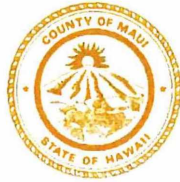


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WAILUKU, MAUI, HAWAII 96793

TELEPHONE: (808) 270-7511
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May 7, 2026

Pioneer Design Group – Hawai'i, LLC
ATTN: Emily Ballard, Project Planner
711 Kapi'olani Blvd., Suite 1450
Honolulu, Hawai'i 96813

State of Hawai'i, Land Use Commission
ATTN: Martina Segura
P.O. Box 2359
Honolulu, Hawai'i 96813

SUBJECT: Comments Regarding the Draft Environmental Impact Statement (DEIS) for the Proposed Ho'onani Village Mixed-Use Development Project; Pu'unēnē, Maui, Hawai'i

Dear Ms. Ballard:

Mahalo for your email dated May 6, 2026, and for the opportunity to provide additional high-level comments on the Draft Environmental Impact Statement (DEIS) for the proposed Ho'onani Village project.

The County of Maui Department of Transportation (MDOT) appreciates the applicant's commitment to coordinating with the County on transit integration. To ensure the project aligns with the *Hele Mai Maui 2045 Long Range Transportation Plan (LRTP)* and the *Vision Zero Maui Action Plan*, we offer the following comments for the Final Environmental Impact Statement (FEIS) and future design phases:

1. Public Transit Integration and Bus Stop Coordination

MDOT supports the goal of identifying potential on-site bus stop locations early in the master planning process. To facilitate future transit service through the subdivision, the Department recommends the following:

- The internal collector road should be designed to safely and efficiently accommodate Maui Bus transit vehicles. This includes ensuring appropriate lane widths and intersection turning radii.
- Transit routes typically operate in both directions; therefore, the applicant should work closely with the Department to establish designated bus stop locations on both sides of the street along the primary collector road. These locations should be spaced to ensure that project residences are within a one-half mile walking distance of transit, as recommended by the Office of Planning and Sustainable Development (OPSD).
- To minimize future retrofitting costs, the Department recommends that the developer provide adequate right-of-way spacing for bus pull-outs (where feasible), ADA-compliant concrete boarding pads (minimum 10 feet width by 40 feet in length), and pedestrian-scale lighting at these designated locations during the initial infrastructure build-out.

2. Transportation Maintenance Facility Coordination

MDOT is currently in the planning and development stages for a new County Transportation Baseyard Facility for its Maui Bus fleet.

- This facility is planned for a 12.5-acre site adjacent to the Ho‘onani Village project area, situated along Pūlehu Road and Ho‘okele Street as part of A&B’s Maui Business Park project. There will be a 210-foot wide retention basin situated between the proposed baseyard and the Ho‘onani Village development.
- To ensure long-term compatibility, the applicant should evaluate the site layout and the specific placement of residential units adjacent to this facility as well as the rest of A&B’s business park. MDOT recommends that the design accounts for the active nature of transit operations to minimize potential future conflicts regarding noise and traffic circulation.
- MDOT encourages the applicant to evaluate how the internal multimodal network of Ho‘onani Village can integrate with planned facilities at A&B’s Business Park. Ensuring continuous sidewalks and bicycle paths between Ho‘onani Village and the existing A&B Business Park sites will strengthen regional connectivity.

3. Multimodal Connectivity and Frontage Improvements

In response to OPSD’s recommendations and the Department’s focus on neighborhood integration, the FEIS should detail a comprehensive "Safe System" approach to active transportation:

- The project should feature a seamless network of sidewalks and bike paths that connect neighboring developments to the project’s internal network across all phases of construction.
- To improve efficiency for non-vehicular travel, each phase adjacent to Hansen Road and Pūlehu Road should include dedicated pedestrian and bicycle ingress/egress points. These direct access paths will allow residents to walk or bike directly to the external

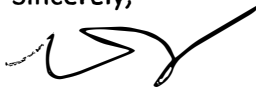
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sidewalk network without being required to navigate through the internal roadway system.

- Continuous, sidewalks and paths must be established along the entire development frontage of Hansen Road and Pūlehu Road.
- Ensuring safe and functional connectivity along these key corridors is essential to reducing single-occupancy vehicle reliance and advancing County multimodal policies.

MDOT looks forward to continuing this collaborative coordination. If you have any further questions or would like to schedule a meeting to discuss specific bus stop locations and technical standards, please feel free to contact me at (808) 270-7511.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marc Takamori', with a stylized flourish at the end.

Marc Takamori
Director of Transportation