October 28th. Also as a reminder, we do have these sheets that you can take with you. In case you have any comments or ideas or whatever that may come up after this meeting, you have until October 28th to submit those to us. So those forms should be out in the back of the room.

Thank you again and I will now officially close this public hearing. Thank you.

(The hearing ended at 9:50 p.m.)
CERTIFICATION

I, Rachelle Primeaux, Notary Public for the State of Hawaii, certify:

That on the aforesaid date and time the proceedings contained herein were had;

That the proceedings were taken by me in machine shorthand and were thereafter produced in transcript form under my supervision;

That the foregoing represents, to the best of my ability, a true and accurate transcript of the proceedings had in the foregoing matter.

I further certify that I am neither attorney for any of the parties hereto nor in any way concerned with the cause.

Dated this 24th day of October, 1999.

Rachelle Primeaux
Notary Public, State of Hawaii

My Commission Expires June 14, 2000

IWADO COURT REPORTERS, INC.
CERTIFICATION

I, JEANETTE W. IWADO, Notary Public for the State of Hawaii, certify:

That the meeting contained herein was taken by me in machine shorthand and was thereafter produced in transcript form under my supervision; that the foregoing represents, to the best of my ability, a true and accurate transcript of the proceedings had in the foregoing matter.

I further certify that I am neither attorney for any of the parties hereto nor in any way concerned with the cause.

Dated this 29th day of October, 1999.

[Signature]

NOTARY PUBLIC, State of Hawaii

My commission expires 2/5/00

IWADO COURT REPORTERS, INC.
25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

Held at the Kahului School Cafeteria, Kahului, Maui, Hawaii, commencing at 6:30 p.m. on October 13, 1999.
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IWADO COURT REPORTERS, INC.
MR. ANDERSON: My name is Steven B. Anderson with a
V, 749-B Pulehuiki, P U L E H U I K I, Road. That's in Kula,
96790.

I am currently a researcher here on the island
getting my Ph.D. from the University of California Davis and I
have spent two and a half years researching axis deer on Maui
from Makena through to upcountry. I am a temporary Kula
resident who will be leaving here in six months. And I'm
speaking entirely from a safety perspective with regard to axis
deer vehicle collisions.

The Environmental Impact Statement made a short
mention that road kill will be increased as a result of this
highway. Unfortunately, I think the road kill will all but
certainly include humans. Several mitigation measures can be
proposed to help address deer vehicle collisions on this
highway. First, I would suggest that the maximum speed limit
of the highway throughout be 45 miles per hour. If that is not
doable, then perhaps a day/night speed limit like on the
mainland could be used, 55 daytime, 45 nighttime.

Most deer vehicle collisions will occur at dusk and
dawn and late throughout the dark of the night. I would also
recommend that the highway be frequently signed for deer
crossing. Studies have shown that signs that say "Deer Crossing Next 10 Miles" are ineffective. And drivers should be reminded each 3 miles of deer crossing and danger potential.

Also, I don't know if the Department of Transportation can accommodate this, but the unfortunate fact that reflectors used on the highway are yellow is a real problem with regard to axis deer because their eyes shine back yellow at night. It's all too easy to pass up axis deer eyes in the sea of yellow reflectors up the road, so if there's any way to change reflector colors away from yellow, that would be very beneficial.

Finally, from strictly a deer perspective, I would argue that the routing most preferable with regard to deer is to avoid areas of high deer density. Deer density is generally greatest in ranch lands and reduced in agricultural lands such as HC&S sugar areas. As a result, the preferred routing from a deer perspective would be picking the northernmost route as deer density is at the southern portion of the island toward Makena and Wailea and moving northward from there, so that would lead to a K1-U1 positioning for the highway.

Finally, my last comment is that unfortunately we don't have very good data on deer vehicle collisions currently occurring on Maui. I've spoken with the Police Department trying to get those records more clearly defined. Basically, animal vehicle incidents are recorded and it could be a
mongoose or a cat or a deer, and we can't search for deer vehicle collisions. This is a critical element of population monitoring for scientists. It's a random sample of deer vehicle collisions, and as population goes up, deer vehicle collisions go up. And it would be a very important marker for the next 20 years on Maui. That's it.

(End of comments.)
CERTIFICATION

I, Rachelle Primeaux, Notary Public for the State of Hawaii, certify:

That on the aforementioned date and time the proceedings contained herein were had;

That the proceedings were taken by me in machine shorthand and were thereafter produced in transcript form under my supervision;

That the foregoing represents, to the best of my ability, a true and accurate transcript of the proceedings had in the foregoing matter.

I further certify that I am neither attorney for any of the parties hereto nor in any way concerned with the cause.

Dated this 27th day of October, 1999.

Notary Public, State of Hawaii
My Commission Expires June 14, 2000
DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS THAT REQUIRE RESPONSES

Transmittal Letter to Governmental Agencies from the Department of Transportation

Letters from Government Agencies and Responses from the Department of Transportation

Transmittal Letter to Non-Governmental Participants from the Department of Transportation

Letters, Comment Forms, Paraphrased Oral Comments from Non-Governmental Participants and Responses from the Department of Transportation
Aloha,

Subject: Kihei-Upcountry Maui Highway

Thank you for your comments on the Draft Environmental Impact Statement (EIS) for the proposed Kihei-Upcountry Maui Highway project. We appreciate your time and effort in providing these comments. We entered the planning process for this project in an open fashion and the amount of civic involvement has been truly overwhelming.

We have identified the U1, K1 alignment as the preferred alternative. The Upcountry terminus of this alignment would be at the intersection of Haalekula Highway/Halimaile Road, and the Kihei terminus would be at the intersection of Piilani Highway/Kaonoulu Street. This decision was reached after full consideration of the project’s transportation benefits (e.g., travel time savings, travel markets served), prior community planning processes, environmental and social impacts, construction cost, and the hundreds of comments generated through an extensive public review process.

The next step in the project development process is to begin the design phase. Several aspects of the U1, K1 alternative will receive more attention in the next phase of project planning, including mitigation to lessen the impact on agricultural areas, and other particulars, such as details on future intersections.

This letter transmits our responses to your comments on the Draft EIS whether they were provided in letters, pre-printed comment forms and/or oral comments at one or more of the project’s three public hearings. Copies of your written statements are attached, and specific comments numbered. Responses to these comments are numbered to match the comment. If oral comments were provided, your comments were paraphrased for brevity. These comments are immediately followed by responses.

We will distribute the Final EIS for the project upon approval by the Federal Highway Administration. Copies of all Draft EIS comments will be part of the Final EIS, including transcripts of the oral comments provided at the public hearings.
Again, thank you for participating in our environmental review process. If you have any questions, please contact Wayne Kawahara of our Highways Planning Branch, Advance Planning Section at (808) 587-6357 or you can contact him using Maui’s toll-free voice access number at 984-2400, extension 76357.

Very truly yours,

[Signature]
BRIAN K. MINAAI
Director of Transportation

Enclosure
Our People...Our Islands...In Harmony

September 15, 1999

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 60206
Honolulu, Hawaii 96850

Dear Mr. Wong:

Subject: FHWA-HI-EIS-99-01-D - Draft Environmental Impact Statement (DEIS) -
Kihei-Upcountry Maui Highway, County of Maui, Hawaii

We have reviewed the above-mentioned document and have the following comments to offer:

1. With regards to the alternatives, you will be removing portions of prime farm land. Highly undesirable are those alternatives which dissect sugarcane lands. This makes it difficult for HC&S to operate since it affects their road systems, irrigation systems, major water distribution systems as well as agricultural practices.

2. None of the alternatives will have physical interaction with the Upcountry Maui Watershed; however, the U3 alternatives may have some interaction with yet-to-be planned Lower Kula projects.

Thank you for the opportunity to review this document.

Sincerely,

[Signature]

KENNETH M. KANESHIRO
State Conservationist

cc: Mr. Kazu Hayashida, Director of Transportation, State of Hawaii, Department of
Transportation, State of Hawaii, 869 Punchbowl Street, Honolulu, Hawaii 96813

The Natural Resources Conservation Service works hand-in-hand with the American people to conserve natural resources on private lands.

AN EQUAL OPPORTUNITY EMPLOYER
1. Of the four Upcountry termini options considered, the U1 alternatives would convert the most prime agricultural land to a roadway. Although the preservation of farmland and minimizing disturbance to agricultural practices are important to the State, a U1,K1 alignment was identified as the preferred alternative for reasons stated in Section 2.2.4 of the Final EIS. As described in Section 4.2.4, mitigation measures to maintain the productivity of the agricultural fields adjacent to the Kihei-Upcountry Maui Highway will be developed in coordination with Hawaiian Commercial and Sugar Company.

2. Thank you for this information. A U3 alternative was not identified as the preferred alternative.
United States Department of the Interior
OFFICE OF THE SECRETARY
Washington, D.C. 20240

Mr. Abraham Wong
Division Administrator
Federal Highway Administration
Post Office Box 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850

Dear Mr. Wong:

This is in response to the request for the Department of the Interior’s comments on the Draft Environmental Impact Statement (DEIS) for the Kihei-Upcountry Maui Highway, Maui County, Hawaii.

Section 4(f) Evaluation Comments

Park and Recreation Resources

The DEIS indicates that there are no publicly-owned parks or recreational facilities, or wildlife refuges within the path of any of the alternative alignments. The Section 4(f) resource nearest to any of the proposed alignment alternatives is the proposed Kihei Regional Park. The DEIS indicates that the K2 Alternative with a terminus at the Keli Alii Alaimi Street/Pilanci Highway intersection would facilitate access to the future regional park for Upcountry residents. The DEIS also indicates that the K2 Alternative is predicted to have a noise impact at the future park because there would be a “substantial” increase in noise from its present level. The DEIS concludes that a “constructive use” of the park would not occur because the Hawaii DOT (Division of Highways) would work with Maui County to ensure that noise impacts are mitigated by the construction of buffer zones or berms. However, the DEIS does not make clear why the use of buffers or berms would be the most appropriate measure to minimize harm to the park. The K1 Alternative would not affect the future park and would appear to be the most prudent and feasible alternative.

Federal funding for the planning of this project was appropriated because of the national interest in an improved mobility between defense-related activities at the Maui R & R Park in Kihei and Science City at the summit of Haleakala volcano. The Maui R & T Park, currently at about eight percent build-out, houses facilities of the U.S. Air Force, the Pacific disaster Center, Lockheed Martin, the University of Hawaii and the University of New Mexico. Science City is a Federal facility used for space and defense related research and development. It is located next to Haleakala National Park.
The stated "improved mobility" between the defense-related activities at the Maui R & T Park and Science City needs further clarification with regard to possible impacts on Haleakala National Park. Access to Science City is via the Haleakala Highway, the last ten miles of which is within the boundaries of the national park. What additional traffic load, if any, would be put on this national park road as a result of the proposed highway?

Historic and Archeological Resources

Archeological reconnaissance surveys have been performed for all of the alternative alignments. Construction activities connected with implementation of any of the alternative alignments would adversely impact archeological sites. However, according to the draft, these sites are important only for data recovery and do not require preservation. None of the alternative alignments would affect National Register properties. Based on the findings of the reconnaissance surveys, two alternative alignments were developed to avoid four sites identified and judged to be significant under National Register criteria and required preservation.

The DEIS indicates that an archeological "inventory survey" would be performed on the Preferred Alternative to be identified after the issuance of the DEIS. If the inventory survey indicates that archeological resources would be affected by the Preferred Alternative, preparation of a Memorandum of Agreement (MOA) in cooperation and coordination with the State Historic Preservation Officer may be necessary, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in the Final Section 4(f) Evaluation if one is prepared.

Environmental Statement Comments

Invasive Alien Species

Overall, the DEIS adequately describes the proposed project and the potential environmental consequences. However, the DEIS does not address the project's potential effects on the movement of invasive alien species. These effects and the measures required to mitigate them need to be fully addressed. Hawaii's biota has a very high rate of endemism and is highly vulnerable to biological invasions. Over one-third of the federally endangered species are found here and alien species provide the primary threat to most of them. We believe that the project has great potential to facilitate the spread of alien species on Maui.

In 1994, the Hawaii Department of Land and Natural Resources noted an expanding infestation of fireweed (Senecio madagascariensis) in the Pukalani-Makawao area. It is believed that this weed, which is a major pest in Australia, was the major seed source used in hydromulching along the steep roadcuts in connection with the 1990-1992 construction of the Pukalani Bypass which is located at the Upcountry terminus of two of the alignment alternatives. Fireweed is highly poisonous to horses and cattle and the State Department of Agriculture recently elevated this species on its list of priority weeds. Nearby, Haleakala National Park has documented considerable evidence that the appearance of approximately 30 new weed species in the national park along the Crater Road was connected with a major road improvement project carried out in
the mid-1970s to early 1980s. There is also evidence that the Argentine ant is a threat to all endemic arthropods found in the national park. There is additional evidence on Maui as well as on the islands of Oahu and Kauai that the seeds of invasive alien plants such as fireweed and cat's claw (Caesalpinia decapetala) are spread by heavy road equipment. The same problem exists on the mainland. The U.S. Department of Agriculture's Witchwood Eradication Program in the eastern Carolinas found that road building is a very potent vector for spreading of invasive plants. Construction equipment contaminated with soil was the main culprit.

Suggested mitigation measures would be to apply the standards agreed to by the U.S. Air Force and Haleakala National Park in connection with the recent installation of a telescope at Science City. These standards include inspection of all construction equipment used on the project to ensure sterile supplies and materials coming to Maui. Included also would be inspections of containers and crates at their initial storage areas, inspections of all raw material sources prior to acceptance for the project, as well as inspection of all trucks used to haul materials. All local prefabrication sites on Maui also should be inspected. New supplies, materials and equipment should be powerwashed.

Suggested additional mitigation would be for the project to support a Hawaii Department of Transportation (DOT) employee with the responsibility for ensuring that all proper precautions are taken with regard to alien species concerns. The project should also support a Hawaii Department of Agriculture employee responsible for monitoring operations for adherence to all inspection measures, including crates, shipping containers, equipment, supplies, and raw materials. That employee would also be responsible for preventing the use of improper seed.

Fish and Wildlife Resources

The U.S. Fish and Wildlife Service (FWS) has completed its review of the draft and believes that it adequately describes the primary fish and wildlife resources present in the proposed project area. By letter, dated December 24, 1997, the FWS had earlier concurred that the proposed project is not likely to adversely affect any endangered or threatened species, thereby satisfying Section 7 consultation requirement of the Endangered Species Act.

The FWS advises that the DEIS is deficient in its assessment of potential project-related impacts and in the identification of measures to avoid or minimize these impacts on important resources. Specifically, secondary resource impacts related to human-caused fire are not fully addressed in Section 4.8 Ecosystems. While the DEIS does mention that the project may increase the potential for human-caused fire adjacent to the road, it neither assesses the potential impact of wildfire on existing, rare native dry land forested habitat, nor proposes mitigation beyond the provision of warning signs for motorists.

The FWS believes that the K1 alternative, in combination with either the U1, U2-A, or U2-B alternatives should be considered as the Preferred Alternative since these routes place the road alignment the farthest distance from the dryland forest habitats of Puu o Kali and adjacent areas. Moreover, since alternatives U1, U2-A, and U2-B are located in areas currently being used for agriculture, it would be much easier for fire-fighting crews not only to access adjacent wildfires, but also to access sources of water to contain fires. The FWS believes that a road alignment
comprised of either the U3 or K2 alternatives would pose a greater threat to wildlife resources from fire since these alternatives are closer to the dryland forest habitats and would have logistical disadvantages for fire-fighters. The FWS recommends that the shoulders of the Preferred Alignment be maintained to minimize the growth of weeds to reduce the risk of human-caused fires.

Summary Comments

The Department of the Interior may have further comments on the Section 4(f) aspects of this project when the results of the archeological "inventory survey" is performed on the Preferred Alternative and addressed in the Final Environmental Impact Statement.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental Policy and Compliance

cc:
Mr. Kazu Hayashida
Director of Transportation
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813
1. As described in Section 4.6.3, some of the planned uses of the future Kihei Regional Park would not be noise-sensitive. For example, ball fields are not noise sensitive, and could be used as buffers to protect noise-sensitive uses, such as camp grounds. If buffers cannot be provided, berms would be the first choice to physically block traffic noise. Noise walls would probably not be preferable because they would cause an adverse visual impact in a park setting.

2. The U1,K1 alignment was identified as the preferred alternative.

3. Over one million people visit the summit of the volcano in Haleakala National Park annually. In comparison, the number of persons traveling for business purposes between the Maui R&T Park and Science City would be quite small in comparison to the volume of tourist travelers. As described in Section 4.11, the health of Maui's visitor industry is the fundamental factor affecting the traffic volume to Haleakala. Roadway capacity does not constrain the number of visitors. Therefore, the additional traffic load on the National Park roadways that would be generated by the proposed highway would be minimal.

4. Thank you for this information. Based on the results of the inventory survey of the U1,K1 alignment, the preferred alternative, the project would have an "adverse effect" on three sites identified along the preferred alignment. The State Historic Preservation Officer concurred with this determination. Since none of the three sites require preservation in place, they are not considered Section 4(f) resources. A Memorandum of Agreement was signed, which completed the Section 106 process. A Final Section 4(f) Evaluation was not prepared because no Section 4(f) resources are being affected.

5. The potential that the proposed project would cause alien species invasion is now described in Section 4.8 of the Final EIS.

6. Mitigation measures to prevent alien species invasion are now described in Section 4.8 of the Final EIS. The Department of Transportation does not believe that all of the mitigation
measures agreed to by the U.S. Air Force and Haleakala National Park for the Science City installation would be appropriate for this project. Science City is directly adjacent to the National Park, and therefore a very high degree of mitigation is appropriate. In contrast, the proposed highway will be several miles from the National Park, terminating near suburban neighborhoods of Pukalani and Makawao. Furthermore, because of current and prior agricultural activities in the region, the area affected by the new highway does not support native species (see Section 3.8.1 of the EIS). Therefore, the Department believes that the mitigation measures described in Section 4.8 of the Final EIS are appropriate for this project.

7. The U1,K1 alignment was identified as the preferred alternative, which conforms to the recommendation of the Department of Interior, as stated in the comment letter. This alternative is the furthest from the dryland forest habitats of Puu o Kail and adjacent areas. This alternative also traverses agricultural fields and, therefore, has easier access to water for fire control than the other alternatives. Finally, in addition to signage that would alert motorists of the danger of human-caused fires, the Department of Transportation will conduct regular maintenance to control weed growth along highway shoulders, as recommended by the Department of the Interior.
U. S. Department of the Interior  
U. S. GEOLOGICAL SURVEY  
BIOLOGICAL RESOURCES DIVISION  
PACIFIC ISLAND ECOSYSTEM RESEARCH CENTER  
Haleakala Field Studies  
P.O. Box 369  
Makawao, Maui, Hawaii 96768  
(808) 572-4470  FAX (808) 572-1304  
Email: Lloyd_Loope@usgs.gov

Kazu Hayashida  
Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

To whom it may concern:

Aloha no. Let me introduce myself. I am Art Medeiros, biologist on Maui since 1981, first with the research division for Haleakala National Park, and currently with the Maui field office of the Biological Resources Division of the U.S. Geological Survey.

I am writing you to provide input on the proposed Kihei-Makena/upcountry highway project and specifically to inform you of the proximity of the project with what is considered to be one of the finest lowland dryland forests in the state and the finest remaining example of this forest type in the world - the Pu‘u-o-kali dryland *wilwil* forests.

The Pu‘u-o-kali dryland forests occur on lands owned by the Department of Hawaiian Home Lands (DHHL) and Haleakala Ranch. They are located on the lower southwest flank of Haleakala, between the towns of Keokea and Kihei from 600 to 1200 feet elevation. *Wilwil* (*Erythrina sandwicensis*) forests of the Pu‘u-o-kali area are described in a Nature Conservancy report as "the best remaining stand of this forest type in the world".

Recently, we became aware that this unique Hawaiian ecosystem is being rapidly degraded by browsing and trampling by wild axis deer. I spoke of this problem at the recent 1999 Conservation Conference and have been working with the two landowners and numerous funding sources and currently there is much hope for a positive solution with a coordinated interagency effort.

Axis deer have been present in the area since the 1960s. By the early 1990s, deer had become much more numerous on Maui and began to use native plants on the Pu‘u-o-kali flow as food during the hot summer when range grasses disappear. The native vegetation of many special areas was decimated. I estimate about 60% of the *Achyranthes* shrub (rare throughout the islands and found nowhere else on Haleakala volcano) were killed last year. The Endangered yellow hibiscus (*Hibiscus brackenridgei*), our state flower, has been nearly wiped out, though genetic material still exists for possible reintroduction.
Seven native Hawaiian plant species worthy of concern by the U.S. Fish and Wildlife Service are currently found in the Pu‘u-o-kali area. Four of these are listed as Endangered and three other plant species as species of concern (SOC). The Pu‘u-o-kali forest supports the largest known occurrences in the world of three taxa of concern Abutilon menziesii (E), Hibiscus brackenridgei ssp. brackenridgei (E), and Canavalia pubescens (SOC).

Two rare native Hawaiian animals also occur in the Pu‘u-o-kali forests: the ‘ope‘ape‘a or Hawaiian hoary bat, listed as Endangered by the USFWS, has been seen in the area, as well as the proposed Endangered Blackburn’s sphinx moth (Manduca blackburnii). This last taxa presents a more direct issue to the proposed project as its larvae often utilize non-native tree tobacco (Nicotiana glauca) as one of its few host plants. Populations of this plant occur in weedy areas and may well be present along the currently proposed highway route.

The landowners recognize the importance of these forests, agree to their long-term protection but lack the funding to accomplish it. I predict that in literally a few more summers of deer browsing, the degradation of the area will have reached the point where everything now worth protecting will be gone. A consortium of concerned individuals and agencies are working at acquiring funding (estimated at 250K, half already secured) to construct a 250 acre deer-proof fenced enclosure at Pu‘u-o-kali. I have been involved in conservation on Maui for two decades and cannot recall a more catastrophic yet resolvable situation.

In its current proposed routing, the highway passes near but not directly through Pu‘u-o-kali forest. However, the proposed highway project, potentially, has serious negative indirect impacts on this unique forest, especially proximity introductions of invasive non-native species. As you probably know, non-native species constitute the greatest threat to the long-term survival of native Hawaiian biota. Despite problems with axis deer, one site attribute of Pu‘u-o-kali forest critical to its conservation potential is its relatively weed free status. Even the introduction of a single non-native species, such as fountain grass, native to Africa, and locally introduced with project construction would have a devastating effect at Pu‘u-o-kali.

Native Hawaiian ecosystems are one of our countries greatest natural resources. The Pu‘u-o-kali dryland forests are without equal as superlative examples of this otherwise dramatically modified forest type. I am presenting these issues to you so that we mutually arrive at the best plan of action for Maui, her people, as well as her unique natural heritage. Please feel free to contact me at anytime (572-4471, artmedeiros@juno.com). I am always happy to work towards proactive positive solutions to our complex land use issues. Thank you for your attention.

Very sincerely,

Art Medeiros, Research biologist
Mr. Art Medeiros  
Research Biologist  
U.S. Department of the Interior  
U.S. Geological Survey, Biological Resources Division  
Pacific Island Ecosystems Research Center, Haleakala Field Station  
P.O. Box 369  
Makawao, Maui, HI 96768

1. Thank you for your comments regarding the lowland dryland forests around Puu o Kali and the various threatened and endangered species present in this area. Avoidance of this valuable resource was considered in the evaluation of the EIS alternatives. The U1,K1 alignment, which was identified as the preferred alternative, is located the furthest from this forest.
Mr. Abraham Wong  
Federal Highway Administration  
300 Ala Moana Boulevard  
P.O. Box 50206  
Honolulu, Hawaii 96850

Dear Mr. Wong:

In response to your transmittal, received August 11, 1999, I am providing the following comments on the Draft Environmental Impact Statement (DEIS) for the proposed Kihei-Upcountry Maui Highway.

During recent highway construction on Oahu, stream sediment loads increased by as much as four times above pre-construction sediment loads, and state water-quality standards for suspended solids were frequently exceeded (U.S. Geological Survey Water Resources Investigations Report 96-4259, prepared in cooperation with the State of Hawaii Department of Transportation, 1996). Sediment loads increased during construction despite the use of erosion-control measures such as those described on pages 4-69 and 4-70 of the DEIS. Given the importance of water quality in Maalaea Bay, the receiving waters for streams draining most of the project area, I suggest that the adequacy of planned erosion-control measures be carefully evaluated in the Final Environmental Impact Statement.

Thank you for the opportunity to comment. If you have any questions concerning our comments, please contact Barry Hill of my staff at 522-8290.

Sincerely,

[Signature]

Gordon Tribble  
Acting District Chief

cc: State of Hawaii Office of Environmental Quality Control  
Warren S. Unemori Engineering, Inc.
1. The erosion-control measures listed in Section 4.17.4 of the EIS are typical Best Management Practices (BMPs) employed during roadway construction. The Department of Transportation acknowledges that standard BMP measures are sometimes insufficient. However, the Department is committed to ensuring that construction of Kihel-Upcountry Maui Highway does not adversely affect the quality of nearby water bodies, such as Maalea Bay. For this project, specific BMPs cannot be developed during the current phase of project planning because detailed design has not been prepared. Specific BMPs will be developed during the design phase of the project in coordination with the State of Hawaii Department of Health during the application process for a National Pollution Discharge Elimination System (NPDES) permit.
September 30, 1999

Abraham Wong, FHWA Division Administrator
Federal Highway Administration
PO Box 50206
Honolulu, Hawaii 96850

Dear Mr. Wong:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the KIHEI UPCOUNTRY MAUI HIGHWAY, County of Maui, Hawaii. Our comments on the DEIS are provided pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality’s NEPA Implementing Regulations (40 CFR 1500-1508). The DEIS addresses the environmental impacts associated with a proposed two-lane limited-access rural highway from Kihei, a village on the southern coast of Maui, to Upcountry, a region on the western flank of Haleakala Volcano. Eight build alternatives and No Action are addressed in the DEIS. The eight alignments consist of combinations of two Kihei and four Upcountry terminus options. A preferred alternative was not identified in the DEIS. Instead, page S-8 indicates that the project’s preferred alternative will be identified at the Final EIS (FEIS) stage after considering agency and public comments on the DEIS.

Because the DEIS does not identify a preferred action alternative, we have rated each of the action alternatives, and the overall DEIS, as Category EC-2, Environmental Concerns - Insufficient Information. We have rated the No Action (No Build) Alternative as Category LO, Lack of Objectives. Please refer to the attached "Summary of Rating Definitions and Follow-Up Action" for a detailed explanation of EPA’s rating system. In terms of the proposed project’s environmental impacts, we are particularly concerned with potential impacts to water quality and associated resources (e.g., wetlands) due to construction and operation of the proposed transportation facility. We note that the DEIS indicates that the roadway would cause run-off and pollutants to drain into previously pollutant-free areas. However, the DEIS indicates that no mitigation measures to protect water resources are needed.
We believe that the Federal Highway Administration (FHWA) and the Hawaii Department of Transportation (HDOT) have an affirmative obligation under the Federal Clean Water Act to satisfactorily protect water quality and designated uses for such waters. Accordingly, we strongly urge FHWA and HDOT to design, construct and operate the project so that adverse impacts to water resources are avoided and minimized to the fullest extent practicable. On a related matter, the DEIS should address whether the proposal is, and will be, consistent with State-adopted, EPA-approved water quality standards, absent mitigation measures to protect water resources. Please refer to our detailed comments (attached) for a more detailed explanation of our concerns.

We appreciate the opportunity to comment and trust that FHWA and HDOT will satisfactorily address EPA’s concerns in the Final EIS (FEIS). Please send one copy of the FEIS to me at the letterhead address (mailcode: CMD-2) when it is filed with EPA’s Washington, D.C. office. Any questions which the FHWA may have regarding EPA’s comments can be directed to David Tomsovic of my staff at 415-744-1575.

Sincerely,

David Farrel, Chief
Federal Activities Office

Enclosures: 3
- Summary of Rating Definitions and Follow-Up Action
- Detailed EPA Comments on DEIS
- Pollution Prevention Checklist

cc: Mr. Kazu Hayashida, Director, Hawaii Department of Transportation
    Mr. Bruce Anderson, Director, Hawaii Department of Health
    Mr. Dean Higuchi, U.S. EPA, Honolulu
    Ms. Wendy Witse, U.S. EPA, Honolulu
    Mr. Dan Harris, FHWA, San Francisco
    Ms. Sara Purcell, FHWA, San Francisco
SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)
EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)
The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

WATER QUALITY

Surface Waters

The DEIS (page 2-10) states that, for both the project's rural design and its urban design, roadway runoff would be discharged to the nearest gulch. The DEIS (3.7.1) briefly describes the surface water resources in the project area, which primarily consist of intermittent streams or gulches. Ten prominent gulches are mentioned (pp. 3-41 and 3-42). According to page 3-42, these gulches are considered to be "waters of the United States," thus subject to the jurisdiction and protections afforded by the Federal Clean Water Act (CWA). The DEIS also indicates that no wetlands are in the project area, the nearest wetlands being at Kealia Pond and along the Kihei-Makena coastline.

In terms of water quality impacts associated with the project, page 4-42 states that roadway runoff would be expected to contain roadway-related pollutants (petroleum products, metals, rubber, etc) and that such runoff would drain "into previously pollutant-free areas." However, there is no discussion or analysis in the DEIS about the effects (impacts) of such runoff on water quality or the waters' uses, which need to be protected under the CWA, nor of planned mitigation measures. Protected uses which can be adversely affected by increased pollutant loading include the propagation of fish, shellfish and aquatic life, and domestic water supply. Although page 3-42 informs us that the gulches are "usually dry," there is no confirmation for agencies and the public that there would be no adverse effect from discharging pollutants into areas now free of such pollution.

Coastal Waters

Page 3-42 states that gulches "collect rainfall and direct flows toward the ocean," with page 4-42 indicating that, during heavy rainfall, polluted run-off "could enter coastal waters," which can adversely affect coastal water quality. Again, there is no discussion or analysis in the DEIS as to whether increased water pollution from the project may adversely affect coastal waters. In terms of protecting the quality of marine waters, Hawaii's Water Quality Standards establish two classes - class AA and class A. Class AA is a more protective category, whose waters shall "remain in their natural pristine state as nearly as possible with an absolute minimum of pollution or alteration of water quality from any human-caused source or actions." Although the protections afforded class A marine waters are less stringent than those afforded to class AA marine waters, they are nonetheless quite stringent. According to Hawaii's Water Quality Standards, it is the objective of class A waters that their use for recreational purposes and aesthetic enjoyment be protected. Additionally, any use of these waters shall be permitted as long as it is compatible with the protection and propagation of fish, shellfish, and wildlife. Lastly, class A waters "shall not act as receiving waters for any discharge which has not received the best degree of treatment or control..." (underline added). The phrase "[any discharge] may be interpreted to include discharges from point and nonpoint sources (runoff of pollutants)."
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING
WATER QUALITY

Surface Waters

The DEIS (page 2-10) states that, for both the project's rural design and its urban design, roadway runoff would be discharged to the nearest gulch. The DEIS (3.7.1) briefly describes the surface water resources in the project area, which primarily consist of intermittent streams or gulches. Ten prominent gulches are mentioned (pp. 3-41 and 3-42). According to page 3-42, these gulches are considered to be "waters of the United States," thus subject to the jurisdiction and protections afforded by the Federal Clean Water Act (CWA). The DEIS also indicates that no wetlands are in the project area, the nearest wetlands being at Kealia Pond and along the Kihei-Makena coastline.

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Coastal Waters

Page 3-42 states that gulches "collect rainfall and direct flows toward the ocean," with page 4-42 indicating that, during heavy rainfall, polluted run-off "could enter coastal waters," which can adversely affect coastal water quality. Again, there is no discussion or analysis in the DEIS as to whether increased water pollution from the project may adversely affect coastal waters. In terms of protecting the quality of marine waters, Hawaii's Water Quality Standards establish two classes - class AA and class A. Class AA is a more protective category, whose waters shall "remain in their natural pristine state as nearly as possible with an absolute minimum of pollution or alteration of water quality from any human-caused source or actions." Although the protections afforded class A marine waters are less stringent than those afforded to class AA marine waters, they are nonetheless quite stringent. According to Hawaii's Water Quality Standards, it is the objective of class A waters that their use for recreational purposes and aesthetic enjoyment be protected. Additionally, any use of these waters shall be permitted as long as it is compatible with the protection and propagation of fish, shellfish, and wildlife. Lastly, class A waters "shall not act as receiving waters for any discharge which has not received the best degree of treatment or control..." (underlined added). The phrase "[a]ny discharge" may be interpreted to include discharges from point and nonpoint sources (runoff of pollutants).
Wetlands

For purposes of the CWA, wetlands are considered to be "waters of the United States" as well as a "special aquatic site" under EPA's regulations governing the discharge of dredged or fill material into waters of the United States at 40 CFR Part 230. Page 4-43 indicates that wetlands along the Kihei-Makena coastline would be unaffected by the proposed project. However, the previous page indicates that polluted run-off "could enter coastal waters during heavy rain," which may be hydrologically connected to any coastal wetlands. It thus appears that polluted runoff may have the potential to adversely affect coastal wetlands. This should be addressed in the FEIS and, as necessary, reasonable and appropriate mitigation measures presented.

Water Quality Mitigation Measures

We are very seriously concerned about the absence of mitigation to adequately address potential and projected adverse impacts to water quality, both to surface waters such as the gulches and receiving coastal waters. Page 4-44 states that, except for immediate containment and clean-up of hazardous material spills, "no additional measures to minimize potential impacts to water resources is (sic) needed." We believe that FHWA and HDOT should identify all reasonable and feasible measures to control polluted runoff from the project's construction and operation. Appropriate commitments to satisfactorily protect water quality should be reflected in the FEIS and Record of Decision (ROD).

CWA Section 313

Section 313 of the CWA provides that each department of the Federal Government "engaged in any activity resulting, or which may result, in the discharge or runoff of pollutants...shall be subject to, and comply with, all Federal, State...and local requirements...respecting the control and abatement of water pollution in the same manner, and to the same extent as any nongovernmental entity...." The control and abatement of contaminated runoff from the project to gulches (waters of the United States), and thence to coastal waters, is the type of activity contemplated under CWA Section 313. The FEIS and ROD should clearly address FHWA's obligations under CWA Section 313 to protect water quality from the project.

Storm Water Permit

Section 5.7 briefly discusses approvals and permits required prior to construction of the project. Page 5-25 references the need for a permit to control storm water from the construction site, as required by the Hawaii Department of Health. Additional information regarding this storm water permit should be provided in the FEIS, including any Best Management Practices (mitigation) to protect water quality and aquatic resources. The FEIS should address whether the Best Management Practices in the storm water permit may be improved and strengthened to protect water quality not only during the construction phase, but be reflected in the permit for post-construction traffic operations as well.

Consistency with FHWA's Technical Advisory
FHWA's 1987 technical advisory (p. 28) provides that, for each alternative under detailed study, the DEIS should have exhibits and discussion identifying the extent and location of water body modifications. It should identify the use of any water body for recreation, water supply or other purposes. It should identify impacts to fish and wildlife resulting from a project. Other than a few brief references to water quality impacts (e.g., page 4-42), the DEIS does not provide the level of analysis contemplated by FHWA's technical advisory. We recommend that the water quality discussion (in the sections on affected environment and environmental consequences) be substantially improved at the FEIS stage, consistent with the technical advisory. This would need to address the ten intermittent streams or gulches identified on pages 3-41 and 3-42, the wetlands at Kealia Pond and along the Kihei-Makena coastline mentioned on page 4-43 (to the extent that polluted runoff may affect wetlands), and coastal waters (again, to the extent that polluted runoff may adversely affect coastal waters and aquatic resources susceptible to pollution such as coral, fisheries, turtles and other species).

POLLUTION PREVENTION

The DEIS does not reflect the Council on Environmental Quality (CEQ) memorandum to Federal agencies on integrating pollution prevention features in Federal projects under NEPA (see 1/29/93 Federal Register, pp. 6478-6481). The notable absence of water quality protection measures is a clear example of failing to integrate pollution prevention measures into the project. CEQ encourages Federal agencies to incorporate pollution prevention techniques and mechanisms into NEPA planning and decision-making. We encourage FHWA and the Hawaii Department of Transportation to incorporate a wide range of pollution prevention measures into the project's design, construction, and operation. For your reference we have attached a pollution prevention checklist (developed by EPA HQ) to reduce and avoid adverse environmental impacts associated with highway and bridge projects. FHWA should include, to the fullest extent, appropriate and reasonable pollution prevention features in the project's design, construction and operation.

SOLID WASTE

We recommend that the FEIS discuss potential opportunities for waste reduction as a component of the proposed project. Specific measures could include:

(A) reuse and recycle demolition waste,
(B) reduce and recycle construction-related waste; and
(C) recycle other facility wastes associated with the proposed project.
POLLUTION PREVENTION/ENVIRONMENTAL IMPACT REDUCTION CHECKLIST FOR
HIGHWAYS AND BRIDGES

How Can Highways and Bridges Affect the Environment?

The planning, design, construction, and operation/maintenance of highways and bridges can have a variety of effects on the environment. They include the destruction or alteration of wildlife habitats, erosion, sedimentation, soil compaction, chemical pollution resulting from deicing activities, gasoline and particulate emissions from vehicles, contaminated roadway runoff, the generation of waste construction materials (including asphalt, concrete, metal, and wood), material from worn brake lining, and scrap rubber tires, as well as litter and other debris.

Also see checklists on Ecosystem Preservation and Protection, Vehicle Maintenance, Siting, Landscaping, and Pest Management.

What Questions Should Be Asked To Ensure That These Effects Are Minimized or Eliminated?

Ecosystem Concerns—Highways and bridges can have significant effects on the ecosystems in which they are built. These impacts can include fragmentation and degradation of wildlife habitats, contamination of surface water and groundwater, and soil contamination, erosion, and sedimentation. Techniques can help to mitigate/reduce these effects, however.

- Have other transportation options or pricing structures (i.e., mass transit or improved traffic management) been considered as alternatives to constructing a new highway or bridge?
- Have all environmentally sensitive areas been characterized? Have attempts been made to avoid construction in environmentally sensitive areas? Construction footprints in such areas as floodplains and wetlands should be avoided whenever possible.
- Does the project minimize construction parallel to rivers or streams to reduce the potential for direct runoff discharge from the roadway?
- Does the project make use of existing roadway alignments (if possible) to reduce the amount of waste generated as a result of clearing and construction activities?
- Does the project include provisions for curb design and catchment basins to reduce pollution impacts associated with runoff and debris from the roadway?
- Has the project incorporated mitigation measures to reduce the impact of pollution runoff from the roadway? These measures may include stabilizing cut and fill slopes, shoulders, and medians with perennial vegetation and non-erosive materials, such as rip-rap or georetches, or establishing permanently controlled discharge points for stormwater.
- Does the construction plan provide for erosion and sediment control during and after construction? This may include the installation of mitigation measures, such as erosion curtains and/or settling ponds.
Will stream crossings be designed to enable fish passage and to maintain natural in-stream structures, such as large culverts?

Does the plan include native plant revegetation of areas disturbed by construction to minimize erosion and sedimentation?

Have safe wildlife crossing structures and appropriate fencing been incorporated into the project to accommodate the movements and needs of resident wildlife and to mitigate habitat fragmentation? Have bridge structures been designed to accommodate wildlife passage, thereby providing a dual purpose?

Does the project include the use of noise walls or other techniques to reduce the impacts of noise pollution?

Does the project include the planting and maintenance of grass covers or other indigenous plant material to reduce pollutant concentrations in roadway runoff?

Does the project provide for regular preventive maintenance of the highway or bridge to reduce the potential amount of waste generated by reconstructing portions of the roadway?

Can existing roadways or bridges be closed and reclaimed as a result of the construction and opening of the new project?

Hazardous Material Concerns. The construction of highways and bridges can involve the use of hazardous materials. The use of these materials can affect the environment through improper storage, air emissions of volatile chemicals, and spills and other uncontrolled releases, as well as the potential for the generation of toxic waste materials.

Are there opportunities to reduce the amount of hazardous and toxic materials used as part of the project? For example, will the least toxic paints and dicing chemicals be used?

Are there provisions for reducing any potential spills of hazardous materials? Is there a spill prevention and control plan?

Is there a plan for properly managing the storage, handling, and application of dicing chemicals, salts, and sand?

Is there an Integrated Pest Management (IPM) plan to reduce the use of chemical pesticides and to minimize human and wildlife exposure?

Procurement Concerns. Purchasing decisions are an important element of pollution prevention. Making environmentally sound purchasing decisions can help reduce the amount of waste generated by a highway or bridge project. In addition, the purchasing of recycled-content material helps support markets for materials collected for recycling.

*Indicates an environmental impact reduction opportunity.
Executive Order 12873 directs all Federal agencies to review and revise their specifications, product descriptions, and standards to increase their purchase of environmentally preferable and recycled products.

- Are there provisions for the proper storage of construction materials to reduce the amount of waste generated by damage or exposure to the elements?
- Will perishable construction materials, such as paints, be purchased incrementally to ensure reduced spoilage of unused materials?
- Will the project include the use of durable, long-lasting materials that will not need to be replaced as often, thus reducing the amount of construction-waste generated over time?
- Will the project use construction materials containing recycled content when possible and in accordance with accepted standards? Examples of recycled-content materials include concrete containing fly ash, as well as asphalt containing “waste” asphalts, glass, roofing materials, or recovered scrap tires.

Reuse and Recycling. Many of the waste materials generated as a result of highway and bridge projects can be reused or recycled into usable products. The benefit of reuse and recycling is that it removes materials that would otherwise be disposed of from the waste stream.

- Does the construction contract specify that construction materials not used in this project be reused in other projects rather than be disposed of?
- Will trees cut down during construction activities be used or sold for lumber or compost?
- Will any metal, wood, or packaging wastes generated as a result of construction activities be collected for recycling into other usable products?
- If the project is a repair of an existing highway or bridge, are there provisions for the reuse or recycling of “waste” materials?

Other References:


* Indicates an environmental impact reduction opportunity.
Mr. David Farrel  
Chief, Federal Activities Office  
U.S. Environmental Protection Agency  
Region IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

1. The Department of Transportation appreciates EPA’s concerns about potential impacts to water quality and associated water resources due to construction and operation of Kihei-Upcountry Maui Highway, and understands its obligation under the Clean Water Act. During construction, Best Management Practices (BMPs) will be implemented to prevent erosion and maintain water quality. A NPDES permit will be required prior to the initiation of construction, and the scope of review of the permit application will include sufficiency of the proposed BMPs to maintain water quality standards.

2. The Department of Transportation believes that the proposed project is consistent with the State water quality standards since the project would decrease the generation of roadway pollutants on a regional basis, in comparison to the No Build condition.

3. The gulches in the project area, which are usually dry throughout the year, are not suitable for the propagation of fish, shellfish, and aquatic life. Storm events typically occur during Kona weather conditions. At these times of short duration, high intensity storms, storm water containing roadway pollutants would flow into the gulches, but be substantially diluted by the large runoff volume created during these high-intensity rains. As stated in Section 4.7.1 of the EIS, under most cases, storm water would percolate into the ground because of the high permeability of the soils. Therefore, only during extreme rainfall conditions would roadway pollutants reach the ocean, at which point they would be highly diluted. Of more concern during such an event would be the non-point source turbidity that would be generated. Additionally, Section 4.7.1 of the Draft EIS was not accurate in stating “previously pollutant-free areas” since the project area has and is currently being used for agriculture and ranching. These activities also generate pollutants. This statement will be corrected in the Final EIS.

4. Section 4.7.1 of the EIS states that because Kihei-Upcountry Maui Highway would reduce regional vehicles miles traveled (VMT) through the reduction of trip lengths, pollutant loading of coastal waters from roadway runoff will be less than under the No Build
condition. As stated in Section 4.15 on Cumulative Impacts, the level of roadway-generated pollution in the coastal waters of Maui is not well documented, but does not appear to be a substantial problem.

5. If coastal wetlands, such as Kealia Pond, are being affected by roadway-related pollutants, construction of the Kihei-Upcountry Maui Highway will lessen these impacts because it will reduce regional VMT, and therefore the generation of roadway pollutants, in comparison to the No Build condition.

6. During construction, BMPs will be implemented to prevent erosion and minimize or prevent adverse impacts to State waters (see Section 4.17.4). The State of Hawaii Department of Health (SDOH) will require such BMPs when they issue a National Pollutant Discharge Elimination System (NPDES) permit and when they provide Water Quality Certification under Section 401 of the Clean Water Act. Operationally, Kihei-Upcountry Maui Highway will cause a reduction in regional VMT in comparison to the No Build condition. Therefore, pollutant loading of surface waters would be less with the new highway. The Department of Transportation does not construct special drainage collection and treatment facilities for its highway facilities unless there is the possibility that a specific surface or ground water resource that requires special protection (e.g., sole source aquifer) could be adversely affected by the facility.

7. The construction of Kihei-Upcountry Maui Highway will comply with all federal, State, and local requirements relating to the discharge of water pollutants.

8. BMPs will be implemented in compliance with a NPDES permit, which is required for the construction of Kihei-Upcountry Maui Highway. The erosion-control measures listed in Section 4.17.4 of the EIS are typical BMPs employed during roadway construction. Specific BMPs cannot be developed during the current phase of project planning because detailed design has not been prepared. Specific BMPs will be developed during the design phase of the project in coordination with the SDOH during the application process for a NPDES permit. A NPDES permit is not required for the operation of the highway.

9. The discussion provided in the EIS is consistent with the requirements of the FHWA Technical Advisory (TA). The proposed project will not modify any water body, as defined in the TA, which is the reason there is no such discussion in the EIS. The use of water
resources will be limited to the construction of bridges and embankments at the Haleakala
gulches that the highway will bisect. As stated in Section 2.1.1, the decision to use a
bridge or culvert would depend on the estimated storm water flow in the affected gulch.
These impacts will not affect any fish or wildlife.

10. Thank you for providing the “Pollution Prevention/Environmental Impact Reduction Checklist
for Highways and Bridges”. We have reviewed this list and believe that we fully comply
with all applicable items. The project is incorporating pollution prevention features that are
appropriate and reasonable to the fullest extent.

11. Thank you. A discussion of solid waste management is provided in Section 4.17.5 of the
EIS.
August 30, 1999

TO: Federal Highway Administration
    300 Ala Moana Boulevard
    P. O. Box 50206
    Honolulu, Hawaii 96850

ATTN: Mr. Abraham Wong

FROM: Roy C. Price, Sr.
      Vice Director of Civil Defense

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR THE
KHELI-UPCOUNTRY MAUI HIGHWAY, ISLAND OF MAUI, STATE OF
HAWAII

We appreciate the opportunity to comment on the DEIS from the Federal Highway
Administration/State of Hawaii, Department of Transportation, Khehi-Upcountry Maui
Highway, County of Maui, State of Hawaii.

While State Civil Defense (SCD) does not have negative comments specifically directed
at this draft, we do have a proposal that, whichever route is chosen, the installation of a
four-inch telecommunications conduit with adequate number of hand holes be installed
along one shoulder. The petition area is vulnerable to natural hazards such as earth-
quakes, volcanic activity, and the threat of wind and torrential rainfall associated with
tropical cyclones/hurricanes. Another proposal entails that any future developers pur-
chase and install outdoor warning sirens and that siting, design and construction of
structures within the petition area address the types of natural hazards that present a
threat to the lives and property of future residents/occupants of the area. Also, trans-
portation engineers must design and construct this roadway for use as a possible
emergency evacuation route.
Federal Highway Administration
August 30, 1999
Page 2

Just as parks, schools, fire hydrants, underground/overhead utilities and sidewalks are a planned, integral part of subdivisions and industrial areas, so must mitigation measures such as early warning and emergency warning systems and evacuation routes be planned for the safety of communities.

Our State Civil Defense planners and technicians are available to discuss this further if there is a requirement. Please have your staff call Mr. Norman Ogasawara of my staff at 733-4300.

c: Governor, State of Hawaii
c/o Office of Environmental
Quality Control
235 South Beretania Street
Honolulu, Hawaii 96813

Mr. Warren Unemori
Warren S. Unemori Engineering, Inc.
2145 Wells Street, Suite 403
Wailuku, Hawaii 96793
Mr. Roy C. Price, Sr.
State of Hawaii
Department of Defense
Office of the Director of Civil Defense
3949 Diamond Head Road
Honolulu, HI 96816-4495

1. The right-of-way for Kihei-Upcountry Maui Highway will be available for other infrastructure, such as telecommunication conduits. Please coordinate with the Department of Transportation during the project's design phase so that your specific requirements may be accommodated.

2. The suggestions to install outdoor warning sirens and to consider other location, design, and construction issues for structures in the project area are all worthwhile but beyond the enforcement ability of the Department of Transportation.

3. One of the purposes of the project is to provide additional evacuation capacity from South Maui. Kihei-Upcountry Maui Highway will be designed for use as an evacuation route.
Mr. Abraham Wong  
Federal Highway Administration  
300 Ala Moana Boulevard  
P. O. Box 50206  
Honolulu, Hawaii  96850

Dear Mr. Wong:

Subject: Draft Environmental Impact Statement (DEIS)  
Kihai - Upcountry Maui Highway  
TMK: 2-2-2: 1, 3, 4, etc.

Thank you for allowing us to review and comment on the project. We have the following comments to offer:

Control of Fugitive Dust

Due to the characteristics of the soil in the area, there is a significant potential for fugitive dust to be generated during grading, excavation and construction activities for this project. The arid climatic conditions and the close proximity of residential subdivisions only adds to the potential dust problems. Implementation of adequate dust control measures during all phases of construction is necessary. Construction activities must comply with the provisions of Chapter 11-60.1, Hawaii Administrative Rules, "Air Pollution Control" section 11-60.1-33 on Fugitive Dust.

The contractor should provide adequate measures to control dust from road areas and during the various phases of construction activities. These measures include, but are not limited to:

a. planning the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing material transfer points and on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
b. providing an adequate water source at site prior to start-up of construction activities;

c. landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;

d. controlling of dust from shoulders, project entrances, and access roads; and

e. providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities.

If you have any questions regarding fugitive dust, please contact Ms. Jill Stensrud of the Clean Air Branch at 586-4200.

Water Pollution

1. Section 401 Water Quality Certification (WQC)

   a. In a letter dated February 26, 1999, the U. S. Army Corps of Engineers (COE) indicated that based on the Environmental Assessment and a February 9, 1999 meeting, a Department of the Army permit would be required for the proposed project. The COE letter stated that the proposed project, assigned File No. 9900002006, "could possibly be authorized under Nationwide Permit #14, Road Crossing."

   b. The Clean Water Branch (CWB) of the Department of Health will process the Section 401 WQC under the April 15, 1998 blanket certification procedures (File No. WQC 0000315) if the project meets all of the blanket certification requirements. The applicant would be required to submit a site-specific Best Management Practices Plan and an Applicable Monitoring and Assessment Plan for the road crossings in the proposed project.

2. A National Pollutant Discharge Elimination System (NPDES) General permit coverage is required for each of the following activities which discharge into State waters:

   a. Discharge of storm water runoff associated with construction activities, including clearing, grading, and excavation that result in the disturbance of equal to or greater than five (5) acres of total land area;
Mr. Abraham Wong
September 28, 1999

Page 3

b. Discharge of hydrotesting water; and

c. Discharge associated with construction activity
dewatering.

3. The applicant may be required to apply for an Individual
NPDES Permit if there is any type of process wastewater
discharge from the project into State waters.

The application form(s) for those discharges which need to
obtain a certification, coverage, and/or permit will be
provided upon request.

If you have any questions on this matter, please contact
Ms. Joanna L. Seto, P.E., Engineering Section of the Clean
Water Branch at 586-4309.

Noise Concerns

Activities associated with the construction phase of the
project must comply with the Department of Health's
Administrative Rules, Chapter 11-46, "Community Noise Control."

a. The contractor must obtain a noise permit if the
noise levels from the construction activities are
expected to exceed the allowable levels of the rules
as stated in Section 11-46-6(a).

b. Construction equipment and on-site vehicles requiring
an exhaust of gas or air must be equipped with
mufflers as stated in Section 11-46-6(b)(1)(A).

c. The contractor must comply with the requirements
pertaining to construction activities as specified in
the rules and the conditions issued with the permit
as stated in Section 11-46-7(d)(4).

Should there be any questions on this matter, please call
Mr. Jerry Haruno, Environmental Health Program Manager of the
Noise, Radiation and Indoor Air Quality Branch at 586-4701.

Polluted Runoff Control

Proper planning, design and use of erosion control measures and
management practices will substantially reduce the total volume
of runoff and limit the potential impact to the coastal waters
from polluted runoff. Please refer to the Hawaii's Coastal
Nonpoint Source Control Plan, pages III-117 to III-119 for
guidance on these management measures and practices for
specific project activities. To inquire about receiving a copy of this plan, please call the Coastal Zone Management Program in the Planning Office of the Department of Business and Economic Development and Tourism at 587-2877 on Oahu.

The following practices are suggested to minimize erosion during construction activities:

1. Conduct grubbing and grading activities during the low rainfall months (minimum erosion potential).

2. Clear only areas essential for construction and in phases.

3. Locate potential nonpoint pollutant sources away from steep slopes, water bodies, and critical areas.

4. Protect natural vegetation with fencing, tree armoring, and retaining walls or tree wells.

5. Cover or stabilize topsoil stockpiles.

6. Intercept runoff above disturbed slopes and convey it to a permanent channel or storm drain.

7. On long or steep slopes, construct benches, terraces, or ditches at regular intervals to intercept runoff.

8. Protect areas that provide important water quality benefits and/or are environmentally sensitive ecosystems.

9. Protect water bodies and natural drainage systems by establishing streamside buffers.

10. Minimize the amount of construction time spent in any stream bed.

11. Properly dispose of sediment and debris from construction activities.

12. Replant or cover bare areas as soon as grading or construction is completed. New plantings will require soil amendments, fertilizers and temporary irrigation to become established. Use high planting and/or seeding rates to ensure rapid stand establishment. Use seeding and mulch/mats. Sodding is an alternative.

The following practices are suggested to remove solids and associated pollutants in runoff during and after heavy rains and/or wind:
1. Sediment basins.
2. Sediment traps.
3. Fabric filter fences.
4. Straw bale barriers.
5. Vegetative filter strips.

Any questions regarding these matters should be directed to the Polluted Runoff Control Program in the Clean Water Branch at 586-4309.

Sincerely,

GARY GILL
Deputy Director for Environmental Health

c: CAB
   CWB
   NR&IAQS
   OEQC
   Warren S. Unamori Engineering, Inc.
1. Fugitive dust will be generated by construction activities as stated in Section 4.17.2 of the EIS. Appropriate dust control measures will be implemented, as described in Section 4.17.2 and your letter. The level of dust control will be most stringent near residential areas and less stringent in agricultural areas far from homes and commercial areas.

2. Thank you for this information. The project will comply with all requirements of the Clean Water Act.

3. Thank you for this information. A NPDES permit will be obtained prior to the construction of Kihel-Upcountry Maui Highway.

4. The project will not generate process wastewater. An Individual NPDES Permit will not be necessary.

5. Potential noise impacts during construction are described Section 4.17.3. Since construction would normally occur during daylight hours, and since most construction will occur in isolated areas away from noise sensitive land uses, extended noise disruptions are not anticipated. A noise permit would be obtained if needed.

6. Thank you for your suggestions. The project will minimize erosion during construction by implementing Best Management Practices as approved in the NPDES permit. The suggestions provided will be considered.

7. Thank you for your suggestions for controlling runoff pollution. The Department of Health will have an opportunity to review the specific BMPs proposed during your review of the NPDES permit application.
Federal Highway Administration  
Attn: Mr. Abraham Wong  
300 Ala Moana Boulevard  
P.O. Box 50206  
Honolulu, Hawaii 96850

Dear Mr. Wong:

Subject: Draft Environmental Impact Statement for the Kihei-Upcountry Maui Highway, Makawao, Maui, Hawaii.

We have reviewed the above referenced draft EIS and provide the following comments:

1) Although the draft reports the presence of axis deer in the study area (sec. 3.8.2) and anticipates "The highway would increase the number of road kills, however" (sec. 4.8.2) . . . there are no measures offered to mitigate these hazards in the draft EIS.

2) The proposed highway alignment goes through prime axis deer habitat and we anticipate an increase of deer/vehicle strikes. State highways will need to consider appropriate means to alert drivers of deer in the area and be responsible for the recovery and disposal of all injured or dead axis deer along the highway.

3) It is also recommended that State highways seek a preliminary legal opinion on the matter of liability concerning deer/vehicle incidents to prepare for litigation actions which will arise.
Thank you for allowing us to comment on this proposed project. We look forward to future participation and comments of the project. Please call our Maui Branch Office, Wildlife Section at (808) 984-8100, if you have questions.

Sincerely yours,

[Signature]

Michael G. Buck
Administrator

C: DOFAW, Maui District
   OEQC
   Warren S. Unemori Engineering, Inc.
MEMORANDUM

TO: Nelson L. Ayers, DOFAW Administration
FROM: John Cumming, Wildlife Biologist, Maui

A review of the Kihei Upcountry Maui Highway Draft EIS has generated the following concern.

Although the draft acknowledges the presence of Axis deer in the study area (sec. 3.8.2) and anticipates “The highway would increase the number of road kills, however” (sec. 4.8.2) no mention is made of measures to mitigate the hazard.

As all the proposed highway alternatives pass through prime Axis deer habitat there will be a dramatic increase in deer/vehicle strikes.

It is our recommendation that SDOT consider and implement all appropriate means to alert drivers of the potential of deer on the highway. SDOT must become responsible for the recovery and disposal of all injured or dead Axis deer along the highway.

It is also recommended that SDOT seek a preliminary legal opinion on the matter of liability concerning deer/vehicle incidents in preparation for defense against the inevitable claims which will arise.
Mr. Michael G. Buck
State of Hawaii
Department of Land and Natural Resources
Division of Forestry and Wildlife
1151 Punchbowl Street
Honolulu, HI 96813

1. Section 4.8.4 of the Final EIS includes mitigation measures to lower the chance of vehicle-deer collisions. The Department of Transportation is responsible for collecting and disposing of injured or dead animals on its highways.

2. Thank you for your suggestion. A preliminary legal opinion will be sought.
Mr. Kazu Hayashida, Director  
State Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft EIS for the Kihei-Upcountry Maui Highway

Thank you for the opportunity to review the subject document. We have the following comments:

1. Please evaluate whether traditional and customary gathering rights of native Hawaiians will be impacted by the project. For guidance, please refer to the attached Guidelines for Assessing Cultural Impacts prepared by the Environmental Council.

2. This project will increase the number of road kills. Please discuss and propose mitigation measures to minimize the number of roadkills.

3. To minimize visual impact, please ensure that final cut and fill slope faces will be made to blend with the surrounding landscape.

4. Please discuss the probability of encountering caves or lava tubes in the construction corridor. Please consult with the Hawaii Speleological Society on this matter.

5. Please describe mitigation measures to minimize the potential spread of alien organisms.

6. Please develop a program to increase the environmental awareness of all construction workers who will be working on this project.

7. Please evaluate all the mitigation measures described in the 1999 Final EIS for Saddle Road Improvement, Island of Hawaii and include the appropriate measures in this study.
Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Thank you.

Sincerely,

[Signature]
Genevieve Salmonson
Director

cc: FHWA
PBQD
GUIDELINES FOR ASSESSING CULTURAL IMPACTS
Adopted by the Environmental Council, State of Hawaii
November 19, 1997

I. INTRODUCTION

It is the policy of the State of Hawaii under Chapter 343, HRS, to alert decision makers, through the environmental assessment process, about significant environmental effects which may result from the implementation of certain actions. An environmental assessment of cultural impacts gathers information about cultural practices and cultural features that may be affected by actions subject to Chapter 343, and promotes responsible decision making. Articles IX and XII of the State Constitution, other state laws, and the courts of the state require government agencies to promote and preserve cultural beliefs, practices, and resources of native Hawaiians and other ethnic groups. Chapter 343 also requires environmental assessment of cultural resources, in determining the significance of a proposed project.

The Environmental Council encourages preparers of environmental assessments and environmental impact statements to analyze the impact of a proposed action on cultural practices and features associated with the project area. The Council provides the following methodology and content protocol as guidance for any assessment of a project that may significantly affect cultural resources.

II. CULTURAL IMPACT ASSESSMENT METHODOLOGY

Cultural impacts differ from other types of impacts assessed in environmental assessments or environmental impact statements. A cultural impact assessment includes information relating to the practices and beliefs of a particular cultural or ethnic group or groups.

Such information may be obtained through scoping, community meetings, ethnographic interviews and oral histories. Information provided by knowledgeable informants, including traditional cultural practitioners, can be applied to the analysis of cultural impacts in conjunction with information concerning cultural practices and features obtained through consultation and from documentary research.

In scoping the cultural portion of an environmental assessment, the geographical extent of the inquiry should, in most instances, be greater than the area over which the proposed action will take place. This is to ensure that cultural practices which may not occur within the boundaries of the project area, but which may nonetheless be affected, are included in the assessment. Thus, for example, a proposed action that may not physically alter gathering practices, but may affect access to gathering areas would be included in the assessment. An ahupua'a is usually the appropriate geographical unit to begin an assessment of cultural impacts of a proposed action, particularly if it includes all of the types of cultural practices associated with the project area. In some cases, cultural practices are likely to extend beyond the ahupua'a and the geographical extent of the study area should take into account those cultural practices.
Guidelines for Accessing Cultural Impacts
November 19, 1997
Page 2 of 4

The historical period studied in a cultural impact assessment should commence with the initial presence in the area of the particular group whose cultural practices and features are being assessed. The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religious and spiritual customs.

The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both man made and natural, including submerged cultural resources, which support such cultural practices and beliefs.

The Environmental Council recommends that preparers of assessments analyzing cultural impacts adopt the following protocol:

1. Identify and consult with individuals and organizations with expertise concerning the types of cultural resources, practices and beliefs found within the broad geographical area, e.g., district or ahupua'a;

2. Identify and consult with individuals and organizations with knowledge of the area potentially affected by the proposed action;

3. Receive information from or conduct ethnographic interviews and oral histories with persons having knowledge of the potentially affected area;

4. Conduct ethnographic, historical, anthropological, sociological, and other culturally related documentary research;

5. Identify and describe the cultural resources, practices and beliefs located within the potentially affected area; and

6. Assess the impact of the proposed action, alternatives to the proposed action, and mitigation measures, on the cultural resources, practices and beliefs identified.

Interviews and oral histories with knowledgeable individuals may be recorded, if consent is given, and field visits by preparers accompanied by informants are encouraged. Persons interviewed should be afforded an opportunity to review the record of the interview, and consent to publish the record should be obtained whenever possible. For example, the precise location of human burials are likely to be withheld from a cultural impact assessment, but it is important that the document identify the impact a project would have on the burials. At times an informant may provide information only on the condition that it remain in confidence. The wishes of the informant should be respected.
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S) IMMEDIATELY FOLLOWING
GUIDELINES FOR ASSESSING CULTURAL IMPACTS
Adopted by the Environmental Council, State of Hawaii
November 19, 1997

I. INTRODUCTION

It is the policy of the State of Hawaii under Chapter 343, HRS, to alert decision makers, through the environmental assessment process, about significant environmental effects which may result from the implementation of certain actions. An environmental assessment of cultural impacts gathers information about cultural practices and cultural features that may be affected by actions subject to Chapter 343, and promotes responsible decision making. Articles IX and XII of the State Constitution, other state laws, and the courts of the state require government agencies to promote and preserve cultural beliefs, practices, and resources of native Hawaiians and other ethnic groups. Chapter 343 also requires environmental assessment of cultural resources, in determining the significance of a proposed project.

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In scoping the cultural portion of an environmental assessment, the geographical extent of the inquiry should, in most instances, be greater than the area over which the proposed action will take place. This is to ensure that cultural practices which may not occur within the boundaries of the project area, but which may nonetheless be affected, are included in the assessment. Thus, for example, a proposed action that may not physically alter gathering practices, but may affect access to gathering areas would be included in the assessment. An ahupua'a is usually the appropriate geographical unit to begin an assessment of cultural impacts of a proposed action, particularly if it includes all of the types of cultural practices associated with the project area. In some cases, cultural practices are likely to extend beyond the ahupua'a and the geographical extent of the study area should take into account those cultural practices.
The historical period studied in a cultural impact assessment should commence with the initial presence in the area of the particular group whose cultural practices and features are being assessed. The types of cultural practices and beliefs subject to assessment may include subsistence, commercial, residential, agricultural, access-related, recreational, and religious and spiritual customs.

The types of cultural resources subject to assessment may include traditional cultural properties or other types of historic sites, both man made and natural, including submerged cultural resources, which support such cultural practices and beliefs.

The Environmental Council recommends that preparers of assessments analyzing cultural impacts adopt the following protocol:

1. Identify and consult with individuals and organizations with expertise concerning the types of cultural resources, practices and beliefs found within the broad geographical area, e.g., district or ahupua'a;

2. Identify and consult with individuals and organizations with knowledge of the area potentially affected by the proposed action;

3. Receive information from or conduct ethnographic interviews and oral histories with persons having knowledge of the potentially affected area;

4. Conduct ethnographic, historical, anthropological, sociological, and other culturally related documentary research;

5. Identify and describe the cultural resources, practices and beliefs located within the potentially affected area; and

6. Assess the impact of the proposed action, alternatives to the proposed action, and mitigation measures, on the cultural resources, practices and beliefs identified.

Interviews and oral histories with knowledgeable individuals may be recorded, if consent is given, and field visits by preparers accompanied by informants are encouraged. Persons interviewed should be afforded an opportunity to review the record of the interview, and consent to publish the record should be obtained whenever possible. For example, the precise location of human burials are likely to be withheld from a cultural impact assessment, but it is important that the document identify the impact a project would have on the burials. At times an informant may provide information only on the condition that it remain in confidence. The wishes of the informant should be respected.
Primary source materials reviewed and analyzed may include, as appropriate: Mahele, land court, census and tax records, including testimonies; vital statistics records; family histories and genealogies; previously published or recorded ethnographic interviews and oral histories; community studies, old maps and photographs; and other archival documents, including correspondence, newspaper or almanac articles, and visitor journals. Secondary source materials such as historical, sociological, and anthropological texts, manuscripts, and similar materials, published and unpublished, should also be consulted. Other materials which should be examined include prior land use proposals, decisions, and rulings which pertain to the study area.

III. CULTURAL IMPACT ASSESSMENT CONTENTS

In addition to the content requirements for environmental assessments and environmental impact statements, which are set out in HAR §§ 11-200-10 and 16 through 18, the portion of the assessment concerning cultural impacts should address, but not necessarily be limited to, the following matters:

1. A discussion of the methods applied and results of consultation with individuals and organizations identified by the preparer as being familiar with cultural practices and features associated with the project area, including any constraints or limitations which might have affected the quality of the information obtained.

2. A description of methods adopted by the preparer to identify, locate, and select the persons interviewed, including a discussion of the level of effort undertaken.

3. Ethnographic and oral history interview procedures, including the circumstances under which the interviews were conducted, and any constraints or limitations which might have affected the quality of the information obtained.

4. Biographical information concerning the individuals and organizations consulted, their particular expertise, and their historical and genealogical relationship to the project area, as well as information concerning the persons submitting information or interviewed, their particular knowledge and cultural expertise, if any, and their historical and genealogical relationship to the project area.

5. A discussion concerning historical and cultural source materials consulted, the institutions and repositories searched, and the level of effort undertaken. This discussion should include, if appropriate, the particular perspective of the authors, any opposing views, and any other relevant constraints, limitations or biases.
6. A discussion concerning the cultural resources, practices and beliefs identified, and, for resources and practices, their location within the broad geographical area in which the proposed action is located, as well as their direct or indirect significance or connection to the project site.

7. A discussion concerning the nature of the cultural practices and beliefs, and the significance of the cultural resources within the project area, affected directly or indirectly by the proposed project.

8. An explanation of confidential information that has been withheld from public disclosure in the assessment.

9. A discussion concerning any conflicting information in regard to identified cultural resources, practices and beliefs.

10. An analysis of the potential effect of any proposed physical alteration on cultural resources, practices or beliefs; the potential of the proposed action to isolate cultural resources, practices or beliefs from their setting; and the potential of the proposed action to introduce elements which may alter the setting in which cultural practices take place.

11. A bibliography of references, and attached records of interviews which were allowed to be disclosed.

The inclusion of this information will help make environmental assessments and environmental impact statements complete and meet the requirements of Chapter 343, HRS. If you have any questions, please call us at 586-4185.
Ms. Genevieve Salmonson, Director
State of Hawaii
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, HI 96813

1. The project will not affect traditional or customary gathering rights of native Hawaiians. Because of the uncertainty regarding the cultural impacts of the project, a cultural impacts study was prepared after the Draft EIS (see Appendix I). The results are summarized in Section 4.10.

2. Section 4.8.4 of the Final EIS includes measures to minimize the chance of vehicle-deer collisions.

3. Details of the slope faces will be developed in the next phase of project planning. However, the design intent is for the highway to blend in with the surrounding landscape as effectively as possible.

4. Caves were encountered in the vicinity of an early U2-A alignment during the archaeological reconnaissance survey. In addition, comments have been received on the existence of caves in the vicinity of the U2-A and U2-B alignments in Kulamalu. The archaeological inventory survey of the U1,K1 alignment, the preferred alternative, did not identify any caves along this alignment.

5. Measures to control the spread alien species are now described in Section 4.8 of the Final EIS.

6. Project specifications will include environmental protection measures. The contractor, who is responsible for the actions of its workers, will be required to follow the specifications. The workers will receive training on the project’s environmental protection measures.

7. Thank you for this suggestion. The mitigation measures of the Saddle Road Improvement project were reviewed and considered.
September 15, 1999

Mr. Abraham Wong  
Federal Highway Administration  
300 Ala Moana Boulevard  
P.O. Box 50206  
Honolulu, HI 96850

Re: Kihei-Upcountry Maui Highway  
Draft Environmental Impact Statement

Dear Mr. Wong,

Thank you for the opportunity to comment on the Kihei-Upcountry Maui Highway Draft Environmental Impact Statement (Draft EIS). The proposed project is being designed to satisfy the following six purposes and needs:

- improve roadway system linkage;  
- support economic development;  
- address existing intersection capacity deficiencies;  
- satisfy increased transportation demand;  
- promote the National interest as expressed through legislative directive; and  
- increase coastal evacuation capacity.

According to the Draft EIS, a total of eight (8) combinations of two (2) Kihei and four (4) Upcountry terminus options are being considered as alternatives. All of the alternative alignments, combined, could potentially destroy 15 prehistoric and post contact archaeological sites because they are within the alignments' 120 m (400 feet) archaeological analysis area.
Also, the U.S. Fish and Wildlife Service (Service) noted alternatives using the K2 segment pass within 1.5 km (1 mile) of Pu’u o Kali, one of the few remaining examples of dryland forest in the State, which may contain three federally endangered plants and rare plant species.

The service also reported that the alternatives that use the U2-A, B segment pass near a reservoir which may be used by migratory or endangered waterbirds.

In addition, the botanical field surveys conducted on January, February and September of 1997, identified three small clusters of the endangered Ko’olau‘ula that were found between the 210 m and 230 m of the U2-A, B segment pass.

As stated in the draft EIS, “Implementing the Kihei-Upcountry Maui Highway project would require an irreversible commitment of natural, physical, human, and fiscal; resources, as follows:

- archaeological resources would be damaged, destroyed or lost in constructing the project.”

It also mentions that the commitment of these resources would be appropriate because the benefits from the completed Kihei-Upcountry Maui Highway are anticipated to outweigh the commitment of the resources.

OHA is opposed to any potential damage to the prehistoric archaeological sites, natural resources, and endangered and rare plant species that the construction of the proposed highway will create.

According to OHA’s Master Plan, OHA is mandated, “To assist and encourage the conservation and culturally responsive management of historic and culturally significant Hawaiian sites and natural resources to prevent further destruction.”

Moreover, we suggest that you require the preparation of a cultural impact statement for the proposed project area. We further suggest that the cultural expert chosen to work on the statement be someone recognized within the Hawaiian community for his/her cultural expertise. The concerns of the community will not be addressed if the cultural impact statement contains information and analysis provided solely by a person whose knowledge of Hawaiian culture is limited to a study of archaeology or anthropology.
Finally, we request that OHA be a required consultant to the project, pursuant to Section 106 of the National Historic Preservation Act.

OHA anticipates the Final EIS for our review and further comment on the Preferred Alternative of the project.

If you have any questions, please call Mark A. Mararagan — Policy Analyst at 594-1945.

Sincerely,

Colin Kippen
Deputy Administrator

cc: Board of Trustees
    Office of Environmental Quality Control (OEQC)
    Maui CRS
    Mr. Warren S. Unemori

C. Sebastian Aoot
Hawaiian Rights Division Director
Mr. Colin Kippen  
Deputy Administrator  
Office of Hawaiian Affairs  
711 Kapiolani Blvd., Suite 500  
Honolulu, HI 96813

1. The U1,K1 alignment, the preferred alternative, will result in an "adverse effect" on three temporary habitation sites. A memorandum of agreement (MOA), pursuant to Section 106 of the National Historic Preservation Act, has been prepared, and will specify data recovery measures for these sites. The Office of Hawaiian Affairs was asked to participate in the MOA process. The project will not result in the damage, destruction, or loss of unique or valuable natural resources, or any threatened, endangered or rare species.

2. Because of the uncertainty regarding the cultural impacts of the project, a cultural impacts study was prepared after the Draft EIS (see Appendix I). The results are summarized in Section 4.10.

3. The Office of Hawaiian Affairs has been consulted in accordance with the Section 106 regulations throughout the planning phase of this project.
Mr. Abraham Wong  
Division Administrator  
Federal Highway Administration  
P. O. Box 50206  
300 Ala Moana Boulevard  
Honolulu, Hawaii 96850

Mr. Kazu Hayashida  
Director of Transportation  
State of Hawaii Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Gentlemen,

Draft Environmental Impact Assessment  
Kihei-Upcountry Maui Highway  
County of Maui, Hawaii

The referenced project proposes construction of a 2-lane limited access highway linking the Kihei-Makena area with Upcountry Maui. Project goals include: (1) to improve the roadway system linkages between the two areas and thus reduce distance, travel time and fuel consumption; (2) to stimulate economic development by providing greater accessibility between science and technology centers, between tourist accommodations and visitor attractions, and by funneling federal funds into the local economy through highway construction; (3) to address existing intersection capacity deficiencies by relieving traffic; (4) to satisfy a projected increased traffic demand; (5) to promote national interest as expressed through legislative directive by improving the connection between defense related activities in Kihei and Science City on Haleskala; and (6) to increase the coastal evacuation capacity by providing an alternate route out of Kihei in the event of an emergency. The Draft Environmental Impact Statement (DEIS) examines eight possible alignments, some of which will run through agricultural lands and/or affect traffic patterns at the termini and represent issues to be considered carefully. This review was prepared with the assistance of Linda Cox, Agricultural and Resource Economics; Richard Mayer, Geography and Economics, Maui Community College; and Sherri Hiraoka, Environmental Center.

An Equal Opportunity/Affirmative Action Institution
Mr. Abraham Wong  
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General Comments

In general, our reviewers found the Draft EIS to be fairly complete and systematic in its approach, although at times, the style seemed biased towards support of the project. Several specific issues were brought up that we believe deserve your further consideration.

Relationship of the Proposed Action to Governmental Plans, Policies and Controls

Hawaii State Plan. The DEIS states that "The No Build alternative would not support the goals and objectives of the Hawaii State Plan." (page 4-6) but there is no reference as to how the No Build alternative would violate the State Plan.

County of Maui General Plan. The DEIS fails to take into account the County of Maui General Plan 1990 (as amended by Ordinance No. 2234 on April 23, 1993) which states as transportation objective #3: "To develop...land use planning that is less dependent on the automobile as its primary mode of moving people." Policies offered to reach this objective include:
- "c. Direct economic development toward existing communities in order to minimize employee commuting and foster a healthy job/housing balance."
- "f. Support and expand programs to reduce automobile dependent employee commuting for hotel, commercial and industrial projects."
The project does not appear to comply with these policies and objectives.

Community Plans. Land use descriptions in the DEIS noted that unplanned development in the Upcountry area is not expected due to the lack of water resources (page 4-3). There are also no expectations for improvements in the near future to accommodate unplanned development due to high cost (page 4-4). The Maui County Board of Water Supply is required to follow community plans, which in this case designates very little additional growth. However, it is likely that the proposed highway will make development in the Upcountry area more attractive. This will inevitably increase pressure to modify the Community Plans to allow for such growth, and make the higher cost of water provisions in the area less of a deterrent. The Final EIS should acknowledge the long-term development stimulation, which is likely indirect impact of the proposed highway, and address the changes needed in the Plans as well as any mechanisms necessary for such changes.

Farmland

The Final EIS should provide specific information such as the total acreage of each alignment, as well as the amount of agricultural land that would be removed from production within the 162-foot minimum right of way (page 2-9) and at the intersections. Land Quality ratings should also be included for those lands used for sugar, pineapple, or vegetable crops. Also, disruptions to the daily activities of the farms that would be affected by each alternative should be discussed and specific mitigative measures suggested.

Socioeconomic

Public Facilities and Services. Alternate U-2A is in close proximity to King Kekaulike High School which could result in safety concerns through increased traffic in an area where many students walk to school. The Final EIS should consider this problem of school-related traffic and safety and offer mitigation measures.
Mr. Abraham Wong  
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Crime. There is community concern that the high crime rates of Kihei will spread to Upcountry due to the accessibility provided by the proposed highway. Differing crime rates are noted on page 3-24, but no mention of the possible effect on crime rates is made.

Infrastructure

Traffic Patterns. The DEIS discusses relief of traffic feeding into the proposed highway from various roads and highways including Dairy Road (page 4-24). It has been suggested that Dairy Road is not a common route taken by those traveling between Upcountry and Kihei, as Hansen Road is shorter and faster. Hansen Road will be realigned in the near future as indicated by the Kahului Airport Final EIS.

One of the purposes of the project is to promote the "national interest" by "providing an improved connection between defense-related activities at the Maui Research and Technology (R & T) Park in Kihei and Science City at the Haleakala summit." (page S-5) There is a lack of daily traffic volume figures specifically between the Maui R & T Park and the summit observatories to allow for evaluation of the need for these improvements.

The final EIS should discuss the impact on traffic that each of the intersections and turn-offs will have along the various alignments. Traffic lights, potential grade separations, acceleration and deceleration lanes, and other traffic control elements should also be considered.

The summary of the proposed action states posted speed limits in urban areas will be 70 km/h (45 mph) (page S-8). This was seen as unsafe in areas that pass near schools, parks and shopping centers. The use of the 45 mph speed also exaggerates the time that would be saved by implementation of the proposed highway.

Our reviewers considered the dismissal of the "enhanced widening" alternative during the tier 1 screening a poor decision. Enhanced widening was rejected as it "would not establish a roadway linkage between Kihei and the Upcountry area." (page 2-28) However it was noted that "establish a roadway linkage" was not one of the purposes of the project. It seems that enhanced widening would serve one of the purposes of the project: "improve roadway system linkage" (page S-3).

The additional dismissal of the Transportation Systems Management (TSM) alternative was seen as another poor decision. "Non-satisfaction with project goals" (page 2-28) was given as justification for elimination of TSM as an alternative, as it did not meet the goal of establishing a roadway linkage between Kihei and Upcountry Maui. However, the Federal Government requires that TSM be investigated as an alternative to a highway and not be eliminated in the screening because it is not a highway.

Our reviewers noted high accident statistics for the present two-lane, undivided Mokulele Highway and for Dairy Road (page 3-30) and they expressed concern over the similarity in design of the proposed highway with these roads. To avoid the dangers associated with an undivided highway, we suggest that the Final EIS evaluate a divided highway with one lane on each side of the divide with the provision for future additional lanes. Failure to consider a divided highway should lead to the inclusion of a comparison of the probable accident statistics
of an undivided highway with a divided highway in the "no build", enhanced widening alternative, and accident costs included in a cost-benefit analysis.

Our reviewers expressed concern over increased traffic hazards for areas near the alignment termini due to additional vehicles taking shortcuts to and from Haleakula Crater using Pulehuiki Road, Kimo Drive, Lower Kula Road, Holoopuni, Puhehu, and Omaopio roads. These streets are of concern as they are narrow, winding, and steep, and will be traversed after vehicles have already descended 22 miles down Crater Road when returning from Haleakula Crater. Of particular concern is Pulehuiki Road and/or Kimo Drive because of steep, sharp turns which provide little warning for oncoming traffic. The use of signs (page 4-32) is not likely to be an adequate mitigation measure of the U-3 terminus.

**Bicycle and Pedestrian Facilities** The DEIS suggests the possibility of bicycle tour companies modifying their routes to utilize the proposed highway (page 4-28). If this were to occur, the effect on road traffic to and from the highway may be affected, especially considering that the bicycle tours operate during school traffic. It is also the procedure of bicycle tours to use a wide van to trail the cyclists and thus protect them by blocking traffic, rather than use a bike lane as suggested by the DEIS. These issues should be addressed in the Final EIS.

**Noise** Noise levels at the U-2B alternative were not discussed (page 4-38). It was suggested that the U-2B alternative will increase noise levels near Kamamalu schools, a proposed park, a proposed shopping center, and a proposed elderly housing project. These noise levels are expected to be disruptive, since it is likely that tour buses will be making these trips between 3:30 AM and 5:00 AM to view the Haleakula sunrise. Application of air brakes on the return trip is also expected to increase noise levels.

**Ecosystems**

**Flora** The use of signs to warn against fires is not seen as a sufficient mitigation measure to the increased fire potential brought on by the project (page 4-47). Inaccessibility and lack of water resources could pose great risk to the area. This problem should be further addressed in the Final EIS.

**Cost-Benefit Analysis**

This section should have contained a cost-benefit analysis which included information on the methodology, assumptions, and data used, as well as a comparison of the alternatives to the "enhanced widening" (EWR) alternative. A trip analysis including the number, origin, and direction of trips being generated for all alternatives should also be included. Also, a discussion of the "short term losses and approaches for minimizing adverse impacts" would be useful in evaluating costs.

The DEIS references traffic only at the at the various highway termini without discussing the design of these intersections. The Final EIS should include an assessment of the total costs of the various alignments, including intersections, street lights, and traffic mitigation measures to validate the selection of the preferred alignment.
Several questions were raised as to the funding of the project:

25  (1) Will the State build or improve highways with its contribution should the "no build" scenario be adopted, and if so, which projects would be considered?
26  (2) Will the State or the Federal Government be responsible for any cost-overruns?
27  (3) Who will be responsible for the highway's maintenance?

Cumulative Impacts

A more comprehensive discussion of the cumulative impacts of the project should be included. The acreage, quality and effects of removing prime agricultural lands from productive use as well as for other potential projects should be included.

Summary and Recommendations

This DEIS provides valuable information towards making an informed selection of the most favorable alternative. However, the inadequacies that are outlined above indicate that a draft final EIS should be prepared once the preferred route is selected and the exact locations and right-of-ways are determined to correct the deficiencies noted.

Thank you for the opportunity to comment on this Draft EIS

Sincerely,  

John T. Harrison  
Environmental Coordinator

cc:  OEQC  
Linda Cox  
Richard Mayer  
Sherri Hiraoka
1. The State Plan includes objectives and policies that seek to enhance the public welfare and economic development by providing needed infrastructure, such as good transportation systems, while still protecting the natural and social environment. It is possible for the No Build alternative to not support these objectives, while not specifically violating them. The EIS does not state that the No Build alternative would violate the State Plan.

2. The three transportation objectives of the County of Maui General Plan are now described in Section 3.1.4.2a of the Final EIS. In general, the Department of Transportation supports the General Plan’s transportation objective to use land use planning to reduce dependence on the automobile although this specific project may not be consistent with this objective. However, the Department believes this objective is not intended to be a moratorium on new roadway construction. In addition, the proposed project is consistent with the other two objectives (see Section 4.1.4.2a of the Final EIS). Kihel-Upcountry Maui Highway could be used as a transit link between Kihel and Upcountry if one is established.

3. The amount and pace of residential development in Upcountry will continue to be controlled by water availability, not transportation infrastructure. The EIS acknowledges (see Section 4.1.1) that highway projects can catalyze urban development because they often remove an impediment to growth, access or insufficient transportation capacity. In this specific case, however, the urban growth potential of Upcountry is not limited by transportation factors, with or without the project. Despite the recent development of a well in Haiku, which is being partially used for the Kulamalu development, Upcountry will continue to rely on surface water resources that are highly vulnerable to drought conditions. Therefore, as stated in current planning documents, the County is unlikely to allow substantial urban development in Upcountry despite the existence of Kihel-Upcountry Maui Highway.
4. Section 2.1.2 contains information on the real estate requirements of each alternative. Section 4.2.1 of the Final EIS now includes information on the estimated acreage taken from active agricultural fields.

5. If the comment is referring to the Land Evaluation and Site Assessment scores, which are required under the Farmland Protection Policy Act, such scores are not disaggregated by type of crop. However, the Natural Resources Conservation Service considers the agricultural value of the land when they provide "total site assessment points", Part V of Form AD-1006. The completed Form AD-1006 for all alternative alignments is in Appendix C of the EIS.

6. Section 4.2.1 of the EIS includes discussion of potential interference with farming activities, and Section 4.2.4 contains measures to mitigate such impacts.

7. The U2-A terminus is not included in the preferred alternative. However, if a U2-A alternative had been identified as the preferred alternative, the Five Trees intersection would be modified to include crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

8. As described in Section 4.3.3 of the EIS, the Upcountry police officers could not speculate on whether the proposed highway would cause an increase in crime rates. Absent an opinion from the police, it is difficult to provide an objective analysis of this concern.

9. There are no plans to realign Hansen Road. The planned airport road would be a new road running parallel to Dairy Road with an interchange on Hana Highway.

10. The present traffic volumes between the Maui R&T Park and Science City are relatively small, but these volumes could increase as both facilities are developed. Nonetheless, there are other purposes and needs for the project beyond the legislative directive to provide improved mobility between defense-related activities at the Maui R&T Park and Science, as described in detail in Chapter 2.

11. Section 4.4.1.2 of the EIS provides a "level of service" analysis disclosing expected traffic conditions for each alternative.
12. The termini intersections will likely warrant traffic signals, and will include turning, acceleration and deceleration lanes. Several concepts for grade-separated intersections (i.e., interchanges) were considered for the U1 terminus, as described in Section 2.1.2 of the Final EIS. However, based on presently projected traffic volumes, the costs of these options are not justified considering their marginal benefits in relation to a signalized intersection, which costs substantially less.

13. The planned urban 70 km/h (45 mph) speed limit is normal for a limited access facility in urban areas. Most of the highway will have a speed limit of 90 km/h (55 mph). Therefore, the estimated time savings provided in the EIS is not an exaggeration. Adjustments to the speed limits may be made during the design phase if more detailed study shows that changes are warranted.

14. The Enhanced Widening of Existing Roadways (EWR) alternative was eliminated from further study because it would require construction over a 32 km (20 miles) distance, and was estimated to cost $78 million. This could not be justified when a highway directly linking Upcountry and Kihei would only be 15 to 18 km (9 to 11 miles) long, and would cost roughly the same, but would perform substantially better in addressing the system linkage and other purposes and needs.

15. The main purpose of the project is to establish a roadway link between Kihei and Upcountry Maui. Considering an alternative that would not address this purpose at an EIS-level of detail would not be an appropriate use of time and resources. The EIS process allows for the early screening of alternatives that do not satisfy the purposes of the project.

16. Kihei-Upcountry Maui Highway, in its initial two-lane undivided configuration, would be more similar to Haleakala or Hana Highway rather than Dairy Road or the present Mokulele Highway. (Mokulele Highway will be changed to a four-lane divided configuration, which will substantially reduce the number of incidents on this roadway.) The number of incidents on Haleakala and Hana Highways is not high considering their relatively high traffic volumes (see Section 3.4.1.2). Kihei-Upcountry Maui Highway will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards.
17. A U3 terminus is not included in the preferred alternative. Therefore, the inappropriate use (i.e., shortcuts to and from Haleakala Crater) of Pulehuiki Road, Kimo Drive, and Lower Kula Road will not occur. However, since the U1,K1 Alternative was identified as the preferred alternative, the EIS acknowledges that some motorists will use Holopuni, Pulehu and Omaopio Roads inappropriately as shortcuts because of the distance between Kula and the U1 terminus (see Section 4.4.1). Closing access between these roads and Kihei-Upcountry Maui Highway is not an option because of the burden this would place on farmers.

18. Kihei-Upcountry Maui Highway will have adequate shoulders for bicyclists. Bicycle tour operators will not be allowed to conduct their tours on Kihei-Upcountry Maui Highway in the manner described in the comment because it is unlikely that the van protecting the cyclists would be able to maintain the minimum speed required to use the highway.

19. A U2-B terminus is not included in the preferred alternative. Noise impacts, as defined by the Department of Transportation Noise Analysis and Abatement Policy (June 1997), were not predicted at the Kamehameha High School site under the U2-B alternative. Therefore, even if this alternative were to have been identified as the preferred alternative, noise mitigation would not have to be considered because of the absence of a noise impact.

20. In addition to signage warning motorists of fire hazards, the Department of Transportation will conduct regular maintenance to control weed growth along highway shoulders. While the Kihei-Upcountry Maui Highway will increase access to the area, such that the risk of man-made hazards may increase, the highway would simultaneously decrease the damage from fires because it would improve the accessibility of water and fire-fighting resources to the dry forest areas. The preferred alternative, the U1,K1 alignment, traverses agricultural fields, and therefore, has access to water.

21. Information about the methodology, assumptions and data used for the benefit-cost (BC) analysis is now provided in the appendix of the "Alternatives Analysis Report" (see Appendix E). As described in Section 2.2.1, all build alternatives that underwent the BC analysis were compared against the No Build alternative. For this analysis, it is not appropriate to compare the build alternatives with the "Enhanced Widening" (EWR) alternative, another build alternative. A build alternative is not an appropriate basis of
comparison for another build alternative in a BC analysis. The EWR alternative is estimated to cost $78 million.

22. The information requested was not used in BC analysis for the screening of early alternatives because the intention of the screening was to eliminate alternatives that would be extremely unlikely to be identified as the preferred alternative, and therefore, should not be evaluated in detail in the Draft EIS. For this BC analysis, only a very low BC ratio would fail to pass this criterion.

23. Chapter four of the EIS contains information on the "short term losses and approaches for minimizing adverse impacts."

24. Section 2.1.2 states that the highway’s termini intersections will be designed with adequate channelization (e.g., turning, deceleration, acceleration lanes) to handle projected traffic volumes. Detailed intersection designs will be prepared for each intersection during the design phase. The cost estimates of the alternatives include the elements listed above.

25. The State Department of Transportation will move ahead with other planned roadway projects on Maui, even if the No Build scenario were selected. For example, improvements to Haleakala and Mokulele Highways are already moving forward.

26. Financial responsibility for an overrun depends on the reason for the overrun. For some categories of overrun, the Department of Transportation and the Federal Highway Administration would share the burden.

27. The State Department of Transportation will be responsible for highway maintenance.

28. The level of detail in Section 4.15 of the EIS, Cumulative Impacts, is appropriate for this stage of decision-making. Additional detail would not change the conclusions of this section.

29. The commenter may be referring to a Supplemental Draft EIS, which would be appropriate if the alternatives or preferred alternative change substantially from those considered in the Draft EIS. A Supplemental Draft EIS may be warranted when a completely new alignment is considered. Since the preferred alternative (U1,K1) was considered in the Draft EIS, a Supplemental Draft EIS is not warranted. The additional information included in the Final
EIS addresses the comments sufficiently for decision-making purposes and this stage of project planning.
Mr. Abraham Wong  
Division Administrator  
Federal Highway Administration  
P. O. Box 50206  
300 Ala Moana Boulevard  
Honolulu, Hawaii 96850  

Dear Mr. Wong:  

RE: Kihel-Upcountry Maui Highway, County of Maui, Hawaii; Draft Environmental Impact Statement, July 1999; Department of Transportation, State of Hawaii and Federal Highway Administration, U.S. Department of Transportation  

I am taking this means to comment on the subject Draft Environmental Impact Statement and to clarify any discrepancies as to the position of the Maui County Administration on the planned Kihel-Upcountry Highway Project. Please consider the technical comments provided independently by other County agencies. However, insofar as a preferred alignment, the Maui County Administration recommends that the alignment for the proposed highway be the Hallimaile Road/Haleakula Highway Junction to Ka Ono Ulu Street alternative (also referred to as Alignment U1-K1).  

This recommendation is supported by policies in the adopted community plans for the regions of Makawao-Pukalani-Kula and Kihel-Makena. These community plans prescribe planning goals, objectives, policies and implementation considerations to guide decision-making in the regions through the year 2010. The community plans were adopted into law and are the official County policy guidelines for long-range planning actions.
The Makawao-Pukalani-Kula Community Plan (Ordinance No. 2510 effective on July 23, 1996) supports the Kihei-Upcountry Highway as follows:

"The proposed highway between Kihei and the Upcountry region is significant in terms of its land use and transportation impacts. The ‘no-build’ alternative is the preferred option, but it is recognized that the selection of an alignment must consider the growth inducing impacts to the region’s agriculture, rural character and open spaces. The need to maintain the unique Upcountry ambience is an essential parameter in analyzing alternative routing schemes. Recognizing that the evaluation of alternatives should weigh transportation costs and benefits as well as community and land use impacts it is recommended that, if built, the highway’s Upcountry terminus intersect Haleakala Highway in the vicinity of Halimalaile Road."

The Kihei-Makena Community Plan (Ordinance No. 2641 effective on March 6, 1998) supports the Upcountry transportation connection as follows:

"The need to provide a transportation link to the Upcountry area has been identified for some time. This would result in saving valuable commuter time between the primarily residential area of Upcountry and job centers within the Kihei region. Choosing the optimal route for this link will involve consideration of positive and negative impacts to both regions. The focus should be on improving transportation services for island residents; thus the route should minimize travel times for the maximum number of island residents."

In addition to consistency with policies in the County’s adopted community plans, the recommended Alignment U1 - K1 reduces impacts on private and public school facilities, meets preferred engineering criteria for slope, is less intrusive with respect to archaeological sites, and is at the lower end of the cost estimates in comparison with other alternative alignments.
In conclusion, this highway is needed to improve traffic conditions and will benefit the residents of the Upcountry and South Maui regions of Maui and the community at large. The proposed highway would also provide an improved connection between defense-related activities at the Maui Research and Technology Park in Kihei and Science City at the summit of Mt. Haleakala.

We appreciate the opportunity to comment on this important project and respectfully request your consideration of our recommended alignment. Please be assured that we are strongly committed to advancing this project forward.

Should you have any questions, please contact either myself or Mr. Calvin Nemoto, Senior Executive Assistant. Again, thank you for your support and assistance.

Sincerely yours,

JAMES "KIMO" APANA
Mayor, County of Maui

JA:JEM:jsq

c:  Grant Chun, Managing Director
    Calvin Nemoto, Senior Executive Assistant
    John E. Min, Planning Director
    Charles Jencks, Director, Department of Public Works and Waste Management
    Floyd Miyazono, Director, Department of Parks and Recreation
    Rosalyn Baker, Economic Development Coordinator
    Alice Lee, Director, Department of Housing and Human Concerns
    Patrick Nitta, Director, Department of Finance
    James Takayesu, Corporation Counsel
    Thomas Phillips, Chief of Police
    Clayton Ishikawa, Fire Chief
    David Craddick, Director, Department of Water Supply

p:letter/75
The Honorable James "Kimo" Apana
Mayor, County of Maui
200 South High Street
Wailuku, HI 96793-2155

1. Thank you for your comment. The U1,K1 alignment has been identified as the preferred alternative, in conformance with your input.
September 30, 1999

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
300 Ala Moana Boulevard
P.O. Box 50206
Honolulu, Hawaii 96850

RE: Kihei Upcountry Maui Highway
Draft Environmental Impact Statement Comments

Dear Mr. Wong:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement for the Kihei Upcountry Maui Highway. At this time we have no comment to offer regarding the overall intent of the Impact Statement.

However, contained in the DEIS are several minor inaccuracies or typographical errors. Chapter Three, Page 56, Paragraph 3.11 makes a statement about the Kihei Aquatic and Recreation Center. The County of Maui recently completed a Community Center and Aquatic Center at this location. A Recreation Center was not included in this development. Page 54, Chapter Four, Paragraph 4.11, also makes a statement about the new Kihei Aquatic and Recreation Center. On Page Three of Chapter Seven, the Mayor of Maui County is listed as James Akana. It should read James Apaana.

Thank you for your attention to these matters. Should you have any questions or need of further comment, please call me, or Patrick Matsui, Chief of Parks Planning and Development at 808-270-7387.

Sincerely,

Floyd S. Miyazono
Director

FSM:PTM.rh

c: Patrick Matsui, Chief of Parks Planning & Development
Warren S. Umemori Engineering
Office of Environmental Quality Control
Mr. Floyd S. Miyazono, Director
Department of Parks and Recreation
County of Maui
1580-C Kaahumanu Ave.
Wailuku, HI 96793

1. Thank you for this information. Sections 3.11 and 4.11 have been corrected.

2. The error has been corrected in the Final EIS.
Mr. Abraham Wong  
Division Administrator  
Federal Highway Administration  
300 Ala Moana Boulevard  
P. O. Box 50206  
Honolulu, Hawaii 96850

Dear Mr. Wong:

SUBJECT: Kihel-Upcountry Maui Highway

We have received your Draft Environmental Impact Statement (DEIS) for the above referenced subject.

Thank you for giving us the opportunity to review the Draft EIS. Enclosed is our comments.

Very truly yours,

[Signature]

Assistant Chief Robert Tam Ho  
for: THOMAS M. PHILLIPS  
Chief of Police

Enclosure

xc: John Min, Planning Department  
Office of Environmental Quality Control  
Mr. Warren S. Unemori
TO: THOMAS PHILLIPS, CHIEF OF POLICE, COUNTY OF MAUI
VIA: CHANNELS
FROM: BRADNEY HICKLE, POLICE OFFICER III, KIHEI CPO'S
SUBJECT: KIHEI/UPCOUNTRY HIGHWAY DRAFT

Sirs, the following is my recommendations and comments regarding the proposed Kihei/Upcountry Highways.

One point of interest on the draft that I would like to address is item S.2.6 Coastal Evacuation Capacity, page S-6.

The Draft for the Environmental Impact Statement points out the Kihei-Makena urban areas are vulnerable to coastal hazards such as tsunami and tropical storms. It further states, the only routes out of these areas are North Kihei Road and Mokulele Highway. This statement is not entirely true. First of all it doesn't even mention the Wailea area which includes the Maui Meadows community. In the event of a tsunami or tropical storm we have observed in the past North Kihei Road being closed due to debris and the ocean washing out the roadway. In reality this leaves us with only one evacuation route, Mokulele Highway for the entire Kihei/Makena/Wailea areas.

We have also observed in the past unnatural disasters such as fire and fatal motor vehicle accidents which have closed Piiilani Highway at various locations for hours causing the South Kihei/Makena and Wailea traffic to be rerouted to South Kihei Road. These areas will already be congested in the event of a natural or unnatural disaster. We have observed that traffic during these incidents have slowed to a crawl thus endangering many lives in the Southern most areas of Kihei as well as Wailea and Makena.

With this in mind, I would suggest that Wailea Iki Drive be extended to meet the Upcountry highway rather than Ke Alii Alanui road which already has it's share of traffic problems due to Kamalii Elementary School and Kamaikamui road. In the event of a disaster, parents will undoubtedly be rushing to the school to pick up their children which will add chaos to traffic flowing to this area. On the other hand, if Wailea Iki Drive (which is an existing four lane roadway) were to be extended up and around the east side of Maui Meadows. The Wailea, Makena and Maui Meadows residents as well as the hotel workers and island guests would have a clear route of evacuation to the Upcountry area without adding to existing or future problems involving traffic flow on South Kihei Road and Piiilani Highway.

Respectfully Submitted,
Brad Hickle
09/13/99 1230 hours
1. Thank you for this information on the inadequacy of North Kihei Road as an evacuation route. There was no intention to ignore the evacuation needs of Wailea. When the EIS states "Kihei-Makena", it includes Wailea. The comment reinforces the need for South Maui to have increased evacuation capacity.

2. Thank you for this information. Depending on the location of the traffic incident or fire, Kihei-Upcountry Maui Highway would help mitigate the resulting traffic delays.

3. A Kihei terminus at Wailea Iki Drive was not considered. The suggested alternative is similar to Alternative 7 (see Section 2.2), which was eliminated because it had a poor benefit-cost ratio. Like Alternative 7, the suggested alternative's Kihei terminus would be located too far south to serve enough motorists to justify the cost of the highway under normal situations.
Aloha,

Subject: Kihei-Upcountry Maui Highway

Thank you for your comments on the Draft Environmental Impact Statement (EIS) for the proposed Kihei-Upcountry Maui Highway project. We appreciate your time and effort in providing these comments. We entered the planning process for this project in an open fashion and the amount of civic involvement has been truly overwhelming.

We have identified the U1, K1 alignment as the preferred alternative. The Upcountry terminus of this alignment would be at the intersection of Haleakala Highway/Halimaile Road, and the Kihei terminus would be at the intersection of Piilani Highway/Kaonoulu Street. This decision was reached after full consideration of the project’s transportation benefits (e.g., travel time savings, travel markets served), prior community planning processes, environmental and social impacts, construction cost, and the hundreds of comments generated through an extensive public review process.

The next step in the project development process is to begin the design phase. Several aspects of the U1, K1 alternative will receive more attention in the next phase of project planning, including mitigation to lessen the impact on agricultural areas, and other particulars, such as details on future intersections.

This letter transmits our responses to your comments on the Draft EIS whether they were provided in letters, pre-printed comment forms and/or oral comments at one or more of the project’s three public hearings. Copies of your written statements are attached, and specific comments numbered. Responses to these comments are numbered to match the comment. If oral comments were provided, your comments were paraphrased for brevity. These comments are immediately followed by responses.
We will distribute the Final EIS for the project upon approval by the Federal Highway Administration. Copies of all Draft EIS comments will be part of the Final EIS, including transcripts of the oral comments provided at the public hearings. We will send you a CD-ROM copy of the Final EIS. If you prefer a hard copy of the Final EIS, please fill out the enclosed card and mail to:

Highways Planning Branch
Advance Planning Section
869 Punchbowl Street, Room 301
Honolulu, Hawaii 96813

Attention: Wayne Kawahara

Again, thank you for participating in our environmental review process. If you have any questions, please contact Wayne Kawahara of our Highways Planning Branch, Advance Planning Section at (808) 587-6357 or, you can contact him using Maui’s toll-free voice access number 984-2400, extension 76357.

Very truly yours,

BRIAN K. MINNAI
Director of Transportation

Enclosure
September 20, 1999

Maui Pineapple Company, Ltd.
Haliimaile Division

Testimony for
Kihei-Upcountry Maui Highway Project No. HDPS-9203(1) Hearing
Kihei Community Complex and Aquatics Center - September 29
Mayor Hannibal Tavares Community Center - September 30
by L. Douglas MacCluer

Mr. Kazu Hayashida
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Hayashida:

This is my written testimony regarding the Kihei-Upcountry Maui Highway Project. Since the original environmental impact statement was presented to the public, the new Kamehameha School has opened in the Upcountry area across the street from King Kekaulike High School. The King Kekaulike High School now has the twelfth grade added, which means that we have two schools that are growing and creating traffic problems in the Five-Tree area. When school starts in the morning, particularly on rainy days, traffic is terrible in the area proposed for U2-A and U2-B. These two proposed highway alignments will destroy much prime ag land, will create additional traffic problems, and provide few additional improvements over the U1 alignment. They should be discarded.

The alternative U1 terminates at Hallimaile Road. This gives us the opportunity to add a stop signal at this very dangerous intersection, and take traffic from Hallimaile Road and Upcountry to Kihei. Currently, it is almost impossible to make a left turn from Hallimaile Road in the morning. A&S is planning a subdivision in Hallimaile that will add to the traffic considerably. It is my opinion that the Kihei-Upcountry Highway should terminate at Hallimaile Road rather than at Five-Tree junction.

We appreciate your consideration.

Sincerely,

L. Douglas MacCluer
Plantation Manager

970 Hallimaile Road • Haliimaile, Maui, Hawaii 96768-9768 • Telephone (808) 572-7211 • Fax (808) 572-9229
1. A U2-A or U2-B termini is not included in the preferred alternative. Nevertheless, the traffic volumes projected in the vicinity of the U2-A or U2-B termini were not anticipated to cause problems at the high school (see Section 4.4.1). Although these alternatives would have bisected two pineapple fields, in terms of total acreage take of active agricultural fields, they would have had less impact than the U1 alternatives.

2. The U1,K1 alignment was identified as the preferred alternative. Its Upcountry terminus at the Haleakala Highway / Hallimaile Road intersection will be signalized and include turning, acceleration, and deceleration lanes, which will enhance the safety of this intersection. The preferred alternative will enhance mobility for future residents of the A&B subdivision in Hallimaile.
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S) IMMEDIATELY FOLLOWING
1. A U2-A or U2-B termini is not included in the preferred alternative. Nevertheless, the traffic volumes projected in the vicinity of the U2-A or U2-B termini were not anticipated to cause problems at the high school (see Section 4.4.1). Although these alternatives would have bisected two pineapple fields, in terms of total acreage take of active agricultural fields, they would have had less impact than the U1 alternatives.

2. The U1,K1 alignment was identified as the preferred alternative. Its Upcountry terminus at the Haleakala Highway / Hallimaile Road intersection will be signalized and include turning, acceleration, and deceleration lanes, which will enhance the safety of this intersection. The preferred alternative will enhance mobility for future residents of the A&B subdivision in Hallimaile.
To: Kazu Hayashida  
Director of Transportation  
8068 Punchbowl Street  
Honolulu, HI 96813

From: Mrs. Margaret King  
RR2 Box 88-A  
Kula, HI 96790

Re: Kihei-Uplcountry Road

NO Do not build a new inadequate road anywhere on Maui.

SAY NO to Federal Government for Promises of Funding

1. DO Enlarge the major roads already in existence between Kihei, Kula, and Up-Country. Presently, all are unsafe!

Do Train highway construction workers into positions which are really needed to keep them employed in lieu of new un-needed construction.

Sincerely,

Margaret King

[Signature]

[Date: Sept. 22, 1999]

[Address: 8068 Punchbowl Street, Honolulu, HI 96813]
Mrs. Margaret King Lemen
RR2 Box 83-A
Kula, Hi 96790

1. The Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway and Piilani Highway regardless of whether Kihei-Upcountry Maui Highway is constructed. However, none of these widening projects addresses the purposes and needs of Kihei-Upcountry Maui Highway.
TESTIMONY

KAHU(REVEREND) CHARLES KAULUWEHI MAXWELL SR.
157 ALEA PLACE PUKALANI, MAUI, HAWAII
(808) 572-8038 Fax (808) 572 0602 e-mail kale@maui.net

Aloha members of this committee,

My name is Kahu Charles Kauluwehi Maxwell Sr., a 37-year resident of Pukalani. I was born in Lahaina and raised in Kula. Was a past member of the Upcountry Community Advisory Committee and had addressed this issue of the placement for the upcountry road terminus.

My first preference was a highway that came up from Kihei that would enhance the drive to Upcountry and not “interrupt” the natural “vista” of the view plain that is enjoyed by motorist today. The road route should meander close by the Hawaiian Homes Project and terminate somewhere in close proximity to the Rice Park. The logic in using this route would be the fact that one would only have a hundred yards to excess the Kekaulike Highway. In doing so, the most direct route to Haleakala Crater would be achieved which is the actual intent of building the highway in the first place.

In our deliberations, the residents of Kekaulike Highway registered strong opposition to this recommendation because of the increase of traffic in their community.

The C.A.C. then came up with other suggestions on other routes for the upcountry terminus. Our first choice was "no build" and suggested that instead of building a new highway, Mokulele and Henson Road should be upgraded to improve traffic flow to Haleakala. After much deliberation, the Hali‘imaile terminus was chosen.

After meeting several times with your committee, it is my understanding that “other upcountry terminus” has been selected.

First of all I would like to take issue with the archeological study that was submitted by the Cultural Survey Hawaii, on these additional
routes. It really lacked spiritual and cultural information on very important burial caves, (sealed) and other archeological features that are contained in this area, which is rich in Pre-contact history and had they contacted the right people, the information would have been made available to them. I and others with intimate knowledge of information of this area were not contacted on the drafting of this report by anyone from Cultural Surveys Hawaii.

ARCHEOLOGICAL INFORMATION ON THE UPCOUNTRY ROAD TURMINUS

Before commenting on this very important aspect, I would like the committee to note the fact that the information that I am providing here will not be “exact site specific “ but will have to be treated in somewhat a “general” description. There are people out there that are looking for burial sites to actually “steal its contents”. Our records in the Maui/Lanai Burial Council have many incidents dealing with this type of desecration. These “grave robbers” are selling the artifacts and using our Iwi (bones) in their “crystal & Satanic New wave” rituals.

According to the late Dr, Kenneth Emory, this area of A'apueo, was most likely a place where the annual Makahiki were held. The time period would be the pre-contact (prior to 1778, Cook’s arrival).

Having being raised in Pulehu (Kula area), the gulches in the, Oma’opio and A’apueo and its surrounding areas were our playground. The gulches in these areas were well known to contain many burial caves and numerous petroglyphs. We were always taught to respect what we saw and not to touch anything.

I would like to focus on the gulches in question that is the target of the proposed routes to be used as Upcountry terminus.

Both Kauaupulani and Kaliiainui Gulches contain sealed burial caves, which are not even mentioned in the archaeological reports. I personally have information of 6 sealed burial caves in these gulches that are actually hidden by brush and rubble that have “gathered”, affectivity hiding the entrances. The least problem I have is where the proposed highway crosses over the first gulch into Kula Maulu as it relates to the location of the Burial caves on the bottom of the gulch.
The highway route can be “placed” in an area that would not impact the burial caves.

The biggest problem I have is where the proposed route “splits” from U-2-B and turns into U2-A which ends at the “5 “trees terminus. First of all when U2-A splits and enters Kalialimui Gulch, there are burial caves that are sealed and hidden. The proposed route then “passes” above the Heiau and that is a cultural and spiritual insult to have a highway impacting a sight such as this.

About 20 years ago, I was informed by Mrs. Lamadora (Kalani), who’s family owned most of the property in the area, told me about the Heiau and burials within the area. She stated that her father informed her of the Heiau, which is in the back of her home. The people who lived in the area and passed by it respected the Heiau. When the Malama Group bought the property from the Phillips family, they were told that the “Heiau” was built by his grand father who “cleared” the area for farming. This fact was proved to be untrue when Mr. Joe Kennedy did an archeological survey and found that it was a bonefide Hawaiian Heiau and gave it a historical sight number, (State 50-50-10-2701).

In 1996 I was hired by Natalie Kiem, Vice-President of Malama Group to do further research work on the Heiau in question and see if a name could be ascertained for the Heiau. The name of was found and according to documentation in the early 20’s and 30’s, it belonged to this site.

In 1997, I took Kahu David Kaalakea to the Heiau and after walking around the structure, his first comments were “Luakini”. Meaning that it was a sacrificial Heiau. He noted that the 3 “pits” were used for offerings. It should be noted here that from all the types of Heiau that were constructed by our ancestors, the Luakini had the highest significance and stature among our ancestors.

Another incident that occurred in this area was the discovery of the only two wooden Ki’i (images) that were found in one of the gulches. The Ki’i are presently in special hermetically sealed display cases in the Bishop Museum.
The person who found the images had "donated" the images to the Bishop Museum on a "perpetual Loan" and when he passes away, they will know the cave that he obtain the images from. In relating his story on how he describes the finding of the images, it is very possible that it came from the area or corridors that we are talking about here.

The images that were found had its "private parts" intact, indicating that it had been carved before the missionaries arrived in Hawaii. It is very possible that it was hidden in the caves in the early 1800's when the ancient gods were defied and images were burnt. It appeared that the one of the images represented the pig god "Kamapua'a".

On page 3-54 of the CSH report, it mentions the fact that the site was surveyed and it is "no longer considered significant as a historic property". This is a perfect example of researchers who lack cultural sensitivity and spiritual awareness, and degrade the importance of a site which contain vast knowledge of the people that lived here a thousand years ago.

Having the full knowledge of the cultural importance this area contains; it would be a cultural insult to place a road or any structure close to this Heiau. It would be highly prized for preservation and restoration giving it's history. Hui Ali Pohalu Inc., the Cultural Center located at Kula Malu has asked The Malama Group to acquire this Heiau for future restoration.

The burials, petroglyphs and other archaeological features in the surrounding area makes this Heiau a highly valuable pre-history site to our people, as an important link to our past. Should this committee chose this route that will encroach on the sanctity of the Heiau, be prepared for "MAUI'S H-3 HIGHWAY" protest. The route of U3 is also "studded" with numerous archaeological sites that are unregistered and have not been identified thus far. Based on known information and the fact that the "choice route" would be either U-2 A, U-2 B or U3. I would strongly recommend that U2 B be chosen because it would be the least encroachment on the existing sites in this entire area. The intersecting of the bridge or "crossing over the gulch" could be monitored by myself and personal that I work with who could consult with the engineers at the time the finale route is chosen. It is most important that special care be taken in an area such as this, which
contain special features that cannot be found on any other district on Maui. This area is called A’apueo, which is the name of a female goddess, an Aumakua (personal god), who still leaves and resides in this area. When we first went onto Hui Ai Pohaku (Hawaiian Cultural Center) located on Kula Malu, this owl appeared on the property in the early morning hours. For us as Kanaka Maoli, this is called Hoailono (the sign) and substantiates the fact our Kupuna (ancestors) exist on this land. No scientific method has been invented to document spiritual relevance of an area and that is what is lacking in the Cultural Survey Hawaii report.
1. Thank you for informing us about the burial caves in Kaluapulani and Kalailinui Gulches in the vicinity of the U2-A and U2-B alignments. Neither a U2-A nor U2-B alternative was identified as the preferred alternative. Therefore, the burial caves you mention will not be affected by the project.

2. Thank you for sharing your knowledge about the heiau and burials in the vicinity of the Five Trees Intersection, and communicating your concern about how the U2-A alignment would adversely affect this very important archaeological and cultural resource. The U2-A alternative was not identified as the preferred alternative. Therefore, the heiau and burials in the vicinity of Five Trees will not be affected by the project.
Mr. Kazu Hayashida, Director
State of Hawaii Department of Transportation
869 Punch Bowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida,

Re: Kihei to UpCountry Maui Highway - Pukalani Community Association

I would like to begin by thanking you and your staff, including the Maui office, for making available to the public all the information concerning this Highway. At the last Pukalani Community Association meeting held at Pukalani Elementary School, Mr. Sariot was our guest speaker and gave us many insights as to what we might expect at each of the terminuses including topography, cost, anticipated problems, availability of traffic controls, some state and federal criteria concerning the steepness of grade for each of the terminuses, also commenting on the history and impacts of construction of some of the terminuses and other projects past and upcoming (i.e., the demise Ulupalakua Road to Makena, the demise of the first attempted 4th lane of Haleakula Highway, the resurrection of the 4th lane of Haleakula Highway and it's traffic control lights at Haliimaile, the intersections of this highway on Pulehu Road and Omapio Road, etc.). I think he did well, but there were many stumbling blocks or questions unanswered and that all seemed to be related to the absence of the Planning and Design people of this project, he said many times at this meeting, "I can't comment on that because planning takes care of that..."

Many comments by PCA members and guests that night seemed to center around the Planning and Design facets of this project. A guest at our meeting asked, "why aren’t any of these terminuses designed to have overpasses or underpasses?" A member in the audience responded with, "look at what happened to the Pukalani Bypass and Makawao Ave. Intersection" - that not until after 50 somewhat accidents including a fatality and amputation did the state finally put in traffic lights the public requested at the planning stages of that project. There are many concerns Mr. Hayashida we need your help.

There is another concern Mr. Hayashida, the planned DOT Hearing at the Mayor Hannibal Tavares Community Center in Pukalani is scheduled to be held on September 30th, this also the same date as the Maui County Fair and Grand Opening Parade. This was also the matter of much talk and comment at our meeting. Mr. Sariot did announce that this would be on the agenda at a meeting held in Honolulu, that the Department would probably not be able to cancel this September 30th meeting, but would schedule another Hearing and move up the October 14th deadline for final testimonies to the Final EIS, by at least a few weeks. Many of our families and children who belong to organizations will either be marching in the parade or manning the fundraising booths. For example, Boy Scouts, 4-H groups, Kekaulike High School Band and Boosters, Sports Leagues, Womens Groups and many more. This would greatly improve the quality of information afforded to the residents of Pukalani, members of the Pukalani Community Association, and members of the Kula 200 Association (also part of Pukalani).
We predict a low attendance at this September 30th meeting. If the goals of these hearings are to inform the public, and to take testimonies from those who attend, then it is in the best interests for all those concerned that the Pukalani Community Association requests another hearing to take additional testimonies and move the October 14th deadline for final testimonies for the final EIS.

The Pukalani Community Association requests a additional DOT Hearing and a rescheduling of the Final EIS October 14th deadline for testimony.

Your immediate attention is greatly appreciated.

Sincerely,

\[Signature\]

Aric Nakashima, President
Pukalani Community Association
151 Auli Drive
Pukalani, Maui Hi. 96768

ph. (808)572-1674
1. Several concepts for grade-separated intersections (i.e., interchanges) were considered for the U1 terminus, as described in Section 2.1.2 of the Final EIS. However, based on presently projected traffic volumes, the costs of these options are not justified considering their marginal benefits in relation to a signalized intersection, which costs substantially less. The U1 intersection will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards.

2. A third public hearing was held on October 13, 1999 because of community concern regarding the second public hearing's conflict with the County fair.
Mr. Aric Nakashima  
Pukalani Community Association, President  
151 Auli Dr.  
Pukalani, HI 96768  

**Comment:** Asks that the Department of Transportation address safety concerns regarding the intersection of Haleakala Highway and Pukalani Bypass in lower Pukalani.  

**Response:** When Haleakala Highway is widened to four lanes, the Department will determine whether this intersection warrants a traffic signal.  

**Comment:** Concerned about traffic impacts in Pukalani due to motorists accessing a U2-A or U2-B alignment through this neighborhood. Concerned that traffic accessing the highway would interfere with community cohesion.  

**Response:** The U2-A or U2-B alternatives would not provide a direct connection between Kheki-Upcountry Maui Highway and Pukalani. Access to the highway would be from Haleakala or Kula Highways.  

**Comment:** Concerned about the statement in Table S-1 of the EIS, "Implementation of community plans would affect existing communities by increasing population and traffic and have environmental impacts, such as agricultural encroachment," which the commentor believes to be an impact under the build alternatives.  

**Response:** This potential impact is listed under the No Build alternative.  

**Comment:** Requests grade-separated intersection to relieve traffic in Maui generally.  

**Response:** Please see response to Comment #1 of your letter.  

**Comment:** Will the intersection of Haleakala Highway and Hallimaile Road be signalized?  

**Response:** The decision to place traffic signals at the terminus intersections will be made during the design phase, and would be based on traffic signal warrants specified in the [Manual on Uniform Traffic Control Devices](https://example.com). For the U1,K1 Alternative, which was selected as the preferred alternative, both termini intersections will likely warrant traffic signals.
Comment: Concerned about safety at the lower intersection of the existing old Haleakala Highway and Pukalani Bypass, between U1 and U2-A.

Response: When Haleakala Highway is widened to four lanes, DOT will determine whether this intersection warrants a traffic signal.

Comment: Concerned about neighborhood safety if an access road is connected between Pukalani Terrace and the U2-A or U2-B alternative.

Response: If a U2-A or U2-B alternative were identified as the preferred alternative, there would have been no direct connection between Pukalani and the new highway on Liholani or any other street. Access onto the highway from Pukalani would be via Haleakala Highway, and Kula Highway under the U2-B alternatives. Private developers cannot connect to a State highway without permission, and Kihei-Upcountry Maui Highway is envisioned as a limited access roadway.
September 29, 1999

Director of Transportation
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Re: Kihei-Upcountry Connector Highway

My family and I have lived in Makawao and Kula for 15 years. We feel very strongly that in considering the proposed highway the Department should honor and conform to the Kula, Makawao & Pukalani Community Plan ("Plan"), which was carefully wrought by the community, public boards and the County of Maui over many months of careful deliberation. The Plan is the law of Maui County and best reflects the wishes of its citizens. In other words, please improve existing roads, and if the connector must be built, terminate it at the Hall'imaile Road intersection (U-1).

A few vital considerations are:

A.) Safety of Maui People.

1. Choice of the Five Trees (U2-A) and Kulamalu (U2-B) termini would unnecessarily funnel much additional traffic from Olinda, Makawao, Haiku and Hall'imaile through the already overburdened Makawao Avenue and Five Trees Intersections, and past King Keaaulike High School where 1400 kids walk and drive to school. Children will eventually get killed by an impatient driver. Hall'imaile will not create a safety problem.

2. We already have too many steep roads which promote excessive speed and accidents; take notice of the number of speed control humps which are installed upcountry. The Five Trees and Kulamalu termini will require slopes much greater than federal or state safety limits of 7% to 8% grade. Serious accidents will result if this hazardous condition is created. The Hall'imaile terminus, by contrast, will have a safe 4.5% slope.
Convenience.

1. The best point-to-point commuting link for the community will be Hali‘imaile intersection because Pauwela, Haiku, Hali‘imaile and Makawao residents can use three major streets – Makawao Avenue, Makani Road and Hali‘imaile Road – to access Haleakala Highway and the new connector highway. With the Hali‘imaile intersection improvements, all will be safe, convenient and direct routes. By contrast, the Five Trees and Kulamalu termini will force Pauwela, Haiku, Hali‘imaile and Makawao residents to drive mauka to ultimately arrive makai. It will also force these people to drive needlessly through three to four crowded intersections at Hali‘imaile, Makawao Avenue, Five Trees and Kulamalu to access the connector road.

2. Many Upcountry residents drop and pickup children, shop and get their daily household services from upcountry schools, merchants, doctors and commercial businesses. Much of the resulting traffic uses Lower Kula Highway and the Five Trees intersection. The Kulamalu and Five Trees termini will focus and funnel traffic through these already crowded intersections and 20-mph zones. This will needlessly create additional traffic jams and delays and will negatively impact the quality of life for upcountry residents.

B.) Cost.

1. Please consider the cost in human suffering, and personal and property damage to people of creating the unsafe conditions (see A1 and A2 above) of the Five Trees and Kulamalu alternatives. Remember when, as a cost saving measure, traffic lights were not installed on the bypass highway at Makawao Avenue. Nine major accidents happened in four months. The lights were only then installed. The analysis of costs of the alternative must include estimating the costs of accidents.

2. Also, should the Department choose the Five Trees or Kulamalu termini, legal challenges will likely be forthcoming because of the violation of the Community Plan and because of payoffs and commissions paid to state officials by Sports Shinko and/or Everett Dowling, and because of the State of Hawaii’s liability for creating unsafe conditions (See A-1 and A-2 above). These costs should be taken into account.
In summary, the Plan which represents the carefully considered wishes of the community should be honored, and if the connector is built, it should terminate at Hall‘imaile Road.

Thank you for your consideration.

Sincerely,

[Signature]
Paul J. Meyer

PJMcIt
<Keith County road it>
1. The recommendations contained in the Makawao-Pukalani-Kula Community Plan were heavily weighted in identifying the preferred alternative, U1,K1. However, other factors beyond conformance with the Community Plan were also considered, such as cost, environmental impacts, and transportation benefits.

2. The Upcountry terminus of the preferred alternative will be at the Haleakala Highway / Hallimaile Road intersection. Had a U2-A or U2-B terminus been identified as part of the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would have included crosswalks and sidewalks to the high school (see Section 4.4.4 of the Final EIS). Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

3. Only the U2-B alternatives would have exceeded the grade standards for a limited access highway. All of the other alternatives would have met accepted design standards.

4. As described in Section 4.4.1 of the EIS, and as you note in your letter, the U2-A and U2-B alternatives would cause the contra-flow of peak directional traffic in Upcountry. For example, Pauwela, Haiku, Hallimaile and Makawao residents would drive mauka to access either the U2-A or U2-B terminus. This traffic pattern change is in fact viewed as beneficial, not detrimental. Since commuter traffic tends to peak during certain times of the day (i.e., early morning and late afternoon), arterial roadways tend to be over-utilized in one direction and under-utilized in the other direction, with the pattern reversed during the other peak period. A benefit of the U2-A and U2-B alternatives, and to a lesser extent the U3 alternatives, is that they would cause the “directional split” of the traffic in Upcountry to be more even during peak conditions.

5. As described in Section 4.4.1 of the EIS, traffic at the U2-A or U2-B terminus, the Five Trees intersection, is projected to operate at a level of service B (delays in the range of 5 to 15 seconds per vehicle) during the morning and afternoon peak hours. This includes various trip purposes mentioned in the comment. Therefore, traffic jams and delays in this area are
not anticipated, even after accounting for the various types of trips mentioned in the comment.

6. A firm commitment to place traffic signals at the termini will be made during the design phase, based in part on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. Additionally, the experience of Pukalani Bypass will be considered.

7. The Department of Transportation is not under a legal obligation to select a U1 alternative simply because it is the preferred option in the Makawao-Pukalani-Kula Community Plan. The Department of Transportation treats community plans as advisory only, but in this case, the community plan was given substantial weight.

The Department of Transportation is unaware of payoffs and commissions paid to State officials by Sports Shinko and/or Everett Dowling. If the commenter has evidence that improprieties have occurred, these should be reported to the appropriate authorities. If these allegations are rumor only, they should not be spread within the context of the environmental review process.

Finally, the Kīhei-Upcountry Maui Highway will not be an unsafe facility regardless of the alternative implemented. Multiple layers of review and oversight exist to ensure that the highway fully complies with applicable standards.
September 28, 1999

Mr. Kazu Hayashida, Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

RE: Draft Environmental Impact Statement (DEIS) for the Kihei-Upcountry Maui Highway Project No. HDPS-9203(1)

Dear Mr. Hayashida:

Thank you for this opportunity to provide comments on the Draft Environmental Impact Statement for the Kihei-Upcountry Maui Highway Project No. HDPS-9203(1). My name is Stephen Holaday, General Manager of Hawaiian Commercial & Sugar Co., speaking on behalf of A&B. As you are aware, H&C&S cultivates 38,000 acres of sugarcane and has been a major employer here on Maui for over 125 years, currently employing approximately 1,000 Maui residents, including our sister company Kahului Trucking & Storage which hauls HC&S sugar.

I would like to first summarize our position on the proposed roadway and then follow up on details of our analysis on the DEIS. A&B supports the idea of a Kihei-Upcountry road. However, if the Ha`ili`ili route is chosen, there will need to be substantial initial, as well as ongoing mitigation to compensate HC&S for the impacts on its operations.

As you are aware, A&B has participated in the various informational processes provided by DOT since the inception of this project. Our comments and testimony relating to this proposed highway project since 1995 have consistently pointed out which alternatives will impact HC&S' operations and have highlighted the lack of information and recognition regarding mitigative measures for these impacts. We are pleased to see that the DEIS now recognizes the need for mitigative measures such as underpasses, modifications and reconstruction of existing irrigation and drainage systems, and the need to prepare a "Maintenance of Cropland and Ranching Activities Plan". However, we believe that it is necessary to prepare that plan prior to the design phase as we anticipate that many of the mitigative measures necessary to keep the agricultural entities "whole", will be significant, both in terms of logistics, cost, and compensation, thus having a far greater impact on alternatives and therefore, on the decision-making process.
We request that, at a minimum, a draft "Maintenance of Cropland and Ranching Activities Plan" be prepared and be included as part of the DEIS. We would also request that HC&S again be consulted, as a resource on the type of mitigation that will be necessary to make HC&S whole for the various routing alternatives being considered. We offer Attachment 1 to this testimony as a summary of the kinds of impacts that should be addressed in the DEIS or the "Maintenance of Cropland and Ranching Activities Plan".

Again, if the community determines that it wants a road, then A&B will support the community. If the community determines that the Halemau route is the most desirable, then substantial initial and ongoing mitigation for the impacts on HC&S' operations must be built into the project. We would further hope for continued community understanding of the farming impacts, i.e. dust, ash, etc., should this road be sited amidst our canefields.

We look forward to continued discussions with DOT and its consultants on the proposed highway project. It is our belief that a roadway can be built which will benefit the people of Maui County, the State of Hawaii and serve the national interest.

Thank you for this opportunity to express our concerns on this issue.

Sincerely yours,

G. Stephen Holaday
Plantation General Manager

Attachment

cc: M. J. Ching
    S. M. Kuriyama
1. Since U1,K1 Alternative was identified as the preferred alternative, HC&S will be compensated for right-of-way acquisition. Additionally, adverse impacts to agricultural operations are acknowledged, as described in Sections 4.2.1 of the EIS, and will be mitigated in coordination with HC&S as described in Section 4.2.4.

2. The Maintenance of Cropland and Ranching Activities Plan will be prepared during the design phase because the level of engineering needed to develop this plan has not yet occurred. The magnitude of the mitigation measures would be substantial, and the Department of Transportation is committed to working closely with HC&S during the development of the plan. However, funding for the design phase will not be available until the completion of the environmental process.
Dear Mr. Hayashida;

We are expressing our concern about the Kihei/Upcountry route. We feel that any new.
highway on Maui must make provision for parking for car-poolers. We also feel that the
Upcountry terminus, if made at Hailemaile, would actually encourage MORE car-
pooling. It would be much more convenient for residents of Haiku, Makawao, and
Pukalani than the other proposed routes.

Population is increasing at a rapid rate in the Upcountry Community. The primary benefit
of sharing rides will be the lessening of traffic and provision of rides for those without
transportation. The second benefit is a cleaner environment.

Currently there is no legal parking available upcountry for people who are involved with
Sharing rides. A park and ride area in Hailemaile would really help the working people
from the Upcountry area.

The decisions made at this time are really important and we request your consideration of
these suggestions.

Sincerely,

Betty J. Syters
340 Liluokalani St.
Pukalani, HI 96768

Susan C. Anderson
30 A. Kealaloa St.
Makawao, HI 96768
1. As a matter of policy, the Department of Transportation supports ride sharing because it leads to more efficient use of roadway facilities. Therefore, the Department appreciates your suggestion for a park-and-ride facility. Most of the programs to encourage ride-sharing are on Oahu. These programs include park-and-ride lots operated by the City and County of Honolulu for TheBus system, high occupancy vehicle lanes, the "zipper" lane on the H-1 Freeway and a vanpool program. Although the project definition does not at present include a park-and-ride facility, if the County of Maui or another entity is interested in developing such a facility, the Department would be glad to participate in the planning. In the meantime, the Department encourages you to contact County officials to express your views, as the County is the more likely implementing agency.
October 1, 1999

Director of Transportation  
State of Hawaii  
869 Punchbowl  
Honolulu, HI 96768

RE: Proposed new Kihei-Upcountry highway

Dear Sir:

Why do we need a new highway that will cut through the heart of Maui? I am opposed to this highway because I think the money could be better spent improving Haleakala Highway to four lanes, as well as Mokulele Road and Hansen Road. These three roads are all extremely dangerous and need to be improved as soon as possible. Can’t we use this Federal money to improve these roads instead of building a new one? Getting to Kihei from upcountry is not really all that time-consuming. It’s just dangerous.

Improving Haleakala Hwy, Mokulele, and Hansen Roads would solve most of the problems. Piilani Highway in Kihei also needs to be four lanes. Traffic would then run smoothly and we wouldn’t need this new road.

I live in lower Kula and the traffic is already a nightmare due to the King Kekaulike High School and the new Dowling mess. Please do not compound all of this congestion and frustration by adding new danger to an already dangerous situation.

People live in Kula because it is quiet and rural. A new highway from Kihei right into the heart of our community will change all of that forever. Please listen to the people who live in this area and DO NOT even consider putting that road anywhere near lower Kula. If you have to build a new road, then Halimaile is the only choice that makes sense.

LISTEN TO THE COMMUNITY, PLEASE!!!!

Sincerely,

Cindy H. Schenk

Cindy H. Schenk
1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala and Mokulele Highways. However, as discussed in Chapter 1 of the EIS, these planned improvements would not address all of the project's purposes and needs.
October 1, 1999

Director of Transportation
State of Hawaii
869 Punchbowl St
Honolulu, HI 96813

RE: Alignment of new Kihei-Upcountry Highway

Dear Sir:

I am a resident of Pukalani and am gravely concerned about the location of the upcountry terminus of the proposed new highway. Traffic is already crowded and dangerous on Lower Kula Highway around King Kekaulike high school. Please do not add to this problem by bringing a major highway up to this area.

I STRONGLY URGE you to put the terminus at the Haliimaile intersection and install a traffic light. This will prevent further danger to the children of King Kekaulike High School and all of those who travel the lower Kula road every day.

Ending the highway at Haliimaile will also allow residents of East Maui to use the new road to get to Kihei. It makes no sense to route all of this traffic through lower Kula. It is a huge mistake to even consider it.

The majority of residents, through the Pukalani and Kula Community Associations have asked that the terminus be located at Haliimaile. It would be a major mistake and a huge underestimation of the upcountry residents’ resolve for the State to ignore the voice of the people. This would bring disappointment, contempt, and traffic accidents.

I STRONGLY URGE YOU to LISTEN and put the upcountry terminus at HALIIMAILE.

Thank you.

Sincerely,

Douglas R. Schenk
1. The intersection of Haleakala Highway and Hallimaile Road is part of the project's preferred alternative as the Upcountry terminus. Most likely this intersection will warrant traffic signals.
October 6, 1999

Kazu Hayashida
Director of Transportation
DOT Highways Division
869 Punchbowl St.
Honolulu, HI 96813

Dear Mr. Hayashida:

We would like to stress the importance of putting in a highway to connect Kihei and Upcountry Maui. 1) For safety as an alternate evacuation route in case of fire or natural disaster; 2) to relieve traffic congestion; 3) to save natural resources; 4) to connect the Maui High Tech Park with Science City on Haleakala.

Kihei needs an alternate route in and out of this heavy traffic area. There are frequent accidents, and a bad accident can close the road in and out of Kihei. Traffic is often deadlocked from even a minor accident.

If there was a more efficient route upcountry it would use gasoline resources more effectively. I would prefer a four lane road. If you put in a two lane road you will have commuters on route to work competing with, and passing, large slow trucks. This would create a hazardous situation. At minimum there will need to be slow traffic turn outs for large trucks and equipment headed up to Haleakala.

I do not support a route to Ha'ilemaile, or the route which would place traffic at the King Kekaulike High School intersection.

Maui is in desperate need of logical, planned roads designed by professional traffic planning engineers. Please support the road construction in any way you can. I hope we don't miss the opportunity to obtain federal funds to improve the traffic flow on Maui. Thank you for your consideration of our viewpoint.

Warmest Regards and Aloha,

Christine & Dan Bowers
67 Ponana Street
Kihei, Maui, HI 96753
(808) 879-2909
1. Although right-of-way will be acquired for a four-lane highway, the initial construction of a two-lane highway is proposed because traffic projections indicate that two lanes will be sufficient to accommodate travel demand in the design year, 2020. During the design phase, measures to facilitate automobiles passing trucks, such as turn-outs or passing lanes, will be evaluated.
Kaz Hayashida
Director of Transportation
894 Punchbowl St.
Honolulu, HI 96813

Re: Kamehameha Highway

Dear Mr. Hayashida:

Do not build the connecting road.

There is not adequate water to support the inevitable development that will occur in the upcountry if the road is built.

Druggists and mandatory water rationing are already part of life in upcountry. A new road would quickly double the population and make a bad situation intolerable. Supporting evidence is included from the Honolulu Advertiser Newspaper.

Yours truly,

Richard A. Borromee, M.D.
Owner 1302 Ekolu
Wailea, Maui
HAWAII'S ENVIRONMENT
JAN TENBRUGGENCATE

Isle birds show ingenuity to adapt

Nearly all of Hawaii's native birds are endangered. But while some have trouble surviving alien diseases or fighting off rats that raid their nests, there's increasing evidence that they are an adaptable bunch in other ways.

"The most adaptable seems to be the nene or the Hawaiian goose, our state bird. "We've seen them devour (plastic foam) boxes up at the field station. They're curious and they'll eat everything," said University of Hawaii zoology professor Leonard Freed.

Geese worldwide are notable for their readiness to adapt to domestication and new circumstances. With wild Hawaiian forest birds, you'd expect something quite different, and for the most part they are shy and difficult to study, Freed said. He has students trying to get Yiw, a long-billed red forest bird, to feed on sugar solutions in artificial

Maui tired of praying for rain

Upcountry seeks new water source

By Edwin Toguri
ADVERTISER MAUI COUNTY BUREAU

MAKAWAO, Maui — Upcountry Maui continues to be one of the fastest-growing regions in Hawaii, even though periodic drought force residents to cut back on use of water.

From 1970 to 1990, the population of the region nearly tripled, from 3,316 to 24,616. Dry spells are just one of the things you learn to live with.

Last week the Maui Board of Water Supply lifted a mandatory 25 percent cutback for Upcountry residents and businesses that had been in place since July.

"We kind of get used to it," said 'Ulu解释 Judith Fukuda, of this summer's mandatory cutback.

The Upcountry surface water system depends on rainfall. When rains stop, so does the water flowing in streams across the island.
MAUI Tired of praying for rain
Upcountry seeks new water source

By Edwin Ta'afe
ADVENTURE STAFF WATER

MĀʻALOA, Maui—Upcountry Maui continues to be one of the hottest growing regions in Hawaii, even though periodic droughts force Maui residents to cut back on use of water.

From 1970 to 1980, the population of the region nearly tripled, from 6,514 to 18,618. Dry spells are just one of the things you learn to live with.

Last week the Maui Board of Water Supply lifted a mandatory 25 percent cutback for Upcountry residents and businesses that had been in place since July.

"We kind of get used to it," said Rula, a teacher at Pālīkū, referring to this summer's mandatory cutbacks.

The Upcountry surface water system depends on rainfall. When rainfall is low, so does the water flowing in streams across the landscape to the Hoopii and the Hanawela natural areas reserve. With normal trade-wind conditions, Maui gets an average of 360 inches of rain a year. Some years, there is less. Garrett Hsu, manager for the East Maui Irrigation Co., said rainfall appears to be below average.

Results since 1970 support this idea. In the years 1973-74, 1981-82, 1983-84, and 1985-86, consumers were ordered to cut use water. In 1984 and 1992, 25 percent cutbacks were in effect.

See WATER, B2

Winds ease
Hokuleʻa a sailing ahead of schedule

By Julius Tino
ADVENTURE STAFF WATER

The Hokuleʻa is ahead of schedule, sailing east after completing one-third of the distance from Mangareva to Rapa Nui with the help of unusual northerly winds. Dennis Kawashara of the Polynesian Voyaging Society yesterday said the sailboat would hold front south-
Jodo: Fish freed in gratitude

FROM PAGE B1

Both chanted sutras with three priests from the Kyoto grand temple of Chion-in while incense was passed among the participants. An attendant in a black robe fought the strong ocean breeze as he held a bell unfeathered between his arms.

Some in attendance sat with eyes closed and palms pressed in prayer. Others used a plastic fan to keep their eyes from the sun. For a moment, the tank was carried to the beach and the fish freed before a crowd of curious onlookers.

Genzo Ham, a minister at the Jodo Mission of Hawaii, said the act offering thanks to the sea symbolized "the importance of life."

Tentio Soma, 2, of Manoa, who attended the ceremony, called it unique. "The celebration makes people aware of the environment and nature," he said.

The Jodo sect also has missions in Los Angeles and Brazil.

Water: Wells seen as one solution

FROM PAGE B1

Laid off field workers because there was no water for replanning,

Paul Water Director David Craddock said the board needs to develop new sources to alleviate the inevitable dry spells. Pulling in new wells in East Maui could solve the problem for about $40 million, he said.

A total of 100 million gallon reservoir at Kahakuloa in 1994 that more than doubled storage capacity. But it's not enough for dry spells that stretch over four to five months, much less four droughts that stretch over years.

The three reservoir systems currently can store 180 million gallons, only a 30-day supply even if minimum discharges were turned down to 5 million gallons a day.

Craddock is revising plans for another 100 million gallon reservoir, probably costing more than $100 million spent for Kahakuloa.

But he really would like to develop more wells tapping ground water in the East Maui watershed. Studies indicate the entire watershed could provide more than 200 million gallons a day.

The two named aquifers, in Haleakula and Honopou, have an estimated capacity of 60 million gallons a day, and squatters would supply water whether or not it's raining.

The Water Board this year received approval to use four wells in the Hana area, including three where the water was found to be contaminated with the pesticide DBCP.

This month the board is considering a settlement with the chemical companies that manufacture DBCP. The companies will cover the costs of cleaning the chemical out of the drinking water.

With the wells, Craddock said, the Upcountry system has about 25 million gallons a day available.

"Even if we didn't do anything else, we have half of the water we need for existing customers," he said.

He has plans for developing additional wells in the East Maui watershed, although they are facing legal challenges, but water would be taken from one region to another.

OBITUARIES

TONY WATANABE

OBITUARIES
1. The amount and pace of residential development in Upcountry is controlled by water availability. Maui County will not allow substantial new urban development in Upcountry as long as water supply constraints persist, even though Upcountry is a popular residential area. Therefore, it is not expected that the project would induce urban growth in Upcountry in addition to growth that would occur without the project.
October 11, 1999

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

RE: Kihei-Upcountry Maui Highway project

Aloha:

The Kula 200 Community Association (by an almost unanimous vote) would like to go on record supporting the Halimaile Road terminus (U1) as the connecting point for the proposed Kihei-Upcountry Maui Highway. We will not be making any comment on the Kihei terminus as we believe that should be decided by the Kihei community. We believe that it is the responsibility of each community to address the issues which affect them directly. So for us to address the Kihei end of the road would be most presumptuous.

We believe that if this road is to be built, then it should be where the most open space allows for the proper construction of this new highway. It should not be squeezed into an already crowded corridor, such as Five Trees or Kulamalu. Many of us travel the Kula Highway between our community and Five Trees during the school traffic and know just how congested this area is already. Bringing the additional traffic from Pukalani, Makawao, and Haiku up to this area would only serve to add to the hazards already in the area with the students, parents and tourists already mixing it up in this traffic. On a daily basis, we watch students darting between cars as they cross the highway on foot because their parents will not sit and wait for their chance to turn left into the King Kekaulike High School driveway. And, adding additional lanes is not the answer, as it would only increase the number of problems by creating a tremendous amount of lane crossing and left and right turns within this short stretch of road. This would create additional safety concerns for the drivers heading to/from work, students going to/from school, parents dropping off/picking up their keiki, and tourists driving up/down Haleakala and Kula Highways.

The other consideration would seem to be the infrastructure which already exists for traffic heading up and down Haleakala Highway from Kula, Pukalani, Makawao, and Haiku. There are feeder lanes from Pukalani, Makawao and Haiku which line up the traffic in a somewhat systematic fashion for the terminus at Halimaile. We simply can’t imagine all of this traffic merging into the half-mile corridor from Makawao Avenue to Five Trees or Kulamalu. This traffic would be joined by traffic from Kula which will be trying to make left hand turns as all of the other traffic is trying to turn right.
If all of the above is confusing, it may be because it is. And, this is just trying to describe the situation! You really have to live in our area and be a part of the congestion which has already been created here to see just what has happened to the peace and quiet of Upcountry we all sought when we moved here.

To recap:
1. We are concerned for the safety of our children, all drivers, and tourists as they must travel through the Five Trees intersection if the Upcountry terminus is anywhere other than Hallimalea.
2. We believe the open space of the Hallimalea terminus offers much more opportunity for the construction of a proper intersection given the amount of traffic which will be using this new highway from the various Upcountry communities.
3. A terminus at Hallimalea will allow for tourist traffic to go on to easily visit the tourist-related businesses in all Upcountry communities without making every vehicle go through the already congested Five Trees intersection to get to their connecting roads.
4. The traffic flow is already heading from all Upcountry communities to/from Hallimalea from the various feeder roads.

Attached please find the signatures of our members who wish to be counted as agreeing with the opinion of those who attended our recent meeting and discussed this matter in much detail.

Thank you for your consideration of our position regarding the proposed Upcountry terminus and its impact on our community and quality of life.

Diane T. Logsdon,
President

cc: Senator Daniel Inouye
attachments: signature pages from our members
1. The safety of an Upcountry terminus at the Five Trees intersection is less relevant now because of the identification of U1,K1 as the preferred alternative. However, even if the Five Trees intersection had been the proposed Upcountry terminus, the safety of students, drivers and tourists would not have been compromised because mitigation measures, such as crosswalks, sidewalks, traffic signals, and intersection channelization would be provided. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

2. All proposed termini assessed in detail in the Draft EIS (U1, U2-A, U2-B and U-3) would have enough open space to construct proper intersections.

3. Traffic conditions at the U2-A terminus, the Five Trees intersection, are projected to operate at a level of service B (delays in the range of 5 to 15 seconds per vehicle) during the morning and afternoon peak hours. Therefore, congestion at this intersection is not anticipated if a U2-A alternative were selected as the preferred alternative.

4. One of the benefits of the U2-A and U2-B alternatives and to a lesser extent the U3 alternatives would be that they would cause the contra-flow of peak directional traffic in Upcountry. For example, Ha`iimaile and Makawao residents would drive mauka to access either the U2-A or U2-B terminus if one of these alignments had been identified as the preferred alternative. Since commuter traffic tends to peak during certain times of the day (i.e., early morning and late afternoon), arterial roadways tend to be over-utilized in one direction and under-utilized in the other direction during the peak periods. The U2-A, U2-B or U3 alternatives would have caused the directional splits of the highways in Upcountry to be more even, thereby enhancing the efficiency of the roadway system.
Dear Mr. Haysider,

I am a South Maui resident. My vote for the Kiihi Upcountry Highway is for the outlet in Haiku, not the northernmost Kiihi outlet. It would be a shame to situate the highway further into Kula and destroy the beauty visitors go there to see.

Aloha,

[Signature]

[Date]
Ms. Laurel Murphy
998A Kupulau St.
Kihei, HI 96753

Comment: Kihei-Upcountry Maui Highway would cause urban development in Upcountry, causing the loss of the Upcountry character.

Response: The amount and pace of residential development in Upcountry is controlled by water availability. Maui County will not allow substantial new urban development in Upcountry as long as water supply constraints persist, even though Upcountry is a popular residential area. Therefore, it is not expected that the project would induce urban growth in Upcountry in addition to growth that would occur without the project.
October 15, 1999

Mr. Kazu Hayashida, Director
State Department of Transportation, Highways
869 Punchbowl Street
Honolulu, HI 96813

RE: Maui: Kihei/Upcountry Roadway

Dear Mr. Hayashida,

Thank you for consideration of building another road on the island of Maui. The Maui Hotel Association had asked each of its members to address this question with our employees. We polled our employees and their concerns are not with a roadway from Kihei to Upcountry but another roadway out of Lahaina. They wonder why the Lahaina bypass road is not completed. They wonder why Honoapillai Highway has not been improved to add lanes. A bypass road was built in Kihei 10 years or more ago but Lahaina does not have one and Lahaina is a community that has been around paying taxes much longer than Kihei.

The chief complaint I hear from our employees and guest is the drive to and from Napili. The first topic of conversation in the barbershop is the traffic. Drugs, Crime, wars, and politics do not dominate the conversations. Everyone keeps track of how long it takes to get anywhere and why hasn't anything been done to make improvements.

Mr. Hayashida, please consider moving the priority of road improvements on the West Side of Maui. Last night it took me employees between four to six hours to get home. Guests were stranded on both sides of the island. We need attention and help.

Sincerely,

Steve Wendel, CHA
General Manager

C. Terry Wendel, MHA

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1. The Department of Transportation is aware of the transportation problems in West Maui. Regardless of whether Kīhei-Upcountry Maui Highway is constructed, the Department is planning to widen certain sections of Honoapi'Ilani Highway and construct a Lahaina bypass road, as indicated in the latest Maui Long-Range Land Transportation Plan (February 1997). The West Maui projects remain a top priority for the Department.
Kazu Hayashida  
Director Of Transportation  
DOT, Highways Division  
869 Punchbowl Street  
Honolulu, Hawaii 96813

October 15, 1999

Dear Mr. Hayashida,

We are writing to express our distress over the possibility of a Kihei-Upcountry bypass road. We are Kula residents and like the majority of the residents up here we have moved here because we like the rural setting. We like the quiet and relatively safe environment that we live in here and feel that the bypass road will drastically affect our quality of life. We are strongly against the development of this bypass road.

Unfortunately, we think that the people who are for the bypass road either don’t care or are unaware of the long term effects that this road will cause. Those who live upcountry but want to shave off a few minutes of commute time to work on the south side aren’t considering that the road will greatly increase the traffic and congestion in their home area. As it is, we don’t have adequate water to supply our existing upcountry population. We were on mandatory water restriction for 4 months this summer (that’s 1/3 of the entire year). Kihei is a tourist area which is urbanized. It has many restaurants and bars and a higher incidence of drugs and crime. By putting in a bypass road you will be making a direct pathway for these things to invade our community. Kula’s crime rate is very low and we would like to keep it that way.

Even if someone was to offer to put the road for free we would still be against it. If our state/fed government considers any kind of highway building/improvements, it should be on the existing roads which are inadequate and unsafe.

We beseech you to stop pursuing the upcountry bypass road and focus on the more immediate concern of making the existing roads safer.

Sincerely,

Alan  
Malia Song
Mr. and Mrs. Alan and Malia Song
535 Lower Kimo Drive
Kula, HI 96790

1. As described in Section 4.3.3 of the EIS, the Upcountry police officers could not speculate whether the proposed highway would cause an increase in crime rates. Absent an opinion from the police, it is difficult to provide an objective analysis of this concern.
October 19, 1999

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Re: Kihei-Upcountry Highway, Maui, Hawaii

Dear Mr. Hayshida:

I am in agreement with the Kula Community Association Board of Directors which opposes the Pulehu, Kulamalu and “5 Trees” termini of the proposed Kihei to Upcountry Maui highway. I support the upgrading and improving of the existing roads connecting Kihei to Upcountry, Maui being Pillani Highway, Mokulele Highway, Hansen Road and Haleakala Highway to alleviate growing traffic concerns. If a Kihei to Upcountry, Maui must be built then the Hallimaile terminus is the best possible option as it will facilitate transportation between the Haiku region as well as the Kula region and Kihei.

The less than half mile stretch between the Kulamalu and “5-Trees” termini are patently bad engineering choices as that location is already congested and will become more so in the future. There is one public high school, King Kekaulike, that has its access at that location which has not even been fully built out at this time. There are the new Kamehameha Elementary and High Schools that are under construction that will use that location for their access. There is the unbuilt Kulamalu Subdivision that will use that location for its access with in excess of 400 new homes and that location is already the intersection for the upper and lower Kula roads as well as the Old Haleakala Highway. To even consider having yet another major road terminating at that location is almost unbelievable.

It also seems to be the height of governmental arrogance to consider these termini in the face of the opposition of the Kula Community Association which developed its position based on surveys of the
Mr. Kazu Hayshida
October 19, 1999
Page Two

Upcountry Maui residents. Please register my active opposition the Pulehu, Kulamalu and "5 Trees" termini of the proposed Kihei to Upcountry Maui highway. Thank you.

Sincerely,

[Signature]
Brian R. Jenkins

cc. Daniel Inouye
    Daniel Akaka
    Patsy Mink
    Neil Abercrombie
    Chris Halford
    Avery Chumbley
    David Morihara
    Kula Community Association
1. As indicated in Section 4.4.1 of the EIS, congestion would not be anticipated at the U2-A or U2-B terminus despite the development indicated in the letter, which was included in the analysis of travel demand. A U2 (A or B) alternative was not identified as the preferred alternative.

2. Consideration of different alternatives is required under the National Environmental Policy Act and Chapter 343 of the Hawaii Revised Statutes (the State EIS law). These laws require the assessment of all reasonable alternatives. While community sentiment is an important consideration, community opposition alone is not a sufficient reason to exclude an alternative from consideration. The eight alternatives studied in the Draft EIS were all viable alternatives because they would address the project's purposes and needs without substantial environmental impacts. The alternatives are different, however, in terms of their cost, transportation performance, environmental impacts, and public acceptance. These four factors were among those considered in identifying the preferred alternative, the U1,K1 alignment.
Kazu Hayashida, Director
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Hayashida:

Subject: Kiiel-Upcountry Highway Draft Environmental Impact Statement (EIS)

I would like my comments on the Draft EIS to be of two kinds:

a) three general comments; and

b) specific comments on the document itself.

I expect that the Final EIS will address both my concerns and questions.

GENERAL COMMENTS ABOUT THE EIS

1. For a major highway project, the Final EIS should reflect and respect the legally adopted County of Maui General Plan 1990 (as amended by Ordinance No. 2234 on April 23, 1993). Specifically, I urge the Federal and State DOT to note the following provisions:

With regard to transportation, the County of Maui’s General Plan clearly states as Transportation objective #3:

“To develop a Maui County transportation system linked to land use planning that is less dependent on the automobile as its primary mode of moving people.” Note: Bold is mine.

To achieve this objective the Plan offers the following policies:

“c. Direct economic development toward existing communities in order to minimize employee commuting and foster a healthy job/housing balance.”

“f. Support and expand programs to reduce automobile dependent employee commuting for hotel, commercial and industrial projects.” Note: Bold is mine.

The Draft EIS improperly ignored this portion of the County of Maui General Plan 1990.

2. In the Final EIS the Federal and State Departments of Transportation should also reflect and respect the legally adopted (July, 1996) Makawao-Pukalani-Kula Community Plan. Specifically, I urge the DOT to note the following Community Plan provisions:
Transportation Objectives and Policies

"Give priority consideration to the "no-build" alternative of the proposed Upcountry-Kihei connector highway, and give secondary consideration to the alternative routes with the least negative impact to the Upcountry lifestyle and character by locating the Upcountry terminus in the vicinity of the intersection of Hallimaile Road and Haleakala Highway." Note: Bold is mine.

Page 13 "Interregional Issues

"Kihei-Upcountry Highway: The proposed highway between Kihei and the Upcountry region is significant in terms of its land use and transportation impacts. The "no-build" alternative is the preferred option, but it is recognized that the selection of an alignment must consider the growth inducing impacts to the region's agriculture, rural character and open spaces. The need to maintain the unique Upcountry ambience is an essential parameter in analyzing alternative routing schemes. Recognizing that the evaluation of alternatives should weigh transportation costs and benefits as well as community and land use impacts, it is recommended that, if built the Highway's Upcountry terminus intersect Haleakala Highway in the vicinity of Hallimaile Road." Note: Bold is mine.

Page 18 In the Land Use section, the Plan states in Objectives and Policies #4

"Encourage land use patterns which will maintain a separation of character between the Upcountry and the Kihei-Makena regions."

3. At the upcountry end of the proposed highway lies Kula. The long-standing position of the Kula Community Association (of which I am a member) clearly prefers the upgrading of the present highway/road network connecting upcountry Maui to Kihei. They and I support improvements to the existing highways as a means of solving present and future transportation problems. The exact wording of their position is as follows:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hallimaile terminus the best option available.

MY SPECIFIC COMMENTS ABOUT THE Draft EIS

4. I am concerned with the manner in which the "enhanced widening" alternative (EWR) was dismissed during the Tier 1 screening. The Draft EIS indicated that "Non-satisfaction of project goals eliminated the enhanced widening of existing roadways" (on Page 2-28). The Draft EIS said "enhanced widening" had a "fatal flaw" because it "would not establish a
roadway linkage between Kihei and the Upcountry area." Please note that "establish a roadway linkage" is NOT a purpose of the project (See Page 1-5). Rather, "improve roadway system linkage" is a listed purpose. This purpose clearly means that the six proposed alternatives do NOT meet the project purpose because they would "establish" a new roadway linkage!! The "enhanced widening" is an improvement and meets the purpose.

Elimination at the Tier 1 stage is not merely an error. However, I believe it is a deceptive means of avoiding a closer look at the preferred option stated in Maui County’s ordinance (See #2 above). I feel that as the many, proposed highway widening projects (Pili, Mokulele, Haleakala highways) are completed, there will be a series of newly designed, signalized intersections and a four lane highway from/to Upcountry to/from Kihei. The "enhanced widening" alternative needs to be given consideration in the Tier 2 analysis because it will cost effectively solve the traffic problems that the Upcountry-Kihei Highway is supposed to solve.

After being rejected as a viable option, the "enhanced widening" (EWR) alternative subsequently seems to have been superficially evaluated as the base-case, "no build" position.

5. In a similar manner, I am concerned with the manner in which the “TSM” alternative was dismissed during the Tier 1 screening. (Please see Page 2-22 top for a clarification of TSM and the need to investigate it.)

The Draft EIS indicated that "Non-satisfaction of project goals eliminated the TSM (on Page 2-28). The Draft EIS said TSM had a "fatal flaw" because it would not meet this goal (would not establish a roadway linkage between Kihei and the Upcountry area). That logic is convoluted and incorrect. Of course, a TSM would not provide a highway link; the Federal government requires that it be investigated as an alternative to a highway and should not be eliminated in the screening because it is not a highway.

As in #4 above, TSM elimination at the Tier 1 stage is not merely an error. I believe it is again a deceptive means of avoiding a closer look at the preferred option stated in Maui County’s ordinance (See #2 above). The TSM alternative needs to be given consideration in the Tier 2 analysis because it may cost effectively solve the traffic problems that the Upcountry-Kihei Highway is supposed to solve.

6. The Final EIS should present a complete benefit-cost analysis. The analysis should include adequate information on the methodology, assumptions, and data used, so that others can determine the accuracy of the calculated benefit-cost ratios. The alternatives should be compared to the completed “enhanced widening” (EWR) alternative.

7. There is no trip analysis. The Draft EIS is totally inadequate in indicating the number, origin, and direction of trips being generated. This information must be included for each of
the alternatives as well as for the completed "enhanced widening" alternative. I suspect that a trip analysis was avoided because it would show that the proposed highway would have greater costs than benefits.

8. Since the proposed highway is being supported by the Federal government with the justification that it is part of our "national security", there should be an accounting from the official Air Force Log at the summit of the number of actual daily trips between KRTP and the summit observatories. Does the volume of trips justify the expenditure of $50,000,000+ of our tax dollars?

9. The Draft EIS references traffic only at the various highway termini. Because the design of these intersections has not been specified, the EIS seemingly lacks the ability to present the actual total cost of each alternative. I ask that the Final EIS address the total cost of each alternative, including the intersections, street lights and various mitigation measures. The relative costs are needed to make a decision among the alternatives and for the benefit-cost calculations.

10. The Final EIS should correct an error in the main traffic route between Upcountry and Kihei. The Draft EIS mistakenly selected the busy Dairy Road as part of the route. Few traveling between the two areas would utilize that road. Instead, traffic goes via Hansen Road, a shorter and faster route. According to the Kahului Airport Improvement Final EIS, Hansen Road will be realigned in the near future.

11. I note (on Page 3-30) the very high accident statistics in the Draft EIS for the present two-lane, undivided Mokulele Highway and for Dairy Road. The Draft EIS proposes that the new Kihei-Upcountry Highway be built in a similar fashion to the present Mokulele Highway. I suggest that the Final EIS evaluate a divided highway with one lane on each side of the divide. The dangers of Mokulele & Dairy Road need not be repeated by even considering or eventually building two lanes with the provision for two additional future lanes on the other side of a divide.

12. If the Final EIS doesn't consider a divided highway from the beginning, then it must include the probable accidents on a two lane, undivided highway as compared to the safer, four lane, divided highway in the "no build", enhanced widening alternative. Those accident costs should be a part of the benefit-cost analysis.

13. The Final EIS needs to address in detail the impact on traffic of each of the numerous intersections and turn-offs along the different routes: cane haul roads, Maui Ag Park, Omaopio Road, Pulehu Road, the Kamehameha School, the Kulamalu shopping center, proposed gas station, recreational park, elderly housing, etc. The costs of traffic lights, potential grade separations, acceleration lanes and deceleration lanes, and other traffic control elements need to be added to the cost of the highway alternatives.
13. The Draft EIS describes the probability of the Haleakala bike tours utilizing a more direct route to Kihei. Unfortunately, the EIS makes no mention of the effect on local Kula road traffic if the bicyclists are diverted onto such totally inadequate residential streets such as Kimo Drive and Pulehuiki Road. The problem is particularly relevant because these bike tours pass through Kula during the hours when school buses are negotiating these narrow streets.

Compounding the problem and also not addressed in the Draft EIS is the fact that bike tours do NOT use a single lane of traffic. Rather, they have a wide van that trails the cyclists and intentionally protects the cyclists by blocking traffic for long periods. This problem needs to be addressed in the Final EIS; both for bike tours using the various highway alternatives; and for the bike tours passing through the residential streets of Kula.

Even if the bike tours do not use the streets mentioned above, they certainly will be passing King Kekaulike High School and interacting with hundreds of young drivers beginning the school day.

14. In a similar manner, many additional cars will be taking shortcuts up and down to/from the Haleakala Crater using Pulehuiki Rd., Kimo DR., Lower Kula RD., Holupuni, Pulehu and Omaopio roads. They will be descending on those narrow, winding and steep Kula residential streets after their brakes will have been overheated, having descended twenty-two miles down Crater Rd.

In particular, as drivers traverse Pulehuiki Rd. and/or Kimo Drive there is a likelihood of additional fatal accidents to drivers and or pedestrians because of the steep sharp turns that both of these roads provide; there is little warning for the uninitiated. Is the DOT willing to accept the responsibility for the lawsuits that will result from these accidents?

The discussed mitigation measure (i.e. utilizing signage) (See Page 4-32.) will not adequately deter local drivers, scientists, or even tourists. The Draft EIS fails to properly address this issue or to suggest meaningful mitigation measures. In fact, I believe that the dangerous situations that will occur on Kula’s residential streets are a “fatal flaw” in the EIS consideration and eventual use of the U-3 terminus.

15. Very specific concerns that indicate “fatal flaws” with several alternatives, and thus should mean that the Final EIS will not consider these highway segments or termini:

U-3 cuts through: the Maui County Ag Park (See Page 4-12); Maui Land and Pine pineapple fields (See Page 4-13); and close enough to minority-owned, Kula vegetable farms (that have been farmed by local families for generations) to disrupt their travel patterns (See Page 4-21). See also #13. & #14. above which should eliminate U-3.

U-2B has a severe 10% grade in the neighborhood of the recently opened Kamehameha School and the proposed elderly housing project. There will be loud and disruptive noise from trucks and tour buses going up the mountain and from the application of (air) brakes as those same vehicles descend. Many of the tour buses will pass the elderly housing project between 3:30AM and 5AM on their way to the Haleakala summit
sunrise. Furthermore, this 10% segment lies between Kamehameha School, the proposed park and the proposed large shopping center; I fear for the children who will be walking along the highway.

U-2A is in the immediate proximity to Kekaulike HS, resulting in a number of potential problems: a) many students now walk (without sidewalks) along the highway, since bus service is provided only for students living over one mile from the campus; b) many tourists as they descend from the sunrise will be meeting the high school’s arriving students about 7:30AM; and c) there already have been a number of accidents at the “five trees” intersection.

As a matter of public safety, this highway should not be in the proximity of any of the upcountry schools.

16 According to the Draft EIS the danger of fires started along the highway and being spread uphill by ascending daytime winds is to be mitigated only by signs. There is no water in the area for fire-fighting or even for a landscaped green-belt on the mauka (residential) side of the highway. Because of the area’s inaccessibility, a fire could develop a broad front as it moves uphill into the Kula residential community. This danger applies to all the alternatives and needs to be better addressed in the Final EIS.

17. With regard to funding, I understand that the highway will be financed 80% - 20% by the Federal and State governments respectively. I suspect that the highway, the intersections, the mitigation measures, etc. will be much more expensive than the figures in the Draft EIS.

Already the projected costs have risen from an earlier figure of about $35 million (during a time when the inflation rate was low and housing costs actually decreased on Maui). Consequently, if the “no build” scenario is adopted, I wish to know which of the several, much needed highways could be built or improved with the State portion of the funds?. Also, the Final EIS should be explicit on who will be responsible for probable cost-overruns? State? Federal government? or 80%/20%? Finally, who will be responsible for the highway’s maintenance?

18. The Maui County Board of Water Supply is required by law to follow the community plans (See #2 above). Since this proposed highway will violate the Upcountry Community Plan and will potentially result in unplanned developments, the Final EIS must address the changes needed in the Plan and suggest the mechanism to change the Plan.

19. The 45 MPH in an urban area is unrealistic and unsafe. Using this figure exaggerates the time saved by the highway. (Summary Page S-8, Line 8)

20. The Highway will connect two areas with vastly different crime rates (Page 3-26 and Appendix H). Numerous residents are very concerned that the high crime rates of Kihei will spread to the bedroom communities upcountry.
21. The Draft EIS states (Page 4-6) that the "No-Build alternative would not support the goals and objectives of the Hawaii State Plan". There is no reference for or example of this assertion.

22. The Final EIS needs to give the total acreage of each alignment, and specifically the amount of agricultural land that will be removed from production within the 162' minimum right of way (Page 2-9) and at the intersections. Also, since sugar/pineapple/vegetable crops will be affected, the Final EIS should describe the Land Quality rating of the lands being used for each alignment.

There will be a significant impact on the daily operations of all of these farming activities. The Final EIS must address these disruptions and suggest the exact mitigative measures.

23. Cumulative impacts (Page 4-59) have only been superficially explored. Lacking is a full discussion (acreage, quality and effects) resulting from the sizeable removal of prime agricultural lands from productive use. The Highway's land removal will be in addition to the removal of prime agricultural lands for other projects: Hallimaile housing, Sprecklesville housing and golf course, Kahului Airport, Kahului Access Road, the new Maui Electric Power Plant, widening of Hālākala Highway, widening of Mokulele Highway, Kulamalu development, King Kekaulike High School, massive housing developments below Wailuku Heights and immediately south of Wailuku town, Kahului expansion into Maui Lani, etc.

Thank you for considering my comments in preparing the Upcountry-Kīhei Highway Final EIS.

Sincerely,

Dick Mayer

CC: Mr. Abraham Wong, Division Administrator, Federal Highway Administration
1. More detail on the transportation objectives of the County of Maui General Plan that you cite is now provided in Section 3.1.2.2a of the Final EIS. In general, the Department of Transportation supports the General Plan’s transportation objective to use land use planning to reduce dependence on the automobile although this specific project may not be consistent with this objective. However, the Department believes this objective is not intended to be a moratorium on new roadway construction. In addition, the proposed project is consistent with the other two objectives (see Section 4.1.4.2a of the Final EIS). Kihei-Upcountry Maui Highway could be used as a transit link between Kihei and Upcountry if one is established.

2. The Department of Transportation respects the views of the public, such as those expressed in the Community Plans including the Makawao-Pukalani-Kula Community Plan (July 1996). However, the Department considers Community Plans as advisory, and this input is balanced with other factors, such as cost, transportation performance, and environmental impacts.

3. The potential for urban growth inducement in Upcountry was analyzed in the Draft EIS. It was determined that the amount and pace of residential development in Upcountry will continue to be controlled by water availability, not transportation infrastructure. The Department of Transportation recognizes that an important characteristic of the Upcountry “ambience” is its relatively low population density. However, it is not Kihei-Upcountry Maui Highway that would affect this aspect of Upcountry ambiance, but the availability of water, which is needed for development.

4. Thank you for this information. Kihei-Upcountry Maui Highway is not inconsistent with this land use objective. Land use controls will continue to maintain this separation of character.

5. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway and Pilani Highway.
6. The stated purpose in Section 1.2.1 (Roadway System Linkage) is to provide a linkage between Kīhei-Makena and Upcountry and between the Maui R&T Park and Science City on the summit of Haleakalā. The Enhanced Widening of Existing Roadways (EWR) alternative was eliminated from further study because it would require construction over a 32 km (20 miles) distance, and was estimated to cost $78 million. This could not be justified when a highway directly linking Upcountry and Kīhei would only be 15 to 18 km (9 to 11 miles) long, and would cost roughly the same, but would perform substantially better in addressing the system linkage and other purposes and needs.

The EWR alternative is not the same as the No Build alternative. As stated in Section 2.2.1, the EWR alternative would provide an additional lane in each direction beyond the widening improvements already proposed in the Maui Long-Range Land Transportation Plan (February 1996). The No Build alternative includes only the widening improvements in the Long-Range Plan.

7. The description of transportation system management (TSM) alternative that is applicable to this project has been enhanced in the Final EIS. However, even with its description improved, the result remains (see Section 2.2.1) that the TSM alternative does not address the project's purposes and needs. Therefore, it was eliminated from consideration. FHWA does not require that a TSM alternative be considered as a viable alternative in the EIS if it would not address the purposes and needs of the project.

8. The requested information is provided in Appendix E, "Alternatives Analysis Report".

9. As described in Section 2.2.1, all build alternatives that underwent the BC analysis were compared against the No Build alternative. For this analysis, it is not appropriate to compare the build alternatives with the "Enhanced Widening" (EWR) alternative, another build alternative. A build alternative is not an appropriate basis of comparison for another build alternative in a BC analysis. The EWR alternative is estimated to cost $78 million.

10. An origin-destination (O-D) study (i.e., "trip analysis") was performed during the preparation of the most recent Maui Long Range Land Transportation Plan. It was used to estimate the traffic volumes on the Kīhei-Upcountry Maui Highway (see Section 4.4.1.2). Separate volume projections were developed for each alternative. Depending on the alternative, these volumes would vary. In general, the L3 and K2 alternatives would convey
lower volumes, while the U1, U2-A, U2-B, and K1 alternatives would convey higher volumes.

11. The present traffic volumes between the Maui R&T Park and Science City are relatively small, but these volumes could increase as both facilities are developed. Nonetheless, there are other purposes and needs for the project beyond the legislative directive to provide improved mobility between defense-related activities at the Maui R&T Park and Science, as described in detail in Chapter 2.

12. Section 2.1.2 states that the highway’s termini intersections will be designed with adequate channelization (e.g., turning, deceleration, acceleration lanes) to handle projected traffic volumes. Detailed intersection designs will be prepared for each intersection during the design phase. The cost estimates of the alternatives include the elements listed above.

13. The traffic route between Kihei and Upcountry Maui has been amended in the Final EIS to include Hansen Road. There are no plans to realign Hansen Road. What is being planned is the realignment of Mokulele Highway and Puunene Avenue, which would allow a short extension of Hansen Road, and the installation of traffic signals at its intersection with Puunene Avenue. The planned airport road would be a new road running parallel to Dairy Road with an interchange on Hana Highway.

14. Kihei-Upcountry Maui Highway, in its initial two-lane undivided configuration, would be more similar to Haleakala or Hana Highway rather than Dairy Road or the present Mokulele Highway. (Mokulele Highway will be changed to a four-lane divided configuration, which will substantially reduce the number of incidents on this roadway.) The number of incidents on Haleakala and Hana Highways is not high considering their relatively high traffic volumes (see Section 3.4.1.2). Kihei-Upcountry Maui Highway will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards.

15. The benefit-cost analysis was used as early screening tool to compare the alternatives based on travel time savings between Kihei and in Upcountry.

16. Section 4.4.1.2 contains the analysis of traffic conditions at the terminus options for each alternative. The U1, K1 alignment, which was identified as the preferred alternative, would
cross cane haul roads and Omaopio and Pulehu Roads. Two underpasses will be constructed for cane haul routes. The impact of the U1,K1 alignment crossing Omaopio and Pulehu Road is described in Section 4.4.1.1.

17. The elements described are included in the estimated costs of the alternatives.

18. As requested, Section 4.4.1.3 will be modified in the Final EIS to describe the potential that bike tour operators would use local Kula roads should a U3 alternative be selected.

19. Kihel-Upcountry Maui Highway will have adequate shoulders for bicyclists. Bicycle tour operators will not be allowed to conduct their tours on Kihel-Upcountry Maui Highway in the manner described in the comment because it is unlikely that the van protecting the cyclists would be able to maintain the minimum speed required to use the highway.

20. As requested, Section 4.4.1.3 of the Final EIS has been modified to identify the potential impact of bicyclists interacting with the high school traffic.

21. A U3 terminus is not included in the preferred alternative. Therefore, the inappropriate use (i.e., shortcuts to and from Haleakala Crater) of Pulehuiki Road, Kimo Drive, and Lower Kula Road will not occur. However, since the U1,K1 Alternative was identified as the preferred alternative, the EIS acknowledges that some motorists will use Holopuni, Pulehu and Omaopio Roads inappropriately as shortcuts because of the distance between Kula and the U1 terminus (see Section 4.4.1). Closing access between these roads and Kihel-Upcountry Maui Highway is not an option because of the burden this would place on farmers.

22. If a U3 alternative had been identified as the preferred alternative, parcels of the Kula Agricultural Park and pineapple fields cultivated by Maui Pineapple Company would be converted to roadway infrastructure. The landowners would be compensated, and agricultural infrastructure would be modified and reconstructed. No other farmers would have been affected by the U3 alternative. A U3 alternative was not identified as the preferred alternative because it would not address the range of travel markets as well as the other alternatives.

23. If a U2-B alternative were identified as the preferred alternative, any noise impacts (see Section 4.6 for a definition of a noise impact) would be mitigated in accordance with the
Department of Transportation Noise Analysis and Abatement Policy. In the vicinity of Kamehameha School and the future shopping center, an urban design would have been used, which includes sidewalks. In addition, the speed limit would be lower in this area than areas with little or no human activities. A U2-B alternative was not identified as the preferred alternative.

24. If a U2-A alternative were identified as the preferred alternative, the modified Five Trees intersection would have included crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

25. Please see Response #24. The highway would not affect public safety at schools even if the Upcountry terminus were located at U2-A.

26. In addition to signage warning motorists of fire hazards, the Department of Transportation will conduct regular maintenance to control weed growth along highway shoulders. While the Kehi-Upcountry Maui Highway will increase access to the area, such that the risk of man-made hazards may increase, the highway would simultaneously decrease the damage from fires because it would improve the accessibility of water and fire-fighting resources to the dry forest areas. The preferred alternative, the U1,K1 alignment, traverses agricultural fields, and therefore, has access to water.

27. See response #12.

28. The State’s share of the cost to construct Kehi-Upcountry Maui Highway, which may be about $13 million (in 1997 dollars) for the U1,K1 alternative, has not been secured. If, for example, the U1,K1 alternative is selected in the project’s Record of Decision, the State Legislature would be asked to fund the State share.

29. Financial responsibility for an overrun depends on the reason for the overrun. For some categories of overrun, the Department of Transportation and the Federal Highway Administration would share the burden.

30. The State Department of Transportation will be responsible for maintenance of the highway.
31. The amount and pace of residential development in Upcountry will continue to be controlled by water availability, not transportation infrastructure. The EIS acknowledges (see Section 4.1.1) that highway projects can catalyze urban development because they often remove an impediment to growth, access or insufficient transportation capacity. In this specific case, however, the urban growth potential of Upcountry is not limited by transportation factors, with or without the project. Despite the recent development of a well in Haiku, which is being partially used for the Kulamalu development, Upcountry will continue to rely on surface water resources that are highly vulnerable to drought conditions. Therefore, as stated in current planning documents, the County is unlikely to allow substantial urban development in Upcountry despite the existence of Kihei-Upcountry Maui Highway.

32. The planned urban 70 km/h (45 mph) speed limit is normal for a limited access facility in urban areas. Most of the highway will have a speed limit of 90 km/h (55 mph). Therefore, the estimated time savings provided in the EIS is not an exaggeration. Adjustments to the speed limits may be made during the design phase if more detailed study shows that changes are warranted.

33. As described in Section 4.3.3 of the EIS, the Upcountry police officers could not speculate on whether the proposed highway would cause an increase in crime rates. Absent an opinion from the police, it is difficult to provide an objective analysis of this concern.

34. Section 4.1.2.1a of the Final EIS will be amended to state how the No Build alternatives do not support some of the relevant objectives and policies of the State Plan.

35. Section 2.1.2 contained information on the estimated total right-of-way requirements of each alternative. As requested, Section 4.2.1 of the Final EIS now includes information on the right-of-way taken from active agricultural fields.

36. If the comment is referring to the Land Evaluation and Site Assessment scores, which are required under the Farmland Protection Policy Act, such scores are not disaggregated by type of crop. However, the Natural Resources Conservation Service considers the agricultural value of the land when they provide “total site assessment points”, Part V of Form AD-1006. The completed Form AD-1006 for all alternative alignments is in Appendix C.
37. Section 4.2.1 of the EIS includes discussion on potential disruptions to farming activities, and Section 4.2.4 contains measures to mitigate such impacts.

38. The level of detail in Section 4.15 of the EIS, Cumulative Impacts, is appropriate for this stage of decision-making. Additional detail would not change the conclusions of this section.
Mr. Richard D. Mayer  
RR1, Box 518  
Kula, HI 96790  

Comment: Criticized the public hearing because the No Build alternative was not specifically identified as a viable alternative in the displays.

Response: The Draft EIS identifies the No-Build alternative as a viable alternative. There was no intention to mislead the public at the hearings into believing that the No Build alternative is not an option. The video that was played at the entrance to the display area stated that the No-Build Alternative was being carried forward, as required by the EIS process.

Comment: The project is proceeding, even though it is contrary to the wishes of the community as communicated in the Makawao-Pukalani-Kula Community Plan.

Response: The Department of Transportation respects the views of the public as stated in the Makawao-Pukalani-Kula Community Plan. However, this consideration must be balanced with others, as well as considerations of cost, transportation performance, and environmental impacts.

Comment: The use of Hansen Road as a route between Upcountry to Kihei is ignored.

Response: The traffic route between Kihei and Upcountry Maui has been amended in the Final EIS to include Hansen Road.

Comment: The project ignores the use of Hansen Road as a viable alternative.

Response: The current Maui Long Range Land Transportation Plan, which guides investments in roadways, did not include improvements on Hansen Road.

Comment: Objects to the open house format of the public hearing because participants cannot hear what others have to say about the project. Therefore, there is no way to ascertain whether individual comments are being accurately transcribed.

Response: Members of the public are free to interact as they see fit at the public hearing, as long as they do not disrupt information gathering and comments by other participants. The commenter is free to ask others what they think of the project. They can also e-mail, write
letters, or arrange meetings to communicate amongst themselves. Oral comments are transcribed by professional court reporters who certify the accuracy of the transcripts to the best of their abilities.

**Comment:** The open house public hearings are probably illegal under the Sunshine Law. Those who want to speak publicly should be given the opportunity to do so.

**Response:** The format of the public hearing is not in violation of the State Sunshine Law. In addition, the Department of Transportation is not required to provide the opportunity for people to speak publicly (i.e., in front of an audience) at its hearings. Nevertheless, an additional meeting was conducted in Kahului where an open microphone was made available for those individuals desiring to speak in front of an audience.

**Comment:** Constructing Kihei-Upcountry Maui Highway is inconsistent with the Maui County General Plan transportation objective of using land use planning to reduce dependence on the automobile.

**Response:** Please see response to Comment #1 of your letter.

**Comment:** The selection of the preferred alternative should be fully consistent with the Makawao-Pukalani-Kula Community Plan.

**Response:** Please see response to Comment #2 of your letter.

**Comment:** Believes that the No-Build alternative was eliminated.

**Response:** The No Build alternative has not been eliminated from consideration. The No Build Alternative cannot be eliminated until the FHWA issues a Record of Decision. Even after that point, construction funding would still need to be obtained.

**Comment:** Believes that the Enhanced Widening of Existing Roadway (EWR) alternative should not have been eliminated in the alternatives screening.

**Response:** Please see response to Comment #6 of your letter.

**Comment:** The No Build alternative should have been given greater consideration.
Response: The No Build alternative is evaluated equally with other alternatives. The No Build alternative serves as the basis of comparison in determining the transportation and environmental impacts of the build alternatives. The No-Build alternative is not necessarily a “do-nothing“ alternative.

Comment: Requests a benefit-cost (BC) analysis of the eight build alternatives and the No Build alternative that includes more factors, such as the cost of highway incidents, than those used in the BC analysis for the alternatives screening.

Response: A benefit-cost analysis is typically not used in the environmental evaluation of alternatives (i.e., Chapter 4, Environmental Consequences, of the EIS) because of the difficulty of assigning monetary values to all of the benefits and costs of the project. Construction cost, however, is provided in the EIS.

Comment: Are planning and design costs included in the total project cost?

Response: The cost estimates provided in Section 2.1 of the EIS do not include the cost to conduct planning and design.

Comment: Military traffic between the Maui R&T Park and Science City is low and unlikely to grow.

Response: Please see response to Comment #11 of your letter.

Comment: Kīhei-Upcountry Maui Highway, as a two-lane undivided highway, would be unsafe.

Response: Please see response to Comment #14 of your letter.

Comment: Have the added costs of the intersections and mitigation measures, such as the cane haul crossings, been included in the cost estimate for each alternative?

Response: Please see response to Comment #17 of your letter.

Comment: The EIS does not have a trip analysis. How many people will be commuting between the Maui R&T Park and Science City?

Response: Please see response to Comment #11 of your letter.
Comment: The trip analysis should not include Haiku and Paia residents.

Response: The question of how many Haiku and Paia residents who would use Kihei-Upcountry Maui Highway would depend on the alignment selected.

Comment: Why does the No Build alternative cost $78 million?

Response: Please see response to Comment #6 of your letter.

Comment: The EIS does not state whether crime rates in Upcountry would increase because of the project.

Response: Please see response to Comment #33 of your letter.

Comment: The EIS does not adequately evaluate agricultural impacts because the total acreage of displaced agricultural land is not indicated, nor does it adequately disclose cumulative agricultural impacts. Also, the quality of the agricultural land affected needs to be indicated in the Final EIS.

Response: Please see response to Comment #35 of your letter.

Comment: The highway will jeopardize the safety of King Kekaulike High School and Kamehameha School students.

Response: Please see responses to Comments #23 and 24 of your letter.

Comment: What features will the terminus intersections provide? Are the costs of these features included in the overall cost estimates?

Response: Please see response to Comment #12 of your letter.

Comment: Will there be passing lanes on Kihei-Upcountry Maui Highway?

Response: Passing lanes will be studied in more detail in the design phase of the project.

Comment: Kihei-Upcountry Maui Highway would increase the risk of brush fires.

Response: Please see response to Comment #26 of your letter.
**Comment:** The U3 alternatives would disrupt minority-owned farms.

**Response:** Please see response to Comment #22 of your letter.

**Comment:** The U2-B alternatives would cause noise impacts to the school and a proposed elderly housing, due to trucks and tour buses travelling on a steeply graded road.

**Response:** Please see response to Comment #23 of your letter.

**Comment:** Suggests construction of an evacuation road utilizing cane roads, to be used only in the event of emergencies, instead of Khei-Upcountry Maui Highway.

**Response:** The suggested alternative does not satisfy other purposes and needs that have been identified for this project.
October 19, 1999

Mr. Kazu Hayashida, Director
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Kīhei-Upcountry Maui Highway
Draft Environmental Impact Statement
Maui, Hawaii

Thank you for providing our company with a complete copy of the Draft EIS for the subject project for our review and comments. Pursuant to our review of the Draft EIS, we have the following comments to offer:

Maui Land & Pineapple Company, Inc. (ML&P) lands and pineapple farming operations will be adversely affected by the proposed highway in varying degrees, depending on the various alignment alternatives. ML&P must be adequately compensated for land area lost, crop damages, severance damages, etc. and appropriate mitigation measures must be implemented.

Table S-1, Summary of Environmental Impacts And Mitigation, summarizes the impacts of the proposed highway. The table also summarizes the mitigation measures for each adverse impact. Under “Land Use” impacts, it is our understanding that ML&P will be properly compensated for land area lost due to right-of-way requirements. Under “Farmland” impacts, all of the impacts listed, together with those listed in our November 6, 1995 letter and as discussed during our meeting of April 4, 1997 with the consultants for the proposed highway (copies of the letter and meeting minutes are enclosed for your review), must be adequately addressed in the "Maintenance of Agricultural and Ranching Activities Plan," which we understand will clearly define the mitigation measures required. The above plan must also address losses due to crop damages, severance damages, etc. ML&P’s involvement in the development of the plan is critical. Under “Transportation” impacts, the “Maintenance of Traffic Plan” must adequately address the impacts on farm vehicle movement, not only along Omaopio and Pulehu Roads, but also along the proposed highway.
Mr. Kazu Hayashida, Director  
October 19, 1999  
Page 2

Section 4.2.4-Mitigation Measures of Chapter 4-Environmental Consequences, states that "If U-3 is selected, SDOT would purchase any unworkable remnant ML&P land based on...Kula Agricultural Park." Purchase of unworkable remnants of ML&P land should be a consideration; however, it should not be the only consideration when unworkable remnants of ML&P land are created. Proper evaluation should be conducted as part of the mitigation plan to determine appropriate action to be taken. As previously noted, ML&P must be involved in the development of the plan.

Section 5.2-Public Information Meetings of Chapter 5-Comments and Coordination, notes that a comment expressed at the second Upcountry meeting stated that "agricultural impacts (to sugar cane fields) are not critical because this industry is not important to the future of the island." It is not clear if the comment also refers to pineapple fields; however, even if it does not, ML&P disagrees with the comment expressed. ML&P strongly feels that agricultural impacts are very critical because this industry is very important to the future of this island.

We greatly appreciate the opportunity to provide our comments on the Draft EIS. If you have any questions or wish to discuss any of our comments, please do not hesitate to contact me.

Mahalo,

Warren A. Suzuki  
Vice President/Land Management & Development

/dc
Enclosures  
c: Gary Gifford w/encl.  
   Doug MacCluer w/encl.  
   Paul Meyer w/encl.  
   Doug Schenck w/encl.  
   Don Young w/encl.
1. Maui Land & Pineapple Company, Inc. (ML&P) will be compensated for right-of-way acquisition, crop damage, and other impacts as described in Sections 4.1.4 and 4.2.4 of the EIS.

2. The Maintenance of Agricultural and Ranching Activities Plan, which will be prepared during the design phase, will include measures to mitigate or minimize impacts to agricultural activities during construction. It will also identify measures to ensure the long-term operation of affected agricultural areas. However, it will not attempt to estimate monetary losses due to crop and severance damages. ML&P would be entitled to compensation for these damages based on fair market valuations.

3. Section 4.4.1 will be revised to disclose that farm vehicles would be using Kihel-Upcountry Maui Highway. The Maintenance of Traffic Plan is only for construction-period impacts.

4. Since a U3 alternative was not identified as the preferred alternative, coordination with ML&P may not be necessary with regards to the creation of unworkable remnant parcels. The U1,K1 alternative, which was identified as the preferred alternative, will cross one ML&P field. Remnant parcels are not expected. If there were remnant parcels, ML&P would be entitled to fair market compensation.

5. The Department of Transportation has an obligation to report relevant comments made during public involvement activities, such as the public information meetings. Reporting such statements does not indicate Department concurrence.
Office of Environmental Quality Control
235 S. Beretania Street, Suite 702
Honolulu, HI 96813

Kenneth Au
Department of Transportation, Highways Division 809 Punchbowl Street
Honolulu, HI 96813

Abraham Wong
US Department of Transportation
Federal Highways Administration
300 Ala Moana Boulevard
Honolulu, HI 96850

re: proposed Kīhei-Upcountry Maui Highway

Aloha,

Life of the Land is Hawai‘i’s own environmental and community action group serving Hawai‘i since 1970. Our mission is to preserve and protect the life of the land, to promote sustainable land use and energy policies and open government through research, education, advocacy and litigation.

I) The Hale‘iwa Bypass Road (O‘ahu) was designed to decrease traffic in Hale‘iwa town. It did. But a secondary effect was that many businesses struggled as a direct result of this decrease in traffic. Bypass roads help some commuters who work in urban centers and live in rural centers. These bypass roads directly and very negatively impact local rural businesses that are cut-out of the business of catering to customers who drive by their stores. If the Upcountry Maui Highway is built, which rural business communities will see a drop in the number of cars passing their shops? How sharp will the drop be? Will the state and/or county offer new breaks for the affected businesses?

II) How does the statement: “1.2 Purpose and Need for the Project. The project (‘the proposed project’) is being designed to satisfy the following six purposes and needs: ... support economic development” (DEIS page 1-5) relate to Chapter 343, HRS and 11-200 HAR references to secondary and cumulative impacts? If, as you say, the road will lead to economic growth, aren’t you saying that the road will created secondary and cumulative impacts which must, under law, be evaluated in the EIS process?

III) How does the statement “the number of Maui visitors is expected to be close to four million by the year 2010, a daily average of over 66,000. In 1990, visitor arrivals numbered approximately 2.3 million, a daily average of 68,000. In other words, almost three out of ten persons, on a daily average, is a visitor.” (DEIS page 1-7) relate to the fact that Maui residents feel that the tourism sector of the economy is either right, or too high?
That is, most residents don’t want the economy to be a one-sector entity, correct? Shouldn’t economic growth through diversity be pushed (such as diversified agriculture, high technology, education, health), rather than placing all of one egg in one basket (visitor industry workers working in Kīhei, living upcountry)?

The following statement seems unsupported: “A Kīhei-Upcountry Maui Highway would support economic development issues by... providing improved transportation mobility between R&T Park and Science, which would support business and federal government personnel at the R&T Park and Science who provide technical assistance to Science City.” (DEIS page 1-8) In answers to questions raised during the EIS/FEIS phase of this process, you stated you have no idea how many people commute between R&T Park and Science City. Nor did you dispute that the number is exceedingly low.

The statements: (1) “In 1990, daily average trip generation on the island exceeded 233,000 trips. According to the Maui Long-Range Transportation Plan (February 1996), daily trip generation is expected to increase to over 386,000 trips in the year 2020... Since Maui’s population is expected to grow by over 60 percent from 1990 to 2020, home based work trips are projected to exceed 60,000 in 2020; 26,000 more than in 1990.” (DEIS page 1-11) and (2) “Trip generation by visitors is projected to increase from over 35,000 in 1990 to close to 60,000 (approximately a 70% percent increase) in 2020 based on projections of visitor arrivals.” seems incomplete.

<table>
<thead>
<tr>
<th></th>
<th>Home Based Trips</th>
<th>Visitor Trips</th>
<th>Total</th>
</tr>
</thead>
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<tr>
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<td>35</td>
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<td>95</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>212</strong></td>
<td><strong>129</strong></td>
<td><strong>341</strong></td>
</tr>
</tbody>
</table>

The statement: “A Park official indicated that the number of visitors to the summit correlates with the number of visitors to the island, including seasonal variations (telephone conversation, December 8, 1997)” seems to imply

(a) that there is a park official who correlates visitors on island with visitors to the park. What awesome information. The State calculates visitor days spend on Neighbor Islands by the forms turned in by passengers arriving on airplanes from foreign and mainland destinations. The forms indicate visitors intention of visiting Neighbor Islands; not on there actual visit Neighbor Islands after arriving in the State. This park official could hold DBEDT update their estimates!

(b) Residents are probably more likely to visit the summit when fewer tourists are visiting the summit. Therefore, hopefully, the park official has accounted for this.

(c) Since it is difficult to determine what percentage of summit visitors are tourists (even if one examined license plates we would like to know how the park official determines who is a visitor and who is a resident.

(d) We would also like to know if there is a direct relationship between island visitors and summit visitors. (example: I out of 15). Thus, by knowing the added number of visitors expected due to the proposed increase in the size of Kahului Airport, we could know they corresponding rise in the impacts to the summit. This assumes that the proposed road will shorten the travel distance between the summit and the makai areas, but not increase the number of visitors who will drive to the summit. Is this a reasonable assumption?

LOL examined the statement “Through a broad-based community participation program called Decisions Maui, the following five major themes were incorporated into the General Plan: protect Maui Country’s agricultural land and rural diversity; prepare a directed and managed growth plan; protect Maui County’s shoreline and limit visitor industry growth; maintain a viable economy that offers diverse employment opportunities for residents; and provide for needed resident housing.” (DEIS page 3-9) with this proposal.
Life of the Land
Upcountry Maui Highway
Page 3 of 4

General Plan
- protect Maui Country's agricultural land
- protect Maui Country's rural diversity
- prepare a directed and managed growth plan
- protect Maui County's shoreline
- limit visitor industry growth
- maintain a viable economy that offers
  diverse employment opportunities for residents
- provide for needed resident housing

Proposed Highway
- build a road through prime ALISH ag lands
- increase tourism/economy ratio
- violate Makawao-Pukalani-Kula Community Plan
- build a makai-mauka road
- increase tourism/economy ratio
- increase tourism/economy ratio
- decrease diversity/economic ratio

8 | How is the proposed road consistent with each part of the amended General Plan?

9 | "What would the impact be if the road were limited to bicyclists and the sidewalks to joggers?"

10 | "Road building and automobile use have a synergistic relationship that is ultimately unsustainable, since it leads to ever more road building, cars, congestion, and reduction in the quality of the environment. [O'ahu] Islandwide Mobility Concept Plan, Parsons Brinkerhoff (1999) page 10.

11 | Which Travel Forecast models are used? Why? How dependent is the transportation model to the assumptions and data used? When the data is chosen, the assumptions are assumed and the model is used, a result will follow. But how will the result change under minimal alterations of the given? How sensitive are the models to changes in input? Which variables have the highest elasticity (smallest change in output, largest change in output, greatest chance the "desired plan" is the wrong plan)?

12 | The Draft EIS needs a thorough Community Impact Assessment which includes supporting sustainable livable communities; promoting community values and thriving neighborhoods; contributing to general well-being; embracing the concerns of neighborhoods and communities.

13 | Will transmission lines ever be placed overhead along the proposed highway? If so, why?

14 | Does the amount of federal matching funds vary depending on the option chosen? Please elaborate.
XV) What is the relationship between the military and the proposed road?

XVI) Will sufficient land be acquired during the initial construction of the proposed highway to allow easy expansion of the road in the future?

Mahalo for this opportunity to testify.

Me ka aloha pumehana.

Henry Curtis
Executive Director
1. As described in Section 4.3.2 of the EIS, Kihel-Upcountry Maui Highway will not function as a commercial district bypass, except for businesses in Kahului. Kahului is the main shopping district on the island.

2. Secondary and cumulative impacts are evaluated in the EIS. Although Section 4.16 is specifically about secondary impacts, discussions of secondary impacts are also found elsewhere. For example, depending on the alternative, the highway would cause an increase in the inappropriate use of Omaopio and Pulaihu Roads as through routes (see Section 4.4.1.1). Section 4.15 includes disclosure of potential cumulative impacts of the proposed project, as well as other major projects and land use trends as reported in the community plans.

3. The EIS did not attempt to seek the opinions of residents on the appropriate level of tourism on the island. Section 1.2.2 uses projections prepared by Maui County and reported in the Maui Long-Range Land Transportation Plan (February 1997). These projections are furnished to support the statement that the level of tourism activity is expected to increase. The appropriateness of the size of the island’s economic base is beyond the scope of this highway EIS.

4. Kihel-Upcountry Maui Highway will support development of the Maui R&T Park by improving transportation between the Park and Science City. However, the EIS acknowledges that the number of persons traveling between the Maui R&T Park and Science City using Kihel-Upcountry Maui Highway will be relatively small compared to other travel markets. It is acknowledged that the highway would provide more economic support to the visitor industry simply because it is much larger.

5. Other types of trips, such as shopping trips, etc., were not reported in Section 1.2.4.

6. The Haleakala Park official based the assessment on direct observation, i.e., noticing that the park is busier during peak visitor periods on the island, and did not develop statistical
data on the correlation between island and Park visitors. The park official was not asked about the percentage of park visitors who are residents. The information was provided simply to indicate the size of the travel market destined for the National Park, whether resident or visitor.

7. A statistical analysis could attempt to correlate the number of visitors to the island to the number of visitors to Haleakala National Park. However, the only question relevant to the proposed project is whether Kīhei-Upcountry Maui Highway would have an effect on the number of park visitors. Since Haleakalā National Park is a world-famous attraction, the highway would not have much influence in attracting visitors to the park, although it would make trips to the park more convenient.

8. Section 4.1.2.2.a, which describes project consistency with the Maui County General Plan, as amended, does not include discussion of each of the General Plan themes listed. Instead, Section 4.1.2.2.a focused on General Plan objectives relevant to the project.

9. If the project were to be used only by bicyclists and pedestrians, substantially less right-of-way would be needed and many other details would be different, with potentially less environmental and social impact. However, a Kīhei-Upcountry Maui pedestrian/bike path would not achieve any of the project's key purposes, such as addressing existing intersection capacity deficiencies and satisfying increased transportation demand.

10. The transcripts of the public hearings, as well as all written comments received on the Draft EIS, are included in the Final EIS (see Volume 2: Draft EIS Comments and Responses).

11. The comment addresses overarching principles concerning the land transportation system on Maui. The most recent edition of the Maui Long-Range Land Transportation Plan (February 1997) addresses these concerns. Therefore, a response to this issue is beyond the scope of the EIS for this one highway project.

12. The forecast model used for the project was developed for the Maui Long-Range Land Transportation Plan (February 1997), and therefore, was calibrated to Maui transportation conditions. The model uses TRANPLAN, a travel demand forecasting software. Like any model, TRANPLAN is totally dependent on assumptions and input data. A major assumption used in travel demand forecast models is the distribution of person trips from
point A to point B to different modes (e.g., autos (single occupant or multi-occupant),
transit, bicycling, walking, etc.). A major input data is the number of persons projected to
travel between different areas of the island, which are called traffic analysis zones (TAZs).
It should be noted that the forecasted person trips between TAZs and mode distributions
remained constant (i.e., were not changed) to maintain consistency with other elements of
the Long-Range Plan. Certainly changing an assumption or input data, such as those
mentioned herein, would have substantial impact on results. The major factors that
affected the forecasted use (number of vehicles using the roadway) of the different
alternatives of Kihei-Upcountry Maui Highway were speed, capacity and distance. The
model is most sensitive to speed and capacity. However, these two factors were held
constant among the alternatives. The major factor that discriminated between alternatives
was distance, which was the reason why the U3 alternatives (Upcountry terminus in less
populated Kula) were forecasted to carry substantially fewer vehicles per day than the
other alternatives, which are located closer to the more populated areas of Upcountry.

13. A community impact assessment was prepared for the project (see Appendix H).

14. There are no current plans for the Kihei-Upcountry Maui Highway to be used for overhead
utility (electric and telephone) lines. However, if such a request is made, it will be
considered, since roadway rights-of-way are often used as utility corridors. The proposal
would need to undergo at least the State environmental review process. The Maui Board of
Water Supply has indicated that the highway could be used for future water transmission
lines.

15. The amount of federal matching funds is not affected by which alternative is identified as
the preferred. Normally, the State and federal ratio is 20:80.

16. Military personnel and contractors would use the highway for travel between the Maui R&T
Park and Science City.

17. Sufficient right-of-way will be acquired for a four-lane divided highway, even though only a
two-lane roadway will be constructed initially.
Mr. Hayashida,

I wish to express my opposition to the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway on Maui. I support as a higher priority the upgrading and improvements to the existing roads connecting upcountry Maui and Kihei. These existing roads include the Mokulele Highway, which should be divided 4-lane highway otherwise it will remain hazardous. It includes Hansen road, which needs a traffic light or an overpass/underpass connection to the Mokulele Highway. Finally I suggest that the Haleakala Highway should also be a divided 4-lane highway. By divided in these cases I suggest an each side separated by a green strip divider, not some aesthetically unappealing concrete dividers which will serve to duplicate the ugliness of a Los Angeles Freeway.

I suggest that such improvements will alleviate growing traffic concerns for Maui commuters. I further suggest that the idea of connecting military installations in the Research and Technology Park in Kihei to facilities on Haleakala with such an Upcountry/Kihei highway is ridiculous and purely a politically motivated concept. These military facilities are already linked by wideband information highways in the form of fiber optic and microwave radio links that provide video teleconferencing, computer network connection, and voice links between these facilities. To suggest that personnel need a short cut between Upcountry and Kihei first of all would not save significant time with respect to the overall travel time and further more is not really required.

If an Upcountry/Kihei road is to be built I strongly recommend the Haalimali terminus as the best option available. This location can most directly handle the bulk of traffic from Upcountry that originates in Pukalani/Makawao communities.

I appreciate your consideration of these thoughts in your decision making process.

Sincerely,

Russell H. Taft

Copy to: Kula Community Association
Mr. Russell H. Taft
P.O. Box 240
Puunene, Hi 96784

1. Regardless of whether Kihel-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway, and Pilani Highway.

2. The EIS acknowledges that the number of persons traveling between the Maui R&T Park and Science City using Kihel-Upcountry Maui Highway will be relatively small compared to other travel markets. However, there are other important purposes and needs of the project, as described in Chapter 1 of the EIS.
Mr. Kazu Hayashida  
Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

RE: Kihei Uplountry Maui Highway

Aloha Mr. Hayashida,

Thank you for the opportunity to comment on this project. The Nature Conservancy does not take a position on the Kihei Uplountry Maui Highway at this time. This project, however, will effect one of the world’s last remaining Hawaiian dry land forests and I would like to point out a few issues that need to be addressed.

First, thank you for undertaking a botanical search of the proposed routes. My concern is that the nature of the native plants in the area is for them to be somewhat seasonal and therefore hard to detect at times. I do not think that two days of searching is enough to ensure that federally listed endangered species will not be affected by this project (not to mention the many rare plants found in the area). I would encourage you to conduct another more thorough search sometime after good rains have fallen.

Second, the potential for inadvertent introduction of unwanted pest species is high in this project. It is well documented that major construction companies in the state transport their heavy machinery and other tools between the islands. Without proper cleaning these machines and tools can transport unwanted plants and insects between islands. Of particular concern, but not the only concern, is fountain grass (Pennisetum setaceum) a fire prone grass which would easily establish itself in the proposed road areas. This species has been found to thrive in dry disturbed soil and has become a major concern on the Big Island. All tools and Machinery must be meticulously cleaned prior to beginning any work on this project.

Third, any proposed highway landscaping (now or in the future) should use native plant species that already exist in the area. This is not only a sound public relations
move, but it also ensures the longevity of the native plants in the area. Planting non-native plants will only contribute to the demise of one of the last remaining Hawaiian dryland forests in the world. Native plants are available from several sources, and with enough advanced notice can be produced at competitive prices. I encourage you to sign a contract for native plant landscaping as soon as possible.

Lastly, Axis deer are a direct and real threat to the motorists who will use this road. This non-native animal was introduced to the Pu‘u ‘O Kali area in late 1958 and early 1959 and numbers have dramatically increased since then. Current estimates put the population at somewhere between 2000 and 5000 animals islandwide, with the vast majority of animals found within two miles of Pu‘u ‘O Kali. A growth rate of 20 to 30 percent has been determined to be quite realistic for these animals which would put the population at 25,000 in only ten years. Currently there are as many as five vehicular accidents involving deer every week. The potential for loss of human life due to a car/deer accident will only be increased by this project.

I propose two mitigating actions should the road be built. First, build fencing designed to deter deer on both sides of the road. This will keep large herds from using the road as a crossing point and reduce the possibility of cars hitting deer on that stretch. Second, contact and develop a control agreement with the local hunting community. Illegal poaching is already a problem in this area, and will only be controlled by having a legal deer removal program installed in the project area.

Thank you again for the opportunity to respond. I would like to offer myself as a resource to you. Please feel free to contact me should you have any questions or concerns.

Aloha,

Anders Frank Lyons
Natural Resource Manager

cc: A. Wong
1. Of all of the build alternatives, U1,K1, the preferred alternative, is located the farthest from Puu o Kali. Also, none of the other alternatives are near this valuable dry land forest. The several-mile buffer between U1,K1 and the dryland forest will help insure that the forest is not be affected by the project.

2. The botanist who conducted the survey spent several days in the field inspecting the alternative alignments, and the U.S. Fish and Wildlife Service was satisfied with this effort. While there can never be a complete guarantee that a threatened, endangered or candidate plant species is not within any of the alternative alignments, the location of the alternatives through active agricultural areas lessens the possibility of encountering such species along any of the alignments. Even after the completion of the EIS, the provisions of the Endangered Species Act remain in force.

3. Construction vehicles and equipment needed for construction are already on Maui. If vehicles and equipment are brought in from another island, they will be cleaned prior to shipment to prevent the importation of alien species. Mitigation measures to prevent alien species invasion is described in Section 4.8 of the Final EIS.

4. As described in Section 4.13.2 of the EIS, details of the landscaping plan will be developed in the project's design phase. The Department of Transportation intends to use native plants to the maximum degree practicable.

5. Section 4.8.4 of the Final EIS includes measures to minimize the chance of vehicle-deer collisions. As recommended, fencing will be provided along the highway. The fencing will help prevent cattle from getting onto the highway. However, the fencing may not be completely effective regarding deer. The Department of Transportation is responsible for disposing of road kill, and will support a deer control program coordinated or operated by another agency, as long as roadway safety is maintained.
Steve Sutrov  
124 Aina Kula Road  
Kula, Maui, HI 96790

Mr. Abraham Wong, Division Administrator  
Federal Highway Administration  
P.O. Box 30206  
300 Ala Moana Boulevard  
Honolulu, HI 96850

Dear Mr. Wong:

Subject: The Kihei-Upcountry Highway Draft Environmental Impact Statement (Draft EIS)

MY GENERAL COMMENTS ABOUT THE DRAFT EIS

I personally believe that the Upcountry/ Kihei Road project process has been skewed from the early stages of the Upcountry/ Kihei Task Force. The actual need for this new connection was in doubt and a major question at every meeting: Task Force, DOT public, and many informational community association meetings and surveys. The DOT and the Draft EIS has tried to paint a need for this new connection through weak, outdated, and unprofessional assumptions of our existing roadways, proposed improvements, and the proposed new alignments. Ignoring purposely the Community Plan of the majority of the proposed project region proves that this document is self-serving to the politicians and developers that are working hand in pocket with each other to push it forward. After we add up all the costs of a new highway, money and environmental, look honestly at the impacts of it compared to the benefits of improving the existing roadway system, the answer to this road plan should be a no-brainer.

THE COMMUNITY PLANS

1. Discuss in depth the scope and importance of the Community Plan process for the proper implication of planning in its given region. The many public meetings, its acceptance by the Maui County Planning Dept., Planning Commission, Maui County Council, and the Mayor show that the (July, 96) Makawao-Pukalani-Kula Community Plan was widely endorsed and should reflect as such in the final EIS.

2. An overlay figure should be supplied showing the proposed new highway project area with the two Community Plan regions affected, Kihei and Makawao-Pukalani-Kula. A percentage should be estimated to show if one region is vastly larger thus influencing the outcome of proper planning for the new highway project area.

3. Complete direct quotes from the Makawao-Pukalani-Kula Community Plan should be supplied in reference to the Kihei-Upcountry Highway listed in: “Transportation” and “Interregional Issues.”
4. Supply current position statements from Upcountry Associations supporting the same or similar Makawao-Pukalani-Kula Community Plan directives on the Kihei-Upcountry Highway. Kula, Pukalani, Haiku Community Associations, and the Makawao Main Street Association have voiced support for or similar views to the Upcountry Community Plan position on this roadway. More than once in the past the Kihei Community Association has supported a new roadway but has voiced the fact that the road will be more of an impact and a benefit to Upcountry and Upcountry should decide its own fate on the highway. (State/County Joint Task Force Upcountry-Kihei Highway Final Report (Oct. 1993)

ORIGIN / DESTINATION STUDIES

1. The June, 1994, roadside vehicle survey as described in Maui Long Range Land Transportation Plan (Nov. 1995) is the only attempt at supplying very important data on driving forecasting that could be relevant to prove a need or location for a new Kihei-Upcountry Highway. This survey is scarcely mentioned in the DEIS. I believe the surveys results must be a weak sampling, substantiating very little, or supplying support data for a politically less attractive alignment for the DOT engineers. I believe the final EIS should include this past survey data.

2. In the Upcountry, where from, how many and how often would trips be generated with each highway alignment? With the Draft EIS we don't know. A complete and current origin-destination study needs to be completed to address this. Cost-Benefit comparisons could not be done without this information. Also I believe the "enhanced widening of existing roadways" should be included in this trip analysis being it would satisfy the listed project purpose "To improve roadway system linkage."

3. Hansen Road has been left out of the Draft EIS as a primary roadway for the Upcountry to Kihei commute. This deletion seemed to be by design. Hansen Road knocks off a good 10 minutes, and when it is realigned with a new intersection at Puunene Av. maybe even more. Hansen Road should be part of the OD studies and comparisons.

4. In the EIS future traffic "LOS" and travel projections for the existing roadways should include not only the improvements stated in the Maui Long Range Land Transportation Plan but also detailed, safe and efficient intersections (grade separations etc.) Future traffic "LOS" projections for ALL new proposed alignments must include the total number and location of intersections, type of intersections (stop signs, signal lights, etc.), the percent of grade at different elevations, and maximum speed limits as they change for schools, Urban districts etc.

The above information is essential to decipher costs, safety, and efficiency.

5. The Draft EIS states a possible 50% saving in time and fuel with a new highway alignment. Present evidence to prove this. Table 4-12 (page 4-58) shows distance comparisons; this means nothing without the full design of the roadway factored in.
6. A professional comparison on estimated travel times on each proposed alignment along with the same for the 'year 2020 No Build improvements,' Enhanced Widening alternative, Public Transit, and 'TSM', should be in the final EIS.

THE PUBLIC TRANSIT AND (TSM) TRANSPORTATION SYSTEMS MANAGEMENT ALTERNATIVE

1. The Public Transit and TSM Alternatives were incorrectly dropped during the 'Tier 1' screening; both should be considered and investigated throughout the alternative selection process. To eliminate it because it's not a road is wrong. TSM, Public Transit along with the 'enhanced widening' (EWR) could satisfy all project goals that a new highway alignment could. Please complete cost-benefit analysis on these alternatives also.

2. To assume that Maui County will not have a Public Transportation system within the next 20 years is wrong. To assume only more cars, private and rental, on more roads is a 'third world' answer and poor conservation planning. The public and visitor industry needs a public transportation system, the Maui County General Plan supports one, the EIS should assume we would have one operating by 2020, not otherwise.

3. The 'LOS' Level of Service rating given at all studied intersections for the year 2020 should take a Public Transportation System and TSM impact into its methodology. Taking many cars off the existing roadways would satisfy the project goals as listed in the Draft EIS.

CONCERNS OF THE PROPOSED ALIGNMENTS

U3

1. U3 does not conform to the Community Plan of the majority of the project district
2. U3 should have never passed the 'fatal flaw' criteria. This alignment technically dead-ends on Kula Highway. A directional sign to aid the visitor's 2 miles out of their way to Haleakala Highway is absurd. Most will find their way through the steep, winding, neighborhood streets of Kimo Drive and Puhehuiki Rd. Others will get lost even deeper into rural Kula in the early morning. Buses, Bike tours, and others will cause safety and noise problems.
3. On the lower end it bisects the Maui County Ag Park, and impacts other truck farming operations close by.
4. What realistic mitigation measures would be used to lessen these impacts on the U3 connection?

U2A

Substantial evidence to drop this connection option

1. Non conformance to the Community Plan of the majority of the project district
2. The loss of prime agriculture resources and open space resources is a major concern
3. Counter productive traffic flows:
   • The main population base Upcountry must travel up the Pukalani By-Pass, intersect in front of the King Kekaulike High School, then down the mountain through proposed urban development lands with possible multiple intersections.
• Some Pukalani residential traffic would short cut through neighborhood streets impacting an Elementary School and quiet neighborhoods with safety and traffic concerns.

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• Another new intersection would be created connecting Old Haleakala Highway with the Pukalani By-Pass, this would need to be signalized for traffic heading down the mountain to access Pukalani Town. This is another expense and safety concern.

Please show a complete design of this intersection.

4. The archaeological importance of many sites along this route would make this alignment like a land mine in a soccer field for the DOT. The Draft EIS admits some sites will be sacrificed.

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5. Bike Tours (many vans and bikes) will be using this new connector, changing their current tour routes. This new route will add thousands of defenseless visitors on bikes clashing with the many young drivers of the High Schools.

U2B..

1. This alignment does not conform to the Community Plan of the majority of the project district.

18

2. A severe 10% grade near the (K-12) Kamehameha School, elderly housing project, public park, shopping center, and a Hawaiian cultural center.

• There will be loud and disruptive noise from trucks, tour buses, and commercial supply vehicles going up the mountain and from the application of (air) brakes as those same vehicles head back down. How will this be mitigated?

18

• Safety will be jeopardized with speeding, fully loaded trucks and buses, and adverse weather conditions on this very steep highway. The absence of a truck climbing lane or center divider will also entice accident situations. How will this be mitigated?

With many new intersections, pedestrian and bike traffic, and more urban lands below to be developed, U2B can laughingly be called a limited access highway.

3. The Draft EIS contains many references to the Kulamalu Master Plan. Please include in the final EIS a complete current site map of the Kulamalu project area. Also supply any current information or offers that Dowling Company or Kulamalu Limited Partnership has relayed to the DOT on the U2A or U2B alignments. Please also supply in the EIS communications from any State Representatives that has expressed support for this alignment.

18

4. As with the U2A and U3 connection, most Southside and some Westside Upcountry commuter traffic will travel up the By-Pass to reach this intersection. With U2B and U3 this traffic will pass the King Kekaulike High School and Kamehameha School front entrance while the kids are just arriving by bus, car, bike, and foot. At this same location throughout the day visitor, bus, car, and bike/van traffic will be going both up and down. How will the obvious safety issues here be mitigated?
5. Archaeological importance along this route would make this alignment more likely to cause damage. Some say its already been done. It might be wiser to steer clear of these highly sensitive areas and not risk the unknown.

U1

1. U1 does not conform to the first choice of the Community Plan of the majority of the project district, but if a highway is built, Halii’imaele is the only allowable route connection Upcountry.

2. The loss of prime agriculture resources and open space resources is a major concern.

3. I would disagree that the Upcountry Community Plan supports this U1 alignment at all.
   - The original connections from Halii’imaele to Kihel seemed more acceptable. (Alt. 1) These lower alignments were at a much lower grade, were more direct, and only crossed Omaopio Road, not Pulehu Road as well. Although more creativity would be necessary to accommodate the cane operations, this lower road would be safer, quicker, and a better cost-benefit ratio.
   - I believe the upper alignment was selected to accommodate future urban land speculation below Pukalani and up to Kulamalu (a mile away). Please elaborate the reasoning behind the new U1 alignment.
   - Many times the Draft EIS says U1 will cause additional traffic on Pulehu and Omaopio Roads. Do a complete Origin-destination study and prove this wrong. The main population base will use the improved 4 lane and the closer Hana Kula Highway.
   - The poor level of service rating given for the Hallimaile intersection for 2020 must be from a poor intersection design. Try it again with a modest grade separation, overpass, or tunnel, and detail it in the EIS.

OTHER CONCERNS AND QUESTIONS

1. Noise studies were incomplete and should be redone
   - Many noise studies were preformed during the summer when schools were out and visitor counts are traditionally down.
   - Studies were preformed for the (K-12) Kamehameha School in a field before the school was built and the 10% inclined road was done. Morning Crater, Upcountry commuter, multiple school, and commercial retail traffic noise should all be combined to estimate the impacts on this U2B alignment in the future.
   - Studies were not done near the proposed Kulamalu park, elderly housing project, or amphitheater.
   - King Kekaulike High School was not in session.

2. The Department of Education was not asked to respond to this project because of the safety, noise, and other possible impacts on the King Kekaulike High School and Pukalani Elementary School. The DOE should be asked to respond.

3. The Maui County Water board should be asked for their input on future water improvements in the Upcountry area. Contrary to the Draft EIS, developments in Kula will boom with a
new roadway and greater water storage. Supply the latest information on planned water improvements.

4. The old government right-of-way (Alt.8) should still be studied as a trade for any alignment that crosses the same-owned cane land. Please explain the “design” problem that dropped it out of consideration as a final alternative.

5. Please explain which alignment would serve Kihei best in the event of a coastal emergency, and why?

It seems in the best interest of the Kihei Community that they have efficient access to and from the emergency services in town (Hospital, Fire response, Airport). To evacuate to Upcountry and away from these services would be a mistake. An emergency access road from the Kihei Regional Park area to Mokulele Highway should be designed.

6. To design the new highways without a center divide is avoiding doing it correctly the first time. Someone putting traffic traveling at high speeds in opposite directions with only a few feet of air between them should be working for the local undertaker.

7. In the final EIS, list the negative socioeconomic impacts that the loss of farm land, open space, rural country atmosphere, and cultural and historical resources could have on the visitor industry in Maui Country. There must be some studies on similar Island communities that have lost open space, became overbuilt, and lost the return visitor.

8. It also bothers me that a developer involved with this project has created very profitable opportunities for a couple of State Legislators. Should I have any reason to think there might be undue influence on any decision in this process?

I am very concerned about the truthful need of this project. Being an employee of the Wailea area and commuting from Upcountry for the past 23 years, I know the drive never takes very long. To say this highway is for the hotel employees living upcountry is misrepresenting us. Improving the existing roadways to 4 lanes would improve the driving time and be much safer with a center divided roadway. The difference in time is not worth the many losses to Maui County and our visitors. Most Upcountry workers I know don’t mind the drive and don’t want to be any closer to work than they are. They love their Upcountry home. They don’t want a developer’s plan or a State/Fed plan; they want their own community’s plan.

In the final EIS please respond to all of my concerns and questions in the above comments.

Sincerely,

Steve Surro

[Signature]

Member of:
State/County Joint Task Force Upcountry Highway
Kula Community Association Board of Directors
Mr. Steve Sutrov  
124 Alinakula Road  
Kula, HI 96790 

1. The purpose of an environmental review document, such as an EIS or an environmental assessment, is to identify and assess the environmental and social impacts that could result from the development of a project so that better decisions are made. The analyses presented in the Draft EIS for Kihei-Upcountry Maui Highway were based on the best available information at the time the document was prepared, which could be obtained within reason. The EIS reported the positions of the community plans as they relate to the proposed project. As it turned out, these plans were influential in the decision to identify the preferred alternative.

2. The community plan process is one avenue through which the public expresses its sentiments. The Department of Transportation views these plans as advisory, since the planning of transportation facilities is complex and involves the balancing of many factors, including environmental impact, cost and transportation performance, in addition to community preference. The Department is quite aware of the extensive effort invested in the community plans. For your information, the preference stated in the Makawao-Pukalani-Kula Community Plan was given a lot of weight.

3. The Department of Transportation does not see its role as adjudicating the relative strength of two adjacent community plans on Maui. Cases in which community plans conflict should be resolved at the county level. In any case, the apportionment of project area between two community plans is not a suitable basis upon which to evaluate the relative influence of the plans on project planning. Therefore, the requested figure is not needed or relevant to decision-making.

4. You do not indicate that the paraphrase supplied inaccurately states the Makawao-Pukalani-Kula Community Plan’s position. Absent an error, paraphrasing is within the editorial discretion allowed. It is the understanding of the Department of Transportation that the Makawao-Pukalani-Kula Community Plan states a preference for the No-Build alternative, but, if the road is to be built, the favored Upcountry terminus is at the Haleakala Highway / Haliimaile Road intersection.
5. If statements were provided by the mentioned organizations in response to the Draft EIS, their statements have been included in the Final EIS. All of these organizations have been afforded full opportunity to participate in the environmental review process.

6. An origin-destination (O-D) study was conducted for the Maui Long Range Land Transportation Plan (Long Range Plan). The roadside vehicle survey mentioned was used as input to study. The final O-D results were used in the latest Long Range Plan, which is the planning document that programs roadway improvements on Maui. The plan recommends Kihei-Upcountry Maui Highway, but does not identify a specific alignment. Data used to prepare the Long Range Plan can be obtained from the Statewide Transportation Planning office of the Department of Transportation.

7. The origin-destination study completed for the Maui Long Range Land Transportation Plan was used to estimate the traffic volumes that would use Kihei-Upcountry Maui Highway (see Section 4.4.1.2 of the EIS). Depending on the alternative, these volumes would vary. In general, the U3 and K2 alternatives would convey lower volumes, and the U1, U2-A, U2-B, and K1 alternatives would convey higher volumes. The Enhanced Widening of Existing Roadways (EWR) alternative was eliminated from further study because it would require construction over a 32 kilometer (20 miles) distance, and was estimated to cost $78 million. This could not be justified when a highway directly linking Upcountry and Kihei would only be 15 to 18 kilometers (9 to 11 miles) long, and would cost roughly the same but be substantially better in addressing the system linkage and other purposes and needs.

8. Hansen Road was included in the origin-destination study used for Long Range Plan. As stated in Response #6, the results of the study were used to estimate the volumes that would use Kihei-Upcountry Maui Highway, including traffic on Hansen Road.

9. The level-of-service (LOS) analyses presented in Section 4.4.1.2 assumes the Kihei-Upcountry Maui Highway terminus intersections are signalized with acceleration, deceleration, and left-turn lanes. The purpose of an LOS analysis is to estimate traffic conditions (i.e., vehicle delay), not cost, safety, or overall efficiency. These parameters are evaluated elsewhere in the EIS.

10. The travel time savings presented in Section 4.14 are possible because Kihei-Upcountry Maui will be a limited access facility, unlike the present route, which includes traffic signals.
and local traffic. It is not necessary to fully design a project to estimate its potential transportation benefits.

11. The comparisons of travel time savings presented in Section 4.14 were made against the No Build alternative. Comparisons were not made against the EWR and TSM alternatives because they were eliminated from consideration in the screening analysis (see Section 2.2). However, if comparisons were made, the results would be similar because these alternatives would not decrease travel distance. The travel time analysis did not assume peak period conditions (i.e., congested conditions) for the No Build alternative, which would have lengthened travel times, and thus, would not have compared well against the build alternatives.

12. The TSM Alternative was dropped from consideration because it would not address the project's purposes and needs. However, the Department of Transportation would support any effort to provide public transit on Maui because it would provide residents with other transportation options. The EWR alternative was also eliminated from further study (see response to comment 6).

13. Benefit-cost (B-C) analyses of the TSM and EWR alternatives were not conducted because both failed to address the project's purposes and needs. The method of calculating the B-C ratios for the alternatives screening analysis (see Section 2.2.1) was based on travel time savings between Kihei and Upcountry that would be provided by the build alternatives, in comparison to the future No Build alternative. With no travel distance savings, and an estimated cost of $78 million, the B-C ratio of the EWR alternative would be very small.

14. Based on generally accepted standard methods and guidance, as well as applicable federal procedures, the No Build Alternative is defined as the transportation system described in the appropriate transportation planning document (The Maui Long-Range Plan), without the proposed project (Kihei-Upcountry Maui Highway). The future No-Build Alternative cannot assume a public transit system that is not described in the Maui Long-Range Plan. The Department of Transportation would support efforts by others to enhance public transit on Maui. Transit vehicles would be able to use Kihei-Upcountry Maui Highway.
15. LOS analysis was not conducted on the TSM alternative because it was eliminated in the alternatives screening evaluation (see Response #12). While reducing vehicular traffic would address some of the project goals, such as transportation demand, public transit cannot be assumed in the year 2020 condition because no governmental or non-governmental entity has proposed such a system, and it is not included in the Maui Long-Range Plan.

16. The U3 alternatives were evaluated in the Draft EIS because they are the least cost alternatives that address the project's purposes and needs (Alternative U3,K1 has the lowest cost, and Alternative U3,K2 has the third lowest cost). The U3 alternatives would have environmental impacts as noted in the comments. However, if a U3 alternative were selected as the preferred alternative, these impacts would be mitigated as described throughout Chapter 4. A U3 alternative was not identified as the preferred alternative, in part because it would not address travel markets as well as the other alternatives.

17. Although the U2-A alternatives do not conform to the preference stated in the Makawao-Pukalani-Kula Community Plan, this was not the reason these alignments were not identified as the preferred alternative. In addition, the loss of agricultural resources and open space is a common impact of all the alternatives, and the modified Five Trees intersection would have included crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

As described in Section 4.4.1 of the EIS, the U2-A alternatives would cause a contra-flow of peak directional traffic in Upcountry. This contra-flow pattern is considered beneficial. Since commuter traffic tends to peak during certain times of the day (i.e., early morning and late afternoon), arterial roadways tend to be over-utilized in one direction during the peak period, and under-utilized in the other direction. The benefit of the U2-A and U2-B alternatives, and to a lesser extent the U3 alternatives, is that they would have caused the directional splits of the highways in Upcountry to be more even.

There would be no direct access to the U2-A alignment from the lower Pukalani neighborhood, so the neighborhood impacts described in the comment would not occur. The only access to the U2-A alignment would be at the Five Trees intersection. The new
intersection on Pukalani Bypass would be a T-intersection, and only right-turns would be allowed (right-turn in and right-turn out). This intersection would not likely require traffic signals.

Based on the information obtained or developed to date, a U2-A alternative would not have displaced any archaeological sites, including a heiau found in proximity to this alignment. Impacts on archaeological sites are not necessarily sufficient reason to abandon an alternative.

Khei-Upcountry Maui Highway would have included shoulders wide enough for bicyclists regardless of the alternative selected. Bicycle tour operators are allowed to use public roadways, but not in a manner that would be unsafe for their customers or others.

The issues raised above are addressed in more detail in Chapter 4 of the EIS.

18. Although the U2-B alternatives do not conform to the preference stated in the Makawao-Pukalani-Kula Community Plan, this was not the reason these alignments were not identified as the preferred alternative. One of the disadvantages of the U2-B alternative is its 10 percent grade near Kula Highway, which is normally not acceptable for a limited access highway facility. Limited access means that driveways are not allowed direct access to the roadway, but intersections are allowed.

If a U2-B alternative had been identified as the preferred alternative, any noise impacts (see Section 4.6 for a definition of a noise impact) would be mitigated in accordance with the Department of Transportation Noise Analysis and Abatement Policy. In the vicinity of Kamehameha School and the future shopping center, an urban design would have been used, which includes sidewalks.

Since a U2-B alignment was not identified as the preferred alternative, close coordination with the Kulamalu development will not be necessary. Therefore, a complete and current site map of this development is not needed in the Final EIS.

The U2-B terminus would be designed to accommodate pedestrians (walking students). Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.
Based on the information developed to date, the U2-B alignment does not contain archaeological sites that would have made this alignment unworkable.

19. The U1,K1 alignment was identified as the preferred alternative. The U1 terminus conforms to the preference as stated in the Makawao-Pukalani-Kula Community Plan, if a build alternative is implemented.

The U1 alternatives would displace the greatest amount of agricultural land in comparison to the other Upcountry terminus options. Mitigation measures will be implemented to maintain the productivity of fields not directly affected by the project.

Alternative 1 was eliminated during the alternatives screening because, based on coordination with Hawaiian Commercial & Sugar Company, it would have caused substantially greater impacts to agricultural practices and agricultural infrastructure than the upper alignment. Alternatives 2B (U1,K1) and 2C (U1,K2) were developed to avoid bisecting the Maui R&T Park, retain an option with an Upcountry terminus at the Hallimaile intersection, and minimize impacts to active sugarcane fields. The potential for future urban development was not a factor in developing the U1 alternatives.

The EIS discloses the potential impact that some motorists may choose to use Omaopio and Puhehu Roads to travel between the new highway and Kula because these roads would shorten their travel distance. This impact is expected to be greatest under a U1 alternative because of the greater distance between Kula and the U1 terminus. The basis for this assessment is that some motorists already use these roads instead of Kula, Haleakala and Hana Highways.

The predicted level-of-service at the U1 terminus is not poor, although it is not as good as the other Upcountry terminus options because more Upcountry traffic would use this intersection. With the other alternatives, a directional split of traffic volumes would occur (see Response #16). A study of several concepts for grade-separating the U1 intersection is provided in Section 2.1.2 of the Final EIS. However, based on presently projected traffic volumes, the costs of these options are not justified considering their marginal benefits in relation to a signalized intersection, which costs substantially less.
20. To predict future traffic noise levels at noise-sensitive locations (e.g., residences, schools, certain kinds of parks, etc.), noise monitoring is performed to calibrate the noise model. For sites near a major roadway, noise monitoring is conducted when traffic conditions generate the highest noise levels. Impacts of the project are determined based on this "worst-case" traffic condition. Traffic noise is highest when the road is conveying high volumes of high-speed traffic (i.e., the road is crowded, but not too crowded that speed is affected). Therefore, the fact that the high school was not in session during the monitoring does not factor into the analysis.

For noise-sensitive locations not presently near a highway, but near an alternative alignment, the monitoring could be done at any time during the day. Since noise monitoring was done at the Kamehameha School site, which would be adjacent to the highway if a U2-B alignment were identified as the preferred alternative, it is not necessary to monitor other proposed noise sensitive sites in the general area, such as the elderly housing project. Had a U2-B alternative had been identified as the preferred alternative, the Department of Transportation would work with the developer to ensure that no noise impacts would occur on the abutting properties, in accordance with the Department of Transportation's Noise Analysis and Abatement Policy.

21. The Department of Education (DOE) was sent a copy of the Draft EIS and was asked to review and comment on the document. The DOE responded, with a statement that they had no comments (see Volume 2: Draft EIS Comments and Responses).

22. The Maui Board of Water Supply was consulted during the preparation of the Draft EIS, and their input was used to evaluate the growth inducement potential of Kihei-Upcountry Maui Highway (see Sections 3.4.3 and 4.1.1). These sections are based on the latest information available from the Board of Water Supply.

23. Alternative 8 was dropped from consideration during the alternatives screening because it does not meet radius and grade standards for a modern highway. There could be liability issues associated with providing a highway facility that is not designed to current standards.

24. Coastal hazards are a major reason why South Maui needs evacuation capacity. Direct access to emergency services in Kahului, while important, is only one consideration. The
evacuation route you suggest could still be blocked by a coastal hazard or an incident in North Kihei.

25. Kihei-Upcountry Maui Highway, in its initial two-lane undivided configuration, would be similar to Haleakala or Hana Highway. The number of incidents on these highways is not high considering their traffic volumes. Kihei-Upcountry Maui Highway will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards.

26. The conversion of open space and agricultural lands to transportation infrastructure is not anticipated to affect the visitor industry on Maui. The preferred alternative, the U1,K1 alignment, will not affect significant archaeological or historic sites. The level of impact that the project will have on the "rural country atmosphere" and the potential effect on the visitor industry are debatable. The Department of Transportation recognizes that an important characteristic of the Upcountry's "rural country atmosphere" is its relatively low density. However, it is the availability of water, not transportation capacity constraints that would affect this aspect of Upcountry ambience.

27. The criteria used to evaluate the build alternatives considered in the Draft EIS were based on cost, environmental, transportation, and community planning factors. There was no influence on the part of any developer or legislator with regards to the selection of the preferred alternative. If the commenter has evidence that improprieties have occurred, these should be reported to the appropriate authorities.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Steven Smith
Address: 124 Aina-Kula Rd, Kula, 96790

Telephone (day): 808-273-9
Telephone (eve): Same

Please make any comments below:

Page 1

1. I support the community plan of the vast majority of the project area of the upcountry Kihei Road project, the Upcountry Community Plan. Improving all Kihei to upcountry existing roads to 4 lanes would satisfy 5 out of the 6 purposes and needs of the project listed in the DOT. The only need it would not fill is the route out of Kihei for an evacuation. This could be handled with another road developed through Hana. There are roads to be in the South Maui area or existing private roads improved for emergency use in the Makana Area. To improve the existing and be safe and efficient, the State DOT would have to design the workable intersections that would fit the

2. ..
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name:

Address:

Telephone (day):

Telephone (eve):

Please make any comments below:

Economic development would be accomplished by preserving the most valuable resource: our visitors come to Maui for the open space and rural life style.

If a road, a new highway is deemed necessary after existing roads are improved, ʻUlupalakua Rd. connection crossing only one app. road and as little as possible would be the safest (with safe intersections, designed by the State DOT) and serve the main population base of upcountry keeping transient traffic out of rural neighborhoods in Kula and Pukalani.

Thank you.

[Signature]
1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala, Hana, Mokulele, and Pali Highways. The preferred alternative is most consistent with the Makawao-Pukalani-Kula Community Plan.

2. The suggested alignment would be similar to Alternatives 6A and 6B, which were eliminated in the alternatives screening evaluation for their exceptionally poor benefit-cost ratios. Their poor ratios derive from the relatively small amount of traffic that would use these alignments.
Mr. Steve Sutrov  
124 Alakoa Rd.  
Kula, HI 96790

Comment: The Construction of Kihei-Upcountry Maui Highway will encourage development in Upcountry.

Response: The potential for urban growth inducement in Upcountry was analyzed in Section 4.1.1 of the EIS. It was determined that the amount and pace of residential development in Upcountry will continue to be controlled by water availability, not transportation infrastructure.

Comment: Improve existing roads before building this new highway.

Response: Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway and Piilani Highway.

Comment: Intersection level-of-service cannot be determined without detailed design work.

Response: Intersection level-of-service analyses can be conducted using conceptual engineering.

Comment: Requested details on the number and signalization of proposed intersections on Kihei-Upcountry Maui Highway, and other engineering details.

Response: This information is provided in Section 2.1 of the EIS. The Department of Transportation must approve all proposed future connections, and will maintain the roadway as a rural, limited access highway. Kihei-Upcountry Maui Highway would likely have only two signalized intersections located at the termini.

Comment: Requested a figure in the Final EIS showing the alternatives in relation to the areas of the two affected community plans. Since most of the project area would be within the Makawao-Pukalani-Kula planning district, this community plan should govern. Alternatives not contained in this community plan should not be considered.

Response: Since two community planning areas would be affected by the project, both plans must be equally considered. The notion that the controlling community plan should be the one with the greatest proportion of the alignment is rejected. Therefore, the requested figure is not
needed. State highway projects are not required to conform to locations set forth in community plans. The Department of Transportation considers community plans to be important expressions of public sentiment, not regulatory documents. Nevertheless, the *Makawao-Pukalani-Kula Community Plan* was given substantial weight in the identification of the preferred alternative, the U1,K1 alignment.

**Comment:** The EIS should have considered the Halimaile terminus alternative that crossed only Osaopio Road, not the current alternatives that cross both Osaopio and Puhehu Roads.

**Response:** The alignment suggested, Alternative 1, was eliminated during the alternatives screening because it would cause substantially greater impacts to active sugarcane fields when compared to the other alternatives. This alignment evolved into the current U1 alignment.

**Comment:** The EIS needs an origin-destination study.

**Response:** An origin-destination study was completed for the *Maui Long Range Land Transportation Plan*. This origin-destination study was used to estimate the volumes that would use Kihel-Upcountry Maui Highway (see Section 4.4.1.2).

**Comment:** The noise analysis of the impacts to Kamehameha School and King Kekaulike High School is not sufficient because of inadequate monitoring: Kamehameha School was not in existence and only two grades were in session at the high school.

**Response:** See the response to Comment #20 from your letter.

**Comment:** The U3 alternatives were included in the EIS to confuse the public.

**Response:** The U3 alternatives were evaluated in the Draft EIS because they are low-cost alternatives that address the project’s purposes and needs. Alternative U3,K1 has the lowest cost, and Alternative U3,K2 has the third lowest cost. Therefore, they are reasonable alternatives, and were not presented to divide opposition to this project.

**Comment:** Kihel-Upcountry Maui Highway should be a divided roadway for safety reasons.

**Response:** A two-lane highway is proposed because projections indicate that two lanes would be sufficient to accommodate travel demand in the design year 2020. In its initial two-lane
undivided configuration, the highway would be similar to Haleakala or Hana Highway. Kihei-Upcountry Maui Highway will be designed in accordance with accepted standards.
Keep Upcountry Worth the Drive
Testimony Against the Building of the Upcountry-Kihei Highway

I am opposed to the building of the Upcountry-Kihei Highway because every time we lose a part of Maui’s natural beauty, residents and visitors alike lose something very special. The highway, its string of street lights, and its traffic will blight the mountainside. Upcountry must also be kept a rural environment. Growth is inevitable, but it must be controlled. There are plans to widen Haleakala Highway to four lanes. This will be enough. In the future, there is also the possibility of a highway to Kihei through Hawaiian Homeland’s Waakoa land. If Upcountry is not preserved, what will be the point to escape hot, sticky, touristy, and crowded Kihei to travel to Upcountry with its cool air, small farms and open pastures. What would be the point to live up here, far from the employing hotels in the first place?

Regarding the different possible Upcountry connections, if this highway must be built, Ha'iliimaile would be the best route.

Any connection in Pukalani will create havoc with the schools there, King Kekaulike, and later, King Kamehameha as well. Many students would have to cross the new highway’s traffic, added on top of the current congestion, to walk home from school. Do not let it take a student to be hit by a car for this route to be realized a mistake.

I am opposed to the Omaopio Road connection because though this might be the most direct route to build, it is not easily reached by much of Upcountry’s population. Also, if tourists from Kihei were to use that route to reach Haleakala National Park, which way would they take to reach the summit? There are no direct routes. I would like to see the rental car agencies send their customers into the Lower Kula Road and Kimo Drive neighborhoods.

The Ha'iliimaile connection is not in the middle of a town or schools and is still accessible from, and gives access to, all of Upcountry. Though Ha'iliimaile is the least of the evils, people there are also concerned about the traffic it will bring through their neighborhoods.

In conclusion, since there are already plans to expand the existing roadways connecting Down Country and Upcountry, the Upcountry-Kihei Highway should not be built. Let us preserve our beautiful and peaceful Upcountry, one of Maui’s jewels. It will be worth the drive.

Margaret T. Sutor
Seabury Hall Student
October 13, 1999
Ms. Margaret T. Sutro

1. Had a U2-A or U2-B terminus been identified as part of the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would have included crosswalks and sidewalks to the high school (see Section 4.4.4 of the Final EIS). Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

2. The EIS discloses that one of the impacts of the U3 alternatives would have been that some motorists traveling to and from the summit may inappropriately choose to travel through the residential roads of Kula instead of staying on the main highways. A U3 alternative was not identified as the preferred alternative.
KAZU HAYASHIDA, DIRECTOR OF TRANS
STATE DEPT OF TRANS, HIGHWAYS DIVISION
869 PUNCHBowl ST
DEAR SIR -

PLEASE DON'T CONTRIBUTE TO
THE DESTRUCTION OF OUR
BEAUTIFUL ISLAND BY BUILDING
EITHER A "KAHEKILI HWY" AROUND
THE NORTH END OF WEST MAUI, OR
BY MAKING HUAPULU HWY 4 LANES.

PLEASE PLAN FOR THE FUTURE DECADES
(NOT JUST A FEW YEARS) BY PUTTING
UP A "RAISED RAIL" SYSTEM AS
PROPOSED BY TOM CANNON IN THE
"VIEWPOINT" COLUMN IN THE MUNIXNEWS
ON SUNDAY OCT 24. PLEASE READ
THAT COLUMN - IT MAKES REAL SENSE.
ALL THE WAY ABOUT ALL ASPECTS. AHIKIWI...
1. A "raised rail system" (rail transit) would not meet the purposes and needs of the proposed Kihel-Upcountry Maui Highway. In addition, given the present population size and land use pattern on Maui, it would be highly inefficient. For rail transit to work, higher population densities are required than currently occur on Maui. Should the people on Maui wish to pursue the development of a public transit system, a bus system would be a less expensive technology to start with.
Mr. Kazu Hayashida  
Director of Transportation  
State Department of Transportation  
Highways Division  
869 Punchbowl Street  
Honolulu, HI 96813

Dear Sir:

I have been an Upcountry resident for over twenty years. I have been aware of the plans to build a highway to link Kula with Kehei for a long time and I still arrive at the same conclusion.

I feel the existing highways are inadequate and need to be upgraded. I would prefer seeing the Mokulele Highway become a four lane divided highway connecting to Hana Highway, a six lane highway that connects to a divided four lane Haleakala Highway. I believe we need to exhaust our present access routes first. I am afraid that the construction of a new highway will impede the upgrading of our already inferior road system.

If the government insists upon building a separate road, I feel that the U1 Hallimall terminus is the only one to consider. U1 would serve a greater Upcountry population, diverting more traffic to Kehei from Hana Highway as the EIS states. It would also bring Kehei residents and tourists to where the Upcountry begins allowing a more broader access to where they may want to go. It also appears to be the safest and logical design solution. This route would serve the Kehei residents with a direct route to the emergency hub of the island (airport, Civil Defense, hospital, etc.). The Hallimall intersection is a mere ten minutes to the airport.

The U2A connection is too unsafe. There is already a bottleneck there and traffic accidents happen too frequently.

The U2B connection is even more unsafe, exposing two schools to more traffic.

The U2A, U2B, and U3 pose too much safety risk because there will be too much traffic trying to go in all directions during rush hour.

There will be bike tours going down the mountain, service vehicles servicing the new commercial development and the two schools, tour busses going to the summit, school traffic going and coming from both high schools as well as going to Pukalani School, Kalama Intermediate, and Seabury Hall along with the community trying to get to work. Combined with this congestion there will be high school students from three high schools in this area learning to drive.

There is already a problem in this area. Another road would make the situation worse.

I support the Pukalani-Makawao-Kula Community Plan. It was formulated by citizens from every corner of Upcountry who studied the options carefully. After much consideration they came to an unbiased and educated conclusion that they felt is in the best interest of the communities. This plan was passed by the Maui County Council and signed into law by our Mayor. Thus it should be honored.

Sincerely,
Ms. Margaret J.B. Sutro
124 Alakula Road
Kula, HI 96790

1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway, and Pillani Highway.

2. Had a U2-A or U2-B terminus been identified as part of the preferred alternative, the modified Five Trees Intersection or the new intersection on Kula Highway would have included crosswalks and sidewalks to the high school (see Section 4.4.4 of the Final EIS). Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

As described in Section 4.4.1 of the EIS, the U2-A, U2-B, and U3 alternatives would cause the contra-flow of morning peak directional traffic in Upcountry. Since commuter traffic tends to peak during certain times of the day, arterial roadways tend to be over-utilized in one direction during the peak period, and under-utilized in the other direction. A benefit of the U2-A and U2-B alternatives, and to a lesser extent the U3 alternatives, is that they would cause the directional splits of the highways in Upcountry to be more even.
Kaya Hayashida  
Director of Transportation  
DOT, Highway Division  
869 Punchbowl St.  
Honolulu, HI  96813

Dear Mr. Hayashida,

Please don't build any new Kīhei-Upcountry route.

1. A new highway would adversely divide agricultural land and hurt farmers.

2. A new highway would enable more development on agricultural lands, which would be detrimental, both to the land, and to the island water supply.

3. Installations at the summit of Haleakalā are too high to be suitable for a work site for many people. The few workers who travel there could be transported quicker and for less total cost if they were flown by helicopter.

4. Communication between Kīhei and Haleakalā should be done "HIGH TECH", electronically.

Tours industry employers should build more employee housing closer to the jobs, and also support mass public transportation for workers living further away. A scheduled mass transportation system could run between "car parks areas" around the island.

5. Kīhei DOES need an ESCAPE ROUTE. An inexpensive way to make it would be to maintain a simple road which was closed, except for times of emergencies. Some existing roads might do.

I spent 10 working years driving from Pa'auilo to Kīhei. But,

Please don't build any new Kīhei-Upcountry highway.

Aloha,  
October 26, 1999

Martha Mantari  
Martha Mantari  
P.O. Box 296, PAIA, HI 96779
1. The project would adversely affect agricultural land. The preferred alternative, the U1,K1 alignment, will bisect sugarcane and pineapple fields. The impact on agricultural activities will need to be mitigated, as described in Section 4.2.4 of the EIS.

2. The potential for urban growth inducement in Upcountry was analyzed in the EIS. It was determined that the amount and pace of residential development in Upcountry will continue to be controlled by water availability, not transportation capacity.

3. The EIS acknowledges that the number of persons traveling between the Maui R&T Park and Science City using Kihei-Upcountry Maui Highway will be relatively small compared to other travel markets. However, there are other purposes for the project than providing improved mobility between the Maui R&T Park and Science City.

4. The Department of Transportation supports the concept of developing housing near workplaces. However, the Department is not a housing authority, and must plan for the travel demand generated by the current and forecasted land use patterns. The Department also supports public transit on Maui because it would provide residents with other transportation options. However, transit operations are typically a County responsibility.

5. The suggestion to maintain a simple road that is normally closed may help address the evacuation capacity goal of the project. However, there are other purposes of the project that this suggestion would not address.
August 12, 1999

Federal Highway Administration
300 Ala Moana Boulevard
P.O. Box 50206
Honolulu, Hawaii 96850

Attn: Mr. Abraham Wong

Dear Sir:

Re: EIS Kihei-Upcountry Maui Highway

After reviewing the Draft Environmental Impact Statement for the Kihei Upcountry Upcountry Maui Highway and considering the cost benefit ratios of the various proposed routes, the "No Build" alternative is by far the best option.

Most of the "No Build" projects are needed even if there is a Kihei-Upcountry Highway. However the "No Build" options would relieve enough of the traffic congestion that the Kihei-Upcountry highway might not be justified.

There is no justification for a highway to link the Maui R & T Park with Science City other than a highly questionable legislative directive.

This project should be terminated in favor of addressing the existing improvements listed in the "No Build" option.

Sincerely,

C.P. Erdman
CEO Ulupalakua Ranch, Inc.
1. Even with the implementation of the projects assumed under the No Build alternative, the Kihei-Upcountry Maui Highway was still evaluated as being needed, as discussed in Chapter 1 of the EIS.

2. There are other purposes and needs for the project beyond improving mobility between the Maui R&T Park and Science City.
October 15, 1999

Abraham Wong, Division Administrator
Federal Highway Administration
PO BOX 50206
Honolulu, HI 96850

Dear Abraham Wong,

I am writing to express my opinion regarding the proposed Kīhei to Kula highway. I have studied the issues to a reasonable extent. Although a fear of Tsunami is a concern, the reality is less so. The need for people working at Maui research facilities to have convenient access is easily addressed. We have many helicopters on this island available for contract by these few travelers. Maui needs other roads improved (e.g., Mokuule highway, Honoppiānī highway widened to 4 lanes, Haleakala highway widened to 4 lanes) and so we should focus on what is needed most.

I am opposed to the building of the road. I drive every day on Maui. I do not see much benefit to the road. And I fear several possible negative aspects of the road being built.

What we do need is to prioritize our spending. The money that the State of Hawaii could spend on this road should be returned to the University of Hawaii budget. And the money that our federal government could spend on this road should be returned to balance the federal budget.

Sincerely,

Robert Crook
140 Uwao Rd, Apt 21-104
Kīhei, HI 96753
1. Coastal areas should always take tsunami threats seriously as evidenced from recent history. As described in Section 3.9.3 of the EIS, much of Kihei is within a tsunami evacuation area. There are other purposes and needs of the project beyond improving mobility between the Maui R&T Park and Science City.

2. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway and Pillani Highway.
Sara Backowski
Hamline University
1536 Hewitt Ave.
St. Paul, MN 55104

October 25, 1999

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Re: Kihei-Upcountry Highway, Maui, Hawaii

Dear Mr. Hayshida:

I am in agreement with the Kula Community Association Board of Directors which opposes the Pulehu, Kulamalu and “5 Trees” termini of the proposed Kihei to Upcountry Maui highway. The Kula Community Association developed its position based on surveys of the residents of Upcountry Maui, and I feel that these residents have the right to decide what will happen to their community.

Other options are available to alleviate growing traffic concerns, such as upgrading existing roads. If a new road must be built, the Haliiwaale terminus is the best option in terms of minimizing what is already severe traffic congestion.

Although I do not live in Hawaii, I have friends who do and I care a lot about it. I hope the government listens to the residents of Upcountry, Maui. Maui is a beautiful and unique place with a pace of life slower than that on the mainland. It deserves to be kept that way.

Sincerely,

Sara Backowski
1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway and Piilani Highway. However, these improvements alone will not address the purposes and needs that have been established for the project.
October 24, 1999

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Re: Kihei-Upcountry Highway, Maui, Hawaii

Dear Mr. Hayshida:

I am in agreement with the Kula Community Association Board of Directors which opposes the Pulehu, Kulamalu and "5 Trees" termini of the proposed Kihei to Upcountry Maui highway. The Kula Community Association developed its position based on surveys of the residents of Upcountry Maui, and I feel that these residents have the right to decide what will happen to their community.

Other options are available to alleviate growing traffic concerns, such as upgrading existing roads. If a new road must be built, the Halimaile terminus is the best option in terms of minimizing what is already severe traffic congestion.

Although I do not currently live in Hawaii, I have in the past and plan to again someday. I hope the government listens to the residents of Upcountry, Maui. Maui is a beautiful and unique place with a pace of life slower than that on the mainland. It deserves to be kept that way.

Sincerely,

Matthew J. Medeiros
1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway and Pillani Highway. However, these improvements alone will not address the purposes and needs that have been established for the project.
October 27, 1999

Dear Mr. Hayashi,

Thank you for the opportunity to comment on the proposed upcountry Kihei highway.

My concern with the current proposal is twofold.

1. The Environmental Impact Statement contains a suspicious absence of the full description of
   the proposed soil to be paved with the selection of any of the proposed upcountry termini. In the
   1970 Soil Survey by the U.S.D.A. Soil Conservation Service and University of Hawaii
   Agricultural Experiment Station, the Kaahua Series of soil (to be paved with either Haliihale,
   Pukalani, or Kulamalu termini) is described as "well-drained soils on the uplands on the island of
   Maui...annual rainfall 15-25 inches...used for sugarcane, pasture, wildlife habitat...pineapple,
   truck crops, and home sites...the surface layer is dark reddish brown silty clay loam about 10
   inches thick...the subsoil about 50 inches thick is dark reddish brown silty clay loam...the soil
   is slightly acid in the surface layer and slightly acid to neutral in the subsoil...permeability is
   moderate...runoff is slow, and the erosion hazard is slight...the available water capacity is about
   1.3 inches per feet of soil...IN PLACES ROOTS PENETRATE TO A DEPTH OF 4 FEET OR
   MORE". This clearly describes some of the best soil in the state and probably the tropics. Thus,
   we have the logical opposition by both Maui Pineapple and H.C.& S. to any of the currently
   proposed upcountry termini. Please provide for everyone your staff's "TOP TEN REASONS"
   why we should pave our best soil.

2. Second, the road is to be funded by U.S. Military Defense funds. The failure to connect the
   defense facilities to the termini raises a strong suspicion of fraudulent misappropriation of those
   defense funds and lends greater credibility to the rumor and innuendo that the connection of the
   U.S-K2 routing is shrouded in ghastly with criminal implications.

   When Sen. Daniel Inouye first acquired the funds to do the route proposal he was clear it was to
   be for defense and did not want the process to deteriorate into "another H-3". Clearly, the current
   choice of termini sabotage and betray Sen. Inouye and his most honorable intentions.

   Do we need a road? Yes, we have needed a road for 25 years. However, the currently proposed
   termini fail to directly connect the two defense facilities in an expedient way.

   Originally, the route from Maui Research and Tech facility to Hawaiian Homes was discounted
   because the proposal included paving from MRT to Lower Kula Highway. Now, nearly 10 miles
   of roads are developed in Hawaiian Homelands lowering the proposed terminus to an elevation
   well within a possible federal highway percent grade approval or exemption.

   If a terminus near Haliihale becomes absolutely unavoidable, please consider an alignment
   much closer to the existing H.C.& S.'s Kaahua Road and Upper Kihei Road. Please place a
   stronger emphasis on minimal disruption to their agricultural operations and provide a much
   better plan to handle any cross traffic.

   The current rush hour congestion can easily be relieved with staggered work hours just like
   New York and Chicago, and widening existing roads.

   I strongly urge you and your staff to reconsider the proposed termini and avoid promoting this
   highway project into "another H-3".

Sincerely,

Patrick Tait
Kula
1. Thank you for the information about the soils found in the project area. Section 3.9.1 of the EIS contains information about these soils. As you point out, and as disclosed in the Final EIS, the proposed project would result in the loss of productive agricultural soils, in addition to affecting agricultural activities and open space. Mitigation measures will be incorporated into the project to help minimize adverse impacts on agricultural activities.

2. U.S. military defense funds will not be used. Construction of the project would be funded by a combination of State highway funds, and federal funds administered by the U.S. Department of Transportation, Federal Highway Administration. Enhancing mobility between the Maui Research and Technology Park and Science City is one of several project purposes. Alternatives do not need to directly terminate at these facilities in order to improve the connection between them.

3. The U1 alternatives were coordinated with HC&S, and HC&S has stated a willingness to work with the Department of Transportation to minimize adverse impacts on agricultural operations. Section 4.2.4 of the EIS describes the mitigation measures that would be employed for maintenance of agricultural activities.

4. The Department of Transportation would support staggered work hours program, or other transportation demand management strategies that would lead to a more efficient use of the Maui's roadway system.
Dear Mr. Hayashida,

Please carefully consider the following comments on the proposed 'Kihei-Upcountry Highway' on the island of Maui. I offer the following comments as an objective professional concerned about a very significant, but rarely mentioned, public safety issue regarding this road: deer-vehicle related accidents.

I am a professional wildlife biologist, wrapping up 30 months of research on axis deer biology here on Maui in pursuit of my PhD in ecology for the University of California, Davis. Although, I currently reside in Kula, I am only a temporary Maui resident. As a result, I have no strong feelings regarding the ultimate outcome of this proposal. However, after spending more than two years, full-time, studying the deer in this region, I would consider my comments to be the closest thing we have to 'expert testimony' regarding this particular issue. Throughout this region, my knowledge of current deer population sizes, future population trends, and deer habitat preferences leads me to have serious reservations about the proposal as it is currently presented. In this letter, I will give a general overview of the deer situation on Maui and then I will present a few suggested mitigation measures that should be seriously considered if this highway is to go forward and provide a safe route of travel for vehicular traffic. I have read the entire Draft Environmental Impact Statement (DEIS) for this project and some of my comments relate to this document.

Nine axis deer were first introduced to Maui in 1959 and 1960 just above Kihei on the Kanohulu Ranch property. They have since grown tremendously in numbers, with hunting (both legal and 'poaching') becoming a significant source of mortality only in very recent years (1995 onwards). I currently estimate that there are over 3000 deer on the island. There could be as many as 5000. By the time the highway is expected to open in 2004 (DEIS p. 2-16) I project that Maui will have 8,000 deer.

Currently, deer numbers remain highest in the vicinity of the original release site on the western slopes of Haleakula from 'upcountry' to Makena, below about 3000 feet in elevation. This is the true 'heart' of the deer population on Maui at the moment. I expect that 75% or more of the population is found in this region. Unfortunately, the deer are also scattered widely throughout the island in smaller numbers. We know that there are currently deer in Hana, Kaupo, Kahakuloa, Kapalua/Lahaina, Ukumehame, Waikapu, Kanaha and Haiku. This is clearly an issue that will become increasingly bothersome to motorists throughout the island in the coming years.
I have enclosed a map of East Maui that provides a ROUGH indication of relative deer numbers throughout this region. As you can see, the proposed highway will bisect a significant portion of the high density deer area. As a result, I offer the following recommendations:

1) The population distribution of deer on Maui leads me to prefer the highway routing that begins at the northernmost Kīhei terminus (K1) and ends at the Hāliimaile terminus upcountry (K11). This will still provide an alternative escape route for Kīhei residents and meet the traffic objectives of this project. From a deer (and safety) perspective this route is preferred because it is furthest from the Makana/Wailea area that holds the highest local numbers of deer. Further, this routing incorporates much more agricultural land, and much less ‘ranch’ land. This means that the highway is bisecting an area that will hold fewer deer. The deer clearly prefer ‘ranch’ land habitat (dry koa forests, buffelgrass…) as described in the DEIS (beginning on p. 3-44). Further, the DEIS states that “from a biological perspective no alternative is more or less favorable” (p. 4-44). While this may be true when viewed through an ‘endangered plants lens’, this is not the case when viewed in terms of deer habitat and vehicular safety.

2) It is imperative that the proposed highway not only include ‘fire danger’ warning signs (DEIS p. 2-15), but that numerous ‘deer xing’ signs are included as well. I would suggest signs be placed no less frequently than every 2-3 miles. Research out of Cornell University has shown that signs stating “deer crossing next 5 (or 10) miles” are ineffective because drivers become complacent within several miles after passing the sign(s). Frequent signage has been shown to greatly increase driver awareness of deer activity.

3) I suggest that the project also re-consider the 55mph speed limit that has been proposed and, instead, consider a maximum speed limit of 45mph. The axiom that “speed kills” is especially true with regard to “deer-vehicle related accidents”. This is the term that is most frequently used regarding deer issues, since close to one half of the incidents that occur involve people swerving into an accident to avoid hitting a deer. Thus, there is no actual “deer-vehicle collision”, but an accident that was caused by deer in the road. If a 45mph speed limit is unacceptable to meet the “time savings” aspects of the project, then I strongly encourage a dual speed limit on this highway of 55mph during daylight hours and 45mph after darkfall. Most deer vehicle collisions should occur at night, but with less daylight in the winter season I expect deer to be frequently encountered during the peak traffic hours from 4am-8am and 5pm-9pm.

4) Finally, there is a significant potential problem regarding standard highway reflectors with regard to axis deer. It is an unfortunate coincidence that the yellow reflectors that are placed continuously along the roadways reflect exactly as do axis deer eyes in our headlights. I doubt that this is a project aspect that can be manipulated, but it is clear that with all of the yellow reflectors along Maui's roadways drivers rapidly become conditioned to this reflection. The result is a greatly reduced ability to detect deer in, or nearby, the road.

Please feel free to contact me with any questions or concerns regarding these issues. My principal role here on Maui has been to help devise deer management options and recommendations for a variety of different agencies and organizations that, to date, have included: Haleakala National Park, The Nature Conservancy, The Maui County Farm Bureau, Makena Resort and other golf courses, and all of the large ranches in this region. I would welcome the opportunity to discuss my comments further with you.

Thank you and Aloha.

[Signature]

Steven B. Anderson
Regional Management
1. Thank you for the additional information that you have provided. This information will be used in the Final EIS. The route that you identify as minimizing impacts on the deer population (U1,K1) is the route that has been identified as the preferred alternative.

2. Section 4.8.4 of the Final EIS includes measures proposed to minimize the incidence of vehicle-deer collisions. Your suggestion of frequent signage is noted, and is included on the list of mitigation measures.

3. Although the Kihei-Upcountry Maui Highway is currently planned with a 90 km/h (55 mph) posted speed limit in rural areas, this speed will be re-evaluated during the design phase, and the information you provided will be considered in this re-evaluation.

4. Thank you. The Final EIS will include this information. The color of the highway reflectors will be considered during the design phase of this project. It is possible to use reflectors that are not yellow.
Mr. Steven B. Anderson  
749-B Pulehuiki Road  
Kula, Hi 96790

Comment: Concerned about axis deer-vehicle collisions. Proposes several mitigation measures to prevent vehicle-deer collisions.

Response: Please see responses to your letter.
Abraham Wong, Division Administrator  
Federal Highway Administration  
P.O. Box 50206  
300 Ala Moana Blvd  
Honolulu, Hi 96850  
(808) 541-2700  
Also delivered by FAX to (808) 541-2704

Kazu Hayashida, Director of Transportation  
State of Hawaii Department of Transportation  
869 Punchbowl Street  
Honolulu, Hi 96813  
(808) 587-2150  
Also delivered by FAX to (808) 587-2167

RE: COMMENTS AND QUESTIONS ON DRAFT EIS FOR THE KIHEI-UPCOUNTRY MAUI HIGHWAY

Dear Sirs:

I would like to take this opportunity to comment on the aforementioned draft EIS and to ask questions which have been asked for many years but never answered.

1. In a letter dated October 9, 1994, John Harrison, environmental coordinator of the Environmental Center at UH Manoa stated: "In weighing the (then) seven alternatives our reviewers found 4 critical parameters necessary for evaluation:

   a. (number of projected) visitor trips
   b. (projected trips for) recreational use by residents
   c. (projected) transits to and from work
d. (projected) travel between the Kihei Industrial (R&T)
Park and the Haleakala Summit

The pertinent points in optimizing the location of the road would be gas
and time savings during the above mentioned operations."

In his letter to you dated September 19, 1994 then Planning Director for
Maui County, Brian Miskae asked "How many people commute from which
areas of upcountry to which areas of Kihei-Makena? Which route would
carry the most number of people?"

Please provide this data for each of the alternative routes. Five years have
passed since the questions were asked by the reviewers at UH Manoa and
Maui's Planning director. The data should have been assembled. The
distances of each proposed route do not answer these question. If 10
people save 10 miles driving the benefit is less than if 500 people save 2
miles driving. Cost benefit analysis cannot be done without estimating
how many people will use each route.

2. In his letter dated November 21, 1994, Maui Water Department Director
David Craddick informed you that there would not be water available to
irrigate landscaping for the road project. Although he did not include
concerns about water for fighting fires I would add that concern. Please
address this issue. Where will the water come from for landscaping and
fire fighting? What will be the impacts of each proposed water source?

3. Your draft EIS mentions the benefit of providing escape routes from
coastal hazards for Kihei residents. However it fails to address the ever
present danger of fire to Kihei residents. Since the EIS identifies
increased fire hazard as a consequence of allowing extensive travel
across the dry regions above Kihei, the issue of the increased hazard to
Kihei must be addressed. Please identify the number of mauka area fires
that have threatened Kihei in the past 25 years and explain how the
increased risk of fire posed by the highway users will be addressed.

4. Several commentators including Planning Director Brian Miskae and the
US Department of the Interior pointed out that "Road planners recognize
that without stringent limited access rules, road development is the
purveyor of a sequence of growth." "The EIS should also address the
growth inducement potential along the alignment and at the terminus."

Instead your draft EIS says that other factors, like water availability,
control growth. A relatively sophisticated middle school child understands
that without a road to an area development is not possible and with a road
it is very possible. Ergo the road has an important influence. Please
address that potential for growth inducement and its consequences in
detail. Include discussion of "stringent limited access rules".

5. The Maui Farm Bureau, Maui Land and Pine, HC&S and small farmers have
stated their serious concerns about the threats to agriculture posed by the
highway in oral testimony and in writing. To quote Richard Cameron,
President of HC&S, "This is a major threat to the future viability of HC&S
The draft EIS should specifically address each proposed mitigation
measure for each proposed route and identify its cost. Also identify the
impact on the agricultural pursuits in reduced yields and increased
expenses remaining after mitigation measures.

6. The draft EIS identifies increased road kill as an impact but fails to
identify that road kill as human. Hitting a deer or cow at 55 miles per hour
is often fatal to both animal and vehicle occupant. Maui is now home to
large herds of axis deer that will not be deterred by stock fencing. In any
case, who will maintain the fences and at whose expense? Please address
these questions in detail.

7. Does Haleakala National Park want more visitors and can they be
accommodated. In response to the question of the impact on Haleakala
National Park posed by Gary Gill you stated: "However the direct influence
of the proposed project on the number of visitors who visit the summit
would be less than the overall health of Maui's visitor industry." What
does that sentence mean? Please address the impact to the park.

8. The response to the letter from R. Dougal and Ann Crowe dated
November 9, 1995 states that it is understood that "the highway could
have adverse effects on the rural-farm community of upcountry" but in
the draft EIS these adverse effects are not discussed. Please specifically
discuss and quantify these adverse effects on upcountry's rural-farm community.

9. Since the projected benefits of the project include access to Lahaina, the Lahaina By Pass should be a part of the No Build alternative. Please address this issue. Describe in detail how much time and distance will be saved by all the new roads and highway improvements that are a part of the No Build alternative. Then compare the estimated savings in total miles travelled (including distance and projected number of vehicles) for each proposed route with the improved highway linkage provided by the no build alternative.

10. In a letter dated February 3, 1998 and included in the draft EIS, Mr. Kazu Hayashida, Director of DOT, expressed grave concern about the proposed route through Mr. Dowling's Kulamalu development. He was concerned about safety because of the steep grade and the need for trucks to brake above the elementary school with its pedestrians, he was concerned about the need for a truck climbing lane, he was concerned about the huge bridge requirement and he disagreed with the design speed. Please explain how those concerns were addressed and why Mr. Dowling's proposal survived tier analysis.

11. Please address in detail the impact of the Dowling route (U2B) on the businesses in Makawao. Mr. Dowling plans a shopping plaza which will divert the tourist dollars now spent in Makawao by visitors from Kihei to the Haleakala National Park. This impact should be addressed. The EA for Mr. Dowling's Kulamalu project includes a market assessment which states that his commercial project is not feasible unless the upcountry highway goes through or adjacent to his property. Makawao is promoted as one of Maui's small town jewels and the loss of its business district would have an impact on the tourist industry. Please assess the impacts.

12. What was the basis for determining that U2A-K2 results in a 50% trip reduction? For how many people, living where? Does this mean in time or distance. See p.S-21.

13. Please identify the tourist attractions that you are referring to in Section S-24.
15. Do residents and visitors typically travel on the roads between upcountry and Kihei in the same direction at the same peak times? Please explain. If they are using the roads at different times, then the use would be complementary and not cumulative, would it not? What are the levels of service at each of the intersections at non peak hours?

16. Please identify studies and or reports that would support your counter-intuitive conclusion that “the highway would have minimal influence on long term regional land use trends.” at S-11

17. Upcountry residents travelling to Kihei use Hansen Road since this is the most direct road. Why does the draft EIS indicate that they use Dairy Road. Have any studies been conducted to determine this?

18. Do you expect Haiku residents to drive through Makawao to access the new road if it intersects the Kula highway. Please analyze the effect of this additional traffic on road conditions in Makawao town.

19. Please analyze the increased use of fuel and the increased commute time generated by those people who now live and work in Kihei but who will decide to move upcountry when the commute is shorter. Is it the policy of the DOT and the FHWA to encourage people to live in one area and commute to another for work? If so, why?

20. How many people living in North Pukalani work in Kihei?

21. Please discuss the effect of the burgeoning bed and breakfast businesses on the need for the highway from a tourist perspective.

22. Please discuss the effect of U2-A and the accompanying dead end of Pukalani Avenue on the numerous businesses located on Makawao Avenue between Pukalani Avenue and the Pukalani Bypass.

23. Please give the citations for the requirement that Transportation Systems Management must be considered because FHWA funds are involved. Since this is a requirement then please give detailed consideration to the alternative systems. Improving transportation
options is a legitimate goal, building a road cannot be the goal but only one means to that end. Otherwise the requirement to consider alternatives would be meaningless.

24. What are the proposals to mitigate the potential for increased crime upcountry resulting from easier access from Kihei?

25. How will a road from Kula contribute to more infill development in Kihei?

26. In Section 4-2 the draft EIS refers to unplanned development. What does that mean? All development on Maui must go through the planning process.

27. What is the basis of the statement on page 4-24 that "the proposed project will divert most if not all trips."

28. If U2A or U2B are chosen, a tourist looking at a map will conclude that the fastest way to the Crater road is up Kimo Drive. How will this be mitigated?

29. Aren't state highway projects required to conform to locations set forth in community plans. See for example HRS 226-57 and HRS 214-2? How do you plan to deal with the fact that the Maui County Council has already set forth its options in the community plan? Why did you feel that it was not appropriate to follow the Council directive to choose route U1 is a highway had to be built? This location survived tier review and so had no engineering concerns that render it infeasible. It was chosen on the advice of the Citizens's Advisory Committee, the Planning Director and the Planning Commission. Why was this public process deemed inadequate?

The Kihei Community plan does not attempt to select an upcountry terminus and expresses concern about need and impacts. It is not inconsistent with the Upcountry Community Plan. Why does the EIS misquote the Kihei Community Plan? Please reassess the impact of the Community Plans using the correct language from the Plans.

30. Please address the alternative of providing emergency evacuation
routes from Kihei by means of a limited access civil defense highway and/or cane haul or other agricultural roads.

31. The traffic study of intersections depicted in Figure 1-4 is not well identified. When was the study done and what time periods were studied. According to the data supplied, 1859 vehicles turned right from the Halesakala Highway onto the Hana Highway during the morning peak period. An additional 726 vehicles proceeded through the intersection continuing in the Kahului direction on the Hana Highway for a total of 2585 vehicles. When these vehicles reached the Hansen road intersection with the Hana Highway 223 turned left onto Hansen road and 1783 continued on Hana Highway. Where did the other 579 cars go?

I look forward to your responses to my questions and comments.

Sincerely,

[Signature]

Madelyn D’Enbeau, Esq.

cc: Governor, State of Hawaii
c/o OEQC
235 So. Beretania St
Suite 702
Honolulu, HI 96813

Warren Unemori Engineering Inc.
2145 Wells St. Suite 403
Wailuku, HI 96793

Depart of Transportation
Highways Division
869 Punchbowl Street
Contact: Kenneth Au
Honolulu, HI 96813
1. The estimated traffic volumes that were used in the EIS analyses are provided in Section 4.4.1.2. The volumes would vary depending on alternative. In general, the U3 and K2 alternatives would experience lower volumes while the U1, U2-A, U2-B, and K1 alternatives would convey higher volumes. The reasons for these differences pertain the travel markets that would be served by the alignment alternatives.

2. Department of Transportation understands that the Maui Board of Water Supply will not provide water for landscaping. Section 4.13.2 of the EIS discusses the appropriate selection of landscaping materials for a xeriscape setting. A water delivery system for fire fighting will not be provided along the highway. Water sources are available in the agricultural areas, and water may be brought in by tanker truck. Further investigation of water sources will occur during the design phase of the project.

3. In addition to signage warning motorists of fire hazards, the Department of Transportation will conduct regular maintenance to control weed growth along highway shoulders. While the Kihei-Upcountry Maui Highway will increase access to the dry area between Kihei and Upcountry, such that the risk of man-made fires may increase, the highway would simultaneously decrease the damage from fires because it would improve emergency response. Although brush fires can threaten Kihei, this area has established fire protection infrastructure.

4. Both transportation and water supply infrastructure are important elements needed for development. However, for Upcountry specifically, coordination with the County Board of Water Supply and other stakeholders indicated that the amount and pace of residential development in Upcountry would continue to be controlled largely by water availability, not transportation constraints. If it were not for current water restrictions, the level of development in Upcountry would be much higher than it is today. For example, the Kulamalu development was only able to proceed after it secured a water supply by drilling a new well in Haiku. This development will proceed regardless of the Kihei-Upcountry Maui Highway.
The EIS reports that the U1 alternatives could have the greatest growth inducement influence because it would directly serve lower Pukalani and Halimaile. These are areas designated for development in the Community Plan, and therefore, the Maui Board of Water Supply has indicated that it would supply water to this area.

"Stringent limited access rules" are typically applied to opening public lands to access. They do not appear to apply to this situation.

5. Adverse impacts to agriculture were disclosed in Section 4.2.1 of the EIS. The preferred alternative, the U1,K1 alignment, will displace more HC&S sugarcane land than any other alternative (U1,K2 had the same impact). However, HC&S has stated a willingness to work with the Department of Transportation to minimize impacts to their operations. The Department will implement mitigation measures as described in Section 4.2.4 of the EIS.

6. Section 4.8.4 of the Final EIS includes a discussion of measures to minimize vehicle-deer collisions. Frequent signage and fencing are the types of measures that would be implemented.

7. The sentence is attempting to say that the level of tourist activity on Maui is the best predictor of the number of visitors to Haleakala National Park. The attraction of the Park is sufficiently strong that the present level of transportation service is not a barrier constricting the number of visitors. Therefore, the Kihei-Upcountry Maui Highway is not anticipated to have a large influence on travel decisions regarding the Park.

8. Section 4.2.1 of the EIS describes the impacts to both large and small-scale farming. Only the U3 alternatives would affect small-scale farms by bisecting the Kula Agricultural Park. As described in Sections 4.1.3, 4.3.1 and 4.3.4, none of the alternatives will bisect an existing neighborhood, nor would any alternative require the relocation of a residence or business establishment.

9. The potential benefits to the West Maui region would extend only as far as north Kihei. The proposed project would offer no additional benefit closer to Lahaina. Therefore, a detailed treatment of the Lahaina bypass project would not add any information useful for the decision-making occurring at this point of project planning.
10. The U2-B alternatives were evaluated in the Draft EIS because this is the alignment most consistent with the Kulamalu master plan. The concerns expressed in the February 3, 1998 letter remain. However, a U2-B alignment was not identified as the preferred alternative, so resolution of the concerns was not pursued.

11. If a U2-B alignment were identified as the preferred alignment, visitor spending could shift away from Makawao because of enhanced access to the Kulamalu shopping center. This potential impact is disclosed in the Final EIS.

12. The reduction in trip distance of up to 50 percent would occur under the U2-A.K1 Alternative, not the U2-A,K2 Alternative. This figure was calculated by comparing travel distances from the Five Trees intersection to the Lipoa Street / Pillani Street intersection. Five Trees was considered a centroid of Upcountry population. The Kipoa Street / Pillani Street intersection approaches the center of Kihei population. The purpose of the analysis was to develop a general comparison of the alternatives’ effect on fuel consumption.

13. The tourist attractions in Upcountry include Haleakala National Park, downtown Makawao, Kula Lodge, and Tedeshi Winery.

14. The level-of-service analysis presented in Section 4.4.1.2 of the EIS applies to the peak travel hours, when roadways are the most congested. The level-of-service at other times of the day would be better than that reported in the section. The analysis requested would not assist in decision-making.

15. The analysis of potential land use impacts is presented in Section 4.1.1 of the EIS and the Community Impact Assessment report in Appendix H. Please see Response # 4.

16. Motorists traveling between Upcountry and Kihei use both Dairy and Hansen Roads. This behavior will be indicated in the Final EIS.

17. Since the U1,K1 alignment was identified as the preferred alternative, Makawao’s traffic patterns will not change.

18. It is very difficult to determine how many people would choose to move from Kihei-Makena to Upcountry because of the existence of Kihei-Upcountry Maui Highway. Transportation planning is based on Maui County projections of population and land use. Neither
Department of Transportation nor the Federal Highway Administration have issued policies to encourage people to live in one area and commute to another.

19. According to 1990 information used to prepare the Maui Long Range Land Transportation Plan, a little over 13 percent of all employment on the island was in Kihei-Makena. Roughly this same percentage would likely apply to those workers living in Pukalani.

20. Significant changes in the size of the bed and breakfast industry would affect traffic volumes. In general, economic activity increases travel demand.

21. Under the U2-A alternatives, the closure of the Haleakala Highway on the Pukalani side of the Five Trees intersection, and its conversion to a pedestrian path, would not affect businesses on Makawao Avenue because access along this street would not change. Traffic on Haleakala Highway will be rerouted onto a new roadway on the mauka side of Makawao Avenue.

22. The citation requested is 23 Code of Federal Regulations, Section 771.123(c), which states that "reasonable alternatives" be considered in the EIS. The alternatives screening (see Section 2.2.1) found that the TSM alternative would not address the project's purposes and needs. Therefore, it was eliminated from further consideration. The Federal Highway Administration does not require a TSM alternative to be considered viable if it would not address the purposes and needs of the project.

23. Enforcement of criminal laws is the responsibility of Maui Police Department and other law enforcement agencies. The Department of Transportation would support and provide assistance to these agencies if it is requested.

24. The proposed highway would enhance access where it terminates in Kihei, contributing to those factors that promote urban development. Unlike Upcountry, Kihei has other conditions conducive to growth, such as County objectives for urban development, water availability due to its low elevation, and developable land between South Kihei Road and Piliani Highway.

25. A development that is "unplanned" is one that does not appear in currently approved land use plans.
26. The statement points out that motorists typically choose the fastest route to their destination. The fastest route may be either the shortest or least-congested option. Kihei-Upcountry Maui Highway would provide travel time savings for certain travelers, and so this change in route selection is stated in terms of trip diversion from currently chosen routes.

27. Under a U2-A or U2-B alternative, visitors wishing to go to the crater would most likely stay on State highways. The potential impact identified in the comment is disclosed in the EIS, and may occur with a U3 alternative. If a U3 alternative had been identified as the preferred alternative, signage would need to be provided to direct motorists along the proper route to the crater.

28. State highway projects are not required to conform to locations set forth in community plans. The Department of Transportation considers community plans to be important expressions of public sentiment, not regulatory documents. Nevertheless, the Makawao-Pukalani-Kula Community Plan was given substantial weight in the identification of the preferred alternative, the U1,K1 alignment.

29. The Kihei-Makena Community Plan did not clearly communicate a preference for the Upcountry terminus. The Community Plan stated that the focus should be on minimizing travel times for the maximum number of island residents. This statement could be interpreted to mean that the Plan favors an Upcountry terminus near the population center of Pukalani and Makawao. The Department of Transportation does not believe that the EIS misrepresents the views of Kihei-Makena Community Plan. The EIS does not suggest that the Kihei Community Plan is inconsistent with the Makawao-Pukalani-Kula Community Plan.

30. The provision of an emergency access route for Kihei-Makena is just one purpose of the project. A reasonable alternative should address all of the project's purposes and needs. The options suggested would not address many of the project's purposes and needs.

31. The source of Figure 1-4 is shown on the bottom left corner the page, Parsons Brinckerhoff, June and August of 1996. Traffic counts are often conducted on different days, and therefore, do not necessarily match exactly. However, the vehicles per hour (vph) volume shown for the AM peak period Hana Highway through movement at Hansen Road was erroneously shown as 1783 in the Draft EIS. It should have been 2,383 vph, and will be corrected in the Final EIS. When 2,383 vph is added to the 223 vph shown turning left
from Kahului-bound Hana Highway to Puunene-bound Hansen Road, the total volume is 2,606 vph, which is very close to the 2,608 vph departing the Hana Highway/Haleakala Highway intersection in the Kahului-bound direction. The Department of Transportation believes the traffic volumes shown in Figure 1-4, as corrected, to be a reasonable representation of baseline traffic conditions.
Ms. Madelyn D'Enbeau  
Makawao Main Street Association  
P.O. Box 1869  
Makawao, HI 96768

**Comment:** The Department of Transportation cannot implement a project that is contradictory to the Makawao-Pukalani-Kula Community Plan. Therefore, why are alternatives being studied when the community plan has already stated an alignment preference?

**Response:** State highway projects are not required to conform to locations set forth in community plans. The environmental review process requires the study of all reasonable alternatives, and there are reasonable alternatives in addition to the recommended alignment in the Makawao-Pukalani-Kula Community Plan. The Department of Transportation considers community plans to be important expressions of public sentiment, not regulatory documents. Nevertheless, the Makawao-Pukalani-Kula Community Plan was given substantial weight in the identification of the preferred alternative, the U1,K1 alignment.

**Comment:** Requests citation of regulation requiring the State Department of Transportation and Federal Highway Administration to consider transportation system management (TSM) as an alternative. The TSM should have been considered as a viable alternative in the Draft EIS.

**Response:** The citation requested is 23 Code of Federal Regulations, Section 771.123(c), which states that "reasonable alternatives" be considered in the EIS. The alternatives screening (see Section 2.2.1) found that the TSM alternative would not address the project's purposes and needs. Therefore, it was eliminated from further consideration. The Federal Highway Administration does not require a TSM alternative to be considered viable if it would not address the purposes and needs of the project.

**Comment:** The Draft EIS states that there is a conflict between the Makawao-Pukalani-Kula Community Plan and the Kihei-Makena Community Plan.

**Response:** Section 3.1.4.2d of the EIS states that Makawao-Pukalani-Kula Community Plan prefers the No Build alternative, and the Kihei-Makena Community Plan recommends a transportation connection with Upcountry. These statements were written in the plans. No conclusion was made in the Draft EIS that the plans are conflicting.
Comment: Concerned that a U2-A, U2-B, and U3 alternative would increase traffic through the already congested Makawao town.

Response: A U-1 alternative was identified as the preferred Upcountry terminus, and not U2-A, U2-B or U3 alignment.

Comment: The Draft EIS did not address the impact of the project on Makawao businesses, especially since a large shopping center is being planned in Kualamalu, which would be adjacent to the U2-B alignment, and close to the U2-A and the U3 alignments.

Response: If a U2-B (or U2-A or U-3) alternative had been identified as the preferred alternative, visitor spending could be shifted away from Makawao because the road would have been adjacent to the future shopping center in Kualamalu. This potential impact will be disclosed in the Final EIS.
Mr. Kazu Hayashida  
Hawaii State Director of Transportation  
869 Punchbowl St.  
Honolulu, Hi 96813  

September 30, 1999

Dear Director Hayashida,

As a resident of Pukalani, I am offering the following comments on the proposed Kihei-Upcountry Maui highway.

In my view, the U2-A and U2-B alternatives are both unacceptable for three reasons:

1. They would greatly disturb the Pukalani residential neighborhood with construction and traffic noise.

2. Both of these routes would produce a road with a very steep grade on the order of 10-12%, adding the risk of failed brakes and an out-of-control vehicle picking up speed through a densely populated residential area.

3. Both of these routes are too close to Kamehameha and King Kekaulike schools where a large number of children walking along the road going to and from school would be exposed to more and faster traffic.

My own preference would be to add a 4th lane to the Haleakala and Mokulele Highways, thereby alleviating the current congestion on the drive from Upcountry to Kihei, while not disturbing the rural nature of our Upcountry region. Another reasonable option would be to simply upgrade the crude dirt road that runs between Makana and Lower Kula Highway—certainly the shortest route and probably the cheapest. In the worst case, I would accept the U1 route that has Halalemala as its terminus since this approach would provide an alternative route from Upcountry to Kihei, utilizing existing roads without disturbing residential neighborhoods.

In any case, let me make clear that I am totally opposed to the U2 and U2B routes which would destroy the tranquility and rural character of my neighborhood.

Thank you for your consideration of these comments in your department's decision if and where to build the connecting road under discussion.

Respectfully yours,

Martin E. Adler
1. The U2-A and U2-B alternatives are far enough from Pukalani for construction impacts to not be highly noticeable. Noise and dust control measures would be implemented. Section 4.17 of the EIS discusses construction-phase mitigation measures in more detail. Neither alternative would also not cause traffic noise impacts in Pukalani as described in Section 4.6.

2. Only the U2-B alignment has a maximum grade of 10 percent. The U2-A alignment's maximum grade is 6.8 percent.

3. Had a U2-A or U2-B alternative been identified as the preferred alternative, pedestrian facilities would be provided to the high school. Information regarding these measures is provided in Section 4.3.5 of the EIS. The amount of traffic projected at either of these intersections would not cause a safety problem. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

   If a U2-B alternative were identified as the preferred alternative, an urban design with sidewalks would be used on the section of the highway adjacent to Kamehameha School.

4. Haleakala Highway and Mokulele Highway will be widened to four lanes regardless of whether Khei-Upcountry Maui Highway is constructed. However, these improvements alone will not satisfy the purposes and needs that have been identified for the project.

5. The alternative being suggested is Alternative 7, which was eliminated from further consideration early on in the analysis because it would have very low traffic volumes not justifying its cost.
October 6, 1999

To Whom It May Concern:

As concerned homeowners in Kula 200, we would like to express our opinion that the proposed highway from Kihei to Upcountry should terminate at Haliiimaile Road for the following reasons:

1. Locating the terminus at either Five Trees or at the entry to the Kulamalu project would jeopardize the safety of the students at both King Kamehameha and King Kekaulike schools. Upon personal observation, keiki walk along and cross the roads going to and coming from school, and the increased traffic in the area in a hurry to go to or from work is a major threat to them. It seems very unwise and foolhardy to place a highway such as the one proposed in such an area. Rather than wait until children are injured or killed to validate this point, let us look forward and realize it now.

2. It appears that construction of such a highway would be much easier and less expensive if it came through gentler land to Haliiimaile Road (read: less rugged terrain to build upon). It also takes the traffic out of populated areas, which is a major safety concern. Current traffic on Haliiimaile Road would remain the same, as people would use it the way they now use it coming up by way of Haleakala Highway. No matter how cars get to Haliiimaile Road, they are either going to use it or they aren't. As an added plus, a signal at that point may certainly help to stop people who tend to exceed the speed limit there. A signal there as is would not be intimidating, as there is no cross traffic to think about. If drivers knew there was cross traffic, they may well be more inclined to slowing down and obeying signal lights.

3. As a weak point, but one with the spirit of Hawaii in mind, those of us who chose to live Upcountry did so with a reason, and that is to have a quiet and pastoral setting. To put a major thoroughfare in the middle of the area seems rather like sacrtifice and will only serve to alienate voters and supporters of Maui County.

Thank you for your kind consideration in this matter.

Very truly yours,

Alvin & Candace Barnhart

Mr. and Mrs. A. K. Barnhart
14 Auli'i Place
Pukalani, HI 96780-8252
1. Had a U2-A or U2-B alternative been identified as the preferred alternative, pedestrian facilities would be provided to the high school. Information regarding these measures is provided in Section 4.3.5 of the EIS. The amount of traffic projected at either of these intersections would not cause a safety problem. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

If a U2-B alternative were identified as the preferred alternative, an urban design with sidewalks would be used on the section of the highway adjacent to Kamehameha School.

2. The U1,K1 alignment has been identified as the preferred alternative, consistent with this comment.
10/26/99

Kazu Hayashida, Director
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida,

Thank you for having allowed an additional meeting for further input into the UpCountry-Kihei highway project on Maui.

I represent the King Kekaulike High School PTSA with a current membership of over 370. Also of note is the student body count which is now over 1,400 students. At our General Membership Meeting held on October 21, 1999 a vote was taken indicating a strong desire not to have the new highway connect any where near the high school facility, specifically referring to locations U2-A and U2-B.

Since our concerns pertain to the anticipated traffic flow caused by this new highway system, it will follow that the U-3 connection is equally undesireable since upcountry traffic using U-3 will need to flow pass our school and the same thing would happen with traffic coming up from Kihei.

Connection identified as U-1 (Halimaile Road) would dissipate traffic coming up and also collect traffic from a variety of sources with a reduced impact on traffic directly fronting our school. This would be our preferred conjunction of the new highway.

It is also our understanding that there are plans currently in place to provide a continuation of a 4-Lane highway system which will extend past King Kekaulike High School. We are hopeful that these plans provide adequate traffic controls to facilitate safe ingress and egress from our school.

Please feel free in contacting me directly if you have any need for clarification.

Sincerely,

Mel Ito
President
King Kekaulike PTSA
808-242-6800
121 Kula Highway
Pukalani, HI 96768
1. Had a U2-A or U2-B alternative been identified as the preferred alternative, pedestrian facilities would be provided to the high school. Information regarding these measures is provided in Section 4.3.5 of the EIS. The amount of traffic projected at either of these intersections would not cause a safety problem. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

The amount of traffic passing directly in front of King Kekaulike High School would be the same under the U1 and U2-A alternatives because neither alternative would alter traffic patterns fronting the school, disregarding the effect of Omaopio and Pulehu Roads in diverting some traffic. The commenter is correct to note that the traffic volumes passing in front of the school would be higher under a U3 alternative because it would change traffic patterns fronting the school, such as trips by Pukalani residents.

2. Kula Highway is proposed for widening to four lanes from the Five Trees intersection to Pulehu Road. King Kekaulike PTSA and the Department of Education will be consulted on ingress/egress details when planning of this project is initiated.
Mr. Kazu Hayashida, Director  
Department of Transportation  
869 Punchbowl  
Honolulu, HI 96813

Dear Mr. Hayashida:

The Kīhei to Upcountry Highway has been in the planning stage for several years. I would like to state our position on the Kīhei terminus of this road.

Presently, the only access to the ten-mile long, linear community of Kīhei/Wailea/Makana is at the North end of this community. Were there to be some catastrophic event in the vicinity of the current intersection of Pīlani and Mokulele highways such as a plane crash or gasoline tanker accident, the entire community with a defacto population on the order of 30,000 could be trapped. If the event were a wildfire driven by trade winds, the end result could be a loss of life unparalleled in history. If there were a major tsunami, the absolute inability to evacuate the community could again be catastrophic.

There are two locations being considered for the Kīhei terminus of this highway, in North Kīhei at Kā Ono Ulū or in South Kīhei at Ke Aliʻi Alanui. The Northern connection is the least expensive. The Southern terminus at Ke Aliʻi Alanui would provide many benefits: 1) it would provide a southern access point to the linear community thereby providing a vast improvement in public safety. 2) The Southern route would run beside the 150-acre regional park location. Presently this site cannot be developed due to the lack of infrastructure. The presence of the terminus of the Kīhei-Upcountry Highway would allow development of the park and accessibility to the park for the upcountry people. 3) The Southern terminus would bring the Kīhei-Upcountry Highway to within stones throw of the Keokea Hawaiian Homelands. It would then be possible for the Hawaiians that will be on this land to construct small access roads to connect the Keokea/Ulupalakua region to Kīhei. This could be of enormous benefit to the Hawaiian people who will be living on that land.

The downside of the Southern terminus is that it is significantly more expensive due to the need for additional bridges. Also, the Southern terminus would end in the vicinity of an elementary school. There are no perfect solutions but we continue to strongly support the southern most terminus for the Kīhei-Upcountry Highway.

Sincerely,

Buck Joiner
Mr. Buck Joiner  
Kihe Community Association  
P.O. Box 662  
Kihei, HI 96753

1. The U1,K1 alignment was identified as the preferred alternative. While the Department of Transportation agrees with your facts and analysis, the added cost of a K2 alignment, in addition to the alignment not serving the West Maui travel market, resulted in it being ranked below the K1 alternatives.
Mr. Abraham Wong  
Federal Highway Administration  
300 Ala Moana Boulevard  
P.O. Box 50206  
Honolulu, Hawaii 96850  

RE: Kihei - Upcountry Maui Highway  

Dear Mr. Wong,

We have reviewed the EIS for the subject project and would like to offer the following comments:

The Alternatives U2-A,K1 and K2, and U2-B,K1 and K2 are basically the same with the exception of its respective alignments through the Kulamalu parcel. We feel that the estimated right-of-way requirements for "Others" in the U2-B columns should be zero or substantially less than that represented in the U2-A columns since the U2-B requirements have already been accounted for under the line labeled "Dowling Company".

2. Page 2-7, Paragraph 5  
Alternative U2-B,K2 should be U2-B,K1.

3. Page 2-11, Table 2-2  
There is no listing for a bridge at Kaluspulani Gulch for Alternative U2-A. Assuming that U2-A will traverse this gulch utilizing a culvert crossing further investigations to confirm the feasibility of such a crossing should be seriously considered. This should take into account the length and depth of the gulch, the extent of fill needed for the crossing, the impact of this fill on existing burials and archeological sites within the gulch, and the presence of existing utilities running along the bottom of the gulch. Consequently, we feel that Figure 2-4 and Table 2-3 should reflect an additional bridge for Alternatives U2-A,K1 and U2-A,K2.
4. Page 2-16, Table 2-4

The construction cost listed under the U2-B alternatives do not reflect the fact that 3000 lineal feet of the roadway through the Kulamalu parcel and the intersection improvements at Kula highway has been completed by KSBE and Kulamalu at cost of approximately 6 million dollars. Additionally, Kulamalu has represented to DOT that it will dedicate at no cost the right-of-way within the Kulamalu project area should Alternative U2-B be selected.

5. Page 2-35, Second paragraph: U2-B

The Kamehameha School Campus opened in August, 1999 and is in operation.

6. Page 2-35, Third paragraph: U2-C

This alignment would also bisect the public/quasi-public and commercial parcels within the Kulamalu project.

7. Page 2-35, Fourth paragraph: U2-D

This alignment would also bisect the park parcel within the Kulamalu project.

8. Page 2-36, Table 2-9

The "Maximum Height of Fill" and "Maximum Height of Cut" for Alternative U2-B should be decreased due to KSBE and Kulamalu having completed the construction of 3000 lineal feet of the roadway. Pursuant to No. 4, above, Alternative U2-A should include a bridge crossing at Kalupulani gulch and therefore, "Number of Bridges", "Length of Bridge Required", and "Number of Gulch Crossings" should be revised accordingly.

9. Page 2-37, Top of the page:

"U2-B's disadvantage is that it does not meet AASHTO's recommended seven percent grade for a limited access rural highway. U2-B's maximum grade is 10 percent".

The 10 percent grade is near the mauka terminus of the highway, within the Kulamalu project area. The Kulamalu project has been zoned and urbanized. Adjacent land uses will consist of residential, elderly housing, commercial and the recently opened Kamehameha School. Under these conditions, it would be appropriate to characterize the area as mountainous-urban, and use a lower design speed for the highway. Therefore, the design criteria could be adjusted to utilize a design speed of 40 mph (posted 35) and the maximum grade of 10 percent, as shown in Table VII-4, Maximum grades for urban arterials, page 525 of the AASHTO Green Book (A Policy on Geometric Design of Highways and Streets, 1990). Further, since the Kulamalu project is the Upcountry terminus of Alternative U2-B, it is desirable to reduce the highway speed limit
approaching Kula Highway to provide the transition from the open highway to the Stop condition at Kula Highway. Lastly, this section of the roadway has already been constructed.

8. Page 3-24, Section 3.3.5 Public Facilities and Services

Kamehameha School, opened in August of 1999 should be added to the inventory of schools in Upcountry Maui.

9. Page 3-33, Second paragraph

Kulamalu has completed the drilling and testing of a well in Haiku. The pump capacity, as approved by the State's Water Commission, is 2 million gallons per day. The pump that will be installed will produce 1.64 million gallons per day of which 45% (738,000 gallons) will be allocated to the Kulamalu project.

10. Page 3-58, Second paragraph

The future 14.74 acre Kulamalu park should be added to the inventory of Upcountry parks.

11. Page 4-5, Figure 4-1

The Kulamalu area is designated as "Future Urban Areas". This should be reclassified as existing urban areas since the project has been zoned and urbanized. Further, as mentioned earlier, Kamehameha School has opened and is in operation.

12. Page 4-11, Section 4.1.3 Relocation Impacts (under Dowling Company)

The Kulamalu project is not vacant. Kamehameha School is in operation and 3000 linear feet of roadway has been completed. If Alternative U2-B is selected no relocation is required since this alignment has been considered in the Kulamalu development plan.

13. Page 4-23, Table 4-2

Alternative U2-B is not listed in the table.

14. Page 4-46, Table 4-9

The approximate vegetational displacement listed with U2-B,K1 and U2-B,K2 should be reduced to reflect the 3000 linear feet of roadway that has been completed within the Kulamalu project.

15. Page 4-48, Table 4-10

The earthwork quantities listed with Alternatives U2-B,K1 and U2-B,K2 should be reduced to reflect the 3000 linear feet of roadway that has been completed within the Kulamalu project.
The Kulamalu Development has completed the drilling a well in Haiku and is currently in the process of installing the pump and appurtenances. Completion is expected during the first quarter of 2000.

Thank you for the opportunity to comment on this EIS. We look forward to the completion of this project. Please call me should you have any questions regarding our comments.

Sincerely,

Don S. Fujimoto
Vice President

cc: OEQC
    Warren S. Unemori Engineering, Inc.

DF:to
1. Thank you. Table 2-1 will be corrected to reflect the information provided.

2. Thank you; corrected in the Final EIS.

3. The selection of a bridge or embankment crossing at the numerous gulches the highway would cross was based on the storm water flow of the affected gulch, not the size of the gulch. This assisted in the cost estimates of the alternatives. These decisions will be reviewed in greater detail during the design phase of the project. Regardless of a bridge or embankment crossing, the study area to determine potential impacts to archaeological and other resources is the same. Therefore, the U2-A alignment, using the embankment concept, avoids the archaeological sites in Kaluapulani gulch. Impacts on existing utilities running along the bottom of the gulch would be examined in more detail in the design phase, but either a bridge or embankment crossing would affect these utility systems. In any case, the U2-A alternative has not been identified as the preferred alternative.

4. Thank you. Definitions of the U2-B alternatives have been revised to reflect the donation of 3000 feet of constructed U2-B alignment by Kulamalu, Inc. and KSBE. The cost estimates as reported on Table 2-4 have been revised in the Final EIS.

5. Thank you; corrected in the Final EIS.

6. The information provided in Table 2-9 describes characteristics of complete U2 concepts. The fact that a portion of one option has already been constructed does not remove that piece of alignment from environmental analysis. Cut and fill elevations are used as numeric measures of potential for visual impact. However, as explained in Section 2.2.2 of the EIS, the U2-B alternatives advanced to detailed consideration in the Draft EIS.

With respect to the crossing of Kaluapulani Gulch, please see prior response.

7. The 10 percent grade of the U2-B alternatives was not a determining feature in the identification of the preferred alternative, which heavily weighted formally-adopted
community planning efforts (see Section 2.2.4 of the Final EIS). Therefore, these alternatives were not penalized for having this characteristic.

8. Thank you; corrected in the Final EIS.

9. Thank you; revised in the Final EIS.

10. Thank you; corrected in the Final EIS.

11. The hatching representing "future urban areas" will remain in Figure 4-1 to set apart areas that are planned for urbanization, such as Kulamalu, from areas already constructed, such as Pukalani. The figure in the Final EIS was corrected to show Kamehameha School.

12. Thank you; corrected in the Final EIS.

13. Thank you; corrected in the Final EIS.

14. Tables 4-9 and 4.10 are intended to address the entire concept of the alternatives. The private donation of a segment of road does not remove that section of road from the environmental review process.

15. Thank you; updated in the Final EIS.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning
the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Don Fujimoto
Address: P.O. Box 1417
          Wailuku, HI 96793

Telephone (day): (240) 850
Telephone (eve):

Please make any comments below:

I have submitted comments to FTAEA regarding
some discrepancies in the EIS, namely that
3000' of roadway has been constructed by Kulaalea
and KBBB for Alternative U2B, at a cost of about
$6,000,000. This should be considered in the final
analysis. As I have testified before we are
in support of Alternative U2B that passes through
the Kulaalea project.
1. Thank you. The information provided was used to revise the cost estimates of the U2-B alternatives. The revised costs were considered in the identification of the preferred alternative.
October 19, 1999

Mr. David Atkin  
Parsons Brinckerhoff  
Pacific Tower, Suite 3000  
1001 Bishop Street  
Honolulu HI 96813

Dear Mr. Atkin:

SUBJECT: Kīhei Upcountry Maui Highway Project U2B

I would like to voice my opposition to the proposed subject highway. The EIS for the Kīhei to Kula Highway through U2B Kulaalau Subdivision does NOT address the opening of Ainalani Street into Pukalani Terrace Country Club Estates. Ainalani Street is not a through street now and I believe it should be kept as such. I like the quiet, low traffic flow in this area and opening up Ainalani Street would just destroy this rural, peaceful existence.

May I suggest you helicopter over this area to get a sense of what is being said here.

Please do not open up Ainalani Street or any other streets in Pukalani to Kulaalau Subdivision.

And may I also say if there is to be a Kīhei to Kula access, it should be the original road which is already in existence needing only paving and maintenance. Opening more traffic to already congested areas does not make sense. When traffic flows, which it would if the original road were constructed, there is no congestion and no dumping of traffic into one particular area.

Sincerely,

[Signature]

Barbara A. Meinke  
Pukalani Resident
Ms. Barbara A. Meinke  
Pukalani, HI 96768

1. The Five Trees intersection (with the U2-A alternatives) would be the only direct connection between Kihei-Upcountry Maui Highway and Pukalani. If you are providing information that Pukalani Terrace will be directly connected to the Kulamalu development, it is possible that Pukalani Terrace could be indirectly affected by a U2-A or U2-B alternative depending on what kinds of connections, if any, there would be between the highway and Kulamalu. Since neither a U2-A nor U2-B alternative was identified as the preferred alternative, issues surrounding the connection between Pukalani Terrace and Kulamalu are beyond the scope of this project.

2. The suggested alternative is similar to Alternative 7 (see Section 2.2 of the EIS), which was eliminated because it had a poor benefit-cost ratio.
Dear Abraham Wong (Division Administrator),

Thank you for letting me participate on the Advisory to Kiku mau Highway. I hope this highway will be built to Federal Highway Standards. I'm fairly if a four-lane highway with shoulders and a median strip is too costly. The land for a four-lane highway should be purchase now and banking for the future is a good idea. My second choice for the highway would be a two-lane road with shoulders and a median strip. Thank you for your assistance.

Sincerely,
Christopher Pereira
Oct. 21, 1999

Christopher Pereira
425 Kukui Ave.
Kahului, HI. 96732-2025

Dear Kazu Hayashi, Dir. of Transportation

My first choice for the Upcountry-to-Ka'au Highway (Kau) would be from Kaunolu to Kahului. This route would be the least expensive of the choices and would be at uncrowded intersections.

My second choice would be Haliimaile to Kaunolu. Haiku is also in the vicinity. The Haiku-Kaunolu intersection is crowded already.

Thank you for letting me comment on this important issue. This highway is really needed and will be used a lot.

Also I would support making it a four-lane highway. At the least, having making it a two-lane highway and doubling the capacity rights for further expansion is okay.
1. Thank you for your input. The type of highway provided must relate to the traffic volumes that are projected. The projected traffic volumes for 2020 do not justify a four-lane highway. However, the project does including acquiring enough right-of-way for a four-lane divided highway at some future point. When initially constructed, the highway will be a two-lane undivided roadway.
Aug 14, 1999

Dear Mr. Wong,

As long-time residents of South Maui, the construction of a Kula/Ka'ula road is long awaited. The opportunity of residents, guests, and workers to have access to the "up country" is a priority that needs to be solved. The Kulamalu connection appears the most logical. Would it be possible to see a overlay map of the two sites published in the paper?

Thank you for your concern.

Dorothy Scott

3146 Makamae Place, Kihei, Maui, HI 96753 • Tel / Fax (808) 874-9999
Ms. Dorothy Scott
3146 Makamae Place
Kihei, HI 96753

1. Maps are available in the EIS that show all the alternatives considered for the project. Also, a legal advertisement announcing the project's Draft EIS and public hearings appeared in the August 22, 1999 issue of the Maui News with a map of alternatives considered in the Draft EIS.
Dear Mr. Hara,

Oct 21, 1999

I hope this letter finds you well. I am writing you concerning the proposed road from Kikiki to Upcountry Kula. I am in favor of this road but I have a few questions.

My first question is how many roads are being proposed. How many terminals or end points or connecting points to Highway 37, are proposed or planned? I hope there are 3.

I would personally prefer 3 sites for connecting links to Kikiki with a parallel north to south highway in between. Here is a rough sketch of what I mean.

I will also give a reason for my choice.

When we need 3 roads it is because when there is a disaster such as a tsunami. The people of Makaha, Wailea and all of Kikiki will need 3 routes of quick, easy and safe access to escape danger. Also, 3 routes will prevent traffic congestion in case of an accident on one of the roads, the people will have 2 remaining.
alternatives to choose from. Another reason is if we have a short
road from Wailuku to Makana,
will save the people money for gas
and save travelling time and also
less traffic congestion from Wailu-
kau to Kahului, etc. Since the
tourist coming from Hana and Kaua
can now travel to Kihei from
Wailuku to Makana.
Economically, it will benefit the local people
because more tourists will come up
this way. The Teshiki Winery will
benefit the most.
Another reason why we need 3 roads
with 3 terminals is easy and quick
access by the people of Kula who
may need to work in Kihei.
I personally would have gone to work
in Kihei if there were 3 such roads.
At present I decline to work because
I would have to spend almost $5
my salary on gas (I have a jeep
Cherokee) and what I would spend
the time on the road one way. I live
in Kamaole near the hospital. Whereas
we had a short road from Wailu-
kau to Makana, my travelling
time would be 35 more mins (one way).
I could save much on gas money.
The people of Kula and need
depriving themselves of this great
opportunity by opposing this road
project. I feel saddened by their
lack of foresight for the future
of our children.
Ms. Julia Shin

There are only plans for one highway with termini each in Kihei and Upcountry. Projected travel demand does not justify constructing three highways between Kihei-Makena and Upcountry.
August 19, 1999

Mr. Abraham Wong
Federal Highway Administration
P.O. Box 50206
Honolulu, HI 96850

Re: Kihei-Upcountry Road EIS

Dear Mr. Wong:

I have read the recently issued EIS for the proposed Kihei-Upcountry Road and have the following comments.

There were four listed justifications for the road. I believe that all four are false and misleading and none of them in any way justify building the road.

Reduced travel time for scientists and technicians from the MRTC to the summit. This is a trip of 48 miles using the current road infrastructure. The proposed new road would reduce this to 42 miles, a reduction of only 12%. Most of the time required for this trip is consumed in the upper section through Haleakala Ranch and the National Park, where the speeds are slower and there is considerable bicycle traffic to contend with. The new road will do nothing to reduce the travel time on this section and if it encourages more tourists and bicyclists to use the road the end result may well be a longer travel time. At best it will reduce a 2 hour trip by about 10 minutes. In any event very few scientists or technicians make the trip on a regular basis and the EIS did not make an estimate of the number of daily trips or an estimate of the 'cost saving' that would result from the construction of the road.

Evacuation in the event of a Hurricane or Tsunami. As the EIS states, hurricanes are rare on Maui and Tsunamis mostly effect the North shore areas. Both of these events have long lead times, at least 4-6 hours, which would allow for orderly evacuation. Many areas of the mainland which are notorious for hurricanes, such as the Florida Keys and the outer banks of North Carolina make due with a single 2 lane evacuation corridor. Of more concern might be a Tsunami generated on Hawaii, however, such events would much more likely propagate toward the mainland and the transit time is so short, just a few minutes, that evacuation would not be possible with any road system. There is certainly no justification here for the construction of a road.

Reduced travel time for tourists going to the summit. As stated above, the reduction in time is quite minimal, perhaps 10 minutes in a more than 2 hour trip. In addition, the assumptions on the increase in tourists over the next 10 years seems overly optimistic. Tourism is relatively unchanged from the 1990 levels used in the EIS. Where are the additional 28,000 tourists per day going to stay? No new hotel construction is anticipated. Since at least half of the travel time for a trip to the summit from Kihei is spent above Pukalani and since no improvements in that
section of road are anticipated, increasing the number of tourists will actually increase the total
trip time independent of whether or not the new road is built. This is hardly justification for the
construction of the road.

Reduced travel time by upcountry residents commuting to jobs in Kihei and Lahaina. This
is the most complex and emotionally charged justification for the road. From the above
arguments it stands as the only possible justification of the construction so I will examine it in
greater detail.

The people who live up country have chosen to live here, those who commute daily to either
Kihei or the West Side, do so because of the quality of life here is different from that in Kihei and
the West Side. The construction of a road which can only encourage more people to live here
and will inevitably cause a change in this bucolic style. We do not want to become more of a
bedroom community to Kihei, we live here because we like it the way it is.

The EIS argues that upcountry development will be limited by lack of water. Water is not the
issue. There is plenty of water. The problem is lack of storage and/or wells in addition to a poor
delivery system. We have already seen with the Kulamalu development that these problems can
be solved when there is a commitment to developing the upcountry area. To what end? The
people who live here now do not want Kula to look like Wailea or Kapalua. It is illuminating to
note that the residents of Kihei have voted in favor of the road, but the residents of Kula have
voted against the road.

The EIS argues that the road is needed to decrease congestion at the major intersections during
the commuter hours. The worst intersection for commuter delay is the Hana Highway - Haleakala
Highway traffic light in the morning commute while school is in session. The solution to this is to
eliminate the traffic light by building an overpass/cloverleaf intersection.

The other major Kahului area of congestion is the area from Costco to the Puumene Ave/Dairy
Road intersection. This area has five unsynchronized traffic lights which often develop New York
City style gridlock. The only solution to this problem is to separate the thru traffic streams from
the local, business generated traffic stream. This is essentially a Kahului bypass/airport access
road and will require an overpass/cloverleaf intersection with the Hana highway. Another way of
thinking about this bypass is as a replacement for the accident plagued Hansen Road. The
Kulielani highway and the 4 lane version of the Mokulele highway should merge south of
Puumene Ave (no access to Puumene Ave) and continue without any intersections to an
overpass/cloverleaf over the Hana Highway continuing to the Airport. Traffic to and from
Upcountry/Paia or Kahului could enter or exit the Hana Highway without a traffic light. Pulehu
road would cross underneath without access. Traffic could now proceed from Pukalani or Paia to
North Kihei or Maukeea without any traffic lights or left turns. The time savings of such a plan
significantly reduces the benefit from any of the Kihei/Upcountry road options.

The effect of the road on the upcountry traffic flow depends on where the road terminates.

If the road terminates at Haalimaile the result will be a terribly dangerous intersection unless either
a traffic light or an overpass/cloverleaf intersection is built. Neither of these options are discussed in the EIS. The traffic coming down the Haleakala Highway will have to cross the uphill traffic in order to access the new road. Presumably there will be left turn lanes on both sides of the (now 4 lane) Haleakala Highway with a grass median strip. Coming down the hill in the evening the sun is directly in your eyes for much of the year making it even more difficult to cross the two lanes of the 60 mph up hill traffic all in a hurry to get home. Now add the line of cars coming uphill on the new road trying to cross to the Haliimaile side to go toward Haiku, they have to cross 4 lanes of 60 mph traffic, plus the downhill turning lane plus merge with the uphill left turning lane of traffic. What a mess! Several people died before they put in the light at Makawao Ave, and that was a much simpler intersection. Will that have to happen here? A traffic light will increase the safety of the intersecting streams of cars but at the expense of smooth traffic flow. The only reasonable solution is an overpass/cloverleaf type of intersection; add $10 million to the cost of this option. There are other effects of this option. The existence of the intersection between the new road and Pulehu road will encourage more traffic to opt for this short cut putting even more traffic onto residential streets that were never designed for even the current traffic load.

If the road terminates at point U3, near Holopuni and Pulehu there will be little reason for traffic to use these streets however in will place a greatly increased traffic load onto the Kula Highway. The EIS assumes that the Kula Highway will be widened to 4 lanes, but that process has not started and will require land acquisition, new bridges over the gulches, a few traffic lights and presumably an EIS. It is almost as far from Rice Park to 5 Trees as it is from the Hana highway to Pukalani and look at how hard it has been to add just a 4th lane to the Haleakala highway. Where will the money come from for this construction? There will be increased traffic flow from the Makawao side (in the morning) intersecting with the traffic coming up and down the Haleakala highway along with the increased traffic flow to the new Kamelameha school and the new high schools. It has already been pointed out by others that the traffic data used in the EIS was collected before the high school was a full capacity. This will result in a very congested complex of intersections and undoubtedly require several new traffic lights. Upper Pukalani is looking more and more like Kihei or Kahului.

The EIS points out that many first timers will see Pulehuiki or Kimo drive as short cuts with predictably bad results, even more endangered will be the inexperienced and unskilled down hill bikers who venture on this obvious short cut. Clearly, the fact that this option is still being considered in a clear indication that improved travel to and from the summit is not relevant to the construction or siting of the proposed road.

We are now left with the U2A and U2B options. Either of these options will result in competition between the thru traffic streams and the local business/school traffic, and both require that traffic from Pukalani travel uphill to 5 trees or beyond to enter the road. Option U2B is particularly bad since uphill bound traffic will have to make a left turn onto the Kula Highway, followed by right turn at 5 trees, with the entrance to the High School in between. It seems clear that there will need to be traffic lights at the entrance to Kulamalu, the terminus of the proposed road if option U2B is used and the entrance to the High School. Within half a mile there are three left turns for the uphill bound traffic (Haleakala Highway, High School and Kula 200) and three left turns for the down hill bound traffic, (Kulamalu, the new road and Pukalani). This is looking more and more like Kihei or Lahaina. It is interesting to note that the High School is not even on the EIS
detail map of this area. If either option U2A or U2B is selected traffic will be encouraged to use Holopuni, Pulehu and Omaopio in order to avoid the inevitable traffic jams that will develop near 5 trees, the EIS makes only passing mention of this and no attempt to analyze the effect on the residents in these areas.

I have not tried to analyze the effect of the two proposed Kihei termini, however it is clear the selection of K2 significantly reduces the benefit for commuters from Upcountry to the West Side and even K1 will require widening of North Kihei road and the inevitable associated degradation of the sensitive dune and wetlands area it traverses to be have a real benefit for West Side commuters. It seems clear that an improvement of traffic flow thru Kahului would be more of a benefit to them.

In summary, I have tried to argue that most of the people that the proposed road claims to benefit, i.e. the scientists, the tourists and the evacuees either will not be significantly benefitted or do not have a real need for the road, and that the only remaining potentially benefitted people, the residents of Upcountry have voted against the building of the road. I have also tried to analyze the effect of the various option on local traffic flow and found that this important area has for the most part been neglected or glossed over in the EIS. I also point out that the some obviously needed improvements to the intersections in the Kahului area would eliminate much current traffic delays that the new road claims to alleviate. I think you should start again and look aggressively at the No Build option to see if it can be make to work because, we don’t want Senator Inouye’s road up here!

Sincerely,

Thomas Worthington Ph.D.
233 Naalae Road
Kula, Maui, HI 96790

cc: Kula Community Association
1. The comment correctly notes that the travel distance addressed by the proposed project represents only a portion of the total trip distance between the Maui R&T Park and Science City, and that traffic volumes between the Maui R&T Park and Science City are relatively small. However, there are other project purposes and needs described in Chapter 1 of the EIS. Depending on the alternative, origin and destination travel time savings up to 25 minutes (saving over 11 miles of travel) can be achieved.

2. It is certainly possible to organize an orderly evacuation using the existing roadways out of Kihei. However, as many living in Kihei-Makena have communicated, the region would substantially benefit from additional evacuation capacity. Moreover, coastal hazards are not the only threats requiring evacuations. Large-scale brush fires could also require evacuation.

3. The tourism projections reported in the EIS were taken from reports prepared by the County of Maui and State Department of Business, Economic Development and Tourism. Depending on the alternative, origin and destination travel time savings up to 25 minutes (saving over 11 miles of travel) can be achieved.

4. Despite the recent development of a well in Haiku, which is partially being used for the Kulamalu development, Upcountry will continue to rely on surface water resources, sources that are highly vulnerable to drought conditions. In addition, the cost of providing water transmission lines and storage is comparatively higher in Upcountry because of its elevation. Therefore, the County is unlikely to allow substantial urban development in Upcountry despite the existence of Kihei-Upcountry Maui Highway.

5. Converting the Haleakala Highway and Hana Highway intersection to an interchange, and other transportation improvement suggestions in the Kahului area, would not address all of the purposes and needs of the project.

6. Section 2.1.2 of the EIS states that terminus intersections and will include turning, acceleration, and deceleration lanes. Since two of the terminus options already have traffic
signals (U2-A and K2), these intersections would be modified if one or both of these options were identified as the preferred alternative. Section 2.1.2 also states that for the other alternative termini, the decision to place traffic signals will be made during the design phase, and would will be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. For the U1 terminus intersection, it is likely that it will warrant traffic signals. Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized intersection, which costs substantially less.

7. The U3 alternatives were evaluated in the Draft EIS because they represent the least cost alternatives.

8. As described in Section 4.4.1 of the EIS, the U2-A and U2-B alternatives would cause the contra-flow of peak directional traffic in Upcountry. Since commuter traffic tend to peak during certain times of the day (i.e., early morning and late afternoon), arterial roadways tend to be over-utilized in one direction, and under-utilized in the other direction. The benefit of the U2-A and U2-B alternatives, and to a lesser extent the U3 alternatives, is that they would cause the directional splits of the highways in Upcountry to be more even.

9. Section 4.4.1 of the EIS discloses that some motorists from Kula would inappropriately use Pulehu (including Holopuni Road) and Omacpio Roads to access Kīhei-Upcountry Maui Highway similar to how some motorists currently use these roads to drive to and from Kahului. This impact would be greatest under the U1 alternatives, and less so under either the U2-A or U2-B alternatives. This impact would not likely occur under the U3 alternatives. Section 4.4.1 discloses the potential impacts to residents along these roads from the inappropriate use of these roads.
October 11, 1999

Mr. Abraham Wong
Federal Highway Administration
300 Ala Moana Blvd.
Honolulu, HI 96850

Kihei Upcountry Maui Highway Project U2B

Dear Sirs,

The EIS for the Kihei to Kula Highway going through U2B Kulamula Subdivision does not address the connection to Pukalani Terrace Country Club Estates. The Kulamula Subdivision road starts off the Kula Highway and goes straight down to Aina Lani Street in Pukalani. **TMK (2-3-61) Aina Lani Street is not a through street now but the plans to open it are part of the Kulamalu Subdivision plan.** It is the last street in Pukalani Subdivision. Kulamaluh Subdivision’s main residential housing is located near Aina Lani Street. The commercial part is off Kula highway.

Besides all the traffic from the new homes that are proposed in this new subdivision you would also have the highway traffic. Also, once you enter the Kulamalu road that will meet up with the state highway, you could turn left onto Aina Lani Street, (which is the last street in Pukalani Terrace), then travel through the neighborhoods of Pukalani Terrace to get out. This would be used as a short cut for many local residents of Makawao, Hallimaile, Haiku, and the surrounding areas, directly impacting Pukalani.

Neither Aina Lani Street nor the effect on Pukalani Terrace Country Club Estate was addressed in the EIS report. The impact on Pukalani would be great and needs to be looked into immediately.

A state highway connection has to address the Limit Access Highway. From what I understand a state highway cannot just exit through a subdivision until a study of that area is made. Also if the Aina Lani Street entrance were not opened up then it would not impact Pukalani. Which seems the best solution at this time. Kulamalu Subdivision should not be connected to Pukalani Terrace, and that is by not connecting the end of Aina Lani Street. Nor any other streets in Pukalani Terrace Country Club Estates.

A study on the impact of Aina Lani Street, which will be so used if the Upcountry Highway is selected for this site was not part of the EIS, this is an immense concern of the residents of Pukalani.

cc: Bob Sariot
Mr. Hayashida
David Atkins
1. The Five Trees intersection (with the U2-A alternatives) would be the only direct connection between Kihai-Upcountry Maui Highway and Pukalani. If you are providing information that Pukalani Terrace will be directly connected to the Kulamalu development, it is possible that Pukalani Terrace could be indirectly affected by a U2-A or U2-B alternative depending on what kinds of connections, if any, there would be between the highway and Kulamalu. Since neither a U2-A nor U2-B alternative was identified as the preferred alternative, issues surrounding the connection between Pukalani Terrace and Kulamalu are beyond the scope of this project.
Federal Highway Administration
300 Ala Moana Boulevard
Honolulu, HI 96813
at Mr. Abraham Wong

September 21, 1999

re. Kihei-Upcountry Maui Highway
Draft Environmental Impact Statement

Dear Mr. Wong:
I support the construction of the proposed Kihei-Upcountry highway because it will shorten the travel
time and distance for the many people who travel between Kihei and Upcountry daily. I have concerns
about the following issues:

1) It is important that aesthetic considerations be given the same weight as safety and other
   considerations. For the design of bridges, guard rails, signs and landscaping experienced architects
   and landscape architects should be engaged.
2) Opportunities for roadside stops and lookout points will present themselves during the design stage.
   Please incorporate as many of them as feasible.
3) The Upcountry terminus should be located as close to where Makawao Ave. ends as possible so that
   people living in Makawao and beyond will be served by the new highway. I would like to suggest
   that terminus U2-A be used.
4) Instead of only one terminus at the Kihei end I would like to suggest two (K-1 and K-2). The
   highway could split at a suitable location above Kihei so that a broader range of the
   Maalaea/Kihei/Wailea area would be served.

Sincerely,

Hans Riecke

Hans Riecke, AIA
77 Apalapani Lane, Haiku, Maui, Hawaii 96708
Telephone (808)575-2520, Facsimile (808)575-2077
1. The Department of Transportation concurs that aesthetic considerations are important. The details mentioned are typically addressed during the design phase.

2. Scenic stops and lookouts along the alignment will be studied in more detail during the design phase.

3. Only one Kheki terminus is proposed at this time.
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S) IMMEDIATELY FOLLOWING
1. The Department of Transportation concurs that aesthetic considerations are important. The details mentioned are typically addressed during the design phase.

2. Scenic stops and lookouts along the alignment will be studied in more detail during the design phase.

3. Only one Kihei terminus is proposed at this time.
Kula Community Association
P.O.Box 417 - Kula, HI 96790
http://www.kulamauf.com

The vision of the Kula Community Association is to preserve open space, support agriculture, maintain a rural residential atmosphere, and to work together as a community.
The specific purpose of this association is to improve the quality of life for the residents of Kula, to promote civic welfare and generally to benefit the community of Kula.

July 26, 2000

Kazu Hayashida, Director
State of Hawaii Department of Transportation
889 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Hayashida:

The recent announcement of the preferred route for the Kihei-Upcountry Highway culminates one phase of a lengthy process that has been a major concern of Kula residents for many years. On behalf of the Kula Community Association, thank you for including citizens in the decision making process and for being responsive to some of their concerns.

We appreciated your scheduling of a regular public hearing at the request of the community in addition to the "open house" meetings. In particular, we would like to recognize your staff members who have been helpful to us during our review of the draft environmental impact study. Pericles Manthos responded promptly to telephone and written inquiries and attended our community meetings to report on the highway plans. Bob Siarot is always available to listen to our community members' concerns and work with them to resolve problems.

Although the selection of the Halimaile terminus did not satisfy the significant minority of our community who preferred the "no build" alternative, we realize that your decision must reconcile the competing needs and interests of all stakeholders. We anticipate a complete and satisfactory response to the many issues raised in the Kula Community Association's comments on the draft environmental impact statement (see attachment). We look forward to continuing to work with you and your staff as the environmental impact phase is completed and the design and construction phases begin.

Sincerely,

[Signature]
Elliott Krash, President

Attachment

cc: Pericles Manthos, Former Administrator, Highways Division
Robert Siarot, Maui District Engineer, Highways Division
The vision of the Kula Community Association is to preserve open space, support agriculture, maintain a rural residential atmosphere, and to work together as a community. The specific purpose of this Association is to improve the quality of life for the residents of Kula, to promote civic welfare and generally to benefit the community of Kula.

Pericles Manthos, Administrator, Highways Division
State of Hawaii Department of Transportation
889 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Manthos:

Subject: Kihei-Upcountry Highway Draft Environmental Impact Statement (EIS)

The Kula Community Association (KCA) Board of Directors wishes to place on the official Draft EIS record two general comments followed by specific comments. We expect that the Final EIS will address both our questions and our concerns.

GENERAL COMMENTS ABOUT THE EIS
1. We desire that the Final EIS reflect and respect the legally adopted (July, 1996) "Makawao-Pukalani-Kula Community Plan". Specifically, we urge you to note the following provisions:

   Page 31  "Transportation Objectives and Policies"

   "Give priority consideration to the "no-build" alternative of the proposed Upcountry-Kihei connector highway, and give secondary consideration to the alternative routes with the least negative impact to the Upcountry lifestyle and character by locating the Upcountry terminus in the vicinity of the intersection of Ha`i`imaile Road and Haleakala Highway."

   Note: Bold is ours.

   Page 13 "Interregional Issues"

   "Kihei-Upcountry Highway: The proposed highway between Kihei and the Upcountry region is significant in terms of its land use and transportation impacts. The "no-build" alternative is the preferred option, but it is recognized that the selection of an alignment must consider the growth inducing impacts to the region's agriculture, rural character and open spaces. The need to maintain the unique Upcountry ambience is an essential parameter in analyzing alternative routing schemes. Recognizing that the evaluation of alternatives should weigh transportation costs and benefits as well as community and land use impacts, it is recommended that, if built the highway's Upcountry terminus intersect Haleakala Highway in the vicinity of Ha`i`imaile Road."  Note: Bold is ours

Page 18 In the Land Use section, the Plan states in Objectives and Policies #4

   "Encourage land use patterns which will maintain a separation of character between the Upcountry and the Kihei-Makena regions."
2. The Kula Community Association position on the proposed Upcountry-Kihei Highway clearly
prefers the upgrading of the present highway/road network connecting upcountry Maui to Kihei.
We support improvements to the existing highways as a means of solving present and future
transportation problems. The exact wording of our position follows:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu,
and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula
Community Association Board supports as its highest priority the upgrading and
improvements to existing roads connecting Upcountry and Kihei - Piilani
Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate
growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community
Association Board considers the Halimaile terminus the best option available.

SPECIFIC COMMENTS ABOUT THE Draft EIS

3. We are concerned with the manner in which the "enhanced widening" alternative (EWR) was
dismissed during the Tier 1 screening. The Draft EIS indicated that "Non-satisfaction of project
goals eliminated the enhanced widening of existing roadways" (on Page 2-28). The Draft EIS
said "enhanced widening" had a "fatal flaw" because it "would not establish a roadway linkage
between Kihei and the Upcountry area." Please note that "establish a roadway linkage" is NOT
a purpose of the project (See Page 1-5). Rather, "improve roadway system linkage" is a listed
purpose. This statement clearly means that the six proposed alternatives do NOT meet the
project purpose because they would "establish" a new roadway linkage!! The "enhanced
widening" is an improvement and meets the purpose.

Elimination at the Tier 1 stage is not merely an error, but it is a deceptive means of avoiding a
closer look at the preferred option stated in Maui County's ordinance (See #1 above). We feel
that as the many, proposed highway widening projects (Piilani, Mokulele, Haleakala highways)
are completed, we will have a series of newly designed, signalized intersections and a four lane
highway from/to Upcountry to/from Kihei. The "enhanced widening" alternative needs to be
given consideration in the Tier 2 analysis because it will cost effectively solve the traffic
problems that the Upcountry-Kihei Highway is supposed to solve.

After being rejected as a viable option, the "enhanced widening" (EWR) alternative
subsequently seems to have been superficially evaluated as the base-case, "no build" position.

4. The Draft EIS is totally inadequate in indicating the number, origin, and direction of trips
being generated. This information must be included for each of the alternatives as well as for
the completed "enhanced widening" alternative.

5. The Final EIS should present a complete benefit-cost analysis. The analysis should
include adequate information on the methodology, assumptions, and data used, so that others
can determine the accuracy of the calculated benefit-cost ratios. The alternatives should be
compared to the completed "enhanced widening" (EWR) alternative.
6. The Draft EIS references traffic only at the various highway termini. Because the design of these intersections has not been specified, the EIS seemingly lacks the ability to present the actual total cost of each alternative. We expect that the Final EIS will address the total cost of each alternative. The relative costs are needed to make a decision among the alternatives.

7. The Final EIS should correct an error in the route between Upcountry and Kihei. The Draft EIS mistakenly selected the busy Dairy Road as part of the route. Few traveling between the two areas would utilize that road. Instead, traffic goes via Hansen Road, a shorter and faster route. According to the Kahului Airport Improvement Final EIS, Hansen Road will be improved.

8. We note (on Page 3-30) the very high accident statistics in the Draft EIS for Mokulele Highway and Dairy Road. We ask that the Final EIS evaluate a divided highway with one lane on each side of the divide. We need not repeat the dangers of Mokulele & Dairy Road by considering or building two lanes with the provision for two additional future lanes on the other side of a divide. We need not repeat the dangers of Mokulele & Dairy Road. If the Final EIS doesn’t consider a divided highway from the beginning, then it must include the probable accidents on a two lane highway as compared to the safer, four lane, divided highway in the "no build" alternative. Those accident costs should be a part of the benefit-cost analysis.

9. The Final EIS needs to address the impact on traffic of the numerous intersections along the different routes: cane haul roads, Maui Ag Park, Omaopio Road, Pulehu Road, the Kamehameha School, the Kulamalu shopping center, proposed gas station, park, senior citizen housing, etc. The costs of traffic lights, potential grade separations, and other traffic control elements need to be added to the cost of the highway alternatives.

10. The Draft EIS describes the probability of the Haleakalā bike tours utilizing a more direct route to Kihei. Unfortunately, the EIS makes no mention of the effect on local Kula road traffic if the bicyclists are diverted onto such totally inadequate residential streets such as Kimo Drive and Pulehuiki Road. The problem is particularly relevant because these bike tours pass through Kula during the hours when school busses are negotiating these narrow streets. Compounding the problem and also not addressed in the Draft EIS is the fact that bike tours do NOT use a single lane of traffic. Rather, they have a wide van that trails the cyclists and intentionally blocks traffic for long periods. This problem needs to be addressed in the Final EIS; both for bike tours using the various highway alternatives; and for the bike tours passing through the residential streets of Kula.

Even if the bike tours do not use the streets mentioned above, they certainly will be passing King Kekaulike High School and interacting with hundreds of young drivers beginning the school day.
11. In a similar manner, many additional cars will be taking shortcuts up and down to/from the crater using Pulehuiki Rd., Kimo Dr., Lower Kula Rd., Holupuni, Pulehu and Omaepio roads. They will be descending on those narrow, winding and steep Kula residential streets after the brakes have been overheated, having descended twenty-two miles down Crater Rd.

In particular, as drivers traverse Pulehuiki Rd. and/or Kimo Drive there is a likelihood of additional fatal accidents to drivers and or pedestrians because of the steep sharp turns that both of these roads provide; there is little warning for the uninitiated. Is the DOT willing to accept the responsibility for the lawsuits that will result from these accidents?

The discussed mitigation measure (i.e. utilizing signage) (See Page 4-32.) will not adequately deter local drivers, scientists, or even tourists. The Draft EIS fails to properly address this issue or to suggest meaningful mitigation measures. In fact, we believe that the dangerous situations that will occur on Kula’s residential streets are a “fatal flaw” in the EIS consideration and eventual use of the U-3 terminus.

12. Since the proposed highway is being supported by the federal government with the justification that it is part of our “national security”, there should be an accounting from the official Air Force Log at the summit of the number of actual daily trips between KRTF and the summit observatories. Does the volume of trips justify the expenditure of $50,000,000 of our tax dollars?

13. Very specific concerns that indicate “fatal flaws” with several alternatives:

U-3 cuts through: the Maui County Ag Park (See Page 4-12); Maui Land and Pineapple fields (See Page 4-13); and close enough to minority-owned, Kula vegetable farms (that have been farmed by local families for generations) to disrupt their travel patterns (See Page 4-21). See also #5. & #6. above.

U-2B has a severe 10% grade in the neighborhood of the recently opened Kamehameha School and the elderly housing project. There will be loud and disruptive noise from trucks and tour buses going up the mountain and from the application of (air) brakes as those same vehicles descend. Many of the tour buses will pass the elderly housing project between 3:30AM and 5AM on their way to the Haleakala summit sunrise. Furthermore, this 10% segment lies between Kamehameha School, the proposed park and the proposed large shopping center; we fear for the children who will be walking along the highway.

U-2A is in the immediate proximity to Kakaulike HS, resulting in a number of potential problems: a) many students now walk (without sidewalks) along the highway, since bus service is provided only for students living over one mile from the campus; b) many tourists as they descend from the sunrise will be meeting the high-school's arriving students about 7:30AM; and c) there already have been a number of accidents at the “five trees” intersection.

As a matter of public safety, this highway has no place in the proximity of any of the upcountry schools.
14. According to the Draft EIS the danger of fires started along the highway and being spread uphill by ascending daytime winds is to be mitigated only by signs. There is no water in the area for fire-fighting or even for a landscaped green-belt on the mauka side of the highway. Because of the area's inaccessibility, a fire could develop a broad front as it moves uphill into the Kula residential community. This danger applies to all the alternatives and needs to be better addressed.

15. With regard to funding, we understand that the highway will be financed 80% - 20% by the Federal and State governments respectively. We suspect that the highway, the intersections, the mitigation measures, etc. will be much more expensive than the figures in the Draft EIS. Already the projected costs have risen from an earlier figure of about $35 million (during a time when the inflation rate was low and housing costs actually decreased on Maui). Consequently, if the "no build" scenario is adopted, we wish to know what highways could be built or improved with the State funds?. Also, who will be responsible for possible cost-overruns? State, Federal government, or 80%/20%? Finally, who will be responsible for the highway's maintenance?

Thank you for your consideration of these comments.

Sincerely,

John J. Wilson, President
Kula Community Association

cc: Senator Daniel K. Inouye
Governor Benjamin J. Cayetano
Director Kazu Hayashida, Hawaii DOT
District Engineer Robert Siaot, Hawaii DOT
Senator Avery Chumbley
Representative Chris Halford
Representative David Morihana
Mayor James "Kimo" Apana
Council member Charmaine Tavares
1. The Makawao-Pukalani-Kula Community Plan was given heavy weight in the identification of the U1,K1 alignment as the preferred alternative.

2. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to wide the Haleakala, Mokulele, Hana, and Pillani Highways. These recommended projects are included in No-Build scenario for the Kihei Upcountry Maui Highway project.

3. The system linkage purpose (see Section 1.2.1) pertains to the connectivity of the roadway system. In this case, the two areas suggested for enhanced connectivity are Kihei-Makena and Upcountry Maui. Therefore, an alternative has to address this purpose to warrant serious consideration. Improvements to an existing circumferential roadway would not satisfy connectivity as well as a direct link.

Please note that the Enhanced Widening of Existing Roadways (EWR) alternative is not the same as the No Build alternative, which includes the expansion of Haleakala, Hana, Mokulele and Pillani Highways. By law, the No Build alternative is automatically retained throughout the environmental review process. The EWR alternative would provide one lane in each direction in addition to the expansions assumed under the No Build alternative. It was eliminated from further study because it would require 32-kilometers (20 miles) of construction at a cost estimated at $78 million. This could not be justified when a highway directly linking Upcountry and Kihei would only be 15 to 18 kilometers (9 to 11 miles) long and would be substantially better in addressing the system linkage and other purposes and needs.

4. An origin-destination study was conducted for the Maui Long Range Land Transportation Plan (Long Range Plan). The Long Range Plan led to the planning of Kihei-Upcountry Maui Highway. The traffic volume projections that served as the basis of the environmental review are provided in Section 4.4.1 of the EIS.
5. A benefit-cost analysis was used as early screening tool to compare the travel time savings between centroids in Kihei and Upcountry. The methodology and work tables used to calculate the B-C ratios are provided in the Alternatives Analysis report in Appendix E of the Final EIS.

6. Construction of terminus intersections is included in the construction cost estimates of the alternatives. Intersection costs include traffic signals (the intersections are likely to warrant traffic signals, but this will be determined during the design phase), lighting, and turning, acceleration, and deceleration lanes.

7. Motorists traveling between Kihei and Upcountry use both Dairy and Hansen Roads. The route will be described in the Final EIS to include both options. The proposed improvements to Hansen Road consist of a short extension associated with the realignment of Mokulele Highway and Puunene Avenue. This will allow the installation of traffic signals at its intersection with Puunene Avenue.

8. A two-lane highway is being proposed because projected traffic volumes do not justify a four-lane highway by the design year 2020. In its initial two-lane divided configuration, the highway would be similar to Haleakala or Hana Highway, not Dairy Road or the present Mokulele Highway. (Mokulele Highway will be changed to a four-lane divided configuration, which would substantially reduce the number of incidents on this roadway.) The rate of incidents on Haleakala and Hana Highways is consistent with overall patterns (see Section 3.4.1.2). Kihei-Upcountry Maui Highway will be designed in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards.

9. Section 4.4.1 reports traffic conditions at the alternative termini. The U1,K1 alignment, which was identified as the preferred alternative, would cross cane haul roads and Omaopio and Pulehu Roads. Two underpasses will be constructed to accommodate the cane haul routes. The impact of the U1,K1 alignment crossing Omaopio and Pulehu Road is described in Section 4.4.1.1. The costs to mitigate traffic impacts are included in the estimated costs of the alternatives, such as the cost to construct the two underpasses for the cane haul roads.

10. Section 4.4.1.3 of the Final EIS has been modified to describe the potential for bike tour operators to use local Kula roads, should a U3 alternative be selected. Kihei-Upcountry
Maui Highway will have adequate shoulders for bicyclists. Bicycle tour operators will not be allowed to conduct their tours as described in the comment because the protective van would not be able to maintain the minimum speed requirement.

11. Since a U3 alternative was not identified as the preferred alternative, the inappropriate use of Pulehuiki Road, Kimo Drive, and Lower Kula Road will not occur. Signage could be provided that would be effective in deterring shortcuts. However, the EIS acknowledges that some motorists will use Holopuni, Pulehu, and Omaopio Roads as shortcuts because of the distance between Kula and the U1 terminus. Closing access between these roads and Kihel-Upcountry Maui Highway is not an option because of the burden this would cause on the area farmers.

12. The EIS acknowledges that the number of persons traveling between the Maui R&T Park and Science City using Kihel-Upcountry Maui Highway will be relatively small compared to other travel markets to be served by the roadway. However, there are other important purposes and needs of the project, as described in Chapter 1 of the EIS.

13. A U2-A, U2-B or U3 alignment was not identified as the preferred alternative. However, they were not eliminated for the reasons provided in the comment because the impacts noted would be mitigated had these alternatives been identified as the preferred alternative.

14. Kihel-Upcountry Maui Highway would increase human accessibility to the area, such that the risk of man-made hazards may increase. Section 4.8.4 of the Final EIS discusses the planning process that will continue to address regional fire concerns. Mitigation measures will include signage, which can help to increase driver awareness, and weed control along the shoulders. The highway will enhance emergency response and evacuation capacity, providing regional benefits for responding to a hazardous situation. The highway will also enhance the ability of water and fire-fighting resources to reach the dry forest areas. The preferred alternative traverses irrigated agricultural fields with access to water.

15. The current cost estimate is considered a planning level estimate, which will be improved as further information is developed. While there is always a possibility that the cost estimate could increase, based on the information presently available, the current cost estimate is valid and reasonable.
Regardless of whether the Kihei-Upcountry Maui Highway is constructed, the projects listed in Section 2.1.1 of the EIS are planned for implementation. Near-term projects include the widening of Kuihelani and Mokulele Highways.

The responsibility for overruns varies depending on the reason for the overrun.

The Department of Transportation will be responsible for maintenance of the highway.
Kula Community Association
P. O. Box 417
Kula, Maui, Hawaii 96790
http://kulamaui.com

"The specific purpose of this corporation is to improve the quality of life for the residents of Kula, to promote civic welfare and generally to benefit the community of Kula."

The vision of the Kula Community Association is to preserve open space, support agriculture, maintain a rural residential atmosphere, and to work together as a community.

October 28, 1999

Mr. Kazu Hayashida
Director
Department of Transportation
869 Punchbowl St.
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

The Kula Community Association (KCA) recently issued a newsletter to the Kula Community which contained a statement of the KCA's Board of Directors position on the proposed Upcountry/Kihei Highway.

The statement was in a format that could be cut out and sent to you. However, twenty-nine individuals returned the cutout directly to the KCA. For your information and review, enclosed are the originals of these individuals' comments expressing their position, pro or con to the position statement.

Sincerely,

John J. Wilson
President, Kula Community Association

Enclosures
The Kulani Community Association Board of Directors opposes the Paniolo Highway extension and supports the Ahulani and Kulani Plant Highway. Further, the Kulani Community Association Board considers the Halima terminus the best option available. The Ucpouah Highway and Kulani Plant Highway, Moanalua Highway, and Hansen Road, and Halima terminus would alleviate growing traffic concerns. If an Ucpouah/Kulani road is to be built, the Kulani Community Association Board will consider the Halima terminus the best option available.
The Kula Community Association Board of Directors opposes the Pulehu, Kula Malu, and Kula termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Pi'ilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

Comments:
1) I agree with the above statement.
2) I disagree with the above statement.

- U 2-B is too steep and increases traffic congestion at Kula.
- U 2-A is too dangerous to place at the school.
- WILL INCREASE TRAFFIC CONGESTION.

3) INTERUPTS TOO MANY SMALL FARMS.
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piliini Highway, Mokulele Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Ha'ilimaile terminus the best option available.

[Initial]
I agree with the above statement.       [Initial]
I disagree with the above statement.

Comments: [Handwritten note]
Five Trees is already a hazard for the two schools & accidents waiting to happen - a terrible risk for our children.

KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piliini Highway, Mokulele Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Ha'ilimaile terminus the best option available.

[Initial]
I agree with the above statement.       [Initial]
I disagree with the above statement.

Comments:
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Four Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piliani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliiimaile terminus the best option available.

I agree with the above statement. I disagree with the above statement

Comments:

Samuel Sargent

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Four Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piliani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliiimaile terminus the best option available.

I agree with the above statement. I disagree with the above statement

Comments: I strongly agree with the above. I have grandchildren at Kula Elementary School and find more congestion and inadequate routes (that can be improved) to be a problem.

Signed: [Signature]
Date: [Date]
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Haysina, Director of Transportation
State Department of Transportation
800 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pualehu, Kulamalai, and Treetop terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hana terminus the best option available.

Comments:

I agree with the above statement.

I disagree with the above statement.
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association’s position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulaalau, and Flat Top terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilihau Highway, Makalele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

I agree with the above statement. [ ]  I disagree with the above statement. [ ]

Comments: [ ] I agree with the above statement.

[ ] I disagree with the above statement.

Comments: [ ] I agree with the above statement.

[ ] I disagree with the above statement.

Comments: [ ] I agree with the above statement.

[ ] I disagree with the above statement.

Comments: [ ] I agree with the above statement.

[ ] I disagree with the above statement.
Kula Community Association's position on the proposed Upcountry/Kihei Highway is: The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and FiveTrees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hallimaile terminus the best option available.

[Signature]

I agree with the above statement. I disagree with the above statement.

Comments: THIS WOULD ALSO HELP COMMUNITIES TO THE EAST OF U.S. (HAWEA, HAIKU, ONO, etc.) PEOPLE IN HALLIMAILE MIGHT GET A STOP LIGHT SO THEY CAN GET TO PUKALOA. COULD ALSO USE SIGNAL AT HANSENAI & MOKULELE HWY.
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Puʻuē, Kāhāmau, and Five Trees termini sections of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pukalani Highway, McKee Road, Hansen Road, and Haleakalā Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Haleakalā terminus the best option available.

☑️ agree with the above statement  ☐ disagree with the above statement

Comments: Four Lane Haleakalā New Sister, Kīhei Road. The road should have been 4-lane divided. Also please place 20 street lights @ Cono Exit/Way intersections.
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25.

Mr. Kaz Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliiwai terminus the best option available.

I agree with the above statement. I disagree with the above statement

Comments: I prefer that existing roads be upgraded (4 lane for the Aalaea Stream, Ching and Hansen roads). We also need a traffic light at the Kahanu Rd - Haleiwa junction.
KIHEI / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:
Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
889 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hallimaile terminus the best option available.

☐ I agree with the above statement. ☐ I disagree with the above statement
Comments: [44th lane on Hana Highway most important]

KIHEI / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:
Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
889 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hallimaile terminus the best option available.

☐ I agree with the above statement. ☐ I disagree with the above statement
Comments:
KIHEI/UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:
Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
889 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliiwaile terminus the best option available.

☐ I agree with the above statement. ☒ I disagree with the above statement

Comments:

[Signature]
KIHEI / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 26.
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

[Signature]
[Signature]

Comments:

[Signature] I agree with the above statement. 
[Signature] I disagree with the above statement

[Signature]
[Signature]
Kula Community Association's position on the proposed Upcountry/Kihei Highway is: **NOT**.

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

I agree with the above statement.  I disagree with the above statement.

Comments: Rather than spend the time and money on a Kula/Upcountry route, it is more important to create another link between Kula and Upcountry. In the past few weeks, we've seen several road closures, which not many people, a lot of times, inconvenience.
KIHEI / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 28th to:
Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
859 Punchbowl St.
Honolulu, HI 96813

Kula Community Association’s position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees
termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board
supports as its highest priority the upgrading and improvements to existing roads connecting
Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to
alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community
Association Board considers the Ha‘iimaile terminus the best option available.

I agree with the above statement. [X] I disagree with the above statement

Comments: If the Ha‘iimaile terminus is not chosen, motorists will
not use Haleakala Hwy [H 317] to continue up the mountain.
They will “short cut” up via Lower Kimo Drive. Lower Kimo Drive
cannot handle the additional traffic that will be created.
The Kiya Community Association's position on the proposed Ucross/Kiya Highway is: [To be filled in]

Please provide your name and sign below to indicate your agreement or disagreement with the above statement.

Agreement: [Signature]

Disagreement: [Signature]
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 20th to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Traverse terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highways - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

I agree with the above statement. [ ]
I disagree with the above statement. [ ]

Comments: Please also state this is financially the cheapest
But mostly my protest is to leave the Kihei terminus
in Kihei.

KCA UPCOUNTRY WATER POSITION

The KCA is in the process of developing a position statement on upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, so please indicate in numeric order the three most important items.

[ ] drought relief [ ] fire control [ ] water reservoirs
[ ] delivery systems [ ] water quality [ ] water pressure
[ ] meter wait list [ ] rates and fees

Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? No [ ] Yes [ ]

Comments: [ ]

[ ]
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Halimaile terminus the best option available.

We know several people that would like to see a road connecting Ki-hei. I agree with the above statement. I disagree with the above statement.

Comments: Think Pulehu would best serve Upcountry. If further down Kulamalu - just because money is spent, we should take this area - a kihei connection - there are many people upcountry that do not belong to the Assoc - maybe we should talk to door to door survey??

Kula Postal Patron
Ulea pala Kula - to make a road to enhance the proposed road by alleviating traffic from entering upcountry. Proper. Keep in mind for the future!

KULA COMMUNITY ASSOCIATION GENERAL MEETING
The next KCA General Meeting is Thursday, November 18, 1989, 7 p.m. at the Kula Community Center.
All community members are welcome. Please come, meet your Kula neighbors, discuss our community's problems, and help develop solutions. Refreshments will be served. We look forward to seeing you there!
For information, call 878-1342. The agenda includes the following:

Just to let you know - not all of us agree with the Assoc - many in fact!
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upc- 
haven't yet shared your opinion, complete the following and mail

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

I commute from Kula to West Maui. The traffic is unbelievable! Help!

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

- The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Faze Terri- 
terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association 
supports as its highest priority the upgrading and improvements to existing roads connecting 
Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway 
- to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community 
Association Board considers the Hailea terminus the best option available.

I agree with the above statement. X (disagree) with the above statement

Comments: I think the Kihei / Upcountry Road should start at 
Lilipuna Rd in Kuba and come out at Makena Ave. in 

Pukalani. Hailea is too far down the mountain to make much 
difference. And Kula Makai in Keokea is a bad choice because that 
quiet farm community needs to be preserved from commuter traffic. 

Hailea is not a population center, neither is Keokea, but Pukalani is.

Country: Richland, MO 808 667 7676
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 28th to:

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813-17

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piiilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hallimalea terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement [ ]

Comment: [Excellent position!]

If the above transportation now about the need of the people, then please pay attention here!

[Signature]

[Date] 10/29
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

☑ I agree with the above statement.

☐ I disagree with the above statement.

Comments: We need 4 lanes high ways not new 2 lanes highways.

Hwy 3735
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulenu, Kulamalu, and Five Trees' terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piliani Highway, Molokolele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haalimala terminus the best option available.

<table>
<thead>
<tr>
<th>I agree with the above statement.</th>
<th>I disagree with the above statement</th>
</tr>
</thead>
</table>

Comments: I think it should be placed south of the Kula Post Office so that it takes some of the traffic away from Kulamalu and Kula. World

Helga Fakelua, Kula, Hi.
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pualehu, Kulamalu, and Pi'a Tree terminations of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supposes its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei—Pilihi Highway, Mokulele Highway, Hansen Road, and Haleakala Highway—alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Halimaile terminus the best option available.

Comments:

I agree with the above statement. I disagree with the above statement.

Mr. Kagey Hashida
Director of Transportation
869 Kuehio Boulevard
Kula, HI 96730
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hāllimala terminus the best option available.

☐ I agree with the above statement.
☐ I disagree with the above statement.

Comments: Improve our existing roads. There were 100 ways cheaper opportunities to make Hāllimala more safe and practical.

Stock quote - Did the market fall on our ears? What can we learn from it?
The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei — Pilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway — to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hana terminus the best option available.

I disagree with the above statement.

Comments: By building the new highway instead of improving current roads, we would only be demonstrating a lack of appreciation for funds that have already been spent and the current road's great potential. The answer to problems cannot always be to start over. Let's finish what we have already begun.

269 Holomakani Place
Kula, HI 96790

Mr. Kazu Hayashi
Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, Hawaii 96813
KIHEI/UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 28th to:

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to elevate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Halealea terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement

Mr. Stephen E. Smith
Kula, HI 96790-9042

Mr. Kazu Hayashida
Director of Transportation
State Department of Transportation
Honolulu, HI 96813

96813/0134
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokuulele Highway, Hansen Road, and Haliakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

I agree with the above statement. – Brian J. Swift

I disagree with the above statement. – Yuri Imamichi, P.O. Box 331, Kula, HI 96790

Brian J. Swift
Yuri Imamichi
P.O. Box 331
Kula, HI 96790

MR. KAZU HAYA
DIRECTOR OF TRAN
STATE DEPT. OF TR
869 PUNAHOU
HONOLULU, HI
96813-5036

22.5.98
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pillani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Halimalia terminus the best option available.

I agree with the above statement.

I disagree with the above statement.

What is the point of all these obscene light posts by the new Kamehameha Schools? Totally uncalled for! Ruins the rural night.

Take them down! NO MORE NO MORE.

Mr. Kady Hayashida
Director of Transportation
869 Punchbowl St.
Honolulu, Hi 96813
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association’s position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Halimaile terminus the best option available.

I agree with the above statement.  I disagree with the above statement.

Comments: The street lights in front of the newly built Kamahameha School are too much for our rural area to bear. Light pollution is a major threat to preserve our upcountry night sky. No more lights. Take down the new light poles. Back to the darkness.
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hallimaile terminus the best option available.

Comments: Any Kula terminus would create traffic hazards at proposed sites. Hallimaile is a central terminus for all of Upcountry - Kula to Haiku.

478 Upper Kekaa Dr
Kula, HI 96790

Mr. Kazu Hayashi, Dir. of Transp.
State Dept. of Transportation
869 Punchbowl St.
Honolulu, HI
96813

Volunteer Ped Ctr 10/26/99 21:15
Thank you for forwarding the comments that you received regarding the KCA’s Board of Directors’ position on the proposed Kihei Upcountry Maui Highway.

Enclosed are copies of the forms with comments in which the Department would like to respond. The individual comments have been numbered, with the number of the response below corresponding to the number of the comment.

1. Kihei-Upcountry Maui Highway will be a limited-access roadway, unlike Kula Highway. Access to the highway will be allowed only at intersections designed to accepted design standards. It will not be possible to access the Highway from driveways.

2. If a U2-A alternative were identified as the preferred alternative, the modified Five Trees Intersection or the new intersection on Kula Highway would include crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

3. For safety reasons, Kihei-Upcountry Maui Highway will include guardrails at certain locations. Even with guardrails, it will be possible to enjoy views from the highway.

4. The decision to place traffic signals at the terminus intersections will be made during the design phase, and would be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. The U1 terminus intersection will likely warrant traffic signals.

5. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway.

6. The Kihei-Upcountry Maui Highway will not include a feeder road to the Department of Hawaiian Homelands (DHHL) development in Keokea. Such access can be provided in the future, if and when needed. However, the connection to DHHL lands would have to undergo a separate environmental review process.
7. Providing a link between central and west Maui is not the purpose of this project. However, regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning projects to improve transportation between central and west Maui.

8. U1 was selected as the preferred Upcountry terminus. Therefore, the inappropriate use (i.e., shortcuts to and from Haleakala Crater) of Pulehuiki Road, Kimo Drive, and Lower Kula Road will not occur.

9. The alternative suggested appears to be similar to Alternative 7, which was eliminated early in the preparation of the Draft Environmental Impact Statement (EIS) because it had a very low benefit-cost ratio. The provision of an emergency access route for Kihei-Makena is just one purpose of the project. The alternatives studied in the EIS address all the project’s purposes and needs.

10. All the alternatives with a Kihei terminus at the Pilani Highway / Lipoa Street intersection were eliminated prior to release of the Draft EIS because the Maui R&T Park requested that the highway not traverse the facility. The avoidance of existing communities was a key design guideline in developing alternative alignments. It appears that the suggestion to have the Upcountry terminus at Makawao Avenue would violate this principle.

11. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway to a four-lane divided roadway.

12. If the comment is about Kihei-Upcountry Maui Highway, a two-lane roadway is proposed because traffic projections do not justify a four-lane highway by the design year, 2020. However, the right-of-way for future expansion to four lanes will be reserved.

13. The U3 alternatives would have established the Upcountry terminus in Kula. These alternatives were not selected as the preferred alternative because they would not serve travel markets as well as the other Upcountry terminus options. Alternatives 6A and 6B had an Upcountry terminus in Keokea, and Alternative 7 had an Upcountry terminus in Ulupalakua. These alternatives were eliminated prior to release of the Draft EIS because they had very low benefit-cost ratios.
14. Kihei-Upcountry Maui Highway will not cause development in Kula. The amount and pace of residential development in Upcountry will continue to be controlled by planning and water availability, not transportation infrastructure. Urban growth in Upcountry will be limited to the Pukalani, Makawao, and Hallimaile areas.

15. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway, and Piilani Highway.

16. There will be only one Upcountry terminus. The Upcountry terminus of the U1,K1 alignment, which was selected as the preferred alternative, will be located at the Haleakala Highway / Hallimaile intersection. Traffic projections do not justify several connections between Upcountry and Kihei-Makena at this time.

17. If a U2-A alternative had been selected as the preferred alternative, projections show that traffic conditions at the U2-A terminus (the Five Trees intersection) would have operated at a level of service B (delays in the range of 5 to 15 seconds per vehicle) during the morning and afternoon peak hours. Therefore, traffic congestion in this area is not anticipated.

18. Kihei-Upcountry Maui Highway will not have street lighting, except at the termini. The Kulamalu developer installed the lamps fronting Kamehameha School.

19. None of the Upcountry terminus options would cause traffic hazards.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Dan Goodall
Address: 165 W. Kea, Maui, HI

Telephone (day): 808-242-6311
Telephone (eve): 808-879-9021

Please make any comments below:

I believe the best route is U20, KI.

The estimates to do the construction do not reflect that Kulamalu has purchased & built a large portion of the highway. Bringing the costs of construction down significantly. Also:

U3 - too far south
U1 - too low
U2A, too congested
Mr. Dan Goodfellow
165 W. Ike Moku Pl.
Kihei, HI 96753

1. The cost estimates for the U2-B alternatives were revised to reflect the 3000 feet roadway already constructed in Kulamalu.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: RICHARD KANADA
Address: 2868 IWAANI ST
POKALANI MAUI 96768

Telephone (day): 242-4666
Telephone (eve): 872-0869

Please make any comments below:

1. I STRONGLY WANT TO HAVE THE PROPOSED KIHEI-UPCOUNTRY MAUI HIGHWAY BUILT BETWEEN TERMINUS K1/U2-A.

2. I FEEL THE HIGHWAY NOT TO BE BUILT BETWEEN TERMINUS K1-K2/U1. Because of traffic congestion on the POKALANI BYPASS and the POKALANI TRAFFIC ON HALAIAKAU HIGHWAY will be congested at the BYPASS INTERSECTION.
Mr. Richard Kanada  
2868 Iwalani Street  
Pukalani, HI 96768

Comment: Concerned about operations and traffic conditions at the U1 terminus (Hailimaile Road / Haleakala Highway Intersection).

Response: The U1 terminus would include left turn, acceleration, and deceleration lanes, and would likely warrant traffic signals. Morning peak hour traffic conditions are projected to operate at a level-of-service C, on a scale of A to F.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: KEITH HOFMAN
Address: 345 LONELANI PLACE
          PUKALANI, MAUI 96768

Telephone (day): 572-4801
Telephone (eve): 

Please make any comments below:

COMMENT #1 — THIS SHOULD BE RESPOUNED UNTIL ALL 4-LANES ARE COMPLETED ON HALEAKALA HWY, PUUNENE AND MOKULELE HWY. Piilani HWY FIRST!

COMMENT #2 HAIILIMAILE U-1 TO K-1 at KCAOALAMAI SHOULD HAVE THE LEAST IMPACT ON RESIDENTIAL AREAS. ALSO A SIX-WAY LIGHT INTERSECTION AT U-1 HAIIIMAILE FOR SAFETY & TRAFFIC FLOWS, EACH COMPUTER TIMED FOR MAX TRAFFIC FLOW!!

COMMENT #3 NO FEEDER ROADS OFF OF THE BY-PASS OTHER THAN EXISTING PULUHU-OMAPIO ROADS TO KULA FROM HAHULU "MAHALO"
Mr. Kenneth Hofman  
345 Lokelani Place  
Pukalani, HI 96765

**Comment:** Does not want direct access onto Kihei-Upcountry Maui Highway from lower Pukalani.

**Response:** There would be no direct access between any alternative and the lower Pukalani neighborhood. Access to Kihei-Upcountry Maui Highway would be from Haleakala or Kula Highway.

**Comment:** Kihei-Upcountry Maui Highway will cause development in lower Pukalani.

**Response:** The Makawao-Pukalani-Kula Community Plan focused much of the future development in lower Pukalani. Therefore, such development would likely occur regardless of whether Kihei-Upcountry Maui Highway is constructed because the Maui Board of Water Supply has indicated it would supply water to this area. The EIS did evaluate the U1 alternatives as potentially having the greatest development inducement impacts, because they best serve lower Pukalani and Haalimaile, areas designated for growth and improvements to the water supply.

**Comment:** Does not believe the statement in the EIS that highway noise from the U2-A and U2-B alternatives would not be heard in Pukalani.

**Response:** The EIS does not state that highway noise would not be heard in Pukalani. It says that predicted noise levels in Pukalani under worst case noise conditions (traffic conditions where many vehicles move fast) does not rise to the threshold of a "noise impact" as defined by the Federal Highway Administration Noise Abatement Criteria. This means that, while there may be an increase in noise, the increase would not be sufficient to trigger consideration of noise mitigation measures. If predicted noise levels generated a "noise impact," as that term is defined, sound barriers or berms would probably need to be constructed to mitigate the impact.

**Comment:** Suggests widening existing roads and to eliminate the bottleneck in Puunene.
Response: Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen the existing Haleakala, Hana, Mokulele, and Piilani Highways.

Comment: Existing highways in Haleakala and Puunene should be widened.

Response: Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, and Mokulele Highway. In addition, the County is planning a Puunene bypass road.

Comment: Does not want highway, feeder roads, or bridges to cut through Pukalani.

Response: None of the alternative alignments cut through Pukalani. In addition, there will be no direct access to Kihei-Upcountry Maui Highway from Pukalani. Access to all of the alternatives under study would be via Haleakala or Kula Highways.

Comment: Two lanes for Kihei-Upcountry Maui Highway will not be enough.

Response: A two-lane highway is proposed because traffic projections indicate that two lanes will be sufficient to accommodate travel demand in 2020. However, right-of-way for a four-lane highway will be reserved. The expansion to four lanes may be accomplished without substantially affecting the original two lanes.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Roger Eupooio
Address: 901 Kea'ea Rd
          Kihei, HI 96753

Telephone (day): 819 1649
Telephone (eve):

Please make any comments below:

Lipoa to Polopeco Road
1. The alternative suggested is similar to Alternative 6A. Alternative 6A was eliminated from further consideration because it would cross through the Maui R&T Park, and had a very low benefit-cost ratio.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: **DAVID G. GERARD**
Address: **P.O. Box 1777 Wailuku, Maui**

Lipio to Pole Pole Road

Telephone (day): **273-1242**
Telephone (eve): **Same**

Please make any comments below:

**Note:** The form is unsigned and dated Oct 13, 1999.
1. The alternative suggested is similar to Alternative 6A. Alternative 6A was eliminated from further consideration because it would cross through the Maui R&T Park, and had a very low benefit-cost ratio.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Tracy Takamine
Address: 83-C Polipoli Rd
Kula, HI 96790

Telephone (day): 270-2724
Telephone (eve): 334-3219

Please make any comments below:

1. As an upcountry resident I feel that the new road SHOULD NOT be built. The amount of time saved in construction of the new road will only be approximately 15 minutes. This is not worth the money nor the aesthetic disruption of Haleakala.

2. However, if it should be built I would favor the U2-B route.

3. I would also favor the U-1 route, however, my concern would be the traffic impact to traffic coming down Haleakula whenever traffic crosses the road. Will there be a stop light at that intersection. If so then I can see a huge back up as soon as the light turns red every morning!!! And if there is no light planned then I can see a lot of major traffic accidents occurring as there are now.

4. IMPORTANT COMMENT!!

Considering the impact this road will have on all upcountry residents I feel that the DOT needs to make every effort to get the vote of ALL residents, upcountry in particular. The public hearings are good, however, the average resident does not attend this type of meeting. With todays computer environment, I strongly request that a WEB site be made to address all the issues (i.e. Routes ) positive and negative and then have the ability to vote. Almost everyone has a computer and you will get a the most feedback. Once the WEB site is made then advertise in radio, paper and TV so that everyone knows it is there.
Ms. Tracy Takamine  
83-C Polipoli Road  
Kula, HI 96790

1. The decision to place traffic signals will be made during the design phase, and will be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. For the U1 terminus intersection, it is likely that it will warrant traffic signals.

2. The Department of Transportation website, <www.state.hi.us/dot>, contains information on how to contact the Department. You may provide comments at any time about any of our projects. This project does not have its own website.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Henry T. Lau
Address: RR 2 Box 83
         Kula, Maui, HI 96790

Telephone (day): (808) 878-6410
Telephone (eve): —

Please make any comments below:

A new multi-million dollar Kula-Kihei highway is not needed. Do not build! Our existing highways now serve us well — but could and should be improved. Make existing highways safer, and enlarge to 4-lanes when needed.

For Maui, building another major highway to upcountry would be a big, big mistake as well as a waste of taxpayers money, my money. Please listen to us — DO NOT BUILD!
1. Regardless of whether Kīhei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakalā Highway, Hana Highway, Mokulele Highway and Pillani Highway.
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Henry T.S. Lau
Address: RR 2, Box 83
         Kula, Maui, HI 96790

Telephone (day): 878-6410
Telephone (eve): Same as above < 9:00 AM

Please make any comments below:

Please see my notes, annotated in red, on "why is the project needed and what is the cost of alternative?"

To repeat my position:

1. The project is not needed. Where is your cost/benefit analysis?
2. Your cost table is biasedly presented. You left out the cost to "no build!"
Why is this Project Needed?

Improve Maui’s Roadway System
The circuitous route between Kīhei and Upcountry is 16 to 24 miles long, even though the straight-line distance between the regions is only 9 to 12 miles. A highway directly linking these regions could cut travel time and distance up to 50%. While this saving equals 20% in fuel, it is less than 10% in travel time, so it might not be feasible for millions to save 10% of their travel time, but it is justified.

Relieve Congested Conditions on Other Roadways
Many major intersections along the route between Kīhei and Upcountry currently operate at or near capacity during peak travel periods. A highway to Upcountry highway would divert some of this traffic onto an alternative route, reducing overall congestion. Existing highways connecting Kīhei and Upcountry are already planned for more minor improvements and some funding already earmarked for it.

Address Increasing Travel Demand
Travel demand (Maui Long-Range Land Transportation Plan, February 1996), is projected to increase 70% from 1990 to 2020. Many of these trips would be generated by the visitor industry, including industry workers and workers. Many of these trips would occur between Kīhei and Upcountry.

Coastal Evacuation
Kīhei-Kīnaʻa is vulnerable to hazards such as tsunamis, tropical storms, and fire. The limited number of evacuation routes and their close proximity to one another suggests there could be substantial congestion in north Kīhei during an evacuation emergency. Therefore, another evacuation route is needed. This is an extensively expensive route for evacuating many communities, less costly than previous routes available for evacuation standards.

Research Activities at the Maui R & T Park and Science City
Activities at the Maui R & T Park and Science City are helping to diversify Maui’s economy by attracting high-tech industries and creating attractive jobs. The proximity of the R & T Park and Science City produces interesting synergies, which are being used by some enterprises and help attract new endeavors. The road would facilitate transportation between these two high-tech centers.

Support Maui’s Visitor Industry
Kīhei-Kīnaʻa is one of Maui’s principal visitor attractions. This area has an economic relationship with Upcountry Maui because of Upcountry’s tourist attractions, such as Haleakalā National Park, and is a popular residential area. Let the tourist drive to the long way to see Maui’s best in 1 tourist are not clamoring for a shorter route to Haleakalā!

What are the Alternatives?

In addition to the "No-Build," eight alternative alignments are being considered that consist of all possible combinations of two Kīhei and four Upcountry terminus options (see-map). The Kīhei termini are named K1 and K2. K1 is located at the Pūukanālani Highway / Kaʻonoʻolu Street Intersection; K2 is located at the Pūukanālani Highway / Ke Aliʻi/Lanuau Street Intersection. The Upcountry terminus are named U1, U2A, U2-B and U3. U1 is located at the Haleakalā Highway / Hallimahia Road intersection; U2A is located at the Haleakalā Highway / Pukalani Bypass; Kūla Highway. "Five Trees" Intersection; U2-B is located on Kūla Highway almost one-half mile south of the Five Trees intersection; and U3 is located on Kula Highway just south of Pulehu Gulch. The names of the alternatives correspond to the termini names, and listed to the right.

The U2-A alternatives (U2-A,K1 and U2-A,K2) would require the modification of the "Five Trees" intersection (see sketch). Kīhei-Upcountry Maui Highway would replace the Haleakalā Highway leg (Pukalani side) and Haleakalā Highway would be re-aligned to link and form a T-intersection with Pukalani Bypass approximately 1200 feet north of the "Five Trees" intersection.
What is the Cost of Each Alternative?

The total estimated cost of each alternative is provided below. These costs include construction and right-of-way acquisition:

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Total Cost (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>U1,K1</td>
<td>$64.8</td>
</tr>
<tr>
<td>U1,K2</td>
<td>$78.8</td>
</tr>
<tr>
<td>U2-A,K1</td>
<td>$69.1</td>
</tr>
<tr>
<td>U2-A,K2</td>
<td>$82.8</td>
</tr>
<tr>
<td>U2-B,K1</td>
<td>$72.0</td>
</tr>
<tr>
<td>U2-B,K2</td>
<td>$86.3</td>
</tr>
<tr>
<td>U3,K1</td>
<td>$53.1</td>
</tr>
<tr>
<td>U3,K2</td>
<td>$66.4</td>
</tr>
</tbody>
</table>

What are the Benefits of the Project?

The project would result in substantial travel time savings for motorists traveling between Kīhei and Upcountry Maui. Depending on the origin and destination, the new highway could reduce trip length up to 50%. If a K1 alignment is selected, motorists traveling between Upcountry and West Maui would also benefit. As people spend less time traveling, quality of life improves.

The Maui highway system would operate better as a whole because a large portion of trips would be diverted onto the new highway, thereby improving traffic operations on other roadways, such as Māku’u Highway, Dairy Road, Hana Highway and Haleakalā Highway. A K1 alternative would divert more traffic because it serves the West Maui region better than K2 alternative.

Kīhei-Makena would get another coastal evacuation route. A K2 alternative, with its more southerly terminus, would be better than a K1 alternative with regards to evacuation efficiency.

Kīhei-Upcountry Maui Highway would offer motorists spectacular scenic vistas.

When Will the Project be Constructed? How Long Will it Last?

If this project proceeds, construction is expected to begin in 2001 and would last about three years.
What Will Happen After the Public Hearings?

HDOT and FHWA will select a Preferred Alternative which will be announced and identified in the Final EIS. If the Final EIS is accepted by the Governor of the State of Hawaii and the Division Administrator of the FHWA, a Record of Decision (ROD) will be prepared that will specify all mitigation commitments. The issuance of the ROD by the FHWA marks the completion of the project's planning phase. Next, design and rights-of-way acquisition would begin, which is expected to last approximately two years.

How Can I Comment?

You can provide comments at this public hearing. You can either write your own comments (a comment sheet is available from the sign-in attendant), or you can provide oral comments to a court reporter stationed at this hearing. If you write your own comments, you may drop them in the comment box or send them later to:

Mr. Kazu Hayashida
Director of Transportation
State Department of Transportation
Highways Division
869 Punchbowl St.
Honolulu, Hawaii 96813

Written comments will be accepted through October 28, 1999.

Where Can I Get More Information About this Project? Who Can I Contact If I Have Questions?

The Draft EIS for this project, which is available at Wailuku Regional Library, Kihei Public Library, Lahaina Public Library, Makawao Public Library, Kahului Public Library and the Maui District Office of the State Department of Transportation, contains more information about the project. You may also contact Mr. Kenneth Au, HDOT Advance Planning Engineer, at (808) 587-1843 (or Maui's toll-free voice access number 984-2400, ext. 71843), if you have any questions.
1. A benefit-cost analysis (BCA) is not used in the environmental evaluation of alternatives (i.e., Chapter 4, Environmental Consequences, of the EIS) because of the difficulty of assigning monetary values to many of the benefits, and some of the costs, of the project. However, a simple BCA was used to screen alternatives before their detailed evaluation in the EIS. This early screening eliminated the alternatives that would clearly not be worthwhile. The project’s BCA used direct costs (design, construction, and maintenance), and a benefit of only travel time savings. Because this BCA was so simple, an alternative would have needed a very low BC ratio not to pass this simple screening criterion.

2. The No Build alternative was not included on the cost table because it is automatically retained and moves forward to the Final EIS. As such, it was not open to evaluation at that time.
First, I compliment all of the people involved in producing this Draft EIS -- a monumental task. The quantity of information presented is impressive as is the effort this required. As you are no doubt aware, however, critic's detection of flaws in the Draft, particularly specious "flaws", seem to come quite easily.

In an effort to be a constructively critical critic, and believing that a highway is needed, I urge your attention to two flaws which I see as serious omissions:

1. Most importantly, the lack of a complete set of benefit/cost ratios by which to compare the alternative routes.

2. Inadequate assessment of the impact of traffic destined beyond the Upcountry termini.

(more)
Kihei-Upcountry Maui Highway  

J.W. McDonald comments cont.

Benefit/cost ratios should be the basic criterion for route comparison and selection. Without these ratios -- quantifiable, objective, essential data -- the selection process becomes too dependent on more subjective, and sometimes nebulous, factors. (The Draft does, however, show good effort toward quantifying some of the secondary factors.)

If lack of sufficient O&D information is the problem here, I urge you to obtain that information.

The second flaw relates primarily to termini U2-B and U3 since U1 can feed traffic destined northward onto Haliiwaile Road (How do Haliiwaile residents feel about this?); and since U2-A meets existing Haleakala Highway.

The Draft notes that U3 would encourage motorists to use local residential roads mauka of the terminus; but it fails to mention that these roads are totally inadequate to handle any significant increase in traffic, and that steep grades plus existing development make extension of the route impractical.

The suggested U3 mitigation, signage, might influence a first-time driver, but experienced drivers would be aware of the very long out-of-direction travel required to follow the "proper route".

With regard to U2-B, the Draft should note that a mauka extension of this route is possible impacting pineapple only. The extension could bypass the high school and avoid direct impact on Kula 200.

At both U2-A and U2-B grade separation should be seriously considered.

In summary, the EIS should:

1. Provide benefit/cost ratios.
2. Give additional attention to traffic handling needs mauka of Kula highway.

Respectfully submitted,

[Signature]

John W. McDonald
K.R. 2, Box 230C
Kula, HI 96790

(808) 878 6906
1. A benefit-cost analysis (BCA) is not used in the environmental evaluation of alternatives (i.e., Chapter 4, Environmental Consequences, of the EIS) because of the difficulty of assigning monetary values to many of the benefits, and some of the costs, of the project. However, a simple BCA was used to screen alternatives before their detailed evaluation in the EIS. This early screening eliminated the alternatives that would clearly not be worthwhile. The project's BCA used direct costs (design, construction, and maintenance), and a benefit of only travel time savings. Because this BCA was so simple, an alternative would have needed a very low BC ratio not to pass this simple screening criterion.

An origin-destination study was completed for the Maui Long Range Land Transportation Plan. The results of this study were used to estimate the volumes that would use Kihei-Upcountry Maui Highway (see Section 4.4.1.2 in the DEIS).

2. U2-B alternatives were evaluated in the Draft EIS because this alignment is most consistent with the Kulamalu master plan. The U3 alternatives were evaluated in the Draft EIS because they are the least cost alternatives, while still addressing the project's purposes and needs (Alternative U3.K1 has the lowest cost, and Alternative U3.K2 has the third lowest cost).

Section 4.4.1 of the Final EIS will be revised to mention that roads mauka of the Upcountry terminus are residential collectors, and are not able to handle substantial through traffic. If a U3 alternative had been identified as the preferred alternative, the only possible mitigation to prevent the inappropriate use of the Kula residential roads would be signage because these roads are public.

3. The suggested extension of the U2-B alignment mauka of Kula Highway would require the displacement of residences in Kula 200. Such an extension would not be necessary if a U2-B alternative were identified as the preferred alternative.

4. If either a U2-A or U2-B alternative were identified as the preferred alternative, its Upcountry terminus would probably be a signalized intersection (the U2-A terminus would
Public Comment Form

Kalaupapa Road
Kalaupapa Park
Hawai'i County

Effective Date: 10/21/11

The information you provide in this form will help the State Department of Transportation in planning the Kalaupapa Road project. We appreciate any comment you may have.

Name: CYNTHIA E. TAKAMINE
Address: 860 NELILI'U MAU KEA RD
KULA, MAUI HI 96790

Telephone (day): (808)878-2247
Telephone (eve): 

Please make any comments below:

"NO ROAD!!! NO ROAD!!! NO ROAD!!!"

If you insist on building a new road, you must not even think of it until a traffic light (at terminus) is in place... Please learn from past mistakes (Pukalani bypass) and don't wait until people are maimed, killed before doing a "traffic study" and building the road... It is creating a safety hazard!!!

Connect at Halelele, if you insist on this folly.
1. The decision to place traffic signals will be made during the design phase, and will be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. For the U1 terminus intersection, it is likely that it will warrant traffic signals.

2. Kihei-Upcountry Maui Highway will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards. The highway will have adequate sight distances (i.e., no blind curves), wide shoulders, crosswalks and sidewalks at appropriate locations, and signalized intersections if warranted.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: [Signature]
Address: [Redacted]

Telephone (day): 808/878-1342
Telephone (eve): Same

Please make any comments below:

At the "Upcountry Open House" I provided oral testimony to the stenographer on the road and my preference for the Upcountry terminus. The purpose of this note is to thank you for responding to Upcountry residents' concerns about the date and format of the hearing by providing another opportunity in the "traditional hearing" format for citizens to express their concerns, questions, and support. Thank you for listening, working with us, and reinforcing confidence in the process.
Comment: The U1 terminus should be an interchange.

Response: Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized at-grade intersection, which would cost substantially less.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ________________
Address: P O BOX 880484
Pukalani, HI 96788

Telephone (day): (808) 984-2072
Telephone (eve): (808) 572-5818

Please make any comments below:

Per the many comments & concerns at the public hearing held on October 13, 1999 at Kahului school I came to a conclusion that may satisfy all parties for animal & environment as well as for safety and development. Development is evident in areas of Paia, Pukalani, Haiku, Kula, & Kihei and to facilitate all areas current roads need to be improved by either adding one lane both ways which include the following:

1) Omaopio needs to be improved for safety by adding a few directional signs. Also fences in certain areas can be erected to preserve and prevent the deer from going on to the roads and plants can be used to cover the fences so it will not be a sore eye.  This road will mostly facilitate the Kula residents that work in Kihei and should be intersect with the UI-K1 choice.

2) Haleakala Highway should expand on both sides by an additional road for each side. As mentioned growth is evident and travelers/drivers should have a choice when driving to/from work or tourist sites. As the road does now, it facilitates the immediate communities of Ha'ofine, Pukalani, Makawao, & Maui Uplands. Traffic tones down after these communities.

3) Hana Highway should be set up the way Haleakala Highway is now with by-pass routes during busy hours of travel.  If the UI-K1 choice is selected it will probably eliminate some of the heavy traffic flow. This would accommodate Paia & Haiku residents.

It's obvious the UI-K1 choice is the one to be built but funds should be provided to fix the current roads mentioned above and if that proposal can be implemented then I think everyone will be pleased. As the population of Maui increases year after year it's more than ever that more roads will need to be built.  So, planning ahead of what the traffic might be like in ten years or so and based on the current and future communities that are to be built, I believe your next road improvement will be for residents in Waiehu & Waiaku. Please make a wise choice so everyone can benefit the freedom of traveling.  Thank you for your attention in this matter.
Ms. Sharon M. Char
P.O. Box 880484
Pukalani, HI 96788

1. Kihei-Upcountry Maui Highway will include measures to minimize the chance of vehicle-deer collisions, such as frequent signage warning motorists of this danger, and stock-proof fencing along the highway.

2. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Carol Wilson & Peter Wilson
Address: 96-6041 Poipu Rd, Kula, HI 96790
Telephone (day): 808 876 1176
Telephone (eve): None

Please make any comments below:

Carol Wilson:

I would like to see the present highway closed instead of 3 so it can handle the traffic. I do not feel a new highway is a good thing for Maui. Keep the integrity of Upcountry Maui. Keep it low. I feel a highway is a need the town location is unbelievable (infill)

Kula, Haiku, Pukalani, and Upcountry. Halawa, Haiku, Kula, and Pukalani have access. I hope the will of the people will supersede politics as usual. Being fought by Big Contractors.

Peter Wilson:

No highway or if you must, HALEMA'U CONNECT.
Ms. Carol Wilson and Mr. Peter Wilson
RR3, Box 609B
Kahala Pl.
Kula, HI 96790

1. If the comment is about Haleakalā Highway, this roadway is planned to be widened to four lanes regardless of whether Kīhei-Upcountry Maui Highway is constructed.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name:  Skippy Hau
Address:  40 Kapi Lane # 104
          Wailuku, HI 96793

Telephone (day):  (808) 243-5834
Telephone (eve):  (808) 244-3894

Please make any comments below:

1. The Vi, Ki alternative appears to be the best. If connected to existing roads like Pulehu, improvements need to be made at intersections, on + off ramps.

2. Would like to see better landscaping and road (or bikeway) maintenance. Drainage runoff should be directed to landscaped areas.

3. The possibility of more accidents with deer is extremely high. Turning lanes and

4. U-turns should be included for smoother traffic flow.
Mr. Skippy Hau
40 Kapi Lane, #104
Wailuku, HI 96793

1. Landscaping adaptable to local growing conditions will be provided. Road runoff would
drain onto these landscaped areas.

2. Khei-Upcountry Maui Highway will include measures to minimize the chance of vehicle-deer collisions, such as frequent signage warning motorists of this danger, and stock-proof
fencing along the highway.

3. Turning lanes will be provided at the termini intersections.
Kihei Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Judy Bisgard
Address: 971 Box 627
Kula HI 9679

Telephone (day): 808 878-1007
Telephone (eve):

Please make any comments below:

Kihei to Haliimaile would be preferable — even though you have to deal with Haliimaile Gulch — Otherwise, 2 prefer not to have a road — We definitely need to widen the Kihei Pauwela area and

I see we showed have 4 lanes going up the Kahului to Haliimaile area — I had always wondered why we didn’t prep the ground for a road to do 4 lanes — we could
1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: LEXI BALDISCHI
Address: PO Box 132 or King Kekaulike H.S.
          Haka H. Hi 96708                         121 Kula Hwy.
          Pukalani, Hi 96760

Telephone (day): 875-3771
Telephone (eve): same

Please make any comments below:

I am completely shocked that our school system and County failed to acknowledge the fact that children will be greatly affected. Can you imagine Hakeakala Highway being put in between Maui High and Kehaului Elementary? No, it's completely unacceptable. I'm appalled to think that children walking home from school should be subjected to a roaring highway and speedin motorists. If I was a parent of a high-schooler or an elementary child, I wouldn't want my child to be near a congested intersection. However, there is logic in building it at Haliimaile. Here, there are no schools, no houses and there is a need for a traffic light. You could benefit commuters without endangering the safety of students or community members.
1. If a U2-A or U2-B alternative were identified as the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would include crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

**Comment:** Concerned that an Upcountry terminus near King Kekaulike High School would jeopardize the safety of students.

**Response:** Had a U2-A or U2-B terminus been identified as part of the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would have included crosswalks and sidewalks to the high school (see Section 4.4.4 of the Final EIS). Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

**Comment:** Widening existing highways would solve the transportation problem.

**Response:** Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen the existing Haleakala, Hana, Mokulele, and Piilani Highways. However, improving these roadways will not address all the purposes and needs that have been identified for this project.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Elisabeth Bill
Address: 277 Ulani St
Pukalan H 96768

Telephone (day): 573-0026 / 250-4444
Telephone (eve): same

Please make any comments below:

1. Improve existing roads — make Haleakala Highway and Molokai Highway 4 lanes instead of the existing 2 or 3 lane

2. Haliimaile alternative probably least intrusive to neighborhoods, farmland etc., but intersection @ Haleakala Highway a concern — ? stop light ? overpass
Ms. Elizabeth Burt  
2771 Olulani Street  
Pukalani, HI 96768

1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala and Mokulele Highways.

2. The decision to place traffic signals at the terminus intersections will be made during the design phase, and would be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. For the U1,K1 Alternative, which was selected as the preferred alternative, both termini intersections will likely warrant traffic signals.
Ms. Elizabeth Burt
2771 Olulani Street
Pukalani, HI 96768

Comment: Existing roads should be improved instead of constructing a Kihel-Upcountry Maui Highway.

Response: Please see response to Comment 1.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Mrs. Gilbert DeVille
Address: 218 Putalani St. Kihei, HI, 96753

Telephone (day): 572-6272
Telephone (eve):          

Please make any comments below:

If there is a choice I would prefer the K1-U1 route to Hanailei. I feel from there you can go to Paia, Haiku, Makawao and Kihei. It seems to me too much controversy over any center than just build Hanailei-Glenn Highway to Glenn, Hanailei Highway, a Kealakekua Highway, maybe a new route. I think there's much more controversy about what to do.

Also, there should be something done for another way in and out of Lahaina like maybe a route than the Waihee region of the mountain.
1. Regardless of whether Khei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala and Mokulele Highways.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: JESSE N. ENGEL
Address: 3310 WAINIHA ALAVA # 4D
            KILAUEA
            HI 96753

Telephone (day): 808 875-9575
Telephone (eve): 808 875-9575

Please make any comments below:

I believe the Kihei-Maui Connector is most practical and will help bring us to Kihei. This route will save time for more people as well as opening up Upcountry to Kihei as well as West Maui.

Upgrades of Nikini Rd. and Hana Hwy Connector, as well as Piilani create a sense of beauty. It will make safer the congested area around the trees and give Kihei residents their valued privacy.

(3)
Ms. Kristin Engel
3310 Wailea Alanui, #4D
Kihei, HI 96753

1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Mokulele and Piilani Highways.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Walter S. Enomoto
Address: 615 North St., #1
Wailuku, HI 96793

Telephone (day): (808)-871-6886
Telephone (eve): (808)-243-9724

Please make any comments below:

Subject: Air Quality analysis Tech memorandum by Parsons-Brinckerhoff Quade & Douglas Inc.

- Why are pollutants such as oil, fuels, and other chemicals used by automobiles that leak onto roadways included as possible pollutants and impacts (non-source, point pollution) from such leaks?

- Many roadways and intersections have evidence of these chemicals (look at intersections on Kamehameha Ave.) on the roadways. Rain or street cleaning washes these pollutants into storm drains creating pollution problems.

- Can these impacts be addressed somewhere in the possible environmental section of the draft EIS?

- Can you respond to me in writing if this issue has a place in this draft EIS?

[Signature]
1. The subject discussed in the Air Quality Analysis Technical Memorandum is air pollutants. The pollutants you mention are equally important, and are usually considered with water pollutants, which are addressed in Section 4.7.1 of the EIS. This section describes the potential impacts of roadway-related non-point source pollutants, such as petroleum products, rubber, and other materials that wash off of roads during heavy rain. The amount of pollutants from roads is related to the total amount of vehicle travel, usually measured in vehicle-miles traveled. Since Kheili-Upcountry Maui Highway will reduce the total regional vehicle-miles traveled by shortening the travel distance between Upcountry and Kheili-Makena, there would be an overall decrease in non-point source pollution (e.g., environmental improvement), when compared with not constructing the highway.
Please make any comments below:

Discussion of any of the alternatives appears to be a mute point and the whole public hearing of proposals strikes me as a sham in light of the fact that extensive preparations have been made at the U2-B terminus site to accomodate the new road. The lights on the Kula Highway, the road cut into the plantation fields below the new Kamahameha School and the disposition of the presentation team for a terminus at or very near Five Trees suggests that the decision has already been made.

My first choice for a terminus south of U3 to avoid infringing upon the Agricultural Park on Pulehu Road would avoid dangerously increasing traffic on Omaoipio and Pulehu Roads which already have an abnormally high incidence of traffic accidents due to sharp turns and unexpected conditions of our rural residential neighborhoods. A U1 terminus makes the second best choice, enabling people to move from one population cluster to another, and could be linked with an extension toward Haiku bypassing Makawao, reducing the existing congestion on Makawao Avenue and preserving what is left of this rural community.

Much as I am opposed to the unchecked development we residents have had to accept as a cost of living on Maui in the present political climate, additional road cuts appear to be inevitable. In the most likely event that the powers that be will prevail, a road will be built and terminate at or near Five Trees, I urge you to consider construction of a branch that terminates closer to Kekaulike Highway to enable those living in upper Kula to access the new road more directly (such a branch would provide more direct access to Haleakala National Park for research activity and tourism) and reduce increasingly hazardous conditions on the Omaoipio and Pulehu Roads. Guard rails and/or sturdy reflector markers need to be installed now on sharp turns on Omaoipio and Pulehu Roads where accidents frequently occur.
1. The Department of Transportation approached the planning process in a very open manner. In fact, U1,K1 has been identified as the preferred alternative, and not any of the U2-B alternatives. The roadway segment at the U2-B terminus was constructed by the Kulamalu development to provide access to the Kamehameha School site. It has a separate purpose apart from being a portion of the Kihei-Upcountry Maui Highway. During the Draft EIS comment period, no decision had been made regarding the preferred alternative. Consideration of the U2-B alternatives in the Draft EIS is understandable because these alternatives are the most consistent with the Kulamalu master plan.

2. A U2-A or U2-B alternative was not identified as the preferred alternative.

3. Omaopio and Pulehu Roads are County facilities. Additionally, construction of the U1,K1 alternative will likely further increase use of these roads. Maui County is aware of the situation, and you may wish to follow up with them.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: BRUCE FAULKNER
Address: P.O. Box 54
         MAKAWAO, HI 96768

Telephone (day): 572-7274
Telephone (eve): 572-7926

Please make any comments below:

1. WHY NOT IMPROVE THE EXISTING ROADS TO AN UPGRADED 4 LANE HIGHWAY.
Mr. Bruce Faulkner  
P.O. Box 54  
Makawao, HI 96768

1. Regardless of whether Kihel-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen the Haleakala, Hana, Mokulele, and Pillani Highways.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Will Flammer
Address: 2108 Nalea Rd
          Lula, HI 96790

Telephone (day): 876 6284
Telephone (eve):

Please make any comments below:

The highway needs to be divided for safety! Also U-2 Ares is by far the best option.
Mr. William Flammer  
2102 Naalae Rd  
Kula, HI 96790

1. When initially constructed, Kihei-Upcountry Maui Highway will not include a median that divides the opposing lanes. When the highway is widened to four lanes, a wide median will be provided. The highway will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards, and will have adequate sight distances and wide shoulders.

Comment: Kihei-Upcountry Maui Highway should be four lanes.

Response: Traffic projections indicate that two lanes will be sufficient for Kihei-Upcountry Maui Highway in the foreseeable future. However, right-of-way sufficient for four lanes will be acquired. In its two-lane configuration, Kihei Upcountry Highway will be more like Haleakala or Hana Highways than Mokulele Highway.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Kamoa Calbraith
Address: Box 1728 Kihei

Telephone (day): 8796611
Telephone (eve): 8746900

Please make any comments below:

Kihei is growing way too fast. Some roads are terrible condition and haven't been repaved in 30 years (some not at all). Future growth is headed toward Wailea & Makena and Piilani Highway is already congested so why put the upcountry road from Lahaina to Pukalani where we need to reduce congestion, not make it? The farther toward Makena the road could go and up to Kula will help future growth and traffic. Most tourists and many locals want to go to Kula and around the South side of the island or up to Haleakala that man! When this highway is there, the cheapest an
Mr. Kimo Galbraith  
P.O. Box 1728  
Kihei, HI 96753

**Comment:** A Kihei terminus in Wailea should have been considered.

**Response:** The requested roadway is similar to Alternative 7, which was eliminated prior to the Draft EIS because it had a very low benefit-cost ratio because of its distance from population centers.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Heather Gomez
Address: 4390 Omaopio Road
Kula, Hawaii 96710

Telephone (day): 808-678-2234
Telephone (eve): 808-753

Please make any comments below:

According to some of the "experts" the State dept. of trans. are almost willing to do anything to make the proposed highway safe. A line we have heard before. And once the highway is made suddenly there will be no more funds to correct any hazards that exist.
Ms. Heather Gomes
639 Omaopio Road
Kula, HI 96790

1. Kihel-Upcountry Maui Highway will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards. For the U1,K1 Alternative, which was identified as the preferred alternative, the U1 terminus will likely warrant traffic signals. Should construction funding be directed to this project, there will be additional funds to improve other roads.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: SHAWN GOMES
Address: 639 OMAHOLE RD Kihei HE 96790

Telephone (day): 877-3052
Telephone (eve): 876-1253

Please make any comments below: THE STARRS HIGHWAYS SHOULD FIX THE PROBLEMS THEY HAVE NOW BEFORE THEY MAKE NEW ONES. THE NEW ROAD WILL BE AN INVITATION FOR MORE GROWTH OF UP-COUNTRY MAUI.
1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen the Haleakala, Hana, Mokulele, and Piilani Highways. The Department is also considering other roadway improvements.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Debra Greene
Address: 550-A Kupulau Dr
          Kihei Hi. 96753

Telephone (day): 874-6441
Telephone (eve): 874-6441

Please make any comments below:

1. I oppose the new roadways any options.

2. I oppose the assumptions of progress unquestioningly.

3. I like the fact that Kihei, Makawao, Wailea are relatively isolated from upcountry. This is not Oahu and this is not the mainland. If people want those conveniences they can live elsewhere. Please look into mass transit options. It will be much less expensive, have much less impact and will make better use of existing resources. Also please look into leasing the existing private road on the ranch property.
Ms. Debra Greene  
550-A Kupula Dr.  
Kihei, HI 96753

1. The Department of Transportation supports public transit on Maui because it would provide residents with other transportation options. Implementing public transit is typically the responsibility of the County. A public transit solution would not satisfy the purposes and needs that have been identified for this project.

2. Leasing an existing private road would not address the purposes and needs that have been identified for the project, such as addressing future travel demand.

Comment: Mass transit options should be considered, such as a light rail system, or buses. Also, the project should establish a bike route.

Response: See response to Comment 1. Kihel-Upcountry Maui Highway could accommodate buses if public transit is provided in the future. The highway would also provide six feet wide shoulders that could be used for cycling.

Comment: Consider leasing existing private roads on ranch property instead of constructing a new highway.

Response: See response to Comment 2.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Carla Hart
Address: 467 Kalanolani Pl.
Kihei, HI 96753

Telephone (day): 875-6836
Telephone (eve): 874-3692

Please make any comments below:

As a Kihei resident I am in favor of the K2 end of the alignment - I believe it would like to see some care in the traffic alignment and control at Kamalii School. Despite the problems this would cause at Kamalii School, I think the benefit to Kihei in general makes this choice the best.
1. If a K2 alternative were identified as the preferred alternative, the K2 terminus intersection would be designed to not affect the safety of Kamalii School students.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Linda Juvee
Address: 3088 Liholani St.
         Pukalani, HI 96768

Telephone (day): 462-9965
Telephone (eve): 462-9965

Please make any comments below:

I feel that the Haliimaile intersection is the most favorable spot. The worst is 5 trees.
Hali—has the space, is the least costly yet very effective. Developing Haliimaile intersection will not only cut down time to Kihei by 30% but it will also improve the pedestrian conducting at such a dangerous intersection. The traffic lights there will control the speed flow from Up Country, the people coming up Country will enter less congestion. It will past more businesses along the way up the Haliimaile Hill.

5 Trees is congested area. We don't need anymore traffic in that area. There are kids walking, many cars driven by students into & out of school. I think safer first. 
1. If a U2-A alternative were identified as the preferred alternative, the modified Five Trees intersection would have included crosswalks and sidewalks to the high school, and the Pukalani leg of Haleakala Highway would be converted to a pedestrian walkway. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Alan Kovac
Address: Piia 297
Kula 96790

Telephone (day): 878 6882
Telephone (eve):

Please make any comments below:

1. U-3 will cause greatest disruption to the small farmers upcountry. This is reason enough to reject this location.

2. U-2A/B will place too much traffic at Kekaulike. We will have fatalities if this site is chosen.

3. U-1 is preferred but it is necessary that an interchange (not a stop light) be constructed at the Nalimoa-Aleakalea Hwy. intersection so that(12)
1. The agricultural impacts of the U3 alternatives include displacing active pineapple fields and a portion of the Kula Agricultural Park. These impacts would be mitigated if a U3 alternative was identified as the preferred alternative.

2. If a U2-A alternative were identified as the preferred alternative, the modified Five Trees intersection would have included crosswalks and sidewalks to the high school, and the Pukalani leg of Haleakala Highway would be converted to a pedestrian walkway. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

3. The U1 terminus intersection will likely warrant traffic signals. However, the final decision to place traffic signals at this intersection will be made during the design phase, and will be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized intersection, which would cost substantially less.
Comment: Concerned that Kihei-Upcountry Maui Highway would increase the number of vehicular collisions with axis deer.

Response: Section 4.8.4 of the Final EIS includes measures to minimize the chance of vehicle-deer collisions. Of all the alternatives, the preferred alternative (U1,K1) is furthest from the centers of population of the axis deer.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning
the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Gretchen Leckey
Address: 21074 Kalani St
Pukalani HI 96768

Telephone (day): 872-5550
Telephone (eve): __________

Please make any comments below:

I support the connector road. I want to be sure any intersections would have signal lights at the beginning rather than after the quota of accidents would eventually be met.

A rest area with REST ROOMS 1/2 way up (or down!) would be nice.

Need to avoid 5 Trees (ULAA) route because of high school.
Ms. Gretchen Ladley
2634 Iolani Street
Pukaani, HI 96788

1. The final decision to place traffic signals at intersections along the project will be made
during the design phase, and will be based on traffic signal warrants specified in the
Manual on Uniform Traffic Control Devices. For the U1,K1 Alternative, which was identified
as the preferred alternative, both termini intersections will likely warrant traffic signals.

2. Restrooms will not be provided along Kihei-Upcountry Maui Highway because of the
substantial increase in roadway maintenance that would be required, in addition to the
difficulty of providing water to the site. The possibility of constructing scenic lookout will
be considered in the design phase.

3. If a U2-A alternative were identified as the preferred alternative, the modified Five Trees
intersection would have included crosswalks and sidewalks to the high school, and the
Pukalani leg of Haleakala Highway would be converted to a pedestrian walkway. Similar
situations are encountered elsewhere in the State, and it is possible to accommodate both
vehicles and pedestrians at intersections.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Roselyn Loomis
Address: 840 Hoopaua Drive, Makawao, HI 96768

Telephone (day): 871-8351
Telephone (eve): 575-6677

Please make any comments below:

I strongly oppose all highway options except for KI-41. This bypass will impact the least number of residences. It will alleviate safety concerns for the 1,400 students at Kekauo High School. As it is, there are students who live on Kula Highway, walk along it both to and from school which is already extremely dangerous. Imagine the additional safety concerns with another highway intersecting the Kula Highway anywhere near the vicinity of the school.

Any connection to any point in Kula will also draw commuters from Makawao.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Raphael Loos
Address: 216 Haparua Dr.

Makawao, 96768

Telephone (day): 872-8351
Telephone (eve): 872-4677

Please make any comments below:

Haleiwa, Ohau, Kauai and even Maui are to a past 5 years and the higher class, creating a traffic nightmare. Tourists are drawn to Upcountry because of its beauty and serenity. So don’t object to lower access to this asset of ours, but please let’s not destroy it with highways, shopping centers and the like.

The community plan reflects the decline of the upcountry population who have lost out not least in the last. This is an opportunity for the state to provide a

[Signature]
1. None of alternatives considered in the Draft EIS would displace any residence. If a U2-A alternative were identified as the preferred alternative, the modified Five Trees intersection would have included crosswalks and sidewalks to the high school, and the Pukalani leg of Haleakala Highway would be converted to a pedestrian walkway. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Jack McElwain
Address: 2495 S. Kihei Rd, #2728, Kihei

Telephone (day): 879.5680
Telephone (eve): 873.5242

Please make any comments below:

Road should come from Tedechi Winery (area) to Whilen.
Short.
Cheap.
No Bridges
Very functional.
Escape route for Kihei accidents.
Etc.
Etc.
Etc.
1. The alternatives similar to an alignment from the area near Tecelechi Winery to Wailea are Alternatives 6A, 6B, and 7. These alternatives were eliminated in the screening evaluation discussed in Chapter 2 of the EIS. They had very low benefit-cost ratios because relatively little traffic was projected for these alignments. The low traffic results from the placement of these alignments away from the major travel markets.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Edward W. Morikawa
Address: 384 S. Moomalu St
       Kailua, Hi, 96732

Telephone (day): 877-3773  244-5315
Telephone (eve): 877-3773

Please make any comments below:

[Handwritten comments]

Route U2-8 to K-2
1. The suggested alternative is similar to Alternative 8, which was eliminated in the alternatives screening evaluation because it would not meet current design standards.
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S) IMMEDIATELY FOLLOWING
Mr. Edward H. Morioka
364 S. Mokapu Street
Kahului, HI 96732

1. The suggested alternative is similar to Alternative B, which was eliminated in the alternatives screening evaluation because it would not meet current design standards.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning
the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: CLIFFORD N. NUKAI
Address: P.O. BOX 974
          WAILUKU, HI 96793-0974

Telephone (day): 242-4403
Telephone (eve):

Please make any comments below:


2. Should we also show (somewhere) the benefit/cost
   ratios for the final selection set since benefit/cost
   ratios are shown for the initial two-tiered
   screening? People want to know how efficient
   their tax paying dollars are being spent
   (not only how expensive or cheap a particular
   alignment is).

3. The format is brand new to Maui but
   of the public hearing
   the response is positive. Great improvement.
   over our approach. Well organized.

4. Put a sign on video area that says
   "This video is ~ 12 min long & is looping."

5. Make exhibits easier to see where all
   the familiar landmarks are (more street names,
   stores, tourist attractions, etc).
1. A benefit-cost analysis (BCA) is not used in the environmental evaluation of alternatives (i.e., Chapter 4, Environmental Consequences, of the EIS) because of the difficulty of assigning monetary values to many of the benefits, and some of the costs, of the project. However, a simple BCA was used to screen alternatives before their detailed evaluation in the EIS. This early screening eliminated the alternatives that would clearly not be worthwhile. The project's BCA used direct costs (design, construction, and maintenance), and a benefit of only travel time savings. Because this BCA was so simple, an alternative would have needed a very low BC ratio not to pass this simple screening criterion.

2. Thank you for your good suggestions.
Please make any comments below:

1) The best alternative is U1 to K1.

2) Keep away from King Kekaulike High School and residential/farm areas in Kula. Haliimaile intersection is still very much "upcountry".

3) In Kihei, would rather stay away from Kamali'i Elementary School.
Ms. Gayle Ohta  
382 Kiolani Street  
Pukalani, HI 96788  

1. If a U2-A, U2-B or K2 alternative were identified as the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would include crosswalks and sidewalks to the high school. Similar pedestrian facilities would be constructed at the K2 terminus if necessary. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.
Public Comment Form  
Kihei-Upcountry Maui Highway  
County of Maui, Hawaii  
State of Hawaii Department of Transportation  
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ED ORSZULA
Address: 85 OI'IMAUNA ST.

Telephone (day): 573-9028  
Telephone (eve): 573-9028

Please make any comments below:

1) MAKE HALIMAILE RD/HALEKALA RD AN INTERCHANGE, WITH UNDERPASS TO SMOOTH OUT TRAFFIC FLOW, OTHERWISE, BOTTLENECK AT HASEN/HALEKALA RD'S INTERSECTION IS ONLY MOVED UPHILL.

2) FROM K1 OR K2 ENDPOINT AU2-A & US 81 PTS. SHOULD BE BUILT TO BETTER DISTRIBUTE TRAFFIC, OTHERWISE ALL TRAFFIC WILL FLOW ALONG HALEKALA RD. PLS, OTHERWISE ALL TRAFFIC WILL FLOW ALONG HALEKALA RD TO HALIMAILE INTERSECTION.
Mr. Ed Orszula  
85 Pi‘imauna Street  
Pukalani, HI 96788  

1. The decision to place traffic signals will be made during the design phase, and will be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. For the U1 terminus intersection, it is likely that it will warrant traffic signals. However, the phasing of the signals will be determined during the design phase. Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized intersection, which would cost substantially less.

2. Two Upcountry termini are not proposed at this time.
Comment: The intersection of Hālilimaile Road and Hāleakalā Highway should be an interchange.

Response: Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized at-grade intersection, which cost substantially less.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Rudy Ramirez
Address: PO. Box 1513
         Makawao, Maui 96768

Telephone (day): 572-1295
Telephone (eve): 572-1295

Please make any comments below:

Remember who you work for!

Stop, look & listen

Who is benefiting by choice of roads? Who owns the land?

Funds can be directed to better serve the people of Maui — No Highway
No Airport
Comment: Can other alternatives apart from those considered in the Draft EIS be considered?

Response: Yes. If a reasonable alternative is suggested, the Department of Transportation is required to consider it. The Department considered a wide range of alternatives, with active input from the public. The evaluation of alternatives is described in Chapter 2 of the EIS.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Dorleene Szumart, AICP
Address: 3091 Maui Pl.
        Kihei, HI 96753

Telephone (day): 808-874-9317
Telephone (eve): 

Please make any comments below:

I favor the Keonepoko terminus at the Kihei end of the route. I do not favor the Ke Alii Alalae terminus because of the location of the Kamali'i School at the Pilani intersection. I do not believe a major thoroughfare is compatible with the existing land use of the elementary school. I am a certified planner, and have worked in transportation planning in Texas and California.
1. If a K2 alternative were identified as the preferred alternative, this intersection would be designed to provide safe pedestrian access to Kamaili Elementary School.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Deborah von Tempsky
Address: 209 A Mauna Pl.
         Kula Hi 96790

Telephone (day) (808) 878-2683
Telephone (eve):

Please make any comments below:

1. As landowners in the proposed alternatives for the Kihei-Upcountry Road, we oppose the road altogether. Money should go towards upgrading the highways we use now. We are opposed mainly to K1/U3 route which goes thru our property. We are prepared for a condemnation, our attorney Hod Greeley will help us if indeed this route is choosen. This route would not service the majority of the upcountry population and would be a waste. Halemaile would be the best route, if any, as a direct link. Part of this road could be funded by a partial toll road that would pay for added cost for an overpass in connecting the highways.

2. We want to keep Kula a farming and rural area the road thru U3/Ki would destroy it.
1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala, Hana, Mokuulele, and Pillani Highways.

2. A U3 alternative was not identified as the preferred alternative because, as you point out, it would not serve travel markets as well as the other alternatives. Therefore, discussion of real estate issues is not needed.

3. A toll road is not planned. Also, several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized intersection, which would cost substantially less while still achieving safety.
1. I am surprised that the county failed to recognize
the impacts that these highways will have on the
upcountry schools—most specifically King Kekaulike High School
and Kamahana Schools. The U2-B proposal is directly
connected to the entrance of the former school and, that
intersection, better known as 5 trees, cannot handle what
will go through it now—let alone more traffic. The
suggestion will cause severe accidents and significant harm
of the teenagers & Kamahana's elementary children who
will be walking across the streets. Would you want your
year old crossing a 2-lane highway during heavy morning
traffic? At all the options, U2-B has no advantages and
must not be even considered.
Ms. Morgan Lee Woolley  
455 Ulumalu Road  
Haiku, HI 96708

1. The potential impacts of the highway on the Upcountry area schools were considered in comparing the proposed alternatives. However, it was deemed that even if a U2-A alternative were identified as the preferred alternative, the Five Trees intersection would be modified to include crosswalks and sidewalks to the high school, and the Pukalani leg of Haleakala Highway would be converted into a pedestrian walkway.

If a U2-B alternative were identified as the preferred alternative, an urban design that includes sidewalks would be used in the section of the highway adjacent to Kamehameha School.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Donald S. Yoshibara
Address: 230 Pukalani St
          Pukalani, Maui

Telephone (day): (808) 572-3981
Telephone (eve): 

Please make any comments below:

If the highway is to be built, I prefer the Ul-Ki Route, least impact other than Sugar & Pineapple crop than the route is the expensive of the 4 routes. The State must build the 4th lane on Haleakala Hiwaway before the Ul-Ki route is built. Traffic intersection at the Kaimaile Junction needs vast improvement.
1. Regardless of whether Kīhei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakalā Highway.

2. The decision to place traffic signals will be made during the design phase, and will be based on traffic signal warrants specified in the Manual on Uniform Traffic Control Devices. For the U1 terminus intersection, it is likely that it will warrant traffic signals. However, the phasing of the signals will be determined during the design phase.
The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Ern Star  Phone: 572-8282
Address: P 0  Box 33
          4676  Hana Hwy
Help us plan future projects that won't disrupt our native plants, animals, or heritage. Please state any concerns you may have about the highway or landscaping along the road.

1. I'd like to be sure that native plants and animals aren't disrupted by the road or are replanted if they're disrupted.

2. I vote for the intersection at Makawao (upcountry) at the road at the point on the Lahaina side of the R D Park (the Kihei begin...
1. The vegetation along the U1,K1 alignment, the preferred alternative, consists of actively cultivated crops, uncultivated lands covered primarily by kiawe trees, buffelgrass, and other introduced species. Native plant populations would not be affected. Landscaping would consist of native trees and shrubs adapted to local conditions.
The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kilai-Upee Country Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Mike Mabury
Phone: 5720247
day
same

Address:
310 Kaupa St
Makawao, HI 96768

Please write any comments below:

The most logical and cost effective route is U3-K1. The most useless routes involve U2, U2A or U2B will increase traffic congestion in the Five Trees area. I base this statement on fifteen years of personal experience living in the drive from Makawao to Kula during peak drive times.

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 52206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
(808) 441-7456

Mr. Kazu Hayashida, Director of Transportation
State of Hawaii Department of Transportation
889 Punchbowl Street
Honolulu, Hawaii 96813
(808) 587-2150
1. Traffic conditions at the Upcountry terminus are projected to operate at a level of service B (delays in the range of 5 to 15 seconds per vehicle) during the morning and afternoon peak hours under either a U2-A and U2-B alternative.
YES! We do need this new highway because: 1. Maui is an growing island. 2. Maui has a shortage of roads. 3. This new highway will alleviate a lot of traffic on the other roads and will be a convenience to the majority who live in Kihei and Upcountry.

* The route most deemed logical and practical is from the Haiku maile junction to the Kihei Technology Park because it keeps the traffic away from the residential areas, schools, businesses and trees. Plus the fact that Haiku Junction will need a traffic signal someday.
Mr. Marshall Mainaga  
200 Alohilani Street  
Pukalani, HI 96768

1. Alternatives that would cross the Maui Research and Technology (R&T) Park on Lipoa Street were eliminated early because the R&T Park did not favor this alignment.
PUBLIC COMMENT FORM

Kihel-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihel-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Gwen Leong  Phone: 874-2235
day  
eve
Address: 3400 Uwila, Alani  15 Kulanihakai
          Kula HI 96733  5240 Kihel  Kula - home

Please write any comments below:

As it is now, there is good lane right after Kulanihakai travelling to Waiakapu.
It is difficult for people to turn right onto the highway from Kulanihakai — impossible to turn left.

A bypass from Kula to Upcountry would alleviate this for Upcountry as well as Kula people (going to Waiakapu)

Additionally — I would like to move to Kula — but the drive deters me from doing so.

During prime time the traffic is bumper to bumper from Kulanihakai — all the way to Ke Ati, Alani — why not

1 Make the bypass possible.
Ms. Gwen Leong
15 Kulanihakoi St.
Kihei, HI 96753

1. The alternatives with the more southern Kihei terminus were eliminated in the alternatives screening evaluation, or in the case with the K2 alternatives, not identified as the preferred alternative after the Draft EIS because they would not serve travel markets as well as the alternatives with the more northern Kihei terminus, such as the K1 alternatives.
PUBLIC COMMENT FORM

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name:  
Address:  
P.O. BOX 703
KIHEI, HI 96754

Phone: 874-2272 day
eve

Please write any comments below:

WE NEED A ROUTE UPCODENTY
AS SOON AS POSSIBLE.

WE ALSO NEED PIILANI TO BE FOUR LANES.
Ms. Lorraine Stear
P.O. Box 703
Kihel, HI 96753

1. Regardless of whether Kihel-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Pillani Highway to four lanes.
PUBLIC COMMENT FORM

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: George Freeland Phone: 661-3262
day 573-0532 eve

Address: 49 lea lea Pl

Pukalani, Hi 96763

Please write any comments below:

I am a resident living at KULA 200 OHANA. I also work in Lahaina from Monday through Friday each week. I am in favor of the Kihei-Upcountry Maui Highway by way of alignment U1-K1. My reasons for this choice is as follows:

1. It provides a second exit for the Kihei-Wailea residents
2. It meets the Federal requirements for scientists traveling between Kihei and Haleakula.
3. It provides easy access to all in the Kula area. (Kula residents can also access the Highway by way of Omopio Road)
4. It provides reasonable access from Upcountry to Lahaina.
5. Makawao and Haiku residents have to travel "backwards" to access the Highway by way of U2-A, U2-B & U-3.
6. The intersections at U2-A, U2-B have limited space available for improvements.
   like installing a clover type intersection in these areas.
7. This route is not the most expensive to build.
8. Archeological site interference seems to be minimal.
9. U1 intersection is less intrusive to the Upcountry area.
10. A clover type intersection needs to be installed at intersection U1 to minimize accidents from occurring. Traffic lights cause congestion and accidents. If this is not possible, I am against the installation of the Kihei-Upcountry Maui Highway.
1. Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized intersection, which would cost substantially less.
PUBLIC COMMENT FORM

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Tyson Kubo          Phone: 877-2227
                        515-0534
Address: 925 Pili Mai St.
          Haiku, HI 96708

Please write any comments below:

The bypass road between Piilani Highway and upcountry is too good of an idea to pass up. There are many benefits to this plan and no negatives that I am aware of. This plan would ease congestion to the already congested Haleakala Highway in the mornings and evening peak traffic times. The state might even save money in the long run by not having to hire those guys who drop the divider cases every morning. Personally, this plan would cut about an hour a day off of my commute to work. It would also make more of the island accessible to tourists as well as locals. From my point of view, even if you had to charge a toll or fee to help incur the cost of the highway for a few years, the public would be more than happy to take the trade-off.

RECEIVED
Oct 15 1999
Hawaii Division
Mr. Tyson Kubo
935 Hiliari Street
Ha‘i‘ima‘ile, HI 96768

1. A toll is not part of the financing package currently contemplated for the Kīhei-Upcountry Maui Highway.
Comment: Kihei-Upcountry Maui Highway should not be a two-lane road because of safety concerns. It should be a four-lane divided roadway.

Response: A two-lane highway is proposed because projections indicate that two lanes would be sufficient to accommodate travel demand in the design year 2020. In its initial two-lane undivided configuration, the highway would be similar to Haleakala or Hana Highway. Kihei-Upcountry Maui Highway will be designed in accordance with accepted standards.

Comment: Concerned about vehicle accidents involving the deer in the project area.

Response: Section 4.8.4 of the Final EIS includes measures to minimize the chance of vehicle-deer collisions, such as stock-proof fencing and signage warning motorists. The preferred alternative, the U1,K1 alignment, would be farthest from the center of the deer population.

Comment: None of the proposed alternatives should be considered until a good four-lane highway from Pukalani down to Kahului and a four-lane highway from the middle of Haleakala Highway down to Kihei are built.

Response: Regardless of whether the Kihei Upcountry Maui Highway is constructed, the Department of Transportation plans to widen Haleakala Highway to four lanes. A highway from the middle of Haleakala Highway down to Kihei would be similar to the U1 alternatives, which would start Upcountry at Hallimalie Road.
Mr. Herb Squires  
P.O. Box 644  
Kula, Hi 96790

**Comment:** Widening Mokulele Highway would solve the transportation problem.

**Response:** Widening Mokulele Highway alone will not address the purposes and needs that have been identified for this project.

**Comment:** The proposed road would spur military development on Haileakala.

**Response:** The amount of military or other development on Haileakala is not dependent on whether Kihei-Upcountry Maui Highway is built or not.

**Comment:** Construction of Kihei-Upcountry Maui Highway would encourage development.

**Response:** The potential for urban growth inducement in Upcountry was analyzed in Section 4.1.1 of the EIS. It was determined that the amount and pace of residential development in Upcountry will continue to be controlled by water availability, not transportation infrastructure. Since Kihei does not have the same constraints as Upcountry, including zoning restrictions, some development is expected.
Comment: Concerned that an Upcountry terminus near King Keaulike High School would create an unsafe situation for students and motorists.

Response: Had a U2-A or U2-B terminus been identified as part of the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would have included crosswalks and sidewalks to the high school (see Section 4.4.4 of the Final EIS). Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

Comment: Public transportation and requiring hotels to pick up visitors at the airport should have been considered as alternatives.

Response: The Department of Transportation supports public transit, paratransit, ride-sharing, and other ways of increasing vehicle occupancy. However, transit alone would not address all the purposes and needs that have been identified for the proposed project. Kilieh-Upcountry Maui Highway will be usable by transit vehicles.

The Department of Transportation does not have the authority to require hotels to pick up visitors at the airport.

Comment: How is Kulamalu related to the development of the U2-B alternative?

Response: The U2-B alternative is the alignment in the Kulamalu master plan. The developer has already constructed a portion of this roadway. The costs of the U2-B alternatives have been revised to reflect this construction. The developer stated that the existing road segment would be donated to the State if a U2-B alternative were selected as the preferred.

Comment: Believes that at the time of the public hearings, a decision on the preferred alternative had already been made.

Response: At the time of the Draft EIS comment period, no decision had been made regarding the preferred alternative. Since then, the U1,K1 alignment has been identified as the preferred alternative.
Comment: Existing roads should be widened first.

Response: Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, and Mokulele Highway. In addition, the County is planning a Puunene bypass road.

Comment: The Draft EIS overlooks or dismisses the preference of the Makawao-Pukalani-Kula Community Plan.

Response: Section 3.1.4.2d of the EIS describes the Makawao-Pukalani-Kula Community Plan. The Department of Transportation views community plans as important expressions of community opinion, but is not required to follow them. In this case, the Makawao-Pukalani-Kula Community Plan was highly influential in the decision to identify the U1,K1 alignment as the preferred alternative.

Comment: Haiku, Makawao, and Pukalani motorists who would travel mauka to access a U2-A, U2-B, or U3 terminus would cause congestion.

Response: The traffic pattern resulting from U2-A, U2-B, or U3 is viewed as beneficial for traffic operations. Since commuter traffic tends to peak during certain times of the day, arterial roadways tend to be over-utilized in the peak direction and under-utilized in the non-peak direction. The benefit of the U2-A and U2-B alternatives, and to a lesser extent the U3 alternatives, is that they would cause the directional splits of the highways in Upcountry to be more even.

Comment: Mass transit alternatives should be considered.

Response: The Department of Transportation supports public transit because it provides transportation options. However, public transit would not meet the purposes and needs that have been identified for this project. However, Kihei-Upcountry Maui Highway will accommodate buses if public transit is provided in the future.

Comment: The costs of the U2-B alternatives do not reflect the private donation of the recently completed roadway segment through the Kulamalu project.
Response: The cost estimates of the U2-B alternatives have been revised in the Final EIS to reflect this donation.

Comment: The "open-style" public hearing may be a Chapter 91 violation.

Response: The conduct of the public hearings is not in violation of any State or federal law.

Comment: Believes a final decision on the preferred alternative was previously made.

Response: The preferred alternative had not been identified at the time of the Draft EIS comment period. Since then, the U1,K1 alignment was identified as the preferred alternative.

Comment: Unusable remnant parcels would be created if the U2-A alternative were identified as the preferred alternative.

Response: Remnant parcels were not anticipated with a U2-A alternative. If a U2-A alternative were identified as the preferred alternative, and if an affected landowner believes that unusable remnant parcels will be created, and if investigation confirms the creation of unusable remnant parcels, those parcels would be purchased from the landowner.

Comment: A reliever road to replace Hansen Road should be considered.

Response: All the alternatives considered in the Draft EIS are essentially "reliever" roads for Hansen Road.
Comment: Favors reestablishing the roadway that linked Makena and Ulupalakua, which was closed by the County.

Response: The requested roadway is similar to Alternative 7, which was eliminated prior to the Draft EIS because it had a very low benefit-cost ratio because of its distance from population centers. However, as the commentor pointed out, such a roadway would have other benefits not considered in the project's purposes and needs. If achieving the benefits identified by the commentor is determined to be important, then the suggested roadway may be considered as another project. Construction of Kihei-Upcountry Maui Highway does not preclude a Makena to Ulupalakua roadway in the future.

Comment: Suggested a road linking Ulupalakua and Makena should be constructed in addition to Kihei-Upcountry Maui Highway.

Response: The requested roadway is similar to Alternative 7, which was eliminated prior to the Draft EIS because it had a very low benefit-cost ratio because of its distance from population centers. However, as the commentor pointed out, such a roadway would have other benefits not considered in the project's purposes and needs. If achieving these benefits is determined to be important, then the suggested roadway may be considered as another project. Construction of Kihei-Upcountry Maui Highway does not preclude a Makena to Ulupalakua roadway in the future.

Comment: The impacts to agriculture should be considered in selecting the preferred alternative.

Response: Potential agricultural impacts of each alternative measures to mitigate adverse impacts are addressed in Section 4.2 of the EIS. The preferred alternative, the U1,K1 alignment, will bisect sugarcane and pineapple fields. These impacts cannot be avoided. Therefore, construction of this alternative will include measures to lessen the agricultural impact.
Comment: Highly concerned about the agricultural impacts of the project.

Response: Agricultural land could not be completed avoided under any of the build alternatives that were considered in the Draft EIS. The preferred alternative, the U1,K1 alignment, will cross sugarcane and pineapple fields. The Department of Transportation acknowledges that mitigation measures (see Section 4.2.4 of the EIS) will be needed to maintain the productivity of fields next to the new highway. Details of the mitigation measures will be coordinated with the landowners.
Comment: Kihei-Upcountry Maui Highway would cause urban development in Upcountry, causing the loss of the Upcountry character.

Response: The amount and pace of residential development in Upcountry is controlled by water availability. Maui County will not allow substantial new urban development in Upcountry as long as water supply constraints persist, even though Upcountry is a popular residential area. Therefore, it is not expected that the project would induce urban growth in Upcountry in addition to growth that would occur without the project.

Comment: Other alternatives should be considered.

Response: The Department considered a wide range of alternatives, with active input from the public. The evaluation of alternatives is described in Chapter 2 of the EIS.

Comment: Providing public transportation should have been considered.

Response: The Department of Transportation supports public transit because it provides transportation options. Kihei-Upcountry Maui Highway can be used for public transportation if the County or other organization were to start public transit service. Transit alone would not address the purposes and needs that have been addressed for this project.

Comment: The alternatives in upper Pukalani (U2-A and U2-B) would cause congestion because motorists from Haiku, Makawao, Pukalani, and Haaluliloe would drive mauka to this area.

Response: Contrary to the comment, the U2-A and U2-B alternatives would actually lessen congestion. As described in Section 4.4.1 of the EIS, the U2-A and U2-B alternatives would cause the contra-flow of peak directional traffic in Upcountry. Since commuter traffic tend to peak during certain times of the day (i.e., early morning and late afternoon), arterial roadways tend to be over-utilized in one direction, and under-utilized in the other direction. The benefit of the U2-A and U2-B alternatives, and to a lesser extent the U3 alternatives, is that they would cause the directional splits of the highways in Upcountry to be more even.
Mr. Jack Ecker
2531 South Kihei Road, Apt C502
Kihei, Hi 96753

**Comment:** Because one of the purposes of the project is to enhance travel between the Maui R&T Park and Science City, what route is favored by those traveling between the Maui Research & Technology Park and Science City?

**Response:** The Maui Research & Technology Park only asked that the alignment not pass through the technology park. Those who work at Science City have not communicated a preference to the alignment.
Ms. Kathryn Maloney  
300 Lakau Place  
Kihei, HI 96753

Comment: The U1 terminus at the Hallimale Road / Haleakala Highway intersection would cause unacceptable traffic conditions.

Response: The level-of-service (LOS) D at the U1 terminus during the morning peak hour, as reported in the Draft EIS, was revised to LOS C after closer examination of this future intersection. In the afternoon peak hour, an LOS C is predicted. An LOS C condition is considered to be acceptable.
Mr. Herbert Gries  
P.O. Box 695  
Puunene, HI 96784

Comment: Consider the intersection of Mokulele and Pillani Highways for the makai terminus of the road.

Response: The Mokulele Highway and Pillani Highway intersection was not considered for the makai terminus because Kihei-Upcountry Maui Highway would become the fifth leg of an existing four-legged intersection. This configuration would not be ideal in managing traffic operations, especially since the K1 terminus located at the intersection of Pillani Highway and Kaanoulu Street is only about a mile and a half from this location.

Comment: The roadway projects in this area appear to be uncoordinated and conflicting. The proposed highway should be coordinated with a future bypass road around Kealia Pond.

Response: The Department of Transportation and the County of Maui use the Maui Long Range Land Transportation Plan to program investments in the island's roadway system. The Long Range Plan is prepared using a comprehensive public involvement process. The coordination and compatibility of roadway projects in this area were addressed in the Long Range Plan. A bypass road around Kealia Pond is not in the Long Range Plan.
Comment: Recommends that the public hearings be publicized on the radio.

Response: The Department of Transportation does not normally advertise public hearings on the radio. Public hearings are advertised in the “Hawaii State & County Public Notices” publication, and in a local newspaper with general circulation. Also, notices are mailed to those on the project mailing list, which include those who have attended earlier project meetings or who have indicated an interest in the project. In this case, because the local media covered the hearings, the Department does not think that attendance would have been substantially higher if radio advertisements were used.

Comment: Concern about development along the highway.

Response: Section 4.1.1 of the EIS addresses the potential for land use development due to the construction of Kihei-Upcountry Maui Highway. The highway is not expected to have much of an impact on development in much of Upcountry, particularly in Kula, due to water supply constraints. In Kihei, the highway could facilitate in-fill development between Piilani Highway and Kihei Road.
Ms. Christine Moschetti  
P.O. Box 741  
Kihei, HI 96753

**Comment:** Kihei-Upcountry Maui Highway should be a four-lane highway, and include a bike path.

**Response:** A two-lane highway is being proposed because traffic projections for the year 2020 indicate that a two-lane highway would be sufficient. However, right-of-way for a divided four-lane highway would be reserved. Kihei-Upcountry Maui Highway would provide six feet wide shoulders that could be used for cycling.
Mr. Ron Sturtz  
874 Kumulani Drive  
Kihei, HI 96753

Comment: Could the federal government pay for the whole cost of the project?

Response: That will not be possible. The cost sharing for this project would be 80 federal and 20 percent State.
Mr. Jeff Marsh  
2387 South Kihei Road  
Kihei, HI  96753

**Comment:** Various forms of public transit, including having Kihei-Upcountry Maui Highway operate as a closed busway system, should have been considered. Bicycle transportation should also be encouraged.

**Response:** The Department of Transportation does not operate public transit, although the Department will support public transit because it leads to a more efficient use of roadways. Since no organization in the near future is proposing to operate a public transit system large enough to justify a busway between Upcountry and Kihei, such an option was not considered. If a bus transit system were started, it would serve a relatively small number of riders in comparison to automobile riders, and would not change the purpose and need for the proposed project. Nevertheless, Kihei-Upcountry Maui Highway will have plenty of capacity to accommodate buses if public transit is provided in the future. Kihei-Upcountry Maui Highway would provide six feet wide shoulders that could be used for cycling.

**Comment:** A private transportation system operating on existing roadways in Ulupalakua Ranch should be considered.

**Response:** The Department of Transportation has not received any interest from the private sector to operate a transportation system between Kihei and Upcountry.
Ms. Lucy Feinberg
483 South Kihei Road
Kihei, HI 96753

Comment: Kihei-Upcountry Maui Highway should be a four-lane roadway, and include bike lanes.

Response: A two-lane highway is being proposed because traffic projections for the year 2020 indicate that a two-lane highway would be sufficient. However, right-of-way for a divided four-lane highway would be reserved. Kihei-Upcountry Maui Highway would provide six feet wide shoulders that could be used for cycling.
Mr. Kaoru Muraoka
388 Aliiolani Street
Pukalani, HI 96769

Comment: Concerned about operations and traffic conditions at the U1 terminus (Hallimaile Road / Haleakala Highway intersection).

Response: The U1 terminus would include left turn, acceleration, and deceleration lanes, and would likely warrant traffic signals. Morning peak hour traffic conditions are projected to operate at a level-of-service C, on a scale of A to F.

Comment: Mokulele and Haleakala Highways should be widened to four lanes.

Response: Regardless of whether or not the Kilhei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala and Mokulele Highways.
Mr. Clifford Green  
160 Alohihani Street  
Pukalani, HI 96768  

**Comment:** Concerned that the level of traffic generated by a U2-A alternative would endanger King Kekaulike High School students.

**Response:** If a U2-A alternative were identified as the preferred alternative, the modified Five Trees intersection would include crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

**Comment:** Concerned that the level of traffic from a U2-B alternative would endanger Kamehameha School students.

**Response:** If a U2-B alternative were identified as the preferred alternative, an urban design that includes sidewalks would have be used in the section of the highway adjacent to Kamehameha School.

**Comment:** Concerned about the highway cutting through active agricultural fields.

**Response:** As described in Section 4.2.4 of the EIS, mitigation measures will be implemented to lessen the impact on agricultural practices that would be affected by Kihel-Upcountry Maui Highway. Construction of the highway will be coordinated with Hawaiian Commercial and Sugar Company and Maui Land and Pineapple Company.
Mr. Tony Paresa
27 Aeloa Road
Pukalani, HI 96768

Comment: Who is liable for damage from vehicle-deer collisions, other than the operator of the vehicle?

Response: Payment for damage from vehicle-deer collisions should come from the insurer of the vehicle.
Ms. Cyrina Brogoltti  
P.O. Box 1276  
Kula, HI 96790

Comment: Widen existing roads first to see what happens to traffic flow.

Response: Regardless of whether or not the Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway, and Piilani Highway.
Mr. Patrick Constantino
3188 Kilani Place
Pukalani, HI 96768

**Comment:** The alternatives with the terminus in the upper section of Pukalani (U2-A and U2-B) would be like Dairy Road, resulting in potential safety concerns.

**Response:** The U2-A and U2-B alternatives would not be like Dairy Road. They would be similar to Haleakala and Hana Highways. Their terminus intersections would be signalized with adequate left turn, acceleration and deceleration lanes.
Mr. Steve Harman  
826 Alamoku Street  
Haliimaile, HI 96768  

Comment: Because the U1 terminus will attract traffic from Haiku, something has to be done about Kaluanui Road, which connects to Haliimaile Road.  

Response: Thank you for pointing out this issue. The Department of Transportation will ask the County of Maui to monitor traffic conditions on Kaluanui Road when Kihel-Upcountry Maui Highway is completed.
Comment: The U1 terminus should be designed as an interchange.

Response: Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized at-grade intersection, which would cost substantially less.

Comment: Underpasses should be constructed where the new highway crosses cane haul roads.

Response: The U1,K1 alignment, which was identified as the preferred alternative, includes two underpasses for cane haul roads.
Comment: How much traffic is Kihei-Upcountry Maui Highway intending to serve, and what role would this have in selecting the preferred alternative?

Response: As stated in Section 4.4.1 of the EIS, Kihei-Upcountry Maui Highway is projected to serve 7,000 to 13,000 vehicles per day in the design year, 2020. In general, the U3 and K2 alternatives would generate the lower traffic volumes, and the U1, U2-A, U2-B, and K1 alternatives would generate the higher volumes. The differences were due in large measure on how well each alternative serves different travel markets. For example, the K1 alternatives serve the Upcountry-West Maui travel market, whereas the K2 alternatives do not. This was an important factor in selecting the U1, K1 alignment as the preferred alternative.

Comment: Improvement to Hansen Road should be considered as an alternative.

Response: Although improving Hansen Road has the potential to improve the safety of this roadway, it would not address the project's purpose of establishing a direct highway link between Upcountry and Kihei.

Comment: The U2-A and U2-B alternatives would jeopardize the safety of King Kekaulike High School students.

Response: If a U2-A or U2-B alternative were identified as the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would include crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

Comment: Project does not enhance evacuation capacity in response to brush fires.

Response: The proposed Highway will create a new evacuation route from South Maui. K2 alternatives would be somewhat more effective than K1 alternatives because the alignment is further from the existing escape routes. In addition to providing evacuation capacity, the proposed highway would assist in fire fighting.
Comment: Concerned about the risk of head-on collisions with a two-lane highway.

Response: Kihei-Upcountry Maui Highway, in its initial two-lane undivided configuration, would be similar to Haleakala or Hana Highway. Kihei-Upcountry Maui Highway will be designed in accordance with current standards.

Comment: Concerned about certain alternatives being near King Kekaulike High School or Kamehameha School.

Response: If a U2-A or U2-B alternative were identified as the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would include crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.
Mr. Perry Margolin  
183A Pukalani Street  
Pukalani, HI 96768  

Comment: Two Upcountry termini should be considered, one at Hallimaile Road and the other at Five Trees intersection.

Response: The Kihei-Upcountry Maui Highway will have only one Upcountry terminus because of cost and the volume of projected traffic.
Mr. Sandy Ryan  
1071 Uliele Street  
Makawao, HI 96768

**Comment:** Please mitigate any damage to Hawaiian archaeological sites.

**Response:** Section 4.10 of the EIS addresses the potential archaeological impacts of the project, and the proposed mitigation for such impacts. Specifically for the preferred alternative (U1,K1), the mitigation measures will include data recovery of three temporary habitation sites and buffer zones during construction around two petroglyph sites found near the alignment. This mitigation plan was approved by the State Historic Preservation Division.

**Comment:** Would Kihei-Upcountry Maui Highway eliminate the morning contra-flow lane?

**Response:** The Department of Transportation (DOT) is planning to widen Haleakala Highway, which would eliminate the need for the contra-flow lane. If Kihei-Upcountry Maui Highway were built first, traffic conditions would be monitored to determine whether maintenance of the contra-flow lane is necessary.
Mr. Dan Evert  
2760 Paialani Street  
Pukalani, HI 96768  

Comment: The analysis of alternatives should have ended once the Maui County Mayor approved the Makawao-Pukalani-Kula Community Plan, with either the U1 alternatives (Upcountry terminus at Hallimaile Road / Haleakala Highway intersection) or widening of existing roads moving forward.

Response: The Department of Transportation views community plans as helpful statements of community opinions. Since the project would use federal and State funds, both the National Environmental Policy Act and the Hawaii EIS Law apply. Both laws require the project to consider all reasonable alternatives that would address the project's purposes and needs. Therefore, the project's EIS had to address all reasonable alternative alignments. Adoption of a community plan does not eliminate this obligation to study alternatives. However, in this case, the wishes of the community, as stated in the Makawao-Pukalani-Kula Community Plan, were highly influential in the identification of the preferred alternative.

Comment: Improvement to Hansen Road should have been considered as an alternative.

Response: Improving Hansen Road would not address the project purpose of establishing a direct highway link between Upcountry and Kula.

Comment: Concerned about certain alternatives being near King Kekaulike High School.

Response: If a U2-A or U2-B alternative were identified as the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would include crosswalks and sidewalks to the high school. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections.

Comment: What is the cost to prepare the EIS for this project?

Response: The EIS is only one part of the planning process for this roadway. Other work performed included preparing conceptual plans and cost estimates of alternatives, preparing technical studies to evaluate the social and environmental impacts of the project, conducting public meetings and hearings, consulting with environmental resources agencies and the
public, and preparing environmental review documents, such as the EIS. The cost to date of all the work performed on all these activities is $1,665,300.
Ms. Janine Carroll  
217 Pukalani Street  
Pukalani, HI 96768

**Comment:** Believes that the U2-A and U2-B alternatives would cause unnecessary traffic through Pukalani.

**Response:** If a U2-A or U2-B alternative were identified as the preferred alternative, there would be no direct connection between Pukalani and the new highway. Access onto the highway from Pukalani would be via Haleakala Highway, and Kula Highway under the U2-B alternatives.
Mr. Jeffrey James  
P.O. Box 182  
Paia, HI  96779

**Comment:** Requests two Upcountry termini, one at the Halii Malie Road / Haleakala Highway intersection and the other at the Five Trees intersection, and two Kihel termini at either K1 or K2, or K2 and at Lipoa Street.

**Response:** Only one Upcountry and Kihel terminus each will be provided under this project at this time. However, the project does not preclude the construction of additional connections in the event that they are needed in the future.
Comment: Does not want Kihei-Upcountry Maui Highway to have street lighting at its intersections, or at least the type used at the U2-B terminus.

Response: Kihei-Upcountry Maui Highway will not have street lighting, except at the termini, for safety purposes. The type of lighting will be determined in the design phase of the project. There are options to minimize stray light.

Comment: Suggests an alternative similar to the old Ulupalakua-Makena Road.

Response: The suggestion is similar Alternative 7, which was dropped from consideration during the early screening evaluation because of its poor benefit-cost ratio resulting from its location far from major urban areas.
Mr. John Wilson
Kula Community Association
121 Holopuni Road
Kula, HI 96790

Comment: The selection of the preferred alternative should fully conform to the legally adopted Makawao-Pukalani-Kula Community Plan. Existing roads should be improved before this highway is built.

Response: State highway projects are not required to conform to locations set forth in community plans. The Department of Transportation considers community plans to be important expressions of public sentiment, not regulatory documents. Nevertheless, the Makawao-Pukalani-Kula Community Plan was given substantial weight in the identification of the preferred alternative, the U1,K1 alignment.

Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway, Hana Highway, Mokulele Highway and Piilani Highway.

Comment: Disagrees with analysis of the EIS that water availability controls development in Kula, not transportation infrastructure.

Response: Despite the recent development of a well in Haiku, which is partially being used for the Kulamalu development, Kula will continue to rely on surface water sources that are highly vulnerable to drought conditions. In addition, the cost of providing water transmission lines and storage is comparatively high in Kula because of its elevation. Therefore, the County is unlikely to allow substantial urban development in Kula, despite the existence of Kihei-Upcountry Maui Highway. The Department of Transportation stands by its assessment that water supply will be more of a limiting factor on Kula development than constraints in transportation infrastructure.

Comment: Alexander & Baldwin has proposed a residential development near the intersection of Hallimaile Road / Haleakala Highway. This proposal appears to be logical in-fill development.
Response: Alexander & Baldwin is planning a 200-unit residential subdivision in Halimaile. The EIS acknowledges that additional highway capacity, such as a new roadway, can influence urban development. Therefore, the EIS concluded that the U1 alternatives would have the greatest growth-creating impacts because it would directly serve lower Pukalani and Halimaile, areas that have been designated for development in the Community Plan. Further, the Maui Board of Water Supply has indicated it would supply water to this area for these planned developments.

Comment: The EIS did not identify a park in the Kulamalu development.

Response: Thank you. The park has been identified in the Final EIS.

Comment: Requested grade separation of the highway's intersections with Omaopio and Pulehu Roads.

Response: The Omaopio and Pulehu Road intersections with Kihei Upcountry Maui Highway are not proposed for grade separation. The projected cross-traffic volumes do not warrant the additional cost and the environmental impacts associated with grade separating these intersections.

Comment: Does not want Kihei-Upcountry Maui Highway to have street lighting.

Response: Kihei-Upcountry Maui Highway will not have street lighting, except at the termini, for safety purposes. The details of the lighting will be determined in the next phase of project planning. There are options to minimize stray light.

Comment: The U1 terminus should be an interchange.

Response: Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized intersection, which cost substantially less. An appropriately designed, at-grade, signalized U1 terminus at Halimaile Road is projected to operate well.

Comment: Concerned that there would be additional connections to Kihei-Upcountry Maui Highway, or another Upcountry-Kihei highway would be built.
Response: The Kihei-Upcountry Maui Highway is projected to operate well in the design year 2020. Given Upcountry’s land use and population projections, the Department of Transportation does not anticipate additional connections or another Kihei-Upcountry highway, at least until 2020.
Mr. Skip St. John  
113 Pekelo Place  
Kula, HI 96790

Comment: Prefers an Upcountry terminus in the vicinity of Rice Park.

Response: The suggestion is similar to Alternatives 6A and 6B. Both alternatives were eliminated because they had poor benefit-cost ratios because of their distance from Upcountry’s population center, the Pukalani-Makawao area.
Mr. Erwin DepBonde
RR4, Box 66-A
Kula, HI 96790

Comment: The U1 terminus should be an interchange.

Response: Several grade-separated intersections (i.e., interchanges) were considered for the U1 terminus. However, the costs of these options were not justifiable considering their marginal benefits in comparison to a signalized intersection, which cost substantially less. An at-grade, signalized U1 terminus intersection is projected to operate well.
Comment: Believes that the State has already made the decision to construct Kihei-Upcountry Maui Highway.

Response: The State has not has not dedicated any construction funding for the Kihei-Upcountry Maui Highway, and therefore, has not made the decision to move ahead. The legislature must approve the construction budget. The Final EIS identifies the preferred alternative (the U1,K1 alignment) but this does not constitute a decision to construct the highway.

Comment: Haleakala Highway, Mokulele Highway, Piilani Highway and Hansen Road should be widened to four lanes.

Response: Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala, Mokulele and Piilani Highways. There are no plans to widen Hansen Road.

Comment: The travel time savings provided in the Draft EIS will not materialize because the slow drivers would delay motorists on the proposed two-lane highway.

Response: Travel time savings estimates were based on an assumed average speed. However, even with slow drivers, Kihei-Upcountry Maui Highway would provide substantial travel time savings because of the distance savings for many trips.
Ms. Leslie Gise

Comment: Kihei-Upcountry Maui Highway would encourage development in Upcountry because the water shortage has not been shown to control development.

Response: County officials believe that reliance on surface water resources, and the limited storage and transmission capacity of the water delivery system Upcountry, has curbed urban development in Upcountry, especially Kula. The Board of Water Supply believes that water supply constraints Upcountry will persist because of the high cost of developing water sources and delivering it to the higher elevations of Upcountry.

Comment: The U1 terminus will be a “death trap.”

Response: The U1 terminus at the Haliiwaile Road / Haleakala Highway intersection will likely warrant traffic signals, which is indicated in the EIS. In addition, left turn, acceleration, and deceleration lanes will be provided.

Comment: The U1 terminus will increase traffic on Holopuni and Puhehu Roads.

Response: Under the U1, K1 Alternative, which was identified as the preferred alternative, the EIS acknowledges that some motorists will use Holopuni, Puhehu and Omaopio Roads inappropriately as shortcuts because of the distance between Kula and the U1 terminus, similar to what presently occurs.

Comment: The traffic impact analysis did not take into account traffic generated at King Kekaulike High School and Kamehameha School.

Response: The traffic impact analysis is based on traffic volume projections used to develop the Maui Long Range Land Transportation Plan. The traffic projections are based on assumptions of future land use, including development projects which are known to the County, State, and planners who prepared the long-range plan. The schools you mention were factored in to the long-range traffic projections used in the Long-Range Plan.

Comment: The highways between Pukalani and the U3 terminus would have to be widened to four lanes if a U3 alternative is identified as the preferred.
Response: Regardless of whether Kīhei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakalā and Kula Highways. Nevertheless, a U3 alignment was not identified as the preferred alternative.

Comment: The intersection of Hana Highway and Haleakalā Highway needs to be improved.

Response: Regardless of whether Kīhei-Upcountry Maui Highway is constructed, both Hana and Haleakalā Highways are planned for improvement. However, an interchange at this location is not proposed.

Comment: Hansen Road should be fixed or realigned to direct traffic away from the Hana Highway/Dairy Road intersection.

Response: The Long-Range Plan did not include widening or realigning Hansen Road.
Mr. Hugh Starr  
P.O. Box 33  
Makawao, HI 96768

Comment: The project area should be expanded to include Haiku, Kokomo, and Kaupakalua.

Response: Depending on the alignment selected, some of these communities would benefit from Kihei-Upcountry Maui Highway. Other projects are also being planned that would serve the communities mentioned, such as the widening of Hana Highway and a project to improve transportation through Paia.
Mr. Thomas Burt  
2771 Olulani Street  
Pukalani, HI 96768

**Comment:** Haleakala Highway should be widened to four lanes instead of constructing a Kihei-Upcountry Maui Highway.

**Response:** Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala Highway to four lanes.
Comment: Concerned about U2-A and U2-B being near King Kekaulike High School or Kamehameha School.

Response: If a U2-A or U2-B alternative were identified as the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would include crosswalks and sidewalks to the high school. In addition, if a U2-B alternative were identified as the preferred alternative, an urban design would be used, which includes sidewalks, adjacent to Kamehameha School. Similar situations are encountered elsewhere in the State, and it is possible to accommodate both vehicles and pedestrians at intersections and along roadways.
Ms. Helen Nielsen
3150 Wailea Alanui
Kihei, HI 96753

**Comment:** Does not want the highway to have excessive lighting.

**Response:** Kihei-Upcountry Maui Highway will not have street lighting, except at the termini, for safety purposes.

**Comment:** The entire Kihei-Upcountry Maui Highway should provide shoulders wide enough for bicyclists, not just the urban sections where bike lanes would be provided.

**Response:** In the rural sections of the highway, shoulders would be six to eight feet wide, which is wide enough for bicyclists to use.
DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS THAT DO NOT REQUIRE RESPONSES

Transmittal Letter from the Department of Transportation

Letters and Comment Forms
Aloha,

Subject: Kihei-Upcountry Maui Highway

Thank you for your comments on the Draft Environmental Impact Statement (EIS) for the proposed Kihei-Upcountry Maui Highway project.

For your information, we have identified the “U1, K1” alignment as the preferred alternative for this project. For the “U1, K1” alignment, the Upcountry terminus would be at the Haleakala Highway/Haliimaile Road intersection, and the Kihei terminus would be at the Piilani Highway/Kaonoulu Street intersection. The selection of the "U1, K1" alignment is based on our evaluation of transportation benefits (e.g., travel time savings, travel market served), prior community planning studies, environmental and social impacts, construction costs, and comments generated through an extensive public involvement process.

The project’s Final EIS has been approved, and consequently, we anticipate that its design stage will soon be initiated.

Again, we deeply appreciate your interest and participation in this project. If you have any questions, please contact Wayne Kawahara, Highways Division, Planning Branch, at (808) 587-6357, or you can contact him using Maui’s toll-free voice access number 984-2400, extension 7-6357.

Very truly yours,

[Signature]

BRIAN K. MINAAI
Director of Transportation
Mr. Abraham Wong
Federal Highway Administration
P.O. Box 50206
Honolulu Hawaii 96850

Dear Mr. Wong:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the Kihei Upcountry Maui Highway, Kihei, Maui (TK 2-2-2: 1, 3, 4, 15-17, 54, 114; 2-3-2: 7, 8, 16-18, 75, 113; 2-3-7: 8; 2-3-8: 3-5, 28; 2-3-9: 15, 28-32; 2-3-11: 1; 2-3-32: 16; 2-5-1: 1-3, 9; 2-5-2: 1, 2, 5; and, 3-9-1: 16). We do not have any additional comments to offer beyond those previously provided in our letter dated April 1, 1998.

Sincerely,

Steve Yamamoto, P.E.
Acting Chief, Civil Works
Technical Branch

Copy Furnished:

Mr. Warren Unemori
Warren S. Unemori Engineering
2145 Wells Street, Suite 403
Wailuku, Maui, Hawaii 96793
AUG 27 1999

Mr. Abraham Wong
Federal Highway Administration
300 Ala Moana Boulevard
P.O. Box 50206
Honolulu, Hawaii 96850

Dear Mr. Wong:

Subject: Kihei-Upcountry Maui Highway Draft Environmental Impact Statement

Thank you for the opportunity to review the subject document. The proposed project will have no impact on our facilities. Therefore, we have no comments to offer.

Should you have any questions, please have your staff contact Mr. Ralph Yukumoto of the Planning Branch at 886-0488.

GORDON MATSUOKA
Public Works Administrator

RY:mo
C: Governor's Office
 Warren S. Unemori
August 25, 1999

Mr. Abraham Wong
Federal Highway Administration
300 Ala Moana Boulevard
P.O. Box 50206
Honolulu, Hawaii 96850

Dear Mr. Wong:

Subject: Kibei-Upcountry Highway Draft EIS

The Department of Education has no comment on the subject draft environmental impact statement.

Thank you for the opportunity to respond.

Very truly yours,

Paul G. LeMahieu, Ph.D.
Superintendent of Education

cc: A. Suga, OBS
    G. Gill, OEQC
    W. Unemori, Warren S. Unemori Engineering, Inc.
September 17, 1999

Dear Sir;

I am writing to you to express my approval and support of your planned Kihei-Upcountry Highway Project. It seems to me the best route would be K-2 / U-3.

Thank you for your kind consideration.

Sincerely,

Mark C. Peterson
2737 S. kihei Rd. #201
Kihei, HI 96753
(808) 879-8988
Mr. Kazu Hayashida  
Director, Department of Transportation  
State of Hawaii  
Punchbowl Street  
Honolulu, HI 96813  

RE: Upcountry Highway....Position is for support  

Aloha Mr. Hayashida,  

The Maui Hotel Association represents approximately 37 properties and 120 businesses on the island of Maui. That translates to some 12,000 plus employees. Those employees use Maui’s roads everyday to travel from their place of residence to their place of work. As you might conclude improvements are always looked upon as a blessing to those who spend time on our roads.  

Due to the planning and geography of our island, resorts reside in and around the ocean areas and our employees live inland. Consequently, we have a large cluster of employees living in the “upcountry”, Paia, Makawao & Pukalani areas who work down in the resort areas of Kihei, Wailea, Kamapali and Kapalua. Therefore as you would imagine any additional roadway to split the flow of traffic would meet with a great deal of support from our organization.  

While we are totally supportive of “a” new roadway to assist in the flow of traffic, we have not determined a preference for any particular site or corridor. We believe there are pros and cons to all suggested routes and our belief is that a roadway from upcountry to Kihei is definitely needed. We believe the site should benefit as many people as possible and split the traffic as much as possible. If the new roadway could be expected to handle half of the current traffic, the burden on the Haleakala Highway would be reduced and thus each roadway would be better, safer and beneficial.  

Thank you for the opportunity to comment. 

Sincerely,  

Terry Venci  
Executive Director  

A Chapter of the Hawaii Hotel Association
Dear Sir,

Regarding the inter-rural highway issues on the 60-member committee formed at the beginning of this year, after much thought and study of the route—(I have represented between Haleiwa and Kuli trees), I think we should consider some issues:

- Improve the Hauula Highway as it should have been done originally—develop a bypass
-恐山路 as a connector to Mokuleia
- Haleiwa Highway because the highway is already slated for a lane improvement or put it at Haleiwa. This would make access to Hauula easier and relieve another 1400 cars coming from the development planned at Hauula. This would allow closer to Hauula, which will mean another 1400 cars.
- Basing this in 25 cars per family. (Husband, wife, grown children), the most expensive route and closest to build will be the two at Kuli.

Trees the terrain is steep and rocky with traffic to develop the high school.

Keep Harbour. Thank you for your consideration.

Respectfully,
Carol Thurio.

Carol Thurio
3134 Iolani St.
Pukalani, HI 96768
572-7400
Sir:

As resident of So. Beek, we felt an upcountry highway is extremely necessary. Hurricane Floyd proved the necessity of a route of escape. We have none.

As for a particularly efficient route for you, the reports are able to conclude the best route cost efficient.

Sincerely,
David McVean, Resident

[Signature]

[Stamp: Honolulu, HI 98617]

[Stamp: PM 17 SEP 1999]

[Envelope with hand-written note:]

[Handwritten address]

[Handwritten signature]
Kazu Hayashida  
Director of Transportation  
869 Punchbowl St.  
Honolulu, HI 96813

Dear Sir:

Yes we need a road linking directly Kihei to upcountry. The best route would be from K2 in south Kihei to U2 in Pukalani.

My reasons are:
1. Our community needs more alternative routes. When one goes down for some reason there is no alternative out of Kihei. South Maui becomes stranded without any exit when the North Kihei route is blocked.

2. Business and commerce and tourism will be facilitated by this route.

3. It would remove some of the congestion through Kahului for the South Maui to Upcountry traffic.

Al Williams, Kihei, Maui 879-4453
30 September 1999

Kazu Hayshida
Director of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Re: The proposed Kihei-Upcountry Road

The following is my recommendation for which route to connect Kihei with Upcountry Maui and my reasons which are based primarily on traffic flow considerations:

The Kihei origin should be at the Ke Alii Alanui intersection (K-2)

1. The road connects to the center of the population base. The population of Kihei can get to the intersection faster — utilizing both lanes of Pi'ilani Highway to get to the intersection - saving gas, pollution, etc.

2. It would also be easier and closer for tourists staying in hotels/condos in the Kihei/Wailea area to get to the intersection.

The Upcountry origin should be at the Five Trees intersection (U-2A)

1. Traffic into/out of the Pukalani/Makawao area is bad now. The Five Trees location would be bypassing going above this area of traffic congestion. The Haili‘imaile intersection would just add to traffic congestion in the area.

2. I assume there would be turn offs from the proposed highway into Pukalani which would also alleviate traffic congestion for Pukalani area motorists.

3. The Five Trees intersection connects directly to the Upper Kula road which connects to Crater Road. This would give tourists coming from the Kihei/Wailea area, who would likely not be familiar with the roads, a straight shot directly to Haleakala.

4. Again, as with the Kihei location, motorists would be moving in three directions - Upper Kula, Lower Kula and Pukalani/Makawao - from the Five Trees intersection. From the proposed Haili‘imaile intersection all traffic would be turning up to the Upper Kula, Lower Kula and Pukalani/Makawao areas.

Charles St. Sure
October 2, 1999

Kazu Hayashida
Director of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Dear Sir:

I write to comment on the proposed Kihei-Upcountry Maui Highway. I strongly support the highway and would like to see it built as soon as possible. I have no strong preferences as to the route, although as a Maui Meadows resident, K2 to U3 would be the most convenient. The factors which I think are most important are cost and the preservation of agricultural land.

Sincerely,

Diane E. Shepherd, DVM
Department of Transportation Committee

Members of the Department of Transportation Committee

TESTIMONY IN SUPPORT OF THE KIHEI-UPCOUNTRY MAUI HIGHWAY PROJECT

My name is Daniel Tamura and I am here on behalf of Mr. Nolan G. Motiwaki, Business Manager/Financial Secretary, of the Hawaii Masons Unions Local #1 and Local #630, and its 3500 members and their families throughout the State.

We are in support of the Kihei-Upcountry Maui Highway Project.

This project plays a role in the future of Maui, its people and its economy.

For now this project will provide the much needed JOBS for Hawaii’s workers. All of our members work, live and pay taxes in Hawaii.

The present economy is very dismal. This project will provide a BOOST IN THE ECONOMY through the jobs and tax revenues generated. Now is also the time to build since it is a buyers’ market. The cost of building now is more advantageous for the owners. Do you remember H-3? It had an original price tag of $38 million about 30 years ago. The delays because of litigation and political banterings caused the H-3 to be one of the highest costing highways in the nation. The final price tag is over $1 billion.

Please get this project on line.

Respectfully,

Daniel Tamura
Promotional Specialist
October 18, 1999

Department of Transportation
Mr. Kazu Hayashida, Director
State Department of Transportation, Highways
869 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Hayashida:

Although I am not a resident of Kihei or the Kula here on Maui, I have lived in Lahaina for more than thirty years and have more than average appreciation of how things have changed and grown on the Island. I think that a connecting road between Kihei and Kula is essential to the continuation of smooth traffic flow on that side of the Island. Without it the growing congestion on the Kihei roads and the area of Dairy Road and Hana Highway will increase beyond their capacity to handle the load.

If you need my vote to make it happen it is yours.

Sincerely,

Jim Sheffe
Vice president and
General Manager

Js
Maui Buyer Realty
Voice: (808) 879-5959
FAX: (808) 874-7053
swanie@mauibuyer.com
www.mauibuyer.com

Mailing Address:
2495 South Kihei Road #321
Kihei, HI 96753–8625

Donald E. (Swanie) Swanson
Broker/Owner–R, ABR
Representing Buyers 100% of the time!

Mr. Kazu Hayashida–Dir. Transportation
DOT, Hwy. Div.
869 Punchbowl St.
Honolulu, HI 96813

Dear Mr. Hayashida:

As you can see I am a real estate Broker in Kihei and a 20 year property owner here as well. I am writing to you to OPPOSE ANY road linking upcountry with Kihei. We will live to regret ANY such link as we would add yet another nail in Maui's tourist base economy. Visitors and new residents DO NOT relocate to Maui because of the road system.

Let's do as much as we can to SAVE what is left. To spend millions for an unwanted and unneeded road would be a huge waste of taxpayers' money. On the same subject forget about lengthening the runway as well. The State should listen to the people paying the bills and get the message before it's too late.

Very truly yours, [Signature]

cc: Maui News
Kazu Hayashida, Director of Transportation
DOT, Highways Division
869 Punchbowl Street
Honolulu 96813

SUBJECT: Kihei-Upcountry highway, Maui

Please add our names to your register of citizens who support approval of this highway. Our preference is for the Upcountry route to be to Omaopio.

We believe this highway will service local people who work in one part of the island and reside in another. Also, we see it as a important to the local economy by benefiting the development of our high-tech industry and encouraging tourism.

This additional route will help create safer driving conditions for all travelers on our island.

Aloha,

Bessie & David Krause
284 Waipoli Road
Kula, HI 96790-9430

October 16, 1999
October 14, 1999

Mr. Kazu Hayashida  
Director of Transportation  
DOT, Highways Division  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Subject: Testimony Regarding the Draft EIS for the Upcountry/Kihei  
Maui Highway Project

I am submitting this testimony in support of the Draft EIS relating to the construction of the  
Upcountry/Kihei Highway Project and the proposed routing designated as U3-K1. This option  
takes the highway from Kula Highway, at a location known as Pulehu Gulch, a short distance  
from the Pulehu Road/Kula Highway intersection to Kaanapali Street in Kihei.

I believe that the Draft EIS adequately addresses the environment impacts of the U3-K1  
proposed routing and provides for all necessary mitigating measures to reduce any negative  
impacts caused by the project. The U3-K1 routing imposes the lowest degree of environmental  
impact and is the most economical alternative of the various proposed routing alternatives.

There is an increasing need in the Kihei-Makena area for an alternate coastal evacuation route  
in the event of hazards such as tsunami, tropical storms, and fire. The U3-K1 route would also  
 improve Maui's roadway system and reduce travel time up to 50 percent. The  
Upcountry/Kihei Highway would also support Maui's visitor industry and result in a positive  
economic impact for the people of Maui County.

The environmental review process should move forward to a positive conclusion and  
acceptance by federal, state and county authorities. Efforts to secure funding appropriations  
for this project should be expedited and construction of the U3-K1 route should commence as  
soon as possible. The alternative of not constructing the Upcountry/Kihei Highway Project  
will result in far greater environmental, social, and economic impacts to the people of this  
County.

Thank you,

Malcolm L. Dodson  
MALCOLM L. DODSON
Dear Mr. Kazu Hayshida,

I, Jennifer Cappe, a resident of Kula, Maui oppose the Upcountry/Kihei Highway. If an Upcountry/Kihei road is to be built, I would like to make the Haliimaile terminus as the best option available.

Sincerely,
Jennifer K. Cappe

JenniferK.Cappe 10/18/94
Dear Mr. Kazu Hayshida,

I, Leonard Cappe, a resident of Kula, Maui oppose the Upcountry/Kihei Highway. If an Upcountry/Kihei road is to be built, I would like to make the Haliimaile terminus as the best option available.

Sincerely,
Leonard S. Cappe

10/17/99
Dear Mr. Kazu Hayshida,

I, Katharine Cappe, a resident of Kula, Maui oppose the Upcountry/Kihei Highway. If an Upcountry/Kihei road is to be built, I would like to make the Haliimaile terminus as the best option available.

Sincerely,
Katharine G. Cappe

Katharine G. Cappe 10/18/99
Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation - Highways Division
869 Punchbowl St.
Honolulu, Hawaii 96813

Mr. Hayashida,

I submit the following as written testimony in regard to the subject Kihei-Upcountry Highway. My name is Steven P. Newhouse, I live in Keokea, Maui, at the Keokea Farm Lots Phase I, (DHHL) and have done so for the last five plus years. I also lived in Makawao for the previous 15 years. I have witnessed the changes in traffic patterns, the increase in fatal as well as non fatal auto accidents, and the changes in attitudes of the driving public.

In 1978 when I first moved to Maui from Oahu, I worked at the Kahului Airport for Air Cargo Enterprises. My shift started at 5 p.m. and ended at 6 a.m., when I left for work from Makawao, I would count the vehicles going up the "Hill" on less than 2 hands. Likewise, in the morning I could see from the airport, and while driving home, count the vehicles coming down the "Hill". I imagine that if ADT counts exist, they would indicate that the daily traffic count has been multiplied, several times over. Haleakala Highway needs 4 lanes, with jersey barriers protecting a median strip.

Every year without fail, lives are lost on Haleakala Highway. The causes vary, but when it happens every year, at what point does something have to be done? Those in the community who oppose even the widening of Haleakala Highway with a inclusion of a median undoubtably are not bothered by this. I wonder what do they think, maybe addition lanes or a new highway might be the answer. My question is how long must it continue, how many more lives?

In the last 4 years I have noticed a marked increase in the “road rage” incidents, and the growing trend of drivers who do not pay attention to pavement markings, signs, signals, and various traffic laws. Courtesy is all but forgotten on Maui’s Highways.

All of these subjects directly relate to a new highway linking Kihei with the upcountry area. The proposed new highway would definitely reduce the ADT on Haleakala Hwy., more than likely also reduce fatalities. I believe that the road rage, which is a growing trend, can attributed to in part to the high volume of traffic encountered at peak travel times.
At public meeting last year I remember a resident of Kula, who explained that he worked in Wailea at a resort, and didn’t mind the drive through Central Maui. This does not make economic, or ecological sense. Not to mention the time involved. When my daughter has to dance at the resorts in Wailea for a luau show, we have to drive through central Maui to Wailea, which is less than 7 miles away, and can be seen clearly from our home. If we want to go to the beach, or fishing again drive through central. Any road option which would result in lowering my costs of commuting any where I travel, has my endorsement. I can save gasoline, tires, maintenance, repairs, and most of all time. This would allow for more time to do the things I want to do.

I understand that many people don’t want a new "highway", I wonder how many of them have economic ties to the monies which would be infused into the economy of Maui? I have worked in the heavy construction industry on the contracting side, and now with Maui County DPWWW-Engineering Division. While working for several general contractors we had to endure “bad times”, when construction was slow, and enjoyed the prosperity of “good times”. If asked which proposal I would like, my answer is simple, the one that brings more money into the economy, and if possible has a spur which terminates in our ag subdivision.

I have also noticed it seems as if some individuals who “have a piece of the rock” want to keep it status quo. While reading the Maui News last week, I noticed a comment made by a business owner in Kula. He stated that he bought his property in Kula because it was rural and didn’t want to see a new highway. While he may have his piece of the rock, most other average people do not, and are working very hard to buy their piece of the rock. Any reduction in costs effects not only myself and my family, but a great number of the members of our community.

I can remember when I was an apprentice operating engineer, if I had worked in anything but construction, my family would not have been able to enjoy vacations, off island trips, Disney Land, and I would have to worry about keeping my vehicle’s running, and not being able to afford a home of our own. Construction allowed me to build a home in Keokea, on Hawaiian Homelands. We cannot continue to burn what seems to be unlimited amounts of fuel, oil, rubber, and money when the issue can be solved with a new highway.

Progress is inevitable, but with planning, and good design work, it can offer the community many assets which would not be derived if the highway were not built. This not only about me and my “piece of the rock", but about the pieces of the rock for the generations to come. I hope to see this highway built, a new bypass of Honoapiilani Hwy, (Lahaina), and continuation of Pilani Hwy. (Wailea) to Ulupalakua.
As I see it, you can't beat the price. Build it, build it now, prices in general never go down, instead they go up. Let's not waste any more time, or taxpayer dollars.

sincerely,

[Signature]

Steven P. Newhouse
P.O. Box 748
Kula, Hawaii 96790

res: (808) 876-0067
office: (808) 270-7438
Dear [Name],

I just wanted to reach out and discuss a few issues that have been arising recently.

Firstly, the workflow process is becoming quite chaotic. We seem to be facing delays and inefficiencies in handling new projects. I think it would be helpful if we could have a more structured approach to managing tasks.

Secondly, I have noticed a decline in the quality of work being submitted by some of our team members. I believe this could be due to lack of encouragement or guidance. I think it would be beneficial if we could have regular meetings to discuss progress and provide feedback.

Lastly, I noticed that there is a significant increase in the number of errors being made in the project documentation. I think it would be helpful if we could have a dedicated person to handle this aspect of the work.

I am looking forward to hearing your thoughts on these issues.

Best regards,

[Your Name]
October 19, 1999

Mr. Kazu Hayashida
Director of Transportation
State Department of Transportation
Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida,

I am writing this letter to state that I am opposed to the construction of the proposed Kihei-Upcountry Maui Highway.

I have reviewed each alternative route and evaluated the pros and cons each choice would entail.

Considering the agricultural, environmental and archaeological impact this project would create, compared with the benefits it would offer, I feel the costs are too great.

After much deliberation, I must state my opinion as follows:

"No Build."

Sincerely,

Tricia Morris
President
October 19, 1999

Mr. Kazu Hayashida  
Director of Transportation  
State Department of Transportation  
Highways Division  
889 Punchbowl Street  
Honolulu, Hawaii 96813

Mr. Hayashida,

This letter is regarding the proposed Highway construction project.

I have reviewed each alternative route and evaluated the pros and cons each choice would entail. Considering the agricultural, environmental and archaeological impact this project would create, compared with the benefits offered.

I am opposed to the construction of an Kihel-Upcountry Maui Highway.

Sincerely,

Duffy Herman  
Chairman

Tel: (808)874-8800 Fax: (808)874-1188  
E-mail: premiere@aloha.net
1299 Uluniu Rd. B201  
Kihei, Hi. 96753  
October 24, 1999

Kazu Hayashida  
Director  
State Department of Transportation Highways Division

Dear Mr. Hayashida,

I am very interested in having another means of exiting from this area. When I first came to visit my friends who lived in Makena in either '73 or '76 I remember talking about an article that had appeared in the Maui News. It mentioned the desire expressed by the Intercontinental and Stoufars to have a road that would cut across the cane fields to the airport. Years later Piilani Highway was built.

I think a road from Kihei to up-country is wrong. It will not serve the greatest need. If the road were to go to the Haleakala Highway somewhere near Haliimaile it would serve several functions. The people wanting to go up-country could turn right, and those wanting to go to the airport or Kahului could turn left. Perhaps the road could bisect closer to the Hana Highway. We need another exit out of this area. Those people years ago had the right idea. Go with it.

I understand that the money for this road has been allocated. Why not use it. Make it two lane with some passing lanes as they have on many of the road in California where cost does not permit a divided four lane road.

Mahalo,

[Signature]

Hildegard Abramson
Maui Economic Development Board, Inc.

KIHEI-UPCOUNTRY MAUI HIGHWAY SURVEY

The Maui Economic Development Board, Inc. is collecting information on your perspective on the proposed Kihel-Upcountry Maui Highway. Please assist us by providing the information requested below. Comments and/or suggestions may be submitted on the lines provided below:

I LIVE IN:

- [ ] Makawao
- [ ] Paia
- [ ] Kihei
- [ ] West Maui
- [ ] Other

[ ] Lower Kula
[ ] Upper Kula
[ ] Haiku
[ ] Maalaea
[ ] Makena
[ ] Wailea
[ ] Malama
[ ] Olinda

I WORK IN:

- [ ] Makawao
- [ ] Paia
- [ ] Kihei
- [ ] West Maui
- [ ] Other

[ ] Lower Kula
[ ] Upper Kula
[ ] Haiku
[ ] Maalaea
[ ] Makena
[ ] Wailea
[ ] Malama
[ ] Olinda

PLEASE CHECK ONE:

- [ ] I Support The Highway
- [ ] I Do Not Support The Highway
- [ ] It Doesn't Matter To Me

The State DOT will hold a third public hearing on the proposed Kihel-Upcountry Maui Highway project at Kula Public Schools, 4406 Kula School Road, on October 25, 1995, between the hours of 6:30 p.m. and 9:30 p.m. The purpose of this meeting is to inform the public of the alternatives being considered and to receive evidence and testimony relating to this Kihel-Upcountry Maui Highway project. A panel of DOT officials and project consultants will convene at 7:00 p.m. to answer questions and accept testimony. Interested parties will be heard, particularly with reference to the social, economic and environmental effects, relocation assistance program, and the tentative schedule will be available at this public hearing. Parties not attending the public testimony may submit their written testimony and comments on the Draft EIS by October 28, 1995 to:

Mr. Kazu Hayashida - Director of Transportation
State Department of Transportation - Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

PLEASE RETURN YOUR COMPLETED SURVEY TO THE OFFICE OF ECONOMIC DEVELOPMENT ON THE 6th FLOOR OF THE COUNTY BUILDING BY FRIDAY, OCTOBER 25th. THANK YOU VERY MUCH.

Perry Kunin
590 Lipon Parkway, Suite 103 • Kihei, Maui, Hawaii 96753 • (808) 875-2300 • (808) 879-0011 • info@medb.org
October 21 1999

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Subject: Upcountry/Kihei Highway

Aloha,

Go ahead and build the road. Go ahead and make the road. Then each member of the final approval committee will be able to look at themselves in the mirror each morning and will be able to say WOW that was a great decision. I was part of a wonderful decision.

From Kula most any new road into Kihei/Wailea would certainly save about 15 minutes driving time. Would those same people who are concerned about the 15 minutes arrive to work any earlier? Would those same people still drive too fast. Would those same people still be the people who are constantly tailgating? Now, perhaps the extra few minutes would save fuel? Now that question would certainly be fuel for thought. Now would this potential new road disrupt people's lives? Would the new road disrupt the plant & animal life? Would the proposed new highway be beautiful and help shape Maui's landscape?

Anyone that has moved here to Maui from the mainland should ask themselves, why did I/we move here? Was the reason the traffic? Or was the reason too much smog? Or perhaps the reason was all of those highways? Or perhaps it was all of that extra blacktop & concrete? Billboards? 4-lane highways? Anyone that was born & raised here should ask themselves those same questions.

Maui does not need this proposed highway. What we do need is more consideration of others. We all put our pants on the same way and we are all going to die. We are all brothers & sisters. We really just need to be nicer to one another and stop being so greedy.

Thank you for your time,

Mahalo,

Michael Cannon
115-A Ainaakula Road
Kula, HI 96790
Work # 875-0770 x 201
October 8, 1999

Abraham Wong
Federal Highway Administration
PO Box 50206
300 Ala Moana Blvd
Honolulu, HI 96850

Re: Upcountry Road-Maui

Dear Mr. Wong:

I am a resident of South Maui. I am opposed to any of the alternatives proposed for the Upcountry roads. Your funds should first be spent on improving our existing roads before any new ones are even considered.

Very truly yours,

Gary S. Elster
October 28, 1999

Mr. Kazu Hayashida
Director of Transportation
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida,

PUBLIC COMMENT
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

As you are aware of, the Maui Economic Development Board, Inc. (MEDB) has been working to facilitate the Kihei-Upcountry Maui Highway (Highway) being built. At the June 21, 1999 MEDB Board of Directors meeting, the Board adopted the following Resolution for the Kihei Upcountry Island Road:

"Be it resolved that the MEDB Board of Directors supports the construction and completion of the Kihei Upcountry Island Road and urges the Federal Highways Division and the State Department of Transportation to expedite their efforts to complete the highway which is vital to the development of the high tech industry and to the economic health of the island of Maui."

The Kihei-Upcountry link is very important to the local economy. Not only will it help tourists get around the island, it will help the workers who support that industry. As importantly, the Highway will also support the growth of the high tech industry on Maui, particularly on Haleakala, by providing direct access to the complementary activities at the Maui Research and Technology Park.

Our work on the Highway included conducting surveys, the results of which we would like to share with you. In August/September 1999, we surveyed the employees of the Maui Hotel Association member and allied properties. Attachment #1 is a sample of MEDB survey #1. The results and analysis of MEDB survey #1 is shown below (actual surveys are on file at MEDB for inspection):

590 Lipoa Parkway, Suite 103 • Kihei, Maui, Hawaii 96753 • (808) 875-2300 • FAX (808) 879-0011 • info@medb.org
Mr. Kaz Hayashida  
October 28, 1999  
Page two

- **I LIVE IN:** 945 responses  
  - 40.0% in South Maui  
  - 25.5% in Central Maui  
  - 19.6% in Upcountry Maui  
  - 14.0% in West Maui, North Maui and other areas

- **I WORK IN:** 951 responses  
  - 64.4% in South Maui  
  - 19.8% in West Maui  
  - 11.5% in Central Maui  
  - 4.4% in Upcountry Maui, North Maui and other areas

- **KIHEI—THE PROPOSED ISLAND ROAD SHOULD START AT:** 842 responses  
  - 59.7% the K2 terminus  
  - 40.3% the K1 terminus

- **KIHEI—THE PROPOSED ISLAND ROAD SHOULD START AT:** 786 responses  
  - 27.0% the U1 terminus  
  - 23.9% the U2-A terminus  
  - 25.3% the U2-B terminus  
  - 23.8% the U3 terminus

While there is no consensus from this survey on the termini, the results indicate overwhelming support for the Highway. Those who added comments expressed a clear cry for relief in regard to their long travels from both Upcountry to West and South Maui.

Another survey conducted by MEDB in September/October 1999 of the employees of the County of Maui, the Maui Technology and Research Park, and local businesses again recorded an overwhelming support of the Kīhei-Upcountry Maui Highway. Attachment #2 is a copy of MEDB survey #1. The results and analysis of MEDB survey #2 is shown below (actual surveys are on file at MEDB for inspection):

- **I LIVE IN:** 477 responses  
  - 35.0% in Upcountry Maui  
  - 33.8% in Central Maui  
  - 17.8% in South Maui  
  - 8.8% in North Maui  
  - 2.9% in West Maui  
  - 1.7% in multiple areas on the island and other areas
Mr. Kazu Hayashida  
October 28, 1999  
Page three

- **I WORK IN:** – 477 responses
  - 55.6% in Central Maui
  - 19.3% in South Maui
  - 10.3% in multiple areas on the island and other areas
  - 5.9% in West Maui
  - 5.2% in North Maui
  - 3.8% in Upcountry Maui

- 83.2% support the Highway  
  6.9% do not support the Highway  
  7.5% doesn’t matter  
  (2.3% did not respond)

We hope this information will be helpful in your decision making. We again urge you to move as quickly as possible toward completion of the Highway.

Sincerely,

Jeanne Unemori Skog  
President & CEO

JUS:dk
Maui Economic Development Board, Inc.

KIHEI-UPCOUNTRY ISLAND ROAD SURVEY

The Federal Government, the State of Hawaii, and the County of Maui are working together on the design and funding of a proposed new island road between the Kihei and Upcountry areas. We are collecting information to find out what is most important to you in terms of where the proposed island road might be located. Please assist us by providing the information requested below. You may also make any comments or suggestions on the lines provided below.

I LIVE IN:

☐ Makawao ☐ Pukalani ☐ Lower Kula ☐ Upper Kula ☐ Oli

☐ Kihei ☐ Makena ☐ Wailea ☐ Paia ☐ Haiku

☐ Maalaea ☐ West Maui ☐ Central Maui ☐ Other

I WORK IN:

☐ Makawao ☐ Pukalani ☐ Lower Kula ☐ Upper Kula ☐ Oli

☐ Kihei ☐ Makena ☐ Wailea ☐ Paia ☐ Haiku

☐ Maalaea ☐ West Maui ☐ Central Maui ☐ Other

KIHEI – THE PROPOSED ISLAND ROAD SHOULD START AT:

☐ North Kihei
  ➤ located midway between the Mani Research & Technology Park and Ohuki Street at the Piilani Highway and Ka Ono Ulia Street intersection.

☐ South Kihei
  ➤ located below the Kihei Wastewater Treatment Plant at the Piilani Highway and Ke Ali'i Alanui Street intersection.

UPCOUNTRY – THE PROPOSED ISLAND ROAD SHOULD START AT:

☐ Hallimaile
  ➤ intersects Hana Highway near the Hallimaile Road Intersection.

☐ Five Trees
  ➤ located below King Kekaulike High School at the existing traffic signal.

☐ Kulamalu
  ➤ located above King Kekaulike High School near the Kula 200 development.

☐ Pulehu
  ➤ located approximately one-half mile north of the Pulehu Road intersection.

MY COMMENTS/SUGGESTIONS ABOUT THE PROPOSED ISLAND ROAD ARE:

__________________________________________________________________________________

590 Lipa Parkway, Suite 103 • Kihei, Maui, Hawaii 96753 • (808) 875-2300 • (808) 879-0011 • info@medb.org

ATTACHMENT #1 - MEDB SURVEY #1
Maui Economic Development Board, Inc.

KIHEI-UPCOUNTRY MAUI HIGHWAY SURVEY

I LIVE IN:

☐ Makawao  ☐ Pukalani  ☐ Lower Kula  ☐ Upper Kula
☐ Paia  ☐ Haiku  ☐ Maalaea  ☐ Olinda
☐ Kihei  ☐ Makena  ☐ Wailea
☐ West Maui  ☐ Central Maui  ☐ Other _______________________

I WORK IN:

☐ Makawao  ☐ Pukalani  ☐ Lower Kula  ☐ Upper Kula
☐ Paia  ☐ Haiku  ☐ Maalaea  ☐ Olinda
☐ Kihei  ☐ Makena  ☐ Wailea
☐ West Maui  ☐ Central Maui  ☐ Other _______________________

PLEASE CHECK ONE:

☐ I Support The Highway  ☐ I Do Not Support The Highway  ☐ It Doesn’t Matter To Me

The Department of Transportation has provided the following important public hearing dates:

September 29, 1999  -  Kihei Community Complex and Aquatics Center at 7:00 p.m. – “Open House” Format
September 30, 1999  -  Mayor Hannibal Tavares Community Center at 7:00 p.m. – “Open House” Format
October 13, 1999  -  Kahului School at 7:00 p.m. – “Open House” & Conventional Format
October 28, 1999  -  Public comment deadline

Send written comments to:
Mr. Kazu Hayashida – Director of Transportation
State Department of Transportation – Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

Thank you very much for your participation.

590 Lipoa Parkway, Suite 103 • Kihei, Maui, Hawaii 96753 • (808) 875-2300 • (808) 879-0011 • info@medb.org

ATTACHMENT #2 - MEDB SURVEY #2
October 27, 1999

Mr. Kazu Hayashida  
Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813  

RE: Proposed Kihei–Upcountry Maui Highway project  

Dear Mr. Hayashida:

In reference to the above project, I feel that this highway should not be built. As stated in the draft Environmental Impact Statement, the roads along the route from Kihei to Upcountry will be widened to four–lanes. These improvements to the existing roads would lessen the congestion presently encountered during morning and afternoon "rush hour" traffic, as well as provide motorists the ability to pass slower moving traffic that are presently causing the traffic to back–up.

As a life–long resident of Maui, I would rather spend the few extra minutes traveling on the existing route than have more roads built.

Sincerely,

Debbie K. Anthony
September 23, 1999

Dear People of Maui:

We have lived in Waiehu for over 30 years. We have watched the Waiehu Project grow and change over the years. We have seen the growth of new businesses and the development of new neighborhoods. We have been a part of the community and we have contributed to its growth.

The Waiehu Project has been a source of pride for us and we want to continue to be a part of its success. We have been involved in many of the meetings and we have participated in many of the discussions. We have seen the progress that has been made and we have seen the challenges that have been overcome.

We are looking forward to the next phase of the Waiehu Project. We are excited about the possibilities that it offers. We are confident that it will continue to be a source of pride for our community.

Sincerely,

Olive L. Cole

Mrs. Olive Cole
3302 Waiola Avenue
Kahului, HI 96733-9073

State of Hawaii

[Handwritten postmark and stamp]
Frances Yasuda
10/01/99 04:35 PM

To: Pericles Manthos/DOT Admin
cc:
Subject: Kihei-Kula Highway

-------------- Forwarded by Frances Yasuda/DOT Admin on 10/01/99 03:35 PM --------------

From: "Nick Goodness" <ngoodne1@swarthmore.edu> AT INTERNET on 10/01/99 02:16 PM
To: Kazu Hayashida
cc:
Subject: Kihei-Kula Highway

Dear Hayashida,

Although I am a currently attending college in Philadelphia, I would like to express my strong concern over the building of the Kihei-Kula Highway. I have called Maui home for my entire life, minus my stay at Kamehameha and here, in college, and intend on returning after to spend my life. I enjoy many of the things that Maui has to offer that the mainland cannot offer, including the absence of urban sprawl. If the highway is built, much of upcountry will lose the qualities that make it unique. An endless potential for urbanizing in this beautiful and pristine area of Maui is startling. With the development comes the problems of infrastructure, which has not been planned for, not to mention the constant water shortage. Please don't build the Highway, it will ruin far beyond what it could ever hope to give.

Sincerely,

Nicholas Goodness '03
Swarthmore College
500 College Ave.
Swarthmore, PA 19081

--- RFC822.txt
I live in pukalani and I work in kihei, I support the highway, this highway will most likely benefit upcountry residents more than kihei residents, there are more employment opportunities in kihei and easier access to kihei beaches from upcountry would also be nice, the tourist from wailuku/kihei/makena would use the highway to visit haleakala, this would help to alleviate some of the traffic on mokuleia and that congested intersection at ahi road and hana highway. I also support the connection through kula mailu, though it is one of the more expensive routes, the other connections don’t make sense to me, the connection past the kula post office, this one doesn’t make sense at all, most of the population of upcountry is concentrated in pukalani/makawao, I would continue to use the by-pass and mokuleia to get to work, plus this connection would most affect the character of kula, the halfmile conection continues to add traffic to haleakala hwy, it also traverses prime ag, lands, and access coming down the mountain will induce a overhead/underway connection or traffic light, we don’t need that the five trees conection will stop the old haleakala highway and reroute to the by-pass, this idea seems weak, leave the road as is, also putting the intersection there will only confuse the tourist and we will have another hana hwy/dairy road situation, the kula mailu conection seems the most appropriate alternative, it is close enough to the major population of upcountry, yet far enough away from the five tree intersection and most importantly leaves intact the character of kula going to ulupalakua, the conection in kihei is a different story, my wife works in makena so naturally she likes the connection near the kamalii elementary school, I work in north kihei so I would like it near the ka ono ulu intersection, actually I would use any of them and she would too, thank you for allowing me to express my feelings about this matter.

aloha and mahalo
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Eric S. Taniguchi
Address: 273 Hiwalani Loop
         Pukalani, HI 96768
Telephone (day): 874-5263
Telephone (eve): 572-8219

Please make any comments below:

My wife and I both live upcountry and work in Kihei. We support this project, and so do a lot of my neighbors. Our recommendation for the connection would be from Kulamalu (U2-B) to Kamaolea (K-1). Let's get busy!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ORN SCHERER
Address: 1587 N. ALANIU PL

KIHE, HI 96753

Telephone (day): 808-280-4802
Telephone (eve): 808-280-4802

Please make any comments below:

In my opinion the U3 – K1 route would best serve the residents of both South Maui and Up-Country Maui.

On the Kihei end the K1 termination makes the most sense because it will allow those up-country to west-end travelers a reduced travel time without causing excessive traffic in central Kihei.

For those Kihei to Up-Country travelers, K1 or K2 will make little difference.

On the Up-Country end the U3 termination best, it won’t add congestion in and around the High School, yet will service all of Up-Country.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: JAMIE BROWN
Address: 350 AULIKE ST.
         Lahaina, HI 96761

Telephone (day): (908) 342-5550
Telephone (eve):

Please make any comments below:

I am in favor of the Kihei-Upcountry Maui Highway particularly the Route USA. I think this will improve on safety by reducing traffic up and down Haleakala Highway.
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Steve Goodfellow
Address: P.O. Box 220
        Kihei Hi 96753

Telephone (day): 879-5205
Telephone (eve):

Please make any comments below:

I prefer U2-B-K-1
I believe this route will offer the best alternative for traffic flow and convenience.
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Steve Pawlan
Address: 2191 S. Kihei Rd, #1417
         Kihei, HI 96753

Telephone (day): 874-5205
Telephone (eve): 874-5723

Please make any comments below:

I WOULD LIKE TO SEE THE KIHEI-UPCOUNTRY HIGHWAY TO BE BUILT SOON. A GREAT LOCATION FOR THE UPCOUNTRY SECTION WOULD BE THROUGH THE KUKAMUKU DEVELOPMENT. RENTAL IS $... THE STATE WOULD NOT HAVE TO SPEND EXTRA MONEY FOR A PORTION OF THIS HIGHWAY BECAUSE THERE ALREADY EXIST A ROAD. I WOULD LIKE TO SEE THE HIGHWAY TERMINATE AT AILANI HWY OR KIA'lOAUMU ST.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Sandra Yoshimori
Address: 2862 Iwalani St.
Pukalani, HI 96768

Telephone (day): 
Telephone (eve): 572-9749

Please make any comments below:

I am in favor of route:
U2-8 A K1

Reasons:
U2-8 A Infrastructure already in place - any cost (additional) would be minimal compared to starting in a "new" area.
K-1 Destinations to & from Lahaina would be best suited for upcountry Lahaina travel. The availability here is critical. Kihei also
Name: Heidi Bigelow
Address: 1330 W. Kuieka Rd.
        Haiku, HI 96708

Telephone (day): (808) 874-5263
Telephone (eve): (808) 575-2089

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

I live in Haiku, work in Kihei. No matter which alignment is chosen, I will not be using the new road. I will benefit from the reduced traffic along Hanakee, Hansen Rd, and Molokole.

I am in favor of the U2-B/K2 alignment U2B because it's the most central to Upcountry and will serve the community best. I selected K2 for two reasons—first, the central Kihei location and secondly, there is a light at that intersection. I don't want to see more lights on the Piihali By-Pass.

Thank you, Heidi Bigelow.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Mickey S. Hewitt
Address: 5001 Laipala Pl.
Kihei, HI 96753

Telephone (day): 879-8868
Telephone (eve):

Please make any comments below:

It would be foolish to come in at Haalima
and do nothing to alleviate traffic at Paahale
and above. Part of the red is already direct & the
owner will do every thing he can to make it
cheaper for the State. It serves more people and is
disturbs. There is already about young kids in the
change. No need for more restoration. It also
provides easy access to Kamehameha Schools.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Denise Goodfellow
Address: 709 Wuheea Way
          Wailuku, HI 96793

Telephone (day): 242-2100
Telephone (eve): Same

Please make any comments below:

UZ-B  KZ
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: L'Anne K. Ventura
Address: P.O. Box 377-A
Kula, HI 96790

Telephone (day): 879-5205
Telephone (eve): 879-6317

Please make any comments below:

Being a resident of Kula for over 20 years, all we have been hearing is that we are going to get a Kihei-Upcountry Highway.

With a drive to Kula everyday to go to work, I feel building the highway that goes from Kula to Kula via K-1 or K-2 will make my commute safer and quicker. So it is now it takes me 1 hour to get home — with the new highway in place from these points it would take me only 30 minutes. Thank you for your time —
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: John Mercer
Address: 174 Waikai St
Kihei HI 96753

Telephone (day): 808.879.5205
Telephone (eve): 808.874.6741

Please make any comments below:

Preferred Route: "K2 - U2B"

Kihei Benefit:
1) Reduce Traffic Congestion In Center of Kihei/Wailea Area; i.e. Traffic going up Country will be released from piliani Hwy faster
2) In Case of emergency K2 is located in the Center of population

Up Country Benefit:
1) U2B location has infrastructure to accept the Termination point better than others
2) U2B location is a Centered Location for "relief of up Country" i.e. Traffic going to Kihei won't have to go through piliani or the pukalani By Pass on the S. trees
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Maryna Benq
Address: P.O. Box 220
          Kihei HI 96753

Telephone (day) (808) 574-5263
Telephone (eve) (808) 872-0520 Unlisted

Please make any comments below:

I am in favor of the following routes:

U2B and K1
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Lucia Gouveia
Address: P.O. Box 95
MaKawao, HI 96768

Telephone (day): 875-4589
Telephone (eve): 572-6232

Please make any comments below:

#6 UZ-B, K1
Public Comment Form

Kihei-Upcountry Maui Highway

County of Maui, Hawaii

State of Hawaii Department of Transportation

Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Tom Hoel

Address: 28 Hale Makai Place

                     Lahaina, HI 96761

Telephone (day): 283-0225

Telephone (eve): 669-5163

Please make any comments below:

    I support the alignment of U2-B - K-1 as I believe it would be the most effective traffic pattern and also be least intrusive to the existing landscape development. Thank you.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Ronald Acuyan
Address: 2291 Baldwin Ave
Makawao, Hi, 96768

Telephone (day): 875-4539
Telephone (eve): 579-8514

Please make any comments below:

As an upcountry resident working in Kihei, I recommend U6. U2. B. K1.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Claudia Goodfellow
Address: 165 W. Iao Makaw Rd.
         Kihei, HI 96753

Telephone (day): 877-9021
Telephone (eve): 

Please make any comments below:

U2B - X1 is my choice.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Jack Anderson
Address: Walled Farm Way U. Vasis #101
3950 Kanai Way St
Kihei, HI 96753

Telephone (day): ___________
Telephone (eve): 808/891-8732

Please make any comments below:

I prefer the UZB-KI assignment.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ALVIN M. YOSHIMORI
Address: 2862 IWALANI ST.
Pukalani Hi 96768

Telephone (day): 242-4906
Telephone (eve): 572-9749

Please make any comments below:

SEPT. 30, 1999

I ATTENDED THE INFORMATION HEARING AT PUKALANI COMMUNITY CENTER & FOUND IT TO BE VERY INFORMATIVE AND WELL PRESENTED.

I AM IN FAVOR OF ALIGNMENT U3-A K-1.

THE REASONS FOR MY SELECTION ARE AS FOLLOWS


2. K-2 REQUIRES 3 ADDITIONAL BRIDGES MORE COSTLY.

3. U3-A CONNECTS DIRECTLY TO MAKAKALA HIGHWAY DIRECT ACCESS.

4. U3-A K-1 WILL OFFER US A SCENIC DRIVE TO KIHEI NOT LIKE MOKULELE.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii Oct 4 147 PM 99
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: CHARLTON OLIVEIRA
Address: 320 OLOKANI ST.
MAKAWAO, HI 96768

Telephone (day):
Telephone (eve): 572-9416

Please make any comments below:

I PREFER THE U2-A, KI ROUTE BECAUSE OF THE FOLLOWING:

1) MAKAWAO - PUKALANI IS THE UPCODEY POPULATION CENTER, THE U2-A CONNECTION WOULD SPLIT THE TRAFFIC. THE U1 CON. WOULD FORCE ALL THE TRAFFIC DOWN THE PUKALANI BYPASS UNTIL HALIMAILE.
2) PROVIDES BETTER ACCESS FOR TOURIST AND HIGH-TECH WORKERS TRAVELING TO HALE AKALA.
3) THE KI CONNECTION PROVIDES BETTER ACCESS TO WEST MAUI.
4) REASONABLY PRICED (OUR TAX DOLLARS).
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: TED FRITZEN
Address: 32 WAKOKO PL
          HAIKU HI 96708

Telephone (day): 808-675-4589
Telephone (eve): 808-573-0633

Please make any comments below:

MY CHOICE FOR THE ALIGNMENT OF THE UPCOUNTRY ROUTE IS U2B - K1.
K1 LESS EXPENSIVE OF 2 CHOICES
U2B LESS DISRUPTIVE OF 2 CHOICES
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Eddie B. Snook
Address: 32 Huihiali'i Place
Pukalani

Telephone (day): 879-5205
Telephone (eve): 573-1882

Please make any comments below: I favor KI-U2B

Halimaile intersection defeats purpose of road. U2-A screws up the "Five Isles" intersection.

Kulamalu is the more central spot to better serve unserviced areas of upcountry - Lower Kula, Upper Kula, Pukalani, Linda, & Makawao.

It would have less impact on agriculture and give a direct route to Haliakala.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Janet P. Reid
Address: S.R. Box 95
          Keanae, Hl. 96708

Telephone (day): 808-248-8355
Telephone (eve): 808-248-7625

Please make any comments below:

It would be a perfect project. The traffic pattern will eliminate a lot of congestion for vehicles using the Haleakala Hwy. Go for it!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Milliu S. Septimo
Address: 795 Paloma Street
Waikoloa, HI 96793

Telephone (day): 879-5305
Telephone (eve): 444-8225

Please make any comments below:

I believe the best alignment for the new Kihei/Upcountry Highway is U2B Kilamakia through K1 Kaunoluia.

1) It will redirect the traffic flow from Haleakala Highway and provide an alternative route for Upcountry and Kihei/Wailuku residents.

2) Direct access for tourist traveling to the Haleakala Crater from Kihei/Wailuku & Lahaina.

3) Emergency access in case one route is closed due to an accident. (The Haliimaile access will not provide an alternative route if a portion of Haleakala Highway was closed.)
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Tammie Matsuura
Address: 50 Kolula Lane, #514
         Kahului, Hawaii 96732

Telephone (day): 244-1500
Telephone (eve):

Please make any comments below:

Alternative H2-B, Maui, Hawaii, Upcountry Highway
After much studying, I think that U1 to U6 would be the best plan because it will be used by Haiku, Makawao, Pukalani, & Kula residents, where as routes from Kula will be traveled only by Kula people.

I really hope the cost of the project will be largely funded by federal funds.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: KOHO, HODGINS
Address: 308 KINOLE CIR
         KIHEI, HI 96753

Telephone (day): 808-880-2099
Telephone (eve): SAME

Please make any comments below:

WHAT I THINK ABOUT THE MAUI HIGHWAY PROJECT.
I THINK THAT THE PROJECT IS A GOOD IDEA, TO RELEASE STRESS OFF THE ROADS THAT WE HAVE TO DRIVE ON ALREADY TO GO UP COUNTRY.
I THINK ROAD #7 SHOULD BE DONE. U2 - 8 - K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Gary L. Webster
Address: 71 Haueho Place
         Pukalani, HI 96768

Telephone (day):
Telephone (eve): 808-572-1450

Please make any comments below:
I am in favor of alternative B2-0 TO K3! I guess for more personal reasons than any other. But at the same time this will relieve overall congestion at many other locations between Kihei and Upcountry, no matter which alternative is selected. I also like the idea of reduced travel time and also it is an excellent means of evacuation or alternate route in case of emergency.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Kent Vanzo
Address: 2474 Kamehameha Hwy.

Telephone (day):
Telephone (eve): 872-6620

Please make any comments below:

In favor of K-2 - 42B
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: [Redacted]
Address: P.O. Box 1214
Paia, Hawaii 96779

Telephone (day): [Redacted]
Telephone (eve):

Please make any comments below:

[Written comments]

Oct 15 98
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION
RECEIVED
PLANNING DIVISION
9/15/98 [Redacted]
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: James P. Rust
Address: 61 U lan a St, Makawao Hi. 96768

Telephone (day): 280-2545 or 879-8868
Telephone (eve): 572-3155

Please make any comments below:

I prefer U1-B - K2
I work in the Makawao to Makua Area
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comments you may have.

Name: Moses Kauhaahas
Address: 384 Nakoa Drive
         Wailuku #4 96793

Telephone (day): 249-8156
Telephone (eve): 

Please make any comments below:

I support the Kihei-Upcountry highway project and would approve and agree with the plans approved. I firmly believe

Oct 15 96 99 A
DEPT OF TRANSPORTATION
HIGHTWA DIVISION
PLANNING DIVISION
95. 11 96 96 A
DEPT OF TRANSPORTATION
STATE OF HAWAII
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ____________________________
Address: __________________________

______________________________

Telephone (day): ____________________
Telephone (eve): _____________________

Please make any comments below:

I think U2B K-1 is a good one.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Martin B. Cabrera
Address: 2783 Anahole Drive
         Pukalani, HI 96768

Telephone (day): 572-4700
Telephone (eve): 572-4700

Please make any comments below:

It's about time that the State DOT is in the planning for the Kihei-Upcountry Highway project. (Maui)
I would like to see it constructed from Haliimaile Junction straight into Kihei. Without going into any residential areas, such as Pukalani & Kulahou. We have enough traffic congestion already. In the event of a traffic accident on the Makaleka Highway, people coming out are trapped for hours. At least with this by-pass people of the Upcountry Area will be able to get out of Kihei at a sensible time, without delay.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Donna Speed
Address: PO Box 78-373
Kahului, HI 96733
Kula, HI 96790

Telephone (day): 872-8302
Telephone (eve):

Please make any comments below: U3/KI

I can't believe this highway has not been built yet! I work in Kailua and it takes me 45-60 minutes one way for a total of 31 miles each way. Why?? If you look from Kula Hwy down to Kihei there is nothing but wasteland. No Pineapple fields, sugar cane, or housing projects. I believe it should be developed to the very end toward Kekaulike Hwy. This would support a shorter route and would not disturb any trees or anyone. Even if a road would connect to the Kahului housing project that would be better. There are roads halfway down the hill now. I built some thing from Kula to there (save it and time). The most important thing is to just build something soon!!!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Joseph G. Toro
Address: 1574 Aweke Pl, Kihei

Telephone (day): 875-7681
Telephone (eve):   

Please make any comments below:

I live in Kihei. I'd like to see a new road go from upcountry to Kihei. U28. KL.

[Signature]

[Date] 15-9-98

[Department of Transportation]

[Planning Branch]

[Date] 11-11-99

[State Department of Transportation]

[Received]
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Robin Weeks
Address: 1480 Hogback Rd.
         Haiku, HI 96708

Telephone (day):
Telephone (eve):

Please make any comments below:

I would like to see the new up-country road start from the Haliimaile Intersection. By using this route, people from areas in Haiku, Makawao, Pukalani & Kula would be able to get to Kihei without first back-tracking up to Kula to do so.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: EDGAR MORTON III
Address: 641 POHANA STREET
WAILEA, MAUI, HAWAII
96753

Telephone (day): AT WORK/871-6191
Telephone (eve): 242-4360

Please make any comments below:

THE U3/K2 ALTERNATIVE WOULD BE A BETTER WAY TO GO BECAUSE:

1) IT WOULD DIVERT TRAFFIC AWAY FROM MAJOR INTERSECTIONS THAT MAY CAUSE TRAFFIC CONGESTIONS.

2) THE K2 WAY WOULD PUT THE CONNECTION IN THE MIDDLE OF KIHEI AND MAKENA MAKING IT EASILY ACCESSIBLE FOR BOTH NORTH AND SOUTH KIHEI AND MAKENA RESIDENTS AND VISITORS IN CASE OF EVACUATION PURPOSES, ETC.

3) THE U3 WAY WOULD PUT THE CONNECTION IN THE MIDDLE OF KULA HIGHWAY MAKING IT EASIER FOR PEOPLE AND VISITORS WHO WANT TO GO STRAIGHT TO ULIUPALAKUA, OR PEOPLE WHO WANT TO GO STRAIGHT TO MAKAWAO, OR HAILIMAILE, OR PUHALAN AND RIGHT TO KULA OR HALEAKALA. THIS WAY WOULD SAVE A LOT OF TIME AND MONEY FOR MAUI COUNTY PEOPLE.

THIS HIGHWAY PROJECT SHOWS ONLY GOOD POTENTIAL REASONS WHY WE SHOULD HAVE IT BUILT AS SOON AS POSSIBLE (ASAP). BUSINESSES, VISITORS, AND RESIDENTS ALIKE WILL BENEFIT FROM IT.

THE PROJECT WILL CAUSE MORE JOBS FOR MAUI COUNTY AND NEW OPPORTUNITIES PAYING THE WAY FOR FUTURE DEVELOPMENT.

BUILD IT, AND THEY WILL COME.

EDGAR MORTON III

Oct 15, 1999
RECEIVED
DEPT OF TRANSPORTATION HIGHWAYS DIVISION
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Esomor Krash
Address: 331-9 Waiakoa Rd
         Kula 96790

Telephone (day): 878-1742
Telephone (eve): ""

Please make any comments below:

Prefer no road - improve existing roads
(Haleakala, Honolua, Mokulele).
If road is built desire it to originate at Ha’ili‘imaile.

Oct 15 93

DEP OF TRANSPORTATION
STATE OF HAWAII
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PLANNING BRANCH
HIGHWAYS DIVISION
DCT 18 11 AM 93
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

Name: LARRY LEMAN
Address: 344 LOKELANI PLACE
        PUKALANI, MAUI 96728

Telephone (day): 572-4801
Telephone (eve):

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Please make any comments below:

THE HAUUMALE (VI) TO (KI) SEEMS TO HAVE THE LEAST IMPACT ON RESIDENTIAL AREAS. ALSO A LIGHT INTERSECTION AT (VI) WOULD BE BEST, AND (KI) WOULD BE BEST, AND (KI) WOULD BE BEST. IF (KI) SKIRTS RESIDENTS THEN MOVE TO K-2. NO ONE REALLY WANTS A MAJOR ROADWAY NEXT TO OUR RESIDENTIAL STREET, OR OUR BACK YARD! THIS WOULD BE ACCEPTABLE ONLY AFTER MAKING THE EXISTING ROADS INTO FOUR LANE STREETS ON THE WAY TO KIHEI!

10-7-99
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: GARY GREEN
Address: 3549 MALIUA PL.
        KIHEI, HI 96753

Telephone (day): 879-5970
Telephone (eve):  

Please make any comments below:

A ROAD CONNECTING KIHEI TO UP COUNTRY IS DESCRIBED. WE DO NOT WANT A ROAD THAT ONLY DOES HALF THE JOB (A ROAD COMING OUT AT HAZII MAILE DOES NOT MAKE SENSE), WE FAVOR KIHEI TO UP COUNTRY USING THE OPTIONS UZ-B K2 OR UZ-B K1, WITH UZ-B K2 THE BETTER OF THE TWO.

EVALUATING THE OPTIONS:

U1 - NO GOOD, NOT THE JOB.
U2A - INTERSECTION VERY BUSY, HALEAKALA HWY. AS WELL.
U2B - GOOD INTERSECTION, NOT AS BUSY AS UZ-A BUT NOT THAT FAR FROM THE HALEAKALA HWY.
U3 - TOO FAR FROM CONTINUING UP THE HALEAKALA HWY K1 OR K2 - GOOD, K2 A GOOD SPLIT BETWEEN KIHEI...
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: GARY F. WATANABE
Address: 1361 KAWILA ST.
          WAILUKU, HI 96793

Telephone (day): 871-7679
Telephone (eve): 244-8125

Please make any comments below:

MAUI DEFINITELY NEEDS A KIHEI UPCOUNTRY HIGHWAY!!

THE K1 TO U2A ROUTE WOULD SERVICE THE GREATEST NUMBER OF TRAVELERS IN THE MOST EFFICIENT WAY.

THIS PROJECT IS LONG OVERDUE.

IN ADDITION TO THE OBVIOUS BENEFITS OF TRAVEL TIME SAVINGS, EVACUATION EFFICIENCY, AND HIGHWAY SYSTEM EFFICIENCY, I FEEL THAT WITH A MORE EVEN DISTRIBUTION OF VEHICULAR TRAFFIC THE HIGHWAY SYSTEM WILL BE SAFER.

MAUI TRAVELERS AND THE PLANTATIONS ARE VERY FAMILIAR WITH AGRICULTURAL VEHICLE CROSSINGS ON MAJOR HIGHWAYS, SO THIS HIGHWAY DOES NOT POSE ANY NEW THREAT TO MOTORISTS.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: CHIP WEIKTER
Address: 68-A LOHA ST.
          PURALAI, H.I. 96769

Telephone (day): 298-1190
Telephone (eve):

Please make any comments below:
I think US-80, K-1 is a great alternate route.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Thomas J. Pake
Address: 10-Hoolii St, Makawao
          96768

Telephone (day): (808) 857-8338
Telephone (eve): __________________________

Please make any comments below:

U3, K.

DARBY M. MEOW, Proj. Mgr.

PLANNING BRANCH
HIGHWAYS DIVISION

66-1642 Hwy 11
Hawaii Department of Transportation

Received
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Anthony Nai
Address: 19 Kupunaiki, Up Kihei, HI 96753
I think it should happen it would save time from Kihei to upcountry.

Telephone (day): 879-6167
Telephone (eve): 874-5465

Please make any comments below:

The Kiamaka school 5 Trees
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: [Signature]
Address: 147 Kealia Pa

Telephone (day): 875-8213
Telephone (eve):

Please make any comments below:

MUCH NEEDED

LONG OVERDUE
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Larry Shimabukuro
Address: 263-e N. Wainee
Wailuku, HI 96793

Telephone (day): 249-0558
Telephone (eve):

Please make any comments below:

Yes
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Gary L Martin
Address: 3626 Lower Honoapiilani Hwy.
          Unit 307-B
          Lahaina, Maui

Telephone (day): (808) 255-8561
Telephone (eve): (808) 255-8501

Please make any comments below:

WAIT THE UP COUNTRY HWY,
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ERNEST LOPEZ
Address: 203 NALAO RD
KULA, HI 96793

Telephone (day): 244-8812
Telephone (eve):

Please make any comments below:

YES Come by my home, faster to get home

Oct 15 91 AM 99
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Fred K. Kinloch Jr.
Address: 1082 Puunēkē St, Makawao 96768

Telephone (day): 572-0350 or 280-0240
Telephone (eve): 572-0350

Please make any comments below:

We need this highway from upcountry to Kihei, and we need more highway around this place on Maui.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Keith Ishimori
Address: 20 Box 3281
         Wailuku, Maui
         96793

Telephone (day):
Telephone (eve):

Please make any comments below:
I think it will be good because whatever can make the traffic flow better will help everyone and there will be more jobs. Thank you.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: VERNON BAL
Address: 230 KOLEI ST
           WAILUKU, HI
           96793

Telephone (day):   
Telephone (eve):  244-9860

Please make any comments below:

I AM IN FAVOR OF THE KIHEI-UPCOUNTRY PROJECT
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: CHRISTOPHER D. HAYNES
Address: 1546 S. KIHEI RD
           KIHEI HI 96753

Telephone (day): 283-7345
Telephone (eve): 871-0722

Please make any comments below:

FOR KEALI'I MAUNUI -- 5 TREES
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning
the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Gordon Guerrero
Address: 121 Itea Pl, Pukalani, HI 96768

Telephone (day): 573-0440
Telephone (eve): SAME

Please make any comments below:

I'm in favor of Haleiwa to Kealii Alani.

Oct 15 93 Mr. 59
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ROBERT E. PAUL
Address: 530 WAIKALAST, KAHO

Telephone (day): 
Telephone (eve): 878-7885

Please make any comments below:

FIVE TREE'S
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Michael Paul
Address: 530 Waikoloa St.
         Kahului, HI
         96732

Telephone (day): (808) 873-7665
Telephone (eve): Same

Please make any comments below:

I think that they should fix the road by Kamuela School through the streets.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comments you may have.

Name: Misael K. Theode
Address: 191 Maua Pl, Wailuku, HI 96793

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Telephone (day): 808-629-8298
Telephone (eve): Same

Please make any comments below: Support
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: EDYNGTOM
Address: 582 HOHIE ST
        KIHEI HI 96753

Telephone (day): 875 1754
Telephone (eve): SAME

Please make any comments below:
MORE JOBS
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Leslie S. Sihingano
Address: 98 Ahekala St.
         Kahului, Maui 808-873-2

Telephone (day): 877-2417
Telephone (eve): Same

Please make any comments below: Please Consider

U 5b - K-2.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Adrian Hoopi
Address: P.O. Box 2673, Wailuku, Maui, Hawaii 96793

Telephone (day): 242-5925
Telephone (eve):

Please make any comments below: In the past
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: William H. Uchida
Address: 589 Pali; Kaa 54

Telephone (day): 579-9543
Telephone (eve):

Please make any comments below: Yes
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: William U. Uchida
Address: 589 Pa'ia Koa St

Telephone (day): 879-9513
Telephone (eve):

Please make any comments below: YES
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Agenbout Nahoopik
Address: 104 Haleiwa Pl.
Wailea

Telephone (day):
Telephone (eve):

Please make any comments below:
S trees to Kealii Alanui
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Juan Bustamente
Address: 1375 Old Waihee Rd

Telephone (day):
Telephone (eve): 244-4540

Please make any comments below:
That's a great idea. The timing is right.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: José Francisco Avedano
Address: P.O. BOX WAKAUAI HI

Telephone (day): 579 89 40
Telephone (eve):

Please make any comments below: OK
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Mark Matsunaga
Address: 426 S. Palama Dr.

Telephone (day): 871-4761
Telephone (eve): 871-4761

Please make any comments below: Yes
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Tom Cleishor
Address: 233 Kula Hwy

Telephone (day): 283-0252
Telephone (eve): 578-2048

Please make any comments below:
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Adrian Kagalakea
Address: 875 0 St.
        Kihei, Maui Hi 96750

Telephone (day): 979-5406
Telephone (eve): SAME

Please make any comments below:
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Douglas E. Taylor
Address: 670 Wailuku St.
          Wailuku, HI 96793

Telephone (day): 280-2706
Telephone (eve): 280-2706

Please make any comments below:
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: SIMON TASCHE JR.
Address: 420 Kekohane Place

Telephone (day): 572-5205
Telephone (eve): 11-11

Please make any comments below:

[Blank space for comments]

[Signature of recipient]
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: R. Chapman
Address: 3670 Lilane Way
Puukalani HI 96788

Telephone (day): 833-5639
Telephone (eve): Same

I believe the proposed routes for a "new" highway from Kihei to Kula are not as good as the proposed projects to "improve" the existing highway. Improvements would help to alleviate traffic. I believe new roads are not needed. Some improvement is needed. Urban sprawl is the bane of the mainland—it is not for Maui—we can plan better than that!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: [Redacted]
Address: 171 S. Wainee St.
                Kihei, HI 96753

Telephone (day): 808-5733
Telephone (eve): [Redacted]

Please make any comments below:

[Redacted]

[Redacted]
Name: Lorraine Gibo
Address: 2781 Oulani Street
         Pukalani, Hawaii 96768
Telephone (day): (808) 242-4555
Telephone (eve): (808) 572-4073

Please make any comments below:

I am in favor of the U1 and K2 termini. By using the U1 terminus people from Haiku, Makawao, Halimaile and Pukalani would not have to back track as much. The K2 is closer to Wailea and Makena and also central Kihei, which I believe are the destinations of most of the upcountry people.

I am definitely in favor of a by-pass road to alleviate the the down hill traffic and also spur the economy in many ways.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: William J. Block
Address: 3358 A Kula Rd
Kihei, Hi 96753

Telephone (day): 879-5233
Telephone (eve): 879-5233

Please make any comments below:

K-2
U-28
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Max Griessenbeck
Address: P.O. Box 10037
         Lahaina, HI 96761

Telephone (day): 665-1975
Telephone (eve): Same

Please make any comments below:

U2 - B, K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: John Keiser
Address: 1450 Kauhalewa Rd.
Haiku, Hi.

Telephone (day): 808 879-7708
Telephone (eva): 808 573-8127

Please make any comments below:

I travel Hana Highway through the Haliimaile Rd. everyday. There is already a traffic jam and trying to make left turns at this junction don't make it worse by bringing more traffic to this area. Try the U2-BK2 Route.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Greg Tamayose
Address: 566 E. Kaena Pl.
          Wailuku, HI 96793

Telephone (day): 679-7708
Telephone (eve): 679-7768 241-7085

Please make any comments below: I would suggest the U2-B, K2 route. The traffic is really bad coming down Upcountry area and in the Kihei district we should have alternate routes to help this congested roads.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ALFRED V. CAMPOS JR
Address: 45 WEST WAILEA ST
WAILEA, HI 96793

Telephone (day): 
Telephone (eve): 

Please make any comments below:

I WOULD LIKE 6 & 7 BECAUSE IT'S A GOOD ROUTE.
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ERIC MCINTYRE
Address: 1044 POI POI RD
          KULA HI 96730

Telephone (day): 808/220-6656
Telephone (eve): 808/878-6665

Please make any comments below:

THE ROUTE FROM KZ TO C/2-B IS
THE BEST ROUTE FOR THIS PROJECT.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Danny Collier
Address: P.O. Box 794
Haiku - Maui

Telephone (day): 876-890
Telephone (eve): 875-2785

Please make any comments below:

U2-B K2
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: JAMES KURASE
Address: 5417 HONOAPIILANI RD
              LAHAINA, MAUI, HI 96761

Telephone (day): 665-1875
Telephone (eve): 669-6434

Please make any comments below:

U2B TO KI
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Melanie Kealoha
Address: 935 & Hanawai St.

Telephone (day): 808-1234-5678
Telephone (eve):

Please make any comments below:

UL-B-K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ED Murphy
Address: P.O. BOX 210
         KIhei HI 96753

Telephone (day): 665-1875
Telephone (eve):

Please make any comments below:

U2-B to K2
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ENRILE V. PUNZALAN
Address: 117 Kuwaloha St. MAUI LANI
          KAHULUI, MAUI, HAWAII 96732

Telephone (day): 249-0014
Telephone (eve): 242-0215

Please make any comments below: U2-B, K2
Public Comment Form
Kīhei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kīhei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Alexander Parker
Address: 104 Kauwaka Pl
Kula Hi 96790

Telephone (day): 280-6466
Telephone (eve):

Please make any comments below:

I don't want any highway.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Aly Parker
Address: 104 Kawalea Place 4
        Kula, Hi 96790

Telephone (day): 878-1263
Telephone (eve):

Please make any comments below:

I strongly feel that the Kihei-Upcountry highway should come out at either Hali'i maile or 5 trees. It definitely should not go through Omaopio or somewhere in Kula. That way all the Pukalani, Makawao, Haiku traffic wouldn't have to go through Kula.
Public Comment Form

Kihei-Upcountry Maui Highway  
County of Maui, Hawaii     Oct 27 9:53 AM '99
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Hilary Parker
Address: 107 Kawaalea Pl.
         Kula  96790

Telephone (day): 242-0076
Telephone (eve): 878-1263

Please make any comments below:

Choice #1: No road
- If it is true that the DOT is planning to make Haleakala, Puunene, and Mokulele Hwys. four lanes, that would relieve most of the congestion. The worst bottle neck is the connection to Mokulele from Hana Hwy or Haleakala Hwy.
- Improving existing roads would have the least negative impact on all areas.
- People make choices where they live and work. If you choose to work in Kihei, but want the serenity of living upcountry, you will need to drive, period. Live in Kihei if you don't want to commute.

Choice #2: Halimaile to either Kaonolu or Ke Alii Alani
- It makes the most sense for ALL commuters: moving the access to either of the Pukalani sights or particularly to Omaopio would be pretty useless for Paia and Haiku folks.
- Halimaile splits the traffic with Haiku and Paia coming up and Kula, Pukalani and Makawao coming down.
- Haleakala Hwy. is in and will be widened.
- Omaopio is a terrible choice. Serious road improvements would have to be made from the new Pukalani by-pass to Omaopio, taking all sorts of people by the new high school and residential areas. An Omaopio road would have the serious negative impacts on farming and residential communities. Omaopio is also a pretty bad choice for tourists trying to find the crater for sunrise.

I am not a no-growth fanatic. I understand the necessity of improving traffic flow. Let's just be very careful how we go about it to help preserve a sense of what people come to Maui to experience and to keep Maui the place we have all chosen to live. The cost issue should not dictate the route.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ILIAEFOA S. O. EUGENIO
Address: 97 KALUA PL.
        KIHEI, HI, 96753

Telephone (day): 879-1693
Telephone (eve): 879-1693

Please make any comments below: U2-B - K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Brian Bailey
Address: 141 Ohaua Rd, Kihei, Maui, HI

Telephone (day): 298-4902
Telephone (eve): 5000

Please make any comments below:
U2B to K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Clayton Sado
Address: 5764 Hana Hwy, Maui

Telephone (day):
Telephone (eve):

Please make any comments below:

U2-B, K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Stewart K. Akuna
Address: 14 Kealiiplak St. Waianae

Telephone (day): 244-9735
Telephone (eve):

Please make any comments below:

[Handwritten comments: U2B - VA]
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Stewart K. Akuna Jr.
Address: 19 Kahina St.
          Wailuku HI 96793

Telephone (day): 385-9735
Telephone (eve): 244-9735

Please make any comments below:

U2-B - K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name:                      
Address: 347 Keone Pl. Lahaina  
               #36761

Telephone (day): 661-4550 667-1275
Telephone (eve): 661-4550

Please make any comments below:

ua - 8, L2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: TEDDY BALDWIN
Address: 429 Koepalau Dr.
Pukalani 96781

Telephone (day): 572-2123
Telephone (eve):

Please make any comments below:

Why vote is for the connecting road of all. Please consider 4 lanes on the Haleakala Hwy instead of a traffic signal at 0 to 2 lane Hwys. Mahalo.

[Signature]
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S) IMMEDIATELY FOLLOWING
Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: JODY BALDWIN
Address: 434 Hapalua Dr.
Pukalani 96763

Telephone (day): 572-2190
Telephone (eve):

Please make any comments below:

No idea.

Why vote is for the connecting road at all—please consider 4 lanes on the Hana Hwy instead & a traffic signal at Oneloa & Haleiwa Hwy. Thanks.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Annette C. Peters
Address: 25 ALEA PLATE
          PUKALANI, HI 96768

Telephone (day): 573-9330 (H) 243-0169 (P)
Telephone (eve): 573-9330(H)

Please make any comments below:

Preference: UI - Hali‘imaile
Reason: Traffic coming to Hana/Kaanapali Hwy. from Hali‘imaile and Pukalani, etc. has no houses, schools, etc. nearby, with no traffic lights. This area would be more convenient and manageable. As for where it will exit from Upcountry, the least congested area in Kihei, K1-Ka Ono Ulu.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Reed Ainyothi
Address: 618 Alda Place
                 Wailuku, Hi 96793

Telephone (day): 808-242-4403
Telephone (eve): 808-242-5410

Please make any comments below:

I am in favor of the Kihei-Upcountry Highway as I feel it provides a vital link between these 2 regions.
After careful evaluation, I feel that the U.S.A to K1 route should be selected as the preferred alternative.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Eugene C. Krast
Address: 2619 S. Kihei Rd. #A107 Kihei 96753

Telephone (day): 879-9220
Telephone (eve):

Please make any comments below:

I favor the U-3,K-2 route because it seems to be the most beneficial for Kula and Kihei residents as well as tourists travelling to Haleakala Crater. As Kula is developed and population increases, this route will become more and more valuable and necessary.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name:  E+L BELWAY
Address:  0, 0, 123 1551
          K114E1-11  96753

Telephone (day):  979-4587
Telephone (eve):  

Please make any comments below:

The Kihei terminal should be K2. Upcountry will be U2A or U2B.

Any road that reduces the traffic from the intersections on Dalry Rd would be a benefit to everyone on Maui: Resident and tourist. This roadway (19)
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Bill Bonnet
Address: 65 Kamaui Place
Haiku, Hawaii 96708

Telephone (day): 871-7300
Telephone (eve): 512-7508

Please make any comments below:

Excellent concept! This highway should and will be built.

I have no strong feelings on alignment; however, Haliimaile would not seem to offer the advantages of the other three Upcountry terminals — relief of traffic on Kula Hwy. below the Kula Hwy. intersection.

Good luck. Great project, well-pressed.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: CONCERNED CITIZEN
Address:


Telephone (day):
Telephone (eve):

Please make any comments below:

As a Concerned Upcountry Resident, I do not care about historical artifacts, property values, political biases, and social morals; all I believe is that Maui as a community and an expanding tourism mecca, we need this highway very badly! The 4-lane expansion on Hana Road is not enough! With the overall cost-benefit ratio 1, you will see the imperative need for this project. I beg that you put aside your personal selfish values and look to the overall good of our Aina!

THANK YOU!

ME
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Donna Clayton
Address: 249 Kaulalani
          Pukalani HI 96768

Telephone (day): 877-38 75
Telephone (eve):

Please make any comments below:

I prefer the road ending at 5 Trees. This site is on a highway that could accept the increased traffic. I feel the intersection there now is not quite right. By terminating the road at the 5 Trees it would give the State a chance to prepare the area properly for the 2nd school opening in the near future. Also, 5 Trees is more up-country where Haliiwai is mid-county. In addition there would be less interruption of agriculture at 5 Trees.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: [Redacted]
Address: [Redacted]
Telephone (day): [Redacted]
Telephone (eve): [Redacted]

Please make any comments below:

This is an excellent format for a public hearing — it allows everyone to talk to the experts and to learn the thought processes that are behind the alternatives. This is certainly more informative than listening to a long stream of partially informed citizens.

I look forward to an equally national route selection.

[Signature]
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: EDITH & ANDREW ISAN
Address: 51 ALOKELE PLACE
Pukalani HI 96761

Telephone (day): 573-1107
Telephone (eve): "

Please make any comments below:

WE PREFER THAT THE UPCOUNTRY-KIHEI HIGHWAY BE ROUTED TO MAUI MAILE (U-I) TO EITHER K-1 OR K-2 IN KIHEI BECAUSE IT WOULD HAVE LESS IMPACT ON THE PUKALANI & KULHA AREAS.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Donald Fujii
Address: 326. Alan Lane
         Wailuku 673 96793

Telephone (day): 6114935
Telephone (eve):

Please make any comments below:

Suggest: U2A ↔ K1

Makes more sense!
best route is downcaal to keep everyone 20 years from now. You could build another road to Pukalani. That's how long this has been going on with no results except meetings! Yet if it's built, it's already too late!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Garrett Gao
Address: 400 Liköhi St.
         Wailuku

Telephone (day): 270-7491
Telephone (eve):

Please make any comments below:

I favor UEA - K1
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: **Kiyoshi Hashimoto**
Address: **117 Akea Pl., Kula, HI**

Telephone (day): **878-3739**
Telephone (eve): **878-3739**

Please make any comments below:

**U2-A, K2**
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: CECILE S. HASHIMOTO
Address: 17AKEA PL, KULA HI

Telephone (day): 878-3739
Telephone (eve): 878-3739

Please make any comments below:

U2=A, K2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Charles B. Hill
Address: 72 Kapuhi St, Makawao

Telephone (day): 577-0272
Telephone (eve): "

Please make any comments below:

I'd prefer U3, K2, to relieve us from the Kula raceway lam pressure on Haleakula Hwy.

My concerns would be best served by a U2-AorB, K2 route.

Regardless, build something!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: THOMAS KESACK
Address: 207 HAKUI PLACE, Lane 17

Telephone (day): 767-6105
Telephone (eve): 

Please make any comments below:

I think we should see the costs: 1) U3-KA 2) V1-KA

Most of people do: 1) U1-KA 2) U2-KA

(farmers) + ranching:

1) lowest impact on individual: 1) U1-KA 2) U2-KA

2) lowest impact on

residential site: 1) U1-KA 2) U3-KA

Overall: 1) U1-KA

Many of my friends are living in Makawao-Pukalani and many of them are working in Kihei. For them, the alternative U1-KA is the best.

I think you should eliminate the alternatives U2-KA, because it has too much impact on school and residential areas in Pukalani. So I think the U1-KA alternative is the best, much better than the others.

You did a fantastic job!!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Jonah K. K.
Address: 1100 E. Pololu Rd. W. (Maui Waiakea)

Telephone (day): 879-7777
Telephone (eve): 879-3939

Please make any comments below:

I favor K1-U3 route:
1. Cost less
2. Area at the intersection can stand some development
3. An escape route in case of a slump, tsunami, etc.
4. Speeds the traffic versus the Janovy a decimation of streets
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: KIYUNE KOSUROI
Address: 731 MOCOREI AKEA ST
        KAILULUI, HI

Telephone (day): 242-4403
Telephone (eve): 871-7348

Please make any comments below:

I prefer KI to U2.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Lani S. Kusunoki
Address: 731 Molokai Ave
Kaanakolu, Hi 96732

Telephone (day): 242-6376
Telephone (eve): 871-7340

Please make any comments below:

I favor the Ki... route
The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: EAKI LIMAHIOI
Address: 3500 HALEPANA HWY
Puunene, HI 96703

Telephone (day): 573-7347
Telephone (eve):

Please make any comments below:

THE DOT SHOULD BE CONSCIENCE AS TO THE PEOPLE WHO LIVE WHERE THE TERMINUS ARE TO COME OUT. I SUPPORT VI TO KI 1, OR UZ IS TO KI 2
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: 
Address: 
  341 Hana Hwy. St.
  Pukalani, 96768

Telephone (day): 
Telephone (eve): 

Please make any comments below:

Support Option B - U3-K1
Least expensive, most direct
Least archaeological disturbance
Away from schools

Choose Option B - U3-K1 closer to population center than U3-K1
Proximity to proposed Kihei-Kula highway improvements

[Signature]

[Date]
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: John P. Maconley
Address: 300 Lula Kui Puuka
Kihei, HI 96753

Telephone (day): 242-4403
Telephone (eve): 879-3562

Please make any comments below:

THANK YOU FOR ORGANIZING SUCH A GOOD INFORMATIONAL FORUM. WE HOPE FUTURE PUBLIC FORUMS ARE CONDUCTED IN SUCH A MANNER.

I HOPE THE ROUTE 42A - K2 OR K3 IS CONSTRUCTED.

WE NEED THIS ROAD FOR BOTH EMERGENCIES AND BUSINESS! PLEASE BUILD THIS HIGHWAY!

Matthco!
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Ren Matsuda
Address: 314 Nohekalani Ave. St.
Kahului, #1 96732

Telephone (day): 
Telephone (eve): 

Please make any comments below:

Please select USA/KI alignment.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: ERIC MATSUDA
Address: 162 W. LANAI STREET
          KAPULU, HI 96762

Telephone (day): 244-6905
Telephone (eve): 871-4353

Please make any comments below:

1. The public hearing format was very user-friendly and informative.

2. UAA/KA alignment seems to be the most logical/useful. Consideration of the school (K.K.) should be taken in the final design of the upcountry intersection.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: MAUI MATANO
Address: 314 MOWAIA AKEE ST.
         KAHANA, HI 96737

Telephone (day): 242-6403
Telephone (eve):

Please make any comments below:

ALGINMENT U1A to K-1 looks the most feasible.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: GREGO F. MAZZACANO
Address: 629 KALO St
Kihei, HI 96753

Telephone (day): 824-4849
Telephone (eve): 509-55

Please make any comments below:

My family and I are in favor of the new road upcountry. We feel that is so badly needed. Besides being needed for relief of heavy traffic on existing roads, it is important that another route for evacuation from the Kihei area be provided.

I disagree with the one starting point in Kihei being Kronowu, since it is already used as a race track from South Kihei Road to Piiholo Highway. People from our end of town can use Makulele Highway and people closer to Wailea would have their access upcountry. Please use common sense and split the traffic to both ends of the Kihei to still maintain the already existing roads.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Nichols Meyer (18)
Address: 2400 Wisconsin DC
            Walnut HI, 96768

Telephone (day):  not available
Telephone (eve):  572-6877

Please make any comments below:

I think that the U1-K1 is the best route as per all my opinion is based on my first hand experience of all the problems mentioned with the new highway.

The U1-K1 route passes the least amount of homes. Having a highway going through a sub-division will decrease the highway's acceptance as well as decrease the likely hood of new housing projects because the highway will take up optimum space. U1-K1, it seems avoids the least of this.

With Hawaii, it can handle the most traffic (since it is now already has no major hills.)
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name:  Eric & Karen Nakagawa
Address:  2191 S. Kihei Rd. Apt. 72129
          Kihei, HI  96753

Telephone (day):  (808) 874-9377
Telephone (eve):  (808) 874-9377

Please make any comments below:

I feel the Kula-Kihei Highway will benefit the island of Maui in a lot of aspects. Residents who commute everyday from Kihei to Upcountry and vice versa will cut down travel time and have alternate routes to work. Traffic will also be minimized on Haleakala Highway, Piilani Highway and Makalea Highway.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Wayne A. Nishida
Address: 3177 Iolani St
         Pukalani, HI 96768

Telephone (day): 242-4403
Telephone (eve): 572-6328

Please make any comments below:

Yes, I am in favor of the construction of the highway.
The route I prefer is Alternate K1 to U2-A
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: CHARLES W. QUÉSNEV
Address: 882 NENEEA ST.
         HALEIMANA, HI 96765

Telephone (day): 872-3293
Telephone (eve): 872-5100

Please make any comments below:

I WOULD LIKE TO SEE THE U1, KI ALT. RTE.
THIS WOULD HELP TO ALLEVIATE THE ACCIDENTS CAUSED BY THE PRESENT DANGEROUS INTERSECTION AT HALEIMANA ROAD. IT WOULD ALSO SERVE THE EAST MAUI RESIDENTS AND RELIEF THE MAKAWAO TOWN TRAFFIC.

ALTHOUGH IT MAY INTERRUPT THE DOWNHILL MORNING WORK FLOW TRAFFIC, THIS WOULD STILL BENEFIT OUR PRESENT TRAFFIC CONDITIONS.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Jack Tusbee
Address: P.O. Box 351

Kula, HI 96790

Telephone (day): 876 0222
Telephone (eve): 876 0222

Please make any comments below:

Please favor U-1 to Kihei.

Bypass the go in.

Up country homeowners should choose the up country access.

Kihei homeowners should choose the Kihei access.

The impact on this highway or other alternative is chosen over U-1.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Edna Sakamoto
Address: 2528 Kaupakalua Road
Halku, HI 96708

Telephone (day): (808) 572-8949
Telephone (eve): (808) 572-8949

Please make any comments below:

My choice is U1 to K1 (Hallimalie junction to the beginning of Kihei).
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Wayne Sakutori
Address: 320 Hina Avenue
          Kahului, Maui, Hawaii

Telephone (day): 242-4403
Telephone (eve): 871-6486

Please make any comments below:

I live on Maui all my life and I see a real need for a road from Kula to Kihei. This is something we all need, so everyone can enjoy the beauty of our Island that is isolated from the public and provide an alternate time saving route from Kula to Kihei. I prefer the U2a/K1 Route is the Best Choice.

Wayne D. Sakutori
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Byron Sing
Address: P.O. Box 1200
         Maui, Hi 96708

Telephone (day): 575-9797
Telephone (eve):

Please make any comments below:

I prefer U24A to K-1
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Bob Smith
Address: No Road

Telephone (day):
Telephone (eve):

Please make any comments below:
Aside from being all in favor of U1 and either K1 or K2, I wish to congratulate the Dept. of Transportation on a really well done format and instructions on the Kula Highway. Anyone who did not attend really missed meeting most informative personally from Haroldie as well as those employed on Moana.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Scott Spletn
Address: 294 Liliuokalani
          Makawao HI 96768
Telephone (day): 877-5077
Telephone (eve): 573-0644

Please make any comments below:

I SUPPORT ALTERNATIVES U2-A/B-K1,2 AS TRAFFIC FLOW FROM UPCOUNTRY AREAS TO KIHEI. WOULD BE SEGREGATED FROM UPCOUNTRY TO KAKULUI/WAIKULU TRAFFIC FLOW, THUS, RELIEVING CONGESTION ON HALEIWA HWY, BETWEEN PUKALANI AND HANA HWY.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: [Handwritten]
Address: 7E Hoopailua Drive
            Pukalani, HI 96763

Telephone (day): 808-871-6404
Telephone (eve): 572-1976

Please make any comments below:

I am in favor of 0 U1: K1 Main
                2 U24: K1 Branch

I hope both routes are combined to make best use of the Collector Road.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: RONALD TERASA
Address: BOX EXCA PL
Wailuku HI 96793

Telephone (day):
Telephone (eve):

Please make any comments below:

I think this would be the best route to benefit the citizens of Hawaii.

(K1 - 42A)
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: GRIFFIN TERUYA
Address: PO Box 1843
         KAHULUI, HI 96733

Telephone (day): 272-9403
Telephone (eve):

Please make any comments below:

I favor route K-1 to UZ-A.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Thompson
Address: 2531 S Kihei Rd C-62

Telephone (day): 879-2757
Telephone (eve):

Please make any comments below:

Strongly favor Kihei Upcountry road.
Our communities are growing whether we like it or not. Want to reduce traffic on Mokulele & Pukela.

Hermanus: Kihei. Either one, may prefer the more nothing route as it would make the trip shorter.

Upcountry road: Really up to the people there but for myself prefer to ride a half mile either side of S. Hwv.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Leslie Wilkins
Address: 508 Kulamaki St
Wailuku, HI 96793

Telephone (day): 813-2331
Telephone (eve): 813-5999

Please make any comments below:

I am very much in favor of building this highway. We need to take preventive action now. Every traffic pattern used will result in more traffic. I am not at all concerned on my choice of alignment, I do feel the Palumaite Upcountry road will not make sense. It will have to be changed during this study.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name:  Debbie Yokote
Address:  1126-A Ainanakula Road
         Kula, HI  96790

Telephone (day):  879-4471
Telephone (eve):  878-6568

Please make any comments below:

I prefer the U1,K1 route. It isn't near the schools and people wouldn't have to backtrack as much.
Public Comment Form
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

The information you provide in this form will help the State Department of Transportation in planning
the Kihei-Upcountry Maui Highway project. We appreciate any comment you may have.

Name: Carolyn Ziegler
Address: Kihei Kai Nani #163
         Kihei, Maui

Telephone (day):
Telephone (eve):

Please make any comments below:

I would favor the U2-A - K2. It would be a central area upcountry (less costly
than U2-B) & K2 would provide access
to the Kihei - Wailea area where many
are available.
The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name:  
James Ferrier
Ruth Ferrier

Address:  
275 Hoapili
Ma'akaulani 96768

Please write any comments below:

Overall I'm opposed to construction. It will cause urbanization of up country.

If it is to be built, it should end at Haliimaile for the following reasons:

1. It would not have a negative impact on any residential areas.
2. It would keep traffic away from the already crowded Kula Hwy/Haiku Hwy interface.
3. It would provide access for people from Haiku to Upcountry and direct traffic away from residential areas.
4. It would not serve the public interest of Mr. Dowlin who has paid a lot of money under different guises to influential people to get the road to go to his development which was approved for all the work be contributed.

9-29-89
The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: James Worley
Address: 10 E Kalua Pl, Kihei, Hi 96753

Please write any comments below:

Maui needs this road for the following reasons:
1. Safety
2. Convenience
3. Economy

Too many people work in Kihei, Wailea, Kamaole, Lahaina, West Maui, and central Maui that would benefit from this road. It would shorten their drive and save time and money. It would help provide alternative roads when sea level roads are closed due to emergencies.

10/10/99

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
(808) 587-2150

Mr. Kazu Hayashida, Director of Transportation
State of Hawaii Department of Transportation
863 Punchbowl Street
Honolulu, Hawaii 96813
(808) 587-2150
PUBLIC COMMENT FORM
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Bob Killeff Phone: 874-2214 874-2681
Address: 2770 Palaina Pl.

Please write any comments below:

The Kihei-Upcountry Road will help to alleviate the traffic between Kihei/ Mailea and Kahului. This is a much needed roadway.

RECEIVED
Jul 15 1977
Hawaii Division
PUBLIC COMMENT FORM

Kīhei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kīhei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Ruth L. Steele  Phone: 808-874-5791
day 808-874-5791
469 So. Kīhei Rd. #204
eve
Address: Kīhei, HI 96753

We, my husband and I, are in agreement that the road down from upcountry should be built. It would relieve some traffic from Haleakalā Hwy. Hopefully reducing accidents.

Please write any comments below:

We do not feel the road should come down near either of the schools that are on Piilane Hwy.

Keonekai, Keonekai or the end of Piilane Hwy, where it turns down to Wailaea.

We thank you for giving us the opportunity to give our opinion.

Sincerely,

Giles & Ruth Steele
PUBLIC COMMENT FORM
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highway Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: ALFONSO JOSE  Phone: (808) 573-0645  day

Address: 337 HAWANAI ST.
PACIFIC, HI.
96773

Please write any comments below:

I HOPE THIS WILL COME TRUE SOON.
IT HELP LOTS OF PEOPLE ESPECIALLY FROM UP COUNTRY PEOPLE.

MAHALO MUCH,
ALFONSO
PUBLIC COMMENT FORM

Kīhei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kīhei-Upcountry Maui Highway project. We appreciate your assistance in filling out and resuming this form.

Name: DAVID RYAN Phone: 874-7797 874-5150
day eve

Address: 3162 Hana Rd.
Kihei, Hi 96753

Please write any comments below:

Please build a road connecting South Maui with upcountry. The route option closest to Lipoa and the middle of Kula is my preference!

[Signature]

[Stamp: 5/15/77]
[Stamp: 5/15/77]
RECEIVED
HAWAII DIVISION
The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kikai-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: STEVE REPOLLO
Phone: 874-8000 x 82
day Wk.
672-2335
eve Hm.
Address: 3630 KAUPAKAWA RD.
HAiku, HAWAII 96708

Please write any comments below:

Having the road will be really nice. Would probably cut my traveling time by at least 1/4 hr. It will also be a good back up route in case of an accident where the roads close up in Kiihei. I think its a good idea.
PUBLIC COMMENT FORM
Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Upscountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Charles Meic food Phone: 573-9963 day

Address: P.O. Box 1937
Maalaea Hi 96768

tere write any comments below:

I believe the addition of this road would help alleviate road traffic for those of us who live in the up-country area and possibly result in fewer car accidents and higher fuel prices would help everyone financially.
PUBLIC COMMENT FORM

Kihel-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihel-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Karen Christensen Phone: 874-8000
day 874-6915 eve

Address: 155 Wai'eleik Ke Place #124
Wailoa, Paau 96753

Please write any comments below:

BAD ROAD
The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihel-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: CLAUDIA CAPY
Phone: 808.879.5787
day
SAVS
eve

Address: 304-4 CANNA PLACE

Please write any comments below:

The road is a great idea and will make a lot of people's lives easier!
PUBLIC COMMENT FORM

Kihei-Uplcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihei-Uplcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Elena Panigada
Antonio Panigada
Phone: 808-874-8000 day
808-874-9014 eve

Address:
Lion
2110 S. Kihei Rd
Kihei
HI 96753

Please write any comments below:

We support the new Hwy project.
We think it will reduce the # of accidents that occur in the dark hours.
It will facilitate those workers of the Kihei-Wailua area hotels that commute from Uplcountry daily.

It will bring businesses Uplcountry more tourist flow.
If well designed and studied, the environmental impact that many community members worry about can be monitored and kept to a minimum.

We do not want Maui to become excessively urbanized (like Oahu) but the increasing growth of the resident population requires some inevitable changes that the whole community should support.

RECEIVED
Oct 15 1999
HAWAII DIVISION
PUBLIC COMMENT FORM

Kiihi-Uckcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kiihi-Uckcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Donald C Malcolm
Phone: 808-669-5624

Address:
39 Hale Maui Rd
Lahaina HI 96761

Please write any comments below:

I wish to express my strong support for the Kiihi-Uckcountry Maui Highway project. This is a most necessary line in Maui’s highway infrastructure. It is an opportunity for federally financing we should not miss.

Important considerations: The highway will aid traffic to Haleakala, reduce flow thru Kahului & aid workers from Uckcountry to reach employment in Kiihi & Nukea. Visitor traffic will be enhanced with significant savings in time & gasoline used. It is time to move ahead.

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50208
300 Ala Moana Boulevard
Honolulu, Hawaii 96850

Mr. Kazu Hayashida, Director of Transportation
State of Hawaii Department of Transportation
859 Punchbowl Street
Honolulu, Hawaii 96813
(808) 587-2150
The information you provide in this questionnaire will help the State Department of Transportation to assess concerns regarding the Kihel-Upcountry Maui Highway project. We appreciate your assistance in filling out and returning this form.

Name: Katherine Malana
Phone: 512-0242

Address: 310 Kamae St
Maunaloa, HI 96778

Please write any comments below:

I believe US-1 will best serve the Upcountry/Hana communities with the least budgetary impact. Anything at 5 lanes or below would have serious impact on Upcountry to town traffic.

Mahalo!

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50036
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
Phone 511-2990

Mr. Kazu Hayashida, Director of Transportation
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813
(808) 587-2150
PUBLIC COMMENT FORM

Kihei-Upee country Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

The information you provide in this questionnaire will help the State Department of
Transportation to assess concerns regarding the Kihei-Upee country Maui Highway project. We
appreciate your assistance in filling out and returning this form.

Name: ______________________  Phone: ______________________
_________________________ day
eve

Address: ______________________
_________________________

Please write any comments below:

1. See enclosed definition of "questionnaire."

2. Where are lots or sets of
questions re this new highway?

3. Why not have E-mail address to
   submit comments?
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Main Entry: questionnaire
Pronunciation: "kwes-cha-'nar, -'nar, "kwesh-
Function: noun
Etymology: French, from questionner to question, from Middle French, from question, n.
Date: 1890

1: a set of questions for obtaining statistically useful or personal information from individuals
2: a written or printed questionnaire often with spaces for answers
3: a survey made by the use of a questionnaire
Uwe, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Hallimala.

Print Name: Gary Bratland
Signature: [Signature]
Print Name: Marilyn M. Morikawa
Signature: [Signature]
CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY
SEE FRAME(S) IMMEDIATELY FOLLOWING
Director of Transportation
869 Punchbowl Street
Honolulu, HI 86813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Halimaile.

Print Name: Gary Britland
Signature: [Signature]
Address: 431 Poka Pl
           Pukalani 96768

Director of Transportation
869 Punchbowl Street
Honolulu, HI 86813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Halimaile.

Print Name: Marilyn M. Morikawa
Signature: [Signature]
Print Name: Mark M. Muraoka
Signature: [Signature]
Address: 1401 Alii Dr
          Paauilo, HI 96775
I, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei Highway that the Upcountry terminus should be at Halimaile.

Print Name: Helen A. James
Signature: Helen James
Print Name: William James
Signature: William James
Address: 461 Milihi Dr.
Paradise, HI 96783
Director of Transportation  
669 Punchbowl Street  
Honolulu, HI 96813  

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Ha'ikulane.

Print Name

Signature

Print Name

Signature

Address
Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

I, we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kīhei highway that the Upcountry terminus should be at Hallimaile.

Print Name: BARBARA P. MATHEWS
Signature: [signature]
Print Name: MARILYN K. MATHEWS
Signature: [signature]
Address: 440 Auli'i Place  
Puralei, HI 96765
Current Address:  
811 Kaeo Street  
Kula, HI 96791

Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

I, we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kīhei highway that the Upcountry terminus should be at Hallimaile.

Print Name: HARLEY T. MIYACHI
Signature: [signature]
Print Name: ESTEL A. MIYACHI
Signature: [signature]
Address: 400 Auli'i Drive  
Puralei, HI 96765
Director of Transportation  
869 Punchbowl Street 
Honolulu, HI 96813 

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Ha'ikulima.

Print Name: Bland D. Williams M.D.  
Signature: ____________________________

Print Name: Lynn Williams  
Signature: ____________________________

Address: 100 Hoapili Dr.  
Kahului, HI 96732

Director of Transportation  
869 Punchbowl Street 
Honolulu, HI 96813 

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Ha'ikulima.

Print Name: Gary Pitcher  
Signature: ____________________________

Print Name: ____________________________  
Signature: ____________________________

Address: 444 Wahiawa Pkwy  
Maunaloa, Hawaii  
96728
Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Khe  
highway that the Upcountry terminus should be at Halimaile.

Print Name:  
Signature:  
Print Name:  
Signature:  
Address: 381 Aulii Drive  
Pukalani, HI 96768

Director of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Khe  
highway that the Upcountry terminus should be at Halimaile.

Print Name:  
Signature:  
Print Name:  
Signature:  
Address: 14 Aulii Place  
Pukalani, HI 96768 92529
I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Ha'ilimaile.

Print Name: R. Gregory LaCoy
Signature: [Signature]
Address: 50 Pala'e Place
Pakalani, HI 96768

Print Name: Craig E. Williams
Signature: [Signature]
Address: 511 Auili Dr.
Puk. Hi. 96768

J. Kepana Williams
22 yr. Old. Voter
J. Kepana Williams
Director of Transportation
859 Punchbowl Street
Honolulu, HI 96813

I, we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Halimaloa.

Print Name PATTICIA THIBAUT
Signature ______________________
Print Name ______________________
Signature ______________________
Address 65 Ohau Place
Pukalani, HI 96788
I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kheh highway that the Upcountry terminus should be at Halimalo.

Print Name: ROBERT MORINE
Print Name: ADRIENNE MORINE
Address: 301 Hoapalua Dr. MAKAWAO, MAUI HI 96768

Print Name: RICHARD E. HOLL
Print Name: ETHERY W. HOLL
Address: 91 Auki Dr. KAAKALI, MAUI HI 96768
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the
decision of the Kula 200 Community
Association regarding the Upcountry/Kihei
highway that the Upcountry terminus
should be at Hallmaila.

Print Name: Yoshio Aoki
Signature: [Signature]
Print Name: Ruby Down Arakaki
Signature: [Signature]
Address: 15 Kula Rd.
                  Kula, HI 96731

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the
decision of the Kula 200 Community
Association regarding the Upcountry/Kihei
highway that the Upcountry terminus
should be at Hallmaila.

Print Name: Roland S. Wolfe
Signature: [Signature]
Print Name: Mona M. Wolfe
Signature: [Signature]
Address: 14 Kula Rd.
                    Kula, HI 96731
Director of Transportation  
689 Punchbowl Street 
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kheki highway that the Upcountry terminus should be at Hallimaile.

Print Name: Paul Meyer
Signature: 
Address: 240 Kampala Dr.
Makawao, HI 96768

Print Name: Meditation Leaders
Signature: 
Address: 79 Akaka Pl.
Makawao, HI 96768

Print Name: Alice Choon Bower
Signature: 
Address: 240 Kampala Dr.
Makawao, HI 96768

Print Name: Dwayne T. Bower
Signature: 
Address: 79 Akaka Pl.
Makawao, HI 96768 (Kula 200)
I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kaiol highway that the Upcountry terminus should be at Halliamele.

Print Name: Gary A. Sapp
Signature: ______________________
Address: Pahala Place

Print Name: Margaret A. Sapp
Signature: ______________________
Address: Pahala Place

Print Name: Kauai Miller
Signature: ______________________
Address: Pukalani HI 96766

Print Name: Aaron H. Miller
Signature: ______________________
Address: Pukalani HI 96766
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Uwe, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Halimaile.

Print Name: Robert Arnow
Signature: [Signature]

Print Name: Melinda Arnow
Signature: [Signature]
Address: 390 Hoputani Dr.
Bikini, HI 96706

Print Name: Hugh B. Chafe
Signature: [Signature]

Print Name: Karola K. Chafe
Signature: [Signature]
Address: 79 Alii Place
Makawao, HI 96768
Director of Transportation  
669 Punchbowl Street  
Honolulu, HI 96813  

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kīhei highway that the Upcountry terminus should be at Hallilalea.

Print Name: [Signature]
Print Name: [Signature]
Address: 501 Alii Place  
Punaleu, HI 96764  

Director of Transportation  
669 Punchbowl Street  
Honolulu, HI 96813  

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kīhei highway that the Upcountry terminus should be at Hallilalea.

Print Name: [Signature]
Print Name: [Signature]
Address: 501 Alii Place  
Hāna, Maui, HI 96763
Uwe, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Khele highway that the Upcountry terminus should be at Hallimale.

Print Name: Max F. Agorice
Signature: [Signature]

Print Name: [Signature]
Signature: [Signature]

Address: 169 'Alelei Rd, Nanakuli, HI 96778-8208

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Uwe, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Khele highway that the Upcountry terminus should be at Hallimale.

Print Name: Hoast Fuchel
Signature: [Signature]

Print Name: [Signature]
Signature: [Signature]

Address: 38 Pohua Pl, Pukalani, Hawaii, 96788
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Haliimaile.

Print Name  
Signature  
Print Name  
Signature  
Address  295 Ho'oohan  
Makawao, HI 96768

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Haliimaile.

Print Name  
Signature  
Print Name  
Signature  
Address  393 Aohi Drive  
Kula 200, Makawao 96768
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the
decision of the Kula 200 Community
Association regarding the Upcountry/Kihei
highway that the Upcountry terminus
should be at Hallimaile.

Print Name: [Signature:]
Print Name: [Signature:]
Print Name: [Signature:]
Address: 370 Auli'i Drive

Makawao, HI 96768
I, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Hallimala.

Print Name: George W. Freeland
Signature: 
Print Name: 
Signature: 
Address: 49 Lea Lea Place
Pukalani, HI 9678

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Hallimala.

Print Name: Clifford M. Vekaucic
Signature: 
Print Name: Léshana G. Vekaucic
Signature: 
Address: 77 Ahoos Place
Pukalani, HI 9678
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kīhei highway that the Upcountry terminus should be at Hallimaile.

Print Name: Eva M. Dupont
Signature: Eva M. Dupont
Print Name: Thomas A. Rossman
Signature: Thomas A. Rossman
Address: 350 Kula Rd.
Wailuku, HI 96793

Print Name: Patricia Rossman
Signature: Patricia Rossman
Address: 31 Welina Place
Kula, Maui 96790
Iwa, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Khele highway that the Upcountry terminus should be at Haliimaile.

Print Name: Hideo Koga
Signature: [Signature]
Print Name: Hisato Koga
Signature: [Signature]
Address: 11 Ahului Place
Haleiwa, HI 96712

[Signature]
Address: [Address]
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Halimaile.

Print Name: Alice E. Martin
Signature: [Signature]
Address: 478 Hogarth Drive
Pahoa, Hilo, 96768

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Halimaile.

Print Name: Norie W. Parks
Signature: [Signature]
Address: 478 Hogarth Drive
Pahoa, Hilo, 96768

Print Name: N. Byron Watts
Signature: [Signature]
Address: 478 Hogarth Drive
Pahoa, Hilo, 96768

Print Name: [Missing]
Signature: [Signature]
Address: [Missing]
I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Halimaile.

Print Name: Benny Yamamoto
Signature: [Signature]
Print Name: Gohe Yamamoto
Signature: [Signature]
Address: 255 Hoopili Dr

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813
I/We, the undersigned, agree with the decision of the Kula 200 Community Association that the Upcountry terminus should be at Hanimala.

Print Name: DAVIA L. BARRATT
Signature:

Print Name: LUANN BARRATT
Signature:

Address: 711 HOOPACUA DR.
MAKAWAO, HI 96768

Print Name: ELLIOT C. LUKA
Signature:

Print Name: BARBARA J. LUKA
Signature:

Address: 114 ARCA ST.
PAKALANUI, HI 96768
I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kīhei highway that the Upcountry terminus should be at Halimalae.

Print Name: Carmen K. Lindoe
Signature: Carmen K. Lindoe

Address: 62 Alokole Place
Punahou, HI 96768

Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kīhei highway that the Upcountry terminus should be at Halimalae.

Print Name: Andrew Dorn
Signature: Andrew Dorn
Print Name: Edmund W. Dorn
Signature: Edmund W. Dorn
Address: 21 Alokole Pl.
Punahou, HI 96768
We, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kahului highway that the Upcountry terminus should be at Ha`iimalae.

Print Name: Jodi Fisher
Signature: [Signature]

Print Name: Patrick Fisher
Signature: [Signature]
Address: 42 Alakale Pl.
Pukalani, HI 96782

Print Name: Bruce Taylor
Signature: [Signature]

Print Name: [Signature]
Address: [Address]
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

I/we, the undersigned, agree with the decision of the Kula 200 Community Association regarding the Upcountry/Kihei highway that the Upcountry terminus should be at Hallimalie.

Print Name: [Signature: ]

Print Name: [Signature: ]

Address: [ ]

Print Name: [Signature: ]

Print Name: [Signature: ]

Address: [ ]
Kula Community Association’s position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pukulu, Kula Paniolo, and Five Trees terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokuleia Highway, Hana Road, and Haleakula Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliiakaukau the best option available.

I agree with the above statement. [ ] I disagree with the above statement.

Comments: [ ]

Kula Community Association’s position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pukulu, Kula Paniolo, and Five Trees terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Mokuleia Highway, Hana Road, and Haleakula Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliiakaukau the best option available.

I agree with the above statement. [ ] I disagree with the above statement.

Comments: [ ]
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:
The Kula Community Association Board of Directors opposes the Puʻekī, Kula, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pālolo Highway, Mākena Highway, Hanae Road, and Hāna Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hānaileterminus the best option available.

I agree with the above statement. □ I disagree with the above statement. □

Comments:
- [Handwritten note:]
  
  [Handwritten signature:]

Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:
The Kula Community Association Board of Directors opposes the Puʻekī, Kula, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pālolo Highway, Mākena Highway, Hanae Road, and Hāna Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hānaileterminus the best option available.

X I agree with the above statement. □ I disagree with the above statement. □

Comments:
- [Handwritten note:]
  
  [Handwritten signature:]

Kula, 30748
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is: The Kula Community Association Board of Directors opposes the Placehu, Kula to Kīhei, and Fish Hooks terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Placehu Highway, Mokulele Highway, Hana Road, and Hāna Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Haalulani terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement.

Comments: [ ] This is no infrastructure Upcountry to handle.投資 made people leave, once again. This infrastructure looks ill at least measure for how many people moving Upcountry buffer even continuing a new road at all. [ ]
The Kula Community Association Board of Directors opposes the Pulehu, Kula, and five trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei: Palihi Highway, Makuahe Highway, Hansen Road, and Hāhalakaha Highway. It alleviates growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hālaʻili terminus the best option available.

I agree with the above statement.

Robert A. Wiley
KINERI UPCCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry Kīhei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 28th to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
859 Punchbowl St.
Honolulu, HI 96813

Kula Community Association’s position on the proposed Upcountry Kīhei Highway is:

- The Kula Community Association Board of Directors opposes the Pukalani, Kula, and Five Trees terminus options of the Upcountry Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei.
- The Kula Community Association Board opposes the Pukalani, Kula, and Five Trees terminus options of the Upcountry Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei.
- The Kula Community Association Board opposes the Pukalani, Kula, and Five Trees terminus options of the Upcountry Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei.

I agree with the above statement.

Comments: I would prefer the highway to be built.

ACU UPCCOUNTRY WATER POSITION

The ACA is in the process of developing a position statement on upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kīhei residents, so please indicate in numeric order the three most important items.

1. Drought relief
2. Fire control
3. Water quality
4. Water pressure
5. Water reservoirs
6. Delivery systems
7. Meter maintenance
8. Rates and fees

Should there be a moratorium on the issuance of new permits until the system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? No, Yes, No, Yes, No

Comments: This is common sense, we need to take care of the people who already live there.
KUKU / UPCCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 30th to:

Mr. Kazu Hasegawa, Director of Transportation
State Department of Transportation
869 Pualani St.
Hilo, HI 96720

Kula Community Association’s position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association (KCA) opposes the Pilani, Kula loop, and Pukalani loop options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihe - Pilani Highway, Molokai Highway, Hana Road, and Haleakula Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Halamaile terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement.

Comments: 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KINEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kauu Hyneside, Director of Transportation
State Department of Transportation
699 Punchbowl St.
Honolulu, HI 96813

Kula Community Association’s position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Puʻuho, Kīhalani, and Kīheem Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pilani Highway, Mokuaikaua Highway, Hansen Road, and Kīheem Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Kīheem terminal the best option available.

I agree with the above statement.

I disagree with the above statement.

Comments:

Please inform Senator Daniel Inouye of your comments on this issue. He is a major proponent of the Puʻuho terminus for the Upcountry/Kīhei Highway.

Kula, Maui, HI 96750

KINEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kauu Hyneside, Director of Transportation
State Department of Transportation
699 Punchbowl St.
Honolulu, HI 96813

Kula Community Association’s position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Puʻuho, Kīhalani, and Kīheem Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pilani Highway, Mokuaikaua Highway, Hansen Road, and Kīheem Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Kīheem terminal the best option available.

I agree with the above statement.

I disagree with the above statement.

Comments:

Although the route off Kīheem constitutes a thoroughfare extending from the town of Kīhei to the town of Kula, the route is not suitable for a major roadway. No need for major improvements at this point. May wish to include the town of Kīhei in the route as it is currently the major access route.

Kīhei, Maui, HI 96750

KCA UPCOUNTRY WATER POSITION

The KCA is in the process of developing a position statement on upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, so please indicate in numbered order the three most important items:

- drought relief
- fire control
- water quality
- water quantity
- water pressure
- water capacity
- water distribution
- water conservation
- water costs
- water fees
- water rates
- water usage
- water usage reduction

Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? No Yes

Comments:

Kīhei, Maui, HI 96750
KHUEI / UPCOUNTY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kahal Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
850 Punahou St.
Honolulu, HI 96813

The Kula Community Association's position on the proposed Upcountry/Kahal Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kula Malu, and Five Trees terminal options of the Upcountry/Kahal Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kahal - Pilani Highway, Molokini Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kahal road is to be built, the Kula Community Association Board considers the Hana Highway terminus the best option available.

I agree with the above statement. X. I disagree with the above statement.

Comments: The shortest distance between two points is a straight line. Thus, the Pulehu, Kula Malu, and Five Trees terminal options of the Upcountry/Kahal Highway are not feasible and do not address the growing traffic concerns in Upcountry and Kahal. MAHALO.

Our preference is for the road not to be built.

I agree with the above statement. I disagree with the above statement.

Comments: Our preference is for the road not to be built.

10. Mr. Charles K. Price, 112 Suiwala St., Suite A-202

BLU
KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:
Mr. Kazu Hasegawa, Director of Transportation
State Department of Transportation
859 Pauahi St.
Hilo, HI 96720

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Pauwela terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads, Upcountry and Kihei - Pukalani Highway, Mokuaweoa Highway, Hansen Road, and Molokai Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

Agree with the above statement. [ ] I disagree with the above statement. [ ]

Comments:
[ ] Agree with the above statement.
[ ] I disagree with the above statement.

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

KIHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:
Mr. Kazu Hasegawa, Director of Transportation
State Department of Transportation
859 Pauahi St.
Hilo, HI 96720

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Pauwela terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads, Upcountry and Kihei - Pukalani Highway, Mokuaweoa Highway, Hansen Road, and Molokai Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

Agree with the above statement. [ ] I disagree with the above statement. [ ]

Comments:
[ ] Agree with the above statement.
[ ] I disagree with the above statement.

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Putuhu, Kulaau, and Pauwela termini options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pīpīwai Highway, Makawao Highway, Hansen Road, and Haliʻakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hāna Road terminus the best option available.

Comments:

- Agree with the above statement.
- Disagree with the above statement.

Aloha, Ena
Phone: 878-3471
KULA/UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinions, please complete the following and mail it on or before Oct. 26th to:

Mr. Kauai Hayashi, Director of Transportation
State Department of Transportation
819 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kulaali, and Five Trees - term options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Pulehu Highway, Kulaali Highway, Hansen Road, and Hana highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haliakala terminus the best option available.

[Signature]

I agree with the above statement.

I disagree with the above statement.

Comments:

[Signature]

UPCOUNTRY WATER POSITION

The KCA is in the process of developing a position statement on upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special emphasis on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, so please indicate in numeric order the three most important items:

1. Drought relief
2. Fire control
3. Water quality
4. Water pressure
5. Water reservoirs
6. Delivery systems
7. Water meter(s)
8. Rates and fees
9. Land use
10. Waikapu development

Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction?

Yes

No

Comment:

[Signature]

If you haven't yet joined the KCA, please do so now. Here is the 1999 membership form.

Yes, your year 2000 membership dues are now payable!

1999 Dues expire on Dec. 31, 1999
Year 2000 KCA Membership

NAME: [Signature]
ADDRESS: [Address]
PHONE: [Phone]
FAX: [Fax]
E-MAIL: [E-mail]

Send dues with this form to: KCA, P.O.B. 417, KULA, HI 96750. Or you may also join the meeting.

Membership is available for those who reside or own property in the Kula area. Others may also join but without voting privileges. By providing your fax or email address, we can keep you aware of issues facing the community and on the actions of the Board and Association.

[Signature]
Kulei Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kailua Highway. If you haven't yet shared your opinion, complete the following and mail it to or before Oct 28th to: Mr. Kaua Hayaishi, Director of Transportation State Department of Transportation 800 Punchbowl St. Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kailua Highway is:

The Kula Community Association Board of Directors opposes the Palihu, Kula, and Five Trees terminus options of the Upcountry/Kailua Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Palihu Highway, Makakilo Highway, Hana Road, and Hana Road - to alleviate growing traffic concerns. If an Upcountry/Kailua road is to be built, the Kula Community Association Board considers the Kekaha terminus the best option available.

I agree with the above statement. I disagree with the above statement

Comments: I would prefer that no Upcountry development occur.

J. L. Smith, Kula Community Association
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Five Trees terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pilani Highway, Mākena Highway, Hansen Road, and Hāna-Kīhei Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hāna-Kīhei terminus the best option available.

Comments:

I agree with the above statement. __________ I disagree with the above statement

Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Five Trees terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pilani Highway, Mākena Highway, Hansen Road, and Hāna-Kīhei Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hāna-Kīhei terminus the best option available.

Comments:

I agree with the above statement. __________ I disagree with the above statement
This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 30th to:

Mr. Kao Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:
The Kula Community Association Board of Directors opposes the Pāhau, Kīnaʻau, and Pā ʻEkei remote options of the Upcountry/Kīhei Highway. Further, the Kula Community Association board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pā ʻEkei Highway, Molokini Highway, Hansen Road, and Halaukala Highway — as it alleviates growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Halaukala terminus the best option available.

X I agree with the above statement. ☒ I disagree with the above statement.

Comments: If a shorter route between Upcountry and Kīhei is considered, what would that route be? What would the impact be to Hana? How would the concept of the Kīheakula terminus be affected?
KIHEI / UP COUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 23rd to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
800 Punchbowl St.
Honolulu, HI 96813

The Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Five Trees terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāliani Highway, Makuiwa Highway, Hana Road, and Hāleakalā Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hālimaʻale terminus the best option available.

[Signature]
[Date]

Comments:
[Signature]
[Date]

Kula Community Association's position on the proposed upcountry Kīhei highway is:

The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Five Trees terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāliani Highway, Makuiwa Highway, Hana Road, and Hāleakalā Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hālimaʻale terminus the best option available.

[X] I agree with the above statement. ______ I disagree with the above statement

Comments: [Prefer no bypass road but if necessary - Hālimaʻale]

[Signature]
[Date]
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pāalu, Kēlāulu, and Five Trees terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pīlani Highway, Mākena Highway, Hansen Road, and Hāleakalā Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hālīimaile terminus the best option available.

I agree with the above statement. __ I disagree with the above statement.

Comment: [Handwritten comment]

Kīhei Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 28th.

Mr. Kazu Hashida, Director of Transportation
State Department of Transportation
888 Punchbowl St.
Honolulu, HI 96813

I agree with the above statement. __ I disagree with the above statement.

Comment: [Handwritten comment]
Kula Community Association's position on the proposed Upcountry Kilaha Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Five Trees terminus options of the Upcountry Kilaha Highway. Further, the Kula Community Association Board
agrees that the Kilaha terminus on the Upcountry Highway is the most desirable route for growing traffic concerns. If the Kilaha Highway route is to be built, the Kula Community
Association Board considers the Kilaha terminus the best option available.

Comments: [Blank]

KCA UPCOUNTRY WATER POSITION

The KCA is in the process of developing a position statement on water-related problems as well as long term needs will be addressed. We welcome the opportunity to serve for current residents and agriculture. We will publish the statement in a position statement in our newsletter, 14th anniversary, and the general meeting.

Comments: [Blank]

Kula Community Association
P.O. Box 3411
Kula, Maui, Hawaii 96730
http://www.kulacom.com

- [Handwritten note: Already a
- [Handwritten note: add a forum]

Bulk Permit
#17
Kula

On the Sub-out MAKAIRI
MAKAI side of town, a Road called, Pali, is off the 1st side biff, from the post office down, and comes out in Piliha, Hwy

Kula Postal Patron: Kula Post Office

Makai Road is a road that

A road is now 42 years

The Kula Community Association General Meeting is Thursday, November 18, 1999, 7 p.m., at the Kula Community Center. Kula Community members are welcome. Please call our Kula neighbors to discuss our community's problems and help develop solutions. Refreshments will be served. We look forward to seeing you there!

For information, call 878-1484. The agenda includes the following:

1. Local Legislative Issues:
   - State Senator Avery Chumbley and Representatives Chris Hatfield and David Mohr will be our guest speakers.

2. Other Items:
   - Executive Committee: Sue Gough and Jennifer Mather
   - Finance Committee: Dan Hagedorn and Tom Jeffries
   - Public Safety Committee: Tom Jeffries and Jennifer Mather
   - Planning Committee: Jennifer Mather and Sue Gough
   - Nominating Committee: Sue Gough and Jennifer Mather

Kula Community Association General Meeting: 7th Street, Kula, Maui, Hawaii 96730

http://www.kulacom.com

Position statements, minutes, and more are avaialble at:
http://www.kulacom.com
This is an important opportunity to comment on the proposed Upcountry/Kula Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 5th to:

Mr. Kurt Hayashi, Director of Transportation
State Department of Transportation
699 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kula Highway is:

- The Kula Community Association Board of Directors opposes the Puakea, Kalama, and Five Trees termini options of the Upcountry/Kula Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Puaanani Highway, Makulele Highway, Hansen Road, and Halesi Road - to alleviate growing traffic concerns. If an Upcountry/Kula road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

Please indicate whether you agree or disagree with the above statement.

I agree with the above statement.

I disagree with the above statement.

Comments: Please remember, it is your job to listen to your community.

Thank you.
Kula Community Association’s position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association, Board of Directors opposes the Pulehu, Kulaana, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāialii Highway, Māhālu Highway, Hansen Road, and Hālea’akala Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association considers the Kealakekua terminus the best option available.

I agree with the above statement.

Comm.

Kīhei/Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you have not yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
895 Punchbowl St.
Hilo, HI 96720

Kula Community Association’s position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association, Board of Directors opposes the Pulehu, Kulaana, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāialii Highway, Māhālu Highway, Hansen Road, and Hālea’akala Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association considers the Kealakekua terminus the best option available.

I disagree with the above statement.

Comm.

Kīhei/Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you have not yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
895 Punchbowl St.
Hilo, HI 96720
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it in or before Oct. 26.

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
609 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board opposes the Puhekula, Kula, and Kekaha terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pali Highway, Mokulele Highway, Hana Road, and Hana Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hana or Hana terminus the best option.

I agree with the above statement. I disagree with the above statement

Comment: I think this option will serve the people.

Mr. Hayashi. I have been a Kihei resident for 14 years. This proposed plan will be a benefit to all residents.

KULA UP COUNTRY WATER POSITION

The KCA is in the process of developing a position statement on Upcountry water. Among the critical problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, please indicate in numeric order the three most important items.

1. drought relief 2. fire control 3. water quality 4. water pressure

A minimum does not guarantee all people will not face the non-drought water problems. Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? Note: Yes, because supply at 60% capacity during the dry season is not adequate to meet the needs of current users.

Comment: The logic of pure water at 60% of capacity, in my opinion, would be to make sure sufficient water is secured for those in need now.

If you haven't yet joined the KCA, please do so now. Here is the 1989 membership form.

Yes, your year 2000 membership dues are now payable.

1999 Dues expire on Dec. 31, 1999
Year 2000 KCA Membership Form

NAME: Julia
Dues: $10-Individual $20-Family $50-Business
ADDRESS: 222 Hana Hwy., Lot 133, Kula, HI 96730
PHONE: 967-3922
FAX: 967-5088
EMAIL: KULA.MA@HI.EE.CA

Send dues with this form to: KCA, P.O. Box 417, KULA, HI 96730. Or you may also join at the meeting. Membership is available for those who reside or own property in the Kula area. Others may also join but without voting privileges. By providing your fax or email address, we can keep you aware of issues facing the community and the activities of the Board and Association.
**KHELI UPCOUNTRY HIGHWAY**

This is an important opportunity to comment on the proposed Upcountry/Khehi Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25th to:

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Khehi Highway is:
The Kula Community Association Board of Directors opposes the Puilau, Kula, and Piilani options of the Upcountry/Khehi Highway. Further, we support the Rukamalii terminus of the Upcountry/Khehi Highway. However, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Khehi - Piilani Highway, Makalii Highway, Hansen Road, and Halsea Road - to alleviate growing traffic concerns. If an Upcountry/Khehi road is to be built, the Kula Community Association Board considers the Halsea terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement

Comments:

**KOA UPCOUNTRY WATER POSITION**

The KOA is in the process of developing a position statement on upcountry water. Immediate critical problems as well as long-term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to KOA residents, so please indicate in numeric order the three most important items.

1. Drought relief
2. Water control
3. Water quality
4. Water pressure
5. Water reserves
6. Delivery systems
7. Meter read
8. Water rates
9. Water fees

Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? [ ] No [ ] Yes

Comments:
Kula Community Association’s position on the proposed Upcountry/Kīhei Highway is: [ ] I agree with the above statement. [ ] I disagree with the above statement.

Comments:

The Kula Community Association Board of Directors opposes the Pūhala, Kāwakau, and Pāhele terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pūhala Highway, McKee Highway, Hansen Road, and Hāleakalā Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Pāhele terminus the best option available.

Comments:

[ ] I agree with the above statement. [ ] I disagree with the above statement.
Kula Community Association's position on the proposed Upcountry/Kihei Highway is: I agree with the above statement.

Comments: The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Hekala treatment options for the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pali Highway, Mokuleia Highway, Hanamai Road, and Hekala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hekala terminus the best option available.

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: I agree with the above statement.

Comments: The Kula Community Association Board of Directors opposes the Pulehu, Kula, and Hekala treatment options for the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pali Highway, Mokuleia Highway, Hanamai Road, and Hekala Highway to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hekala terminus the best option available.

KCA UPcountry WATER POSITION

The KCA is in the process of developing a position statement on upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, so please indicate in numeric order the five most important items.


Should there be a moratorium on the issuance of new water service until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? Yes.

Comments:

If you haven't yet joined the KCA, please do so now. Here is the 1999 membership form. Yes, your 2000 membership dues are now payable.

1999 Dues expire on Dec. 31, 1999

Year 2000 KCA Membership Form

Dues: $5-Individual $10-Family $30-Business

NOTE: KCA, P.O.B. 417, KULA, HI, 96790. Or you may also join at the meeting. Membership is available for those who reside or own property in the Kula area. Others may also join but not enjoy privileges. By providing your fax or email address, we can keep you aware of issues facing the community and on the actions of the Board and Association.

<
Kula Community Association's position on the proposed Uposcountry/Kula Highway:

The Kula Community Association Board of Directors opposes the Pulehu, Kuakula, and Fred Tree terminus options of the Uposcountry/Kula Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Uposcountry and Kula: Pilikai Highway, Molokai Highway, Hansen Road, and Hokulele Highway.affle of growing traffic concerns, if an Uposcountry/Kula road is to be built, the Kula Community Association Board considers the Kula terminus the best option available.

I agree with the above statement: [ ] I disagree with the above statement: [ ]

Comments: __________________________________________________________________________________________

[Signature]

[Name, Address, Phone Number]

Kula Community Association
Ko'olau Community Association's position on the proposed Upcountry/Kīhei Highway:

The Ko'olau Community Association Board of Directors opposes the Pūpūha, Kālamuku, and Pauwela terminus options of the Upcountry/Kīhei Highway. Further, the Ko'olau Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāli Highway, Makulele Highway, Hāneakū Road, and Hāna valley to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Ko'olau Community Association Board considers the Hāna valley terminus the best option available.

Comments:

I agree with the above statement. I disagree with the above statement.

Zoe Bailey
96790

Mr. Kau Haigler, Director
State Dept. of Transportation
89 Punchbowl St.
Honolulu, Hawaii 96813

9481345026

Kīhei Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't yet shared your opinion, please review the following and mail it on or before Oct. 28th.

To:
Mr. Kau Haigler, Director of Transportation
State Department of Transportation
89 Punchbowl St.
Honolulu, HI 96813

Ko'olau Community Association's position on the proposed Upcountry/Kīhei Highway:

The Ko'olau Community Association Board of Directors opposes the Pūpūha, Kālamuku, and Pauwela terminus options of the Upcountry/Kīhei Highway. Further, the Ko'olau Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāli Highway, Makulele Highway, Hāneakū Road, and Hāna valley to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Ko'olau Community Association Board considers the Hāna valley terminus the best option available.

Comments:

I agree with the above statement. I disagree with the above statement.

Zoe Bailey
96790

Mr. Kau Haigler, Director
State Dept. of Transportation
89 Punchbowl St.
Honolulu, Hawaii 96813

9481345026
Kula Community Association's position on the proposed Upcountry/Kahili Highway:

This is an important issue to comment on the proposed Upcountry/Kahili Highway. The Kula Community Association opposes the project and has been advocating for other options that would better serve the community.

The proposed Upcountry/Kahili Highway would run through Kula and would bypass the towns of Kula and Pukalani. The Kula Community Association believes that this project is not the best option for the community.

The Kula Community Association is concerned about the impact of the Upcountry/Kahili Highway on the local community. The proposed highway would increase traffic and have a negative impact on the environment.

The Kula Community Association recommends that other options be considered that would be more beneficial to the community.

Sincerely,

[signature]

Kula Community Association
This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't yet shared your opinion, complete the following and mail it in or before Oct. 20.

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kīhei Highway is: The Kula Community Association Board of Directors opposes the Pueo, Kula, and Five Trees terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei: Pāli Road, Makawao Highway, Hana Road, and Hāleakalā Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hāleakalā terminus the best option available.

I agree with the above statement. I disagree with the above statement

Comments: Yes. This money should be used to upgrade the current roads. No. Not until needed. I don't care what day it is.

Mr. Kazu Hayashida, Director
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

RCA Upcountry Water Position

The RCA is in the process of developing a position statement on upcountry water, including critical water sources as well as long term needs. The statement will be shared with special focus on providing adequate water supply for current residents and agriculture. We want the position statement to reflect concerns of the entire community. We are working to develop sustainable water solutions for future generations.

There is a moratorium on the issuance of new permits until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with reduced supply. This is a reduction?

No. Yes. Not sure.

Comments: Yes. This also allows it to build.
KUAEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct 28th to:

Mr. Katu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

X Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
- The Kula Community Association Board of Directors opposes the Puea, Kathana, and Kihei Road terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Palauea Highway, Mokuulei Highway, Hana Road, and Hana Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hana Road terminus the best option available.

I agree with the above statement. __ I disagree with the above statement

Comments:

Sara & Martin Ryder
State Dept of Transportation
869 Punchbowl St.
Honolulu, HI 96813

96813-1036

KUAEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct 28th to:

Mr. Katu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

X Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
- The Kula Community Association Board of Directors opposes the Puea, Kathana, and Kihei Road terminus options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Palauea Highway, Mokuulei Highway, Hana Road, and Hana Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hana Road terminus the best option available.

I agree with the above statement. __ I disagree with the above statement

Comments:

Sara & Martin Ryder
State Dept of Transportation
869 Punchbowl St.
Honolulu, HI 96813

96813-1036
<table>
<thead>
<tr>
<th>Comments:</th>
<th>I agree with the above statement.</th>
<th>I disagree with the above statement.</th>
</tr>
</thead>
</table>

**Kula Community Association's position:**
The Kula Community Association's position on the proposed Uplountry/Kīhei Highway is:

- The Kula Community Association Board of Directors opposes the Uplountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Uplountry and Kīhei - Pāhaulū Highway, Mokuleia Highway, Hansen Road, and Hāna Road. The Kula Community Association Board considers the Hāna terminus the best option available.

- *Mr. Kazu Hayashi*
  
  Director of Transportation
  
  State Dept. of Trans
  
  869 Punchbowl St.
  
  Honolulu, HI 96813

- *Pierce*
  
  22A Kauhāpū Rd.
  
  Kula, HI 96796

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**Comments:**

- *Bremner*
  
  821 Oceanview Rd.
  
  Kula, HI 96796

- *Mr. Kazu Hayashi*
  
  Director of Transportation
  
  State Dept. of Trans
  
  869 Punchbowl St.
  
  Honolulu, HI 96813

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**Kula Community Association's position on the proposed Uplountry/Kīhei Highway is:**

- The Kula Community Association Board of Directors opposes the Uplountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Uplountry and Kīhei - Pāhaulū Highway, Mokuleia Highway, Hansen Road, and Hāna Road. The Kula Community Association Board considers the Hāna terminus the best option available.

- *Mr. Kazu Hayashi*
  
  Director of Transportation
  
  State Dept. of Trans
  
  869 Punchbowl St.
  
  Honolulu, HI 96813

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**Comments:**

- *Pierce*
  
  22A Kauhāpū Rd.
  
  Kula, HI 96796
KUAU/UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kula Highway. If you haven't yet shared your opinions, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kula Highway is:

The Kula Community Association Board of Directors opposes the Pukalani, Kula, and Wailuku terminus options of the Upcountry/Kula Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Pukalani Highway, Mokulele Highway, Hansen Road, and Hāna-Kula Highway - to alleviate growing traffic concerns. If an Upcountry/Kula road is to be built, the Kula Community Association Board considers the Pahimau terminus the best option available.

Voter:

I agree with the above statement. [ ] I disagree with the above statement.

Comments: [This is NO realistic solution to this problem.]

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

94413-4534 94433-4534 94113-4534
This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 26th to:

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pulu, Kula, and Pāoa terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāoa Highway, Mokulele Highway, Helana Road, and Haleakalā Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hāna terminus the best option available.

X I agree with the above statement. ___ I disagree with the above statement

Comments: [Space for comments]

S. Oka
209 Kame Place
Kula, HI 96750

Mr. Kazu Hayashida
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pulu, Kula, and Pāoa terminus options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāoa Highway, Mokulele Highway, Helana Road, and Haleakalā Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hāna terminus the best option available.

X I agree with the above statement. ___ I disagree with the above statement

Comments: [Space for comments]
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Puʻulei, Kulaana, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pilani Highway, Makawao Highway, Hanamō Road, and Hākalaua Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Kapalākai terminus the best option available.

Comments:

I agree with the above statement. I disagree with the above statement.

Mr. Kaua' Nui, Kula
Director of Transportation
State Dept. of Transportation
869 Pāuhulua St.
Kula, HI 96790-9681
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Palihi, Kula, and Five Trees
terminals options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board
supports as its highest priority the upgrading and improvements to existing roads connecting
Upcountry and Kihei - Palihi Highway, Kula, and Five Trees. The Kula Community Association Board
considers the Kula terminus the best option available.

Comments: [Handwritten] 210 Hana Hwy, P.O. Box 1323, Kula, HI 96790

Kīhei/Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you
haven't yet shared your opinion, complete the following and mail it on or before Oct. 30th 1989

[Handwritten]
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Palihi, Kula, and Five Trees
terminals options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board
supports as its highest priority the upgrading and improvements to existing roads connecting
Upcountry and Kīhei - Palihi Highway, Kula, and Five Trees. The Kula Community Association Board
considers the Kula terminus the best option available.

[Handwritten]
I agree with the above statement.

[Handwritten] 442 (Kīhei Road) is unnecessary and will negligently impact Kīhei farmers.

Additional/Appendix: Kīhei Road improvements should be
considered to alleviate traffic congestion.

[Handwritten]
[Signature]
Kula, HI 96790
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pakalua, Kulamalu, and Five Trees terminals options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Makawao Highway, Hana Road, and Hana Highway: to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Kahekili terminus the best option available.

I agree with the above statement. x I disagree with the above statement.

Comments: 40 minute Kihei - Kula is a joke, we have over 130 people here let's work on it.

Kazuu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

The Kula Community Association Board of Directors opposes the Pakalua, Kulamalu, and Five Trees terminals options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Pilani Highway, Makawao Highway, Hana Road, and Hana Highway: to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Kahekili terminus the best option available.

I agree with the above statement. x I disagree with the above statement.

Comments:
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:
The Kula Community Association Board of Directors opposes the Puʻalua, Kulaaliʻi, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Piikelani Highway, Mālikulani Highway, Hansen Road, and Hāneula Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hāneula terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement.

Comments:

[Signature]

Kula Community Association

Kīhei Highway

Mr. Kazu Hayashida

Dir. of Transportation

STATE DEPT. OF TRANSPORTATION

869 PUNAHOU ST.

HONOLULU, HI 96826

LAWYER 2018
Kīhei / Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't already shared your opinion, please complete the following and mail it on or before Oct. 30th to:

Mr. Kaku Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Oct 25 10 in All "99

Kīhei Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kīhei Community Association Board opposes the Pūlehu, Kāmakau, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kīhei Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāhoa Highway, Mokelele Highway, Hansen Road, and Hāna公路 Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kīhei Community Association Board considers the Hāna公路 terminus the best option available.

I agree with the above statement. [ ]
I disagree with the above statement [ ]

Comments:

Kīhei / Upcountry Highway

This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you haven't already shared your opinion, please complete the following and mail it on or before Oct. 30th to:

Mr. Kaku Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kīhei Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kīhei Community Association Board of Directors opposes the Pūlehu, Kāmakau, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kīhei Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pāhoa Highway, Mokelele Highway, Hansen Road, and Hāna公路 Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kīhei Community Association Board considers the Hāna公路 terminus the best option available.

I agree with the above statement. [ ]
I disagree with the above statement [ ]

Comments:

E. J. Cambra
135 Pāhoehoe Rd
Kula, HI 96790

Mr. Kaku Hayashi
Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

E. J. Cambra
135 Pāhoehoe Rd
Kula, HI 96790

Mr. Kaku Hayashi
Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

E. J. Cambra
135 Pāhoehoe Rd
Kula, HI 96790

Mr. Kaku Hayashi
Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

E. J. Cambra
135 Pāhoehoe Rd
Kula, HI 96790
Kula Community Association's position on the proposed Upcountry/Kīhei Highway:

The Kula Community Association Board of Directors opposes the Pu'ahina, Kula-Maui, and Five Trees terminal options of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Palihali Highway, Makaula Highway, Hansen Road, and Hakeakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hana-Maui terminal the best option available.

X I agree with the above statement.

Comments: 

Chapard x Mary O. Whitt

X

KCA UP COUNTRY WATER POSITION

The KCA is in the process of developing a position statement on upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of water reserves, delivery systems, metering, rates and fees.

Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? Yes [X] No

Comments: 

Ms. Clifford A. Wiley

ER 1 Box 466, Kula, Maui 96750

Kaneohe Bay Highway

Kona Community Association's position on the proposed Upcountry/Kīhei Highway:

The Kona Community Association's position on the proposed Upcountry/Kīhei Highway is: [Handwritten]

Further, the Kona Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Palihali Highway, Makaula Highway, Hansen Road, and Hakeakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kona Community Association Board considers the Hana-Maui terminal the best option available.

X I agree with the above statement.

Comments: 

Suzy Moffett

115 Alaloa Pl.

Lahaina, HI 96761

Mr. Kazu Hashida

Director of Transportation

869 Punchbowl St.

Honolulu, HI 96813

96813-5034 M-L-1, L-1, L-1, L-1, L-1,
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pūlehu, Kula, and Kīhei sites.

Kīhei as the highest priority for the upgrading and improvements to existing roads connecting Kula, Upcountry and Kīhei - Pīlani Highway, Mākena Highway, Hāwaiʻi Road, and Hāleakalā Highway. Kīhei and Mākena are Kula's main commercial and service centers and the Kīhei terminus is the best option available.

I agree with the above statement. I disagree with the above statement.

Comments: Please type comments directly onto the page.

Mr. Kazu Hayashi
Director of Transportation
State Department of Trans
869 Punchbowl St.
Honolulu, Hawai'i 96813

96813-6036 hawaii.dot.hawaii.gov
KOEHL/UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Koele Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 28th to:

Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Koele Community Association's position on the proposed Upcountry/Koele Highway is:
The Koele Community Association Board of Directors opposes the Pulehu, Kula, and Five Trees terminus options of the Upcountry/Koele Highway. Further, the Koele Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Koele. Pulehu Highway, Molokai Highway, Hansen Road, and Koele/Kula Highways are always growing traffic concerns. If an Upcountry/Koele road is to be built, the Koele Community Association Board considers the Kula terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement.

Comments: [ ]

Sue Self
P.O. Box 893
Kula, HI 96790

MR. KAZU HAYASHI
STATE DEPT. OF TR.
869 PUNCHBOWL
HONOLULU HI 96813
KUHIO / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before Oct. 26th to:
Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association’s position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulaana, and Kulanao termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports the Haleakuila terminus as its highest priority for all upgrades and improvements to existing roads connecting Upcountry and Kihei – Pukauli Highway, Maluwele Highway, Hansen Road, and Haleakuila Highway – to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Haleakuila terminus the best option available.

I agree with the above statement. __ I disagree with the above statement

__________________________
CHRIS BOTTNER
135A AINAKULAU RD
KULA, HI 96790

MR. KAZU HAYASHIDA
DIRECTOR OF TRANSPORTATION
STATE DEPT. OF TRANSPORTATION
869 PUNCHBOWL ST.
HONOLULU, HI 96813

1981345286
KUIEI / UPCODEY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Dec. 20th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
869 Punahou St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Puehu, Kula, and Kula West terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Paia Pali Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hanailla terminus the best option available.

I agree with the above statement. [ ] I disagree with the above statement

Comments:

[ ] I agree with the above statement. [ ] I disagree with the above statement

Comments:
Kula Community Association's position on the proposed Upcountry/Kilele Highway is:

- The Kula Community Association Board of Directors opposes the Pukalani, Kula, and Five Trees terminus options of the Upcountry/Kilele Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kulele—Pukalani Highway, Mokulele Highway, Hansen Road, and Hakeakala Highway—where growing traffic concern. If an Upcountry/Kilele road is to be built, the Kula Community Association Board considers the Haliimaile terminus the best option available.

☐ I agree with the above statement. ☐ I disagree with the above statement.
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is: The Kula Community Association Board of Directors opposes the Pulaua, Kuamoo, and Pītaini terms of the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pilani Highway, Mokuleia Highway, Hansen Road, and Hālaila Highway - to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kula Community Association Board considers the Hālaila terminus the best option available. 

Comments: Support the building of Upcountry/Kīhei Highway, but only if the Hālaila terminus is chosen

If you haven't yet joined the KCA, please do so now. Here is the 1999 membership form.

NAME: Sachin Hovani
ADDRESS: 1505 Poli Dr, Kula, HI 96790
PHONE: 808-572-9091
FAX: 808-572-9091
E-MAIL:

Send dues with this form to: KCA, P.O. Box 417, Kula, HI 96790. Or you may also join at the meeting. Membership is available for those who reside or own property in the Kula area. Others may also join but without voting privileges. By providing your tax or email address, we can keep you aware of issues facing the community and on the actions of the Board and Association.
KHEI / UPCOUNTRY HIGHWAY

This is an important opportunity to comment on the proposed Upcountry/Kahului Highway. If you haven’t yet shared your opinion, complete the following and mail it on or before October 29th to:
Mr. Kato Hayashi, Director of Transportation
State Department of Transportation
859 Punchbowl St.
Hilo, HI 96720

Kula Community Association’s position on the proposed Upcountry/Kahului Highway is:

The Kula Community Association Board of Directors opposes the Hana, Kula, and Upcountry terminuses of the Upcountry/Kahului Highway. Further, the Kula Community Association Board supports the highest priority the upgrading and improvements to existing roads connecting Upcountry and Kahului - Pupukea Highway, Maluaka Highway, Hansen Road, and Hakeshita Highway - to alleviate growing traffic concerns. If an Upcountry/Kahului road is to be built, the Kula Community Association Board considers the Hakeshita terminus the best option available.

I agree with the above statement.

Comments on KCA position on Upcountry/Kahului Highway:

KCA UPCOUNTRY WATER POSITION

The KCA is in the process of developing a position statement on Upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special focus on providing adequate water supplies for current residents and agriculture. We want the position statement to be inclusive of specific and unique concerns to Kula residents, as well as to inform the public on the most important issues.

[Answers to multiple-choice questions provided]

[Additional comments on water issues]

KCA UPCOUNTRY WATER POSITION

The KCA is in the process of developing a position statement on Upcountry water. Immediate, critical problems as well as long term needs will be addressed, with special focus on providing adequate water supplies for current residents and agriculture. We want the position statement to be inclusive of specific and unique concerns to Kula residents, as well as to inform the public on the most important issues.

I agree with the above statement.

Comments on KCA position on Upcountry water:
KHEI/KICHPATRICK HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihel Highway. If you haven't yet shared your opinion, complete the following and mail it to Mr. Kauai Hayashi, Director of Transportation, State Department of Transportation, 889 Punchbowl St., Honolulu, HI 96813. Oct 25, 1989.

Kula Community Association's position on the proposed Upcountry/Kihel Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulaulu, and Five Trees terminus options of the Upcountry/Kihel Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihel - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakula Highway - to alleviate growing traffic concerns. If an Upcountry/Kihel road is to be built, the Kula Community Association Board considers the Kula terminus the best option available.

I agree with the above statement. [X] I disagree with the above statement

Comments: Please don't cut through our community, it's not where we want to go.

KGA/UPCOUNTRY WATER POSITION
The KGA is in the process of developing a position statement on upcountry water. Immediate problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, so please indicate in numeric order the three most important items.


Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? No. Yes.

Comments: We need pressure to save the water but not increased of cutting trees.

KHEI/KICHPATRICK HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihel Highway. If you haven't yet shared your opinion, complete the following and mail it to Mr. Kauai Hayashi, Director of Transportation, State Department of Transportation, 889 Punchbowl St., Honolulu, HI 96813. Oct 25, 1989.

Kula Community Association's position on the proposed Upcountry/Kihel Highway is:
The Kula Community Association Board of Directors opposes the Pulehu, Kulaulu, and Five Trees terminus options of the Upcountry/Kihel Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihel - Pilani Highway, Mokulele Highway, Hansen Road, and Haleakula Highway - to alleviate growing traffic concerns. If an Upcountry/Kihel road is to be built, the Kula Community Association Board considers the Kula terminus the best option available.

I agree with the above statement. [X] I disagree with the above statement

Comments: Please don't cut through our community, it's not where we want to go.

KGA/UPCOUNTRY WATER POSITION
The KGA is in the process of developing a position statement on upcountry water. Immediate problems as well as long term needs will be addressed, with special focus on providing adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, so please indicate in numeric order the three most important items.


Should there be a moratorium on the issuance of new meters until the water system has reserves that are sufficient to meet the needs of current users for six months of drought with no more than 10% usage reduction? No. Yes.

Comments: We need pressure to save the water but not increased of cutting trees.
KOHEI / UPCCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
859 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Puuau, Kuulauma, and Five Trees terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Filanlu Highway, Molokai Highway, Hansen Road, and Halsea Street to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hamakua terminus the best option available.

I agree with the above statement. X I disagree with the above statement

Comments:

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KOHEI / UPCCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
859 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Puuau, Kuulauma, and Five Trees terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Filanlu Highway, Molokai Highway, Hansen Road, and Halsea Street to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hamakua terminus the best option available.

I agree with the above statement. X I disagree with the above statement

Comments:

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KOHEI / UPCCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kihei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
859 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
The Kula Community Association Board of Directors opposes the Puuau, Kuulauma, and Five Trees terminal options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Filanlu Highway, Molokai Highway, Hansen Road, and Halsea Street to alleviate growing traffic concerns. If an Upcountry/Kihei road is to be built, the Kula Community Association Board considers the Hamakua terminus the best option available.

I agree with the above statement. X I disagree with the above statement

Comments:

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KIHEI / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you have not yet shared your opinion, complete the following and mail it on or before Oct. 25th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
889 Pūnuku Street
Hono Lihi, HI 96812

Kīhei Community Association’s position: The Kīhei Community Association Board of Directors opposes the Pūhū, Kīsamala, and Pūkūa Lava terminal options of the Upcountry/Kīhei Highway. Further, the Kīhei Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pūpō Road, Mokulea Highway, Hana Road, and Hākapūkūa Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kīhei Community Association Board considers the Hākapūkūa terminus the best option available.

Comments:

[Signature]
I agree with the above statement.
I disagree with the above statement.

KIHEI / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you have not yet shared your opinion, complete the following and mail it on or before Oct. 25th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
889 Pūnuku Street
Hono Lihi, HI 96812

Kīhei Community Association’s position: The Kīhei Community Association Board of Directors opposes the Pūhū, Kīsamala, and Pūkūa Lava terminal options of the Upcountry/Kīhei Highway. Further, the Kīhei Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pūpō Road, Mokulea Highway, Hana Road, and Hākapūkūa Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kīhei Community Association Board considers the Hākapūkūa terminus the best option available.

Comments:

[Signature]
I agree with the above statement.
I disagree with the above statement.

KIHEI / UPCOUNTRY HIGHWAY
This is an important opportunity to comment on the proposed Upcountry/Kīhei Highway. If you have not yet shared your opinion, complete the following and mail it on or before Oct. 25th to:
Mr. Kazu Hayashi, Director of Transportation
State Department of Transportation
889 Pūnuku Street
Hono Lihi, HI 96812

Kīhei Community Association’s position: The Kīhei Community Association Board of Directors opposes the Pūhū, Kīsamala, and Pūkūa Lava terminal options of the Upcountry/Kīhei Highway. Further, the Kīhei Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kīhei - Pūpō Road, Mokulea Highway, Hana Road, and Hākapūkūa Highway to alleviate growing traffic concerns. If an Upcountry/Kīhei road is to be built, the Kīhei Community Association Board considers the Hākapūkūa terminus the best option available.

Comments:

[Signature]
I agree with the above statement.
I disagree with the above statement.
This is an important opportunity to comment on the proposed Upcountry/Kilei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25th to:

Mr. Kaua Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Hawaii, HI 96813

Kula Community Association's position on the proposed Upcountry/Kilei Highway is:

The Kula Community Association Board of Directors opposes the Pukea, Kula, and Five Treas Term options of the Upcountry/Kilei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kilei - Pilani Highway, Molokule Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kilei road is to be built, the Kula Community Association Board considers the Halama terminus the best option available.

I agree with the above statement. I disagree with the above statement.

Comment:

This is an important opportunity to comment on the proposed Upcountry/Kilei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25th to:

Mr. Kaua Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Hawaii, HI 96813

Kula Community Association's position on the proposed Upcountry/Kilei Highway is:

The Kula Community Association Board of Directors opposes the Pukea, Kula, and Five Treas Term options of the Upcountry/Kilei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kilei - Pilani Highway, Molokule Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kilei road is to be built, the Kula Community Association Board considers the Halama terminus the best option available.

I agree with the above statement. I disagree with the above statement.

Comment:

This is an important opportunity to comment on the proposed Upcountry/Kilei Highway. If you haven't yet shared your opinion, complete the following and mail it on or before Oct. 25th to:

Mr. Kaua Hayashi, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Hawaii, HI 96813

Kula Community Association's position on the proposed Upcountry/Kilei Highway is:

The Kula Community Association Board of Directors opposes the Pukea, Kula, and Five Treas Term options of the Upcountry/Kilei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kilei - Pilani Highway, Molokule Highway, Hansen Road, and Haleakala Highway to alleviate growing traffic concerns. If an Upcountry/Kilei road is to be built, the Kula Community Association Board considers the Halama terminus the best option available.

I agree with the above statement. I disagree with the above statement.

Comment:
Kulea/I Pupukea Highway
This is an important opportunity to comment on the proposed Upland/Kolea Highway. If you haven't yet shared your opinion, complete the following and mail it in or before Oct. 26th to:
Mr. Kauz Hayashi, Director of Transportation
889 Punchbowl St.
Hono, HI 96813

Kulea Community Association's position on the proposed Upland/Kolea Highway is:
The Kulea Community Association Board of Directors opposes the Puakea, Kulea, and Five Trees terminal options of the Upland/Kolea Highway. Further, the Kulea Community Association Board supports the highest priority the upgrading and improvements to existing roads connecting Upland and Kolea - Pilani Highway, Makalae Highway, Hansan Road, and Seaside Highway - alleviate growing traffic concerns. If an Upland/Kolea road is to be built, the Kulea Community Association Board considers the Makalae terminus the best option available.

I agree with the above statement. I disagree with the above statement.

Comments:

Kulea/I Pupukea Highway
This is an important opportunity to comment on the proposed Upland/Kolea Highway. If you haven't yet shared your opinion, complete the following and mail it in or before Oct. 26th to:
Mr. Kauz Hayashi, Director of Transportation
889 Punchbowl St.
Hono, HI 96813

Kulea Community Association's position on the proposed Upland/Kolea Highway is:
The Kulea Community Association Board of Directors opposes the Puakea, Kulea, and Five Trees terminal options of the Upland/Kolea Highway. Further, the Kulea Community Association Board supports the highest priority the upgrading and improvements to existing roads connecting Upland and Kolea - Pilani Highway, Makalae Highway, Hansan Road, and Seaside Highway - alleviate growing traffic concerns. If an Upland/Kolea road is to be built, the Kulea Community Association Board considers the Makalae terminus the best option available.

I agree with the above statement. I disagree with the above statement.

Comments:

Kulea/I Pupukea Highway
This is an important opportunity to comment on the proposed Upland/Kolea Highway. If you haven't yet shared your opinion, complete the following and mail it in or before Oct. 26th to:
Mr. Kauz Hayashi, Director of Transportation
889 Punchbowl St.
Hono, HI 96813

Kulea Community Association's position on the proposed Upland/Kolea Highway is:
The Kulea Community Association Board of Directors opposes the Puakea, Kulea, and Five Trees terminal options of the Upland/Kolea Highway. Further, the Kulea Community Association Board supports the highest priority the upgrading and improvements to existing roads connecting Upland and Kolea - Pilani Highway, Makalae Highway, Hansan Road, and Seaside Highway - alleviate growing traffic concerns. If an Upland/Kolea road is to be built, the Kulea Community Association Board considers the Makalae terminus the best option available.

I agree with the above statement. I disagree with the above statement.

Comments:

Trans. Dept. to Hono Rd. Money should be spent on the
Kula Iolea road now. this would alleviate traffic concerns.
Kula Community Association's position on the proposed Upcountry/Kīhei Highway is:

The Kula Community Association Board of Directors opposes the Pāliku, Kāhaku, and Poʻakī options for the Upcountry/Kīhei Highway. Further, the Kula Community Association Board supports the Halawa Valley as the most suitable location for the highway due to the higher priority of upgrading and improving existing roads connecting Upcountry and Kīhei:

Mānele Highway, Kaukapakapa Highway, Haleakalā Highway, and Hāna Highway. To alleviate growing traffic concerns, it is crucial to consider the Halawa Valley as the best option available.

I agree with the above statement: [ ]

I disagree with the above statement: [ ]

Comments:

[ ] I already agree with highest priority as stated above. The best location for Upcountry/Kīhei Highway is Halawa Valley.

Jason Kwan 162-975-8332 Kula HI 96794

WATER
Kuleia Community Association's position on the proposed Upcountry/Kulai Highway is:
The Kuleia Community Association Board of Directors opposes the Pulehu, Kula, and Kula-Trees termite options of the Upcountry/Kulai Highway. Further, the Kuleia Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kula - Pulehu Highway, Mokulele Highway, Hansen Road, and Hakeaka Highway - to alleviate growing traffic concerns. If an Upcountry/Kulai road is to be built, the Kuleia Community Association Board considers the Hallimaka terminus the best option available.

X I agree with the above statement.

X I disagree with the above statement.

Comments:

We work in Honoikiwa and we feel that the new Upcountry/Kulai Highway will cause a lot of problems. We have heard that the new roads will not be able to handle the traffic and that there will be accidents. We want to see the new roads built to better handle the traffic.