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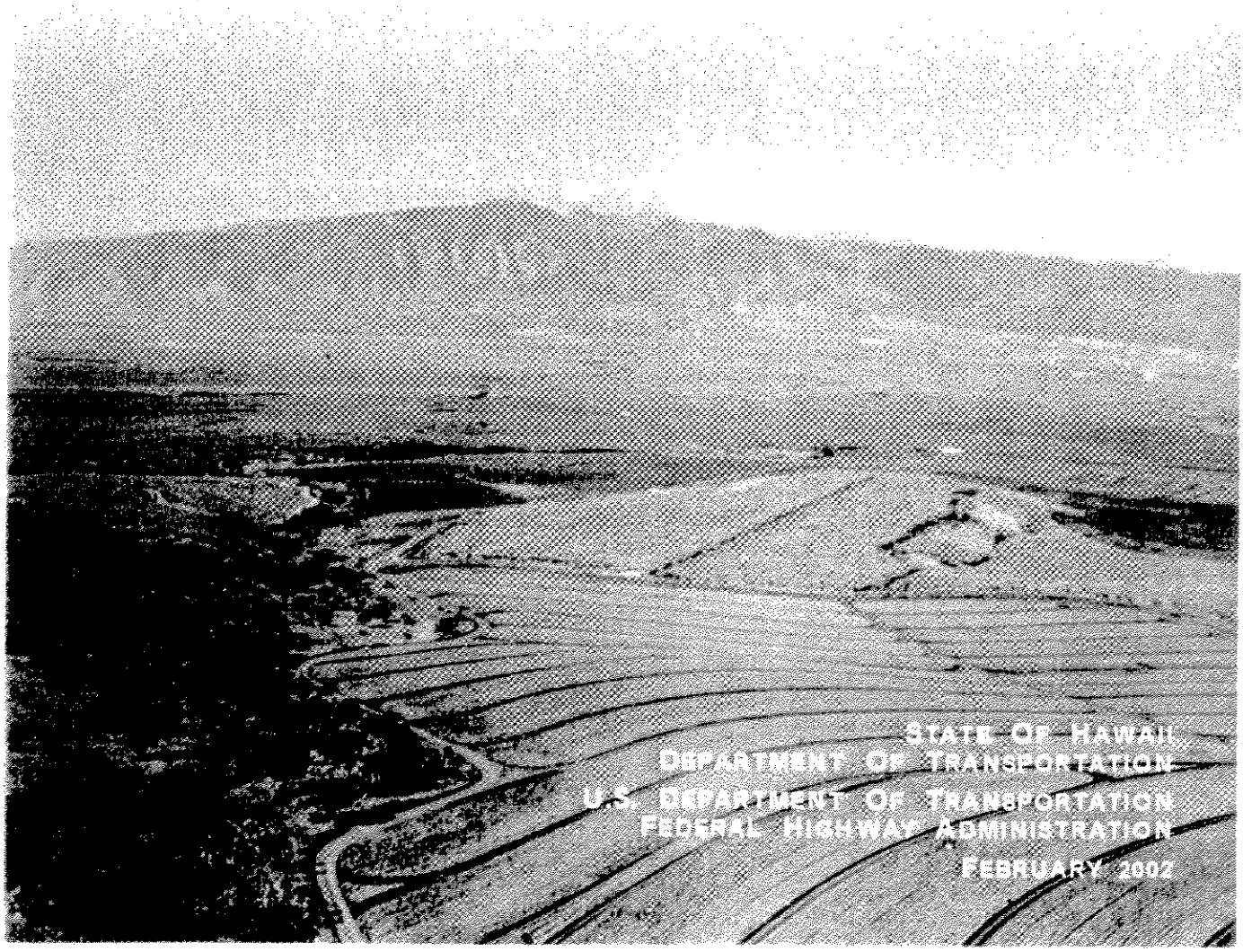
KIHEI UPCOUNTRY MAUI HIGHWAY

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



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

DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS THAT REQUIRE RESPONSES

Transmittal Letter to Governmental Agencies from the State of Hawaii Department of Transportation
Letters from Government Agencies and Responses from the State of Hawaii Department of Transportation
Transmittal Letter to Non-Governmental Participants from the State of Hawaii Department of Transportation
Letters, Comment Forms, Paraphrased Oral Comments From Non-Governmental Participants and Responses from the Department of Transportation

DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS THAT DO NOT REQUIRE RESPONSES

Transmittal Letter from the State of Hawaii Department of Transportation
Letters and Comment Forms

Kihei-Upcountry Maui Highway

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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
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KIHEI-UPCOUNTRY MAUI HIGHWAY

COUNTY OF MAUI

STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

COPY

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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PUBLIC HEARING

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 Ekahi 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 Councilmembers, 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 Kekaulike 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.)

C E R T I F I C A T I O N

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.

Jeannette Iwado LS

NOTARY PUBLIC, State of Hawaii

My commission expires 2/5/00

KIHEI-UPCOUNTRY MAUI HIGHWAY

COUNTY OF MAUI

STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC HEARING

Held at the Kihei Aquatic Community Center, Kihei, Maui, Hawaii, commencting 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, E N G E L, 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, K A T H R Y N, M A L O N E Y. My address is 300 Lakau, L A K A 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, C H R I S T I N E, last name is M O S C H E T T I. My address is P.O. Box 741, Kihei, 96753. Okay. So my preference is the U3-K1. 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

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 tonight. 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.)

C E R T I F I C A T I O N

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 6th day of October, 1999.

Rachelle Primeaux

Notary Public, State of Hawaii

My Commission Expires June 14, 2000

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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* * *

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.

KAORU MURAOKA: I'm Kaoru, K-A-O-R-U, Muraoka, M-U-R-A-O-K-A. My address is 388 Aliiolani, Pukalani, Maui.

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 3188 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

intersection.

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 Kaui 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, 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.

GINA FLAMMER: Gina Flammer, F-L-A-M-M-E-R. My 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 Ulele 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

Maui.

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 a 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 was 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 manao, more of them would come because it would have been okay and safe for them to share their manao.

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 manao. 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 Hana 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 connecter 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 connecter 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.)

C E R T I F I C A T I O N

STATE OF HAWAII)
) 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.

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

COPY

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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PUBLIC HEARING

TRANSCRIPT OF PROCEEDINGS

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

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 Pukalani would be something that would be easily forseen.

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

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 a 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

community, and current funding requires more traffic before allocating the extra 10 million dollars for such an intersection.

The Haliimaile intersection will furthermore greatly increase the traffic down residential Holopuni and Pulehu Roads, which are not designed for traffic. Accident statistics on these roads are already bad.

With regard to the Five Trees intersections, U2-A and B, the impact statement is based on traffic studies which were done before King Kekaulike High School was built, and Kamehameha School as well, before the Kamehameha School plan.

With regard to the Kula Hardware Store intersection, U3, this choice will make the trip to the summit worse for both scientists and tourists, and 50 percent of the benefit to the Pukalani-Kihei hotel commuters will be lost. They will have to go to the Kula Hardware Store, and would need four lanes from Pukalani to the Kula Hardware Store, and there are no plans for this. The intersection of the Hana Highway and the Haleakala Highway is already bad, especially during school times, really needing a cloverleaf overpass.

Finally, Hansen Road could be fixed and/or moved and would siphon traffic away from the Hana Highway/Dairy Road intersection, which is also bad.

MRS. KAVANAGH: Patricia Kavanagh, 238 Nalani Street, Pukalani. Well, the route that I chose that makes the

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.

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 Kaualani 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

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 day 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

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

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)

--oOo--

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

C E R T I F I C A T I O N

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.

Jeannette Iwado LS

NOTARY PUBLIC, State of Hawaii

My commission expires 2/5/00

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

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DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

TRANSCRIPT OF PROCEEDINGS

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 Siarot, 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 tonight, 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.

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. HAWLEY: 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 U1.

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 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 U1-K1 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. (Applause.)

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.

John Wilson.

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

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.

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

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 farfetched 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. TSUZUKI: 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

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

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 Haliimaile. 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-i-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

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.

(Applause.)

MR. TSUZUKI: 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. TSUZUKI: 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. TSUZUKI: 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. TSUZUKI: 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. TSUZUKI: 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 Kihei 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

convene at 7 p.m. to answer questions and accept testimony. So I think the questions certainly are in order if that -- does that mean something different than what it sounds like?

MR. TSUZUKI: No, you can ask questions.

MS. D'ENBEAU: Thanks. Well, my question is, looking at the EIS, I note and I asked this question last time but I didn't get a response, unfortunately. It says here, finally, federal highway administration participation in this project requires that transportation systems management, the acronym being TSM, be considered among the alternatives. TSM could be -- and/or augmenting Maui's paratransit system in the region and implementing selected transportation control measures, TSM's such as high occupancy vehicle lanes and ride sharing. Are you all sharing that federal requirement? Could anybody give me the citation to that?

MR. TSUZUKI: No, not specifically.

MS. D'ENBEAU: So it is a federal requirement but you don't have the -- I asked for this last time and somebody promised to fax it to my office. I'm sorry, if I had known it was not going to be done, I would have certainly taken his name down. In any case, I am going to ask that again, if you could please provide that information, I'd appreciate it. My fax number is 575-2125. And I'm referring to page 2-22 of your environmental assessment.

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'i 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,

sir.

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 ohana, 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. TSUZUKI: 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

submit --

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.)

C E R T I F I C A T I O N

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 29th day of October, 1999.

Rachelle Primeaux

Notary Public, State of Hawaii

My Commission Expires June 14, 2000

LS

CERTIFICATION

I, JEANNETTE 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.

NOTARY PUBLIC, State of Hawaii

My commission expires 2/5/00

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 6:30 p.m. On October 13, 1999.

I N D E X

COMMENTS BY:	PAGE
Steven Anderson	3

PUBLIC HEARING

TRANSCRIPT OF PROCEEDINGS

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.)

C E R T I F I C A T I O N

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

BENJAMIN J. CAYETANO
GOVERNOR

BRIAN K. MINAAI
DIRECTOR

DEPUTY DIRECTORS
JEAN L. OSHITA
JADINE Y. URASAKI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
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IN REPLY REFER TO:

HWY-PA
2.4849

December 17, 2001

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/Haliimaile 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,

BRIAN K. MINAAI
Director of Transportation

Enclosure

USDA

United States
Department of
Agriculture

Natural
Resources
Conservation
Service

P.O. Box 50004
Honolulu, HI
96850

Hwy 3437

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

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

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SEP 20 3 54 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

September 15, 1999

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50206
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 undesireable 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,

Acting

KENNETH M. KANESHIRO
State Conservationist

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
SEP 21 PM 05 AM '99
HIGHWAY DIVISION
PLANNING BRANCH

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

Mr. Kenneth M. Kaneshiro
State Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
P.O. Box 50004
Honolulu, HI 96850

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.

HNY 3935

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER-99/731

SEP 30 1999

RECEIVED
OCT - 5 1999
HAWAII DIVISION

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

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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 Ke Alii Alanui Street/Piilani 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.

1

2

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.

3 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.

4 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.

5 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
5 cat's claw *(Caesalpina 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
6 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
7 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
7 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
7 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

Mr. Willie R. Taylor
Director, Office of Environmental Policy and Compliance
U.S. Department of the Interior
Office of the Secretary
Washington, D.C. 20240

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 Kali 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.

HWY 3968

U. S. Department of the Interior
U. S. GEOLOGICAL SURVEY
BIOLOGICAL RESOURCES DIVISION
PACIFIC ISLAND ECOSYSTEMS RESEARCH CENTER
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HIGHWAYS DIVISION

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STATE DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

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 *wiliwili* 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. *Wiliwili* (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 became 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 blackburni). 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 exclosure 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.

1 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

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.

United States Department of the Interior

U.S. GEOLOGICAL SURVEY

Water Resources Division
677 Ala Moana Blvd., Suite 415
Honolulu, HI 96813

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AUG 2 4 1999
HAWAII DIVISION

August 23, 1999

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.

1 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,

Gordon Tribble
Acting District Chief

cc: State of Hawaii Office of Environmental Quality Control
Warren S. Unemori Engineering, Inc.

Mr. Gordon Tribble
District Chief
U.S. Department of the Interior
U.S. Geological Survey, Water Resources Division
677 Ala Moana Blvd., Suite 415
Honolulu, HI 96813

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 Kihei-Upcountry Maui Highway does not adversely affect the quality of nearby water bodies, such as Maalaea 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.

HWY 3938

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

RECEIVED
OCT - 5 1999
FHWA/HDOT

September 30, 1999

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

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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 Objections. 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.

1

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.

1

2

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,

FOR

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 Wiltse, 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.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

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..

3 In terms of water quality impacts associated with the project, page 4-42 states that roadway run-off 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

4 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 "[a]ny discharge" may be interpreted to include discharges from point and nonpoint sources (runoff of pollutants).

Wetlands

5 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

6 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, "[n]o 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

7 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

8 Section S.7 briefly discusses approvals and permits required prior to construction of the project. Page S-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). 9

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. 10

SOLID WASTE

We recommend that the FEIS discuss potential opportunities for waste reduction as a component of the proposed project. Specific measures could include: 11

(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, gaseous and particulate emissions from vehicles, contaminated roadway runoff, the generation of waste construction materials (including asphalt, concrete, metals, 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 geotextiles, 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 deicing 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 deicing 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.

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* 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" asphalt, 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

U.S. Environmental Protection Agency, Office of Federal Activities. April 1994. "Evaluation of Ecological Impacts From Highway Development."

U.S. Environmental Protection Agency, Office of Water. September 1992. "Storm Water Management For Industrial Activities: Developing Pollution Prevention Plans and Best Management Practices."

" 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.

BENJAMIN J. CAYETANO
GOVERNOR

MAJOR GENERAL EDWARD V. RICHARDSON
DIRECTOR OF CIVIL DEFENSE

ROY C. PRICE, SR.
VICE DIRECTOR OF CIVIL DEFENSE

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SEP - 1 1999
HAWAII DIVISION

PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

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 KIHEI-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, Kihei-Upcountry Maui Highway, County of Maui, State of Hawaii.

1 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 earthquakes, volcanic activity, and the threat of wind and torrential rainfall associated with tropical cyclones/hurricanes. Another proposal entails that any future developers purchase 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, transportation engineers must design and construct this roadway for use as a possible emergency evacuation route.

2

3

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.

HWY 3931

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

BRUCE S. ANDERSON, Ph.D., M.P.H.
DIRECTOR OF HEALTH

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

In reply, please refer to:
File:

September 28, 1999

99-183/epo

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HAWAII DIVISION

Mr. Abraham Wong
Federal Highway Administration
300 Ala Moana Boulevard
P. O. Box 50206
Honolulu, Hawaii 96850

RECEIVED
STATE DEPARTMENT OF TRANSPORTATION
OCT 22 11 44 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Dear Mr. Wong:

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

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

Control of Fugitive Dust

1 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. 990000206, "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 0000335) 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;

3

b. Discharge of hydrotesting water; and

c. Discharge associated with construction activity dewatering.

4

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

5

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

6

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
6 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.

7 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&IAQB
OEQC
Warren S. Unemori Engineering, Inc.

Mr. Gary Gill
State of Hawaii
Department of Health
P.O. Box 3378
Honolulu, HI 96801

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 Kihei-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.

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

TIMOTHY E. JOHNS
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY

JANET E. KAWELO

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND ENVIRONMENTAL AFFAIRS
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

September 20, 1999

Federal Highway Administration
Attn: Mr. Abraham Wong
300 Ala Moana Boulevard
P.O. Box 50206
Honolulu, Hawaii 96850

RECEIVED
SEP 23 1999
WARREN S. UNEMORI ENGINEERING, INC.

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.

1

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.

2

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,

for Michael G. Buck
Administrator

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

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
54 SOUTH HIGH ST., ROOM 101
WAILUKU, HAWAII 96793-2198

TIMOTHY E. JOHNS
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY DIRECTOR
JANET E. KAWELO

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND ENVIRONMENTAL AFFAIRS
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
STATE PARKS
WATER RESOURCE DEVELOPMENT

September 20, 1999

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.

Hwy 3955

BENJAMIN J. CAYETANO
GOVERNOR

RECEIVED
Nov 2 11 47 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

DIRECTOR'S OFFICE
DEPT OF
Nov 2 8 52 AM '99

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Nov 3 12 13 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

October 28, 1999

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 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 2. This project will increase the number of road kills. Please discuss and propose mitigation measures to minimize the number of roadkills.

3 3. To minimize visual impact, please ensure that final cut and fill slope faces will be made to blend with the surrounding landscape.

4 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 5. Please describe mitigation measures to minimize the potential spread of alien organisms.

6 6. Please develop a program to increase the environmental awareness of all construction workers who will be working on this project.

7 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,

Genevieve Salmonson
Director

c: 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.

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.

PHONE (808) 594-1888

FAX (808) 594-1865

STATE OF HAWAI'I
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAI'I 96813

RECEIVED
SEP 22 1999
WARREN S. UNEMORI ENGINEERING, INC.

September 15, 1999

Mr. Abraham Wong
Federal Highway Administration
300 Ala Moana Boulevard
P.O. Box 50206
Honolulu, HI 96850

(EIS #334)

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'oloa'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.

1 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."

2 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.

3 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

C. Sebastian Aloot
Hawaiian Rights Division Director

cc: Board of Trustees
Office of Environmental Quality Control (OEQC)
Maui CRS
Mr. Warren S. Unemori

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.

University of Hawai'i at Mānoa

Environmental Center
A Unit of Water Resources Research Center
2550 Campus Road · Crawford 317 · Honolulu, Hawai'i 96822
Telephone: (808) 956-7361 · Facsimile: (808) 956-3980

RE: 0694
October 28, 1999

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 accomodations 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 Haleakala; 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.

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

1 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.

2 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.

3 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 a 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

4 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
5 ratings should also be included for those lands used for sugar, pineapple, or vegetable crops.
6 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

7 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.

8 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

9 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.

10 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.

11 12 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.

13 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.

14 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).

15 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.

16 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

16 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 Haleakala Crater using Pulehuiki Road, Kimo Drive, Lower Kula Road, Holopuni, Pulehu, and Omaopio roads. These streets are of concern as they are narrow, winding, and steep, and will be traversed after vehicles
17 have already descended 22 miles down Crater Road when returning from Haleakala 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
18 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 Kamehameha schools, a proposed park, a proposed shopping center, and a proposed elderly housing project. These noise levels are
19 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 Haleakala 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
20 water resources could pose great risk to the area. This problem should be further addressed in the Final EIS.

Cost-Benefit Analysis

21 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
22 direction of trips being generated for all alternatives should also be included. Also, a discussion
23 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
24 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

28 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

29 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

Mr. John T. Harrison
Environmental Coordinator
University of Hawaii at Manoa
Environmental Center
2550 Campus Road, Crawford 317
Honolulu, HI 96822

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). Kihei-Upcountry Maui Highway could be used as a transit link between Kihei 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 Kihei-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.

AMES "KIMO" APANA
MAYOR

John Min's ✓

OFFICE OF THE MAYOR
Ke'ena O Ka Meia

COUNTY OF MAUI
Kalana O Maui

200 South High Street
Wailuku, Maui, Hawaii USA
96793-2155
Telephone (808) 270-7855
Fax (808) 270-7870
e-mail: mauimayr@wailuku.net

September 22, 1999

'99 SEP 23 A9:55

DEPT OF PLANNING
COUNTY OF MAUI
RECEIVED

VIA FACSIMILE: 541-2704

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

Dear Mr. Wong:

RE: Kihei-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 Kihei-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 Haliimaile Road/Haleakala Highway Junction to Ka Ono Ulu Street alternative (also referred to as Alignment U1 - K1).

1 This recommendation is supported by policies in the adopted community plans for the regions of Makawao-Pukalani-Kula and Kihei-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 ambiance 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 Hali'imaile 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:jso
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.

HWY 3932

DEPARTMENT OF
PARKS AND RECREATION
COUNTY OF MAUI

1580-C KAAHUMANU AVENUE WAILUKU, HAWAII 96793

JAMES "KIMO" APANA
Mayor

FLOYD S. MIYAZONO
Director

ELIZABETH D. MENOR
Deputy Director

(808) 270-7230
FAX (808) 270-7934

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OCT - 5 1999
HAWAII DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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.

1 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
2 Chapter Seven, the Mayor of Maui County is listed as James Akana. It should read James Apana.

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. Unemori 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.

JAMES "KIMO" APANA
MAYOR

OUR REFERENCE

YOUR REFERENCE

POLICE DEPARTMENT
COUNTY OF MAUI

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

THOMAS M. PHILLIPS
CHIEF OF POLICE

CHARLES H.P. HALL
DEPUTY CHIEF OF POLICE

September 17, 1999

COPY

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

RECEIVED
SEP 22 1999
WARREN S. UNEMORI ENGINEERING, INC.

Dear Mr. Wong:

SUBJECT: Kihei-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,

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.

1 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.

2 We have also observed in the past unnatural disasters such as fire and fatal motor vehicle accidents which have closed Piilani 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.

3 With this in mind, I would suggest that Wailea Iki Drive be extended to meet the Up-Country highway rather than Ke Alii Alanui road which already has it's share of traffic problems due to Kamalii Elementary School and Kanakanui 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 Piilani Highway.

Respectfully Submitted,

Brad Hickle E-9966

09/13/99 1230 hours

Mr. Thomas M. Phillips
Chief of Police
Police Department
County of Maui
55 Mahalani Street
Wailuku, HI 96793

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.

BENJAMIN J. CAYETANO
GOVERNOR

BRIAN K. MINAAI
DIRECTOR

DEPUTY DIRECTORS
JEAN L. OSHITA
JADINE Y. URASAKI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

HWY-PA
2.4850

December 17, 2001

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/Haliimaile 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 be 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. MINAAI
Director of Transportation

Enclosure

HWY 3443

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SEP 22 11 22 AM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

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Maui Pineapple Company, Ltd.
Haliimaile Division

September 20, 1999

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:

1 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.

2 The alternative U1 terminates at Haliimaile Road. This gives us the opportunity to add a stop signal at this very dangerous intersection, and take traffic from Haliimaile Road and Upcountry to Kihei. Currently, it is almost impossible to make a left turn from Haliimaile Road in the morning. A&B is planning a subdivision in Haliimaile that will add to the traffic considerably. It is my opinion that the Kihei-Upcountry Highway should terminate at Haliimaile Road rather than at Five-Tree junction.

We appreciate your consideration.

Sincerely,

Doug MacCluer

L. Douglas MacCluer
Plantation Manager

/jlt

SEP 24 11 06 AM
HIGHWAYS DIVISION
PLANNING BRANCH

870 Haliimaile Road • Haliimaile, Maui, Hawaii 96768-9768 • Telephone (808) 572-7211 • Fax (808) 572-8229

Mr. L. Douglas MacCluer
Plantation Manager
Maui Pineapple Company, Ltd.
Haliimaile Division
870 Haliimaile Road
Haliimaile, HI 96768-9768

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 / Haliimaile 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 Haliimaile.

Hwy 3447

Sept. 22, 1999

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

FROM: Mrs. Margaret King Iremen
RR2 Box 83-A
Kula, HI 96790

DIRECTOR'S OFF. DEPT. OF TRANSPORTATION
SEP 23 9 41 AM '99

Re: Kihei-Upcountry 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, Kahului 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

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION
SEP 24 11 06 AM '99
HIGHWAYS DIVISION PLANNING BRANCH

RECEIVED
SEP 23 4 55 PM '99
DEPT. OF TRANSPORTATION HIGHWAYS DIVISION

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.

HWY 3450

TESTIMONEY

KAHU(REVERAND)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 UPCOUNTY 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.

1 Both Kaluapulani and Kalialinui 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 Malu as it relates to the location of the Burial caves on the bottom of the gulch.

1 The highway route can be "placed" in an area that would not impact the burial caves.

2 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 Kalialinui 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 its history. Hui Ai Pohaku 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.

Kahu Charles Kauluwehi Maxwell, Sr.
157 Alea Place
Pukalani, HI 96768

1. Thank you for informing us about the burial caves in Kaluapulani and Kalialinui 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.

HWY-3462

DIRECTOR'S OFFICE
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SEP 30 11 40 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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 some of the terminuses and other projects past and upcoming (ie., the demise Ulupalakua Road to Makena, the demise of the first attempted 4th lane of Haleakala Highway, the resurrection of the 4th lane of Haleakala 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 absense 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...".

1 Many comments by PCA members and guests that night seemed to center around the Planning an 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 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.

2 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 Openning 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 our manning the fundraising boothes. 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 attendence 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 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,

9/27/99

Aric Nakashima, President
Pukalani Community Associaton
151 Aulii Drive
Pukalani, Maui Hi. 96768

ph. (808)572-1674

Mr. Aric Nakashima, President
Pukalani Community Association
151 Aulii Drive
Pukalani, HI 96768

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 Aulii 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 Kihei-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 Haliimaile 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. 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.

HWY 3463

STATE DEPARTMENT OF TRANSPORTATION
OCT 1
HIGHWAYS DIVISION
PLANNING BRANCH
DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

PAUL J. MEYER

240 Hoopalua Drive • Makawao, HI 96768
Tel: (808) 572-6677
e-mail: meyerp@maui.net

RECEIVED
SEP 30 11 35 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

September 29, 1999

Director of Transportation
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Re: Kihei-Upcountry Connector Highway

1 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 Hali'imaile Road intersection (U-1).

A few vital considerations are:

A.) Safety of Maui People.

2 1. Choice of the Five Trees (U2-A) and Kulamalu (U2-B) termini would unnecessarily funnel much additional traffic from Olinda, Makawao, Haiku and Hali'imaile through the already overburdened Makawao Avenue and Five Trees intersections, and past King Kekaulike High School where 1400 kids walk and drive to school. Children will eventually get killed by an impatient driver. Hali'imaile will not create a safety problem.

3 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 Hali'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. 4

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. 5

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. 6

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. 7

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 Hali'imaile Road.

Thank you for your consideration.

Sincerely,

Paul J. Meyer

PJM:lt

c:Kihei-upcountry road.ltr

Mr. Paul J. Meyer
240 Hoopalua Drive
Makawao, HI 96768

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 / Haliimaile 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, Haliimaile 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 Kihei-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.

HWY-3464

G. Stephen Holaday
Plantation General Manager, HC&S
Sr. Vice President, A&B Hawaii, Inc.

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TRANSPORTATION
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STATE DEPARTMENT
OF TRANSPORTATION
OCT 1 10 49 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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, HC&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. 1 However, if the Haliimaile 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 2 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.

2 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 Haliimaile 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

Mr. G. Stephen Holaday
Plantation General Manager
Hawaiian Commercial & Sugar Company
P.O. Box 266
Puunene, HI 96784

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.

HWY 3511

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 5 10 56 AM '99

Kazu Hayashida
Director of Transportation
DOT,Highway Division
869 Punchbowl St.
Honolulu, HI , 96813

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.

1 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. Syfers
340 Liliuokalani St.
Pukalani, Hi 96768

Susan C. Anderson
30 A Kealaloa St.
Makawao, Hi 96768

HIGHWAYS DIVISION
PLANNING BRANCH
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HIGHWAYS DIVISION

Ms. Betty J. Syfers
340 Liliuokalani Street
Pukalani, HI 96768

Ms. Susan C. Anderson
30 A Kealaloa Street
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.

HWY 3514

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HIGHWAYS DIVISION

Cindy H. Schenk
372 Hoopalua Drive
Pukalani, HI 96768
808-572-4596

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 6 10 49 AM '99

October 1, 1999

Director of Transportation
State of Hawaii
869 Punchbowl
Honolulu, HI 96768

RE: Proposed new Kihei-Upcountry highway

Dear Sir:

1 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 the 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 Haliimaile is the only choice that makes sense.

LISTEN TO THE COMMUNITY, PLEASE!!!!!

Sincerely,

Cindy H. Schenk

Cindy H. Schenk

Ms. Cindy H. Schenk
372 Hoopalua Drive
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. However, as discussed in Chapter 1 of the EIS, these planned improvements would not address all of the project's purposes and needs.

HWY 3515

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HIGHWAYS DIVISION

Douglas R. Schenk
372 Hoopalua Drive
Pukalani, HI 96768
808-572-4596

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 6 10 44 AM '99

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.

1 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 ingore 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

Mr. Douglas R. Schenk
372 Hoopalua Drive
Pukalani, HI 96768

1. The intersection of Haleakala Highway and Haliimaile Road is part of the project's preferred alternative as the Upcountry terminus. Most likely this intersection will warrant traffic signals.

HWY 3517

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 7 11 31 AM '99

Christine & Dan Bowers
67 Ponana Street
Kihei, Maui, HI 96753
(808) 879-2909

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OCT 7 1 29 PM '99
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HIGHWAYS DIVISION

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.

1 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 en 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 Kekauleke 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 Bowers Dan Bowers

Dan & Christine Bowers

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 7 10 55 AM '99

Mr. and Mrs. Dan and Christine Bowers
67 Ponana Street
Kihei, HI 96753

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.

HWY 3556

Richard A. Borrison, M.D., Inc.
1457 Newfoundland Drive
Sunnyvale, California 94087
~~415~~ 940-7280
650

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OCT 15 8 41 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

10-9-99

Kazu Hayashida
Director of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Re: Kihei to upcountry Highway

Dear Mr Hayashida:

Do NOT build the connecting road.

1 There is not adequate water to support the inevitable development that will occur in the upcountry if the road is built.

Dryspells and manditory 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 Borrison MD
OWNER 1302 EKOLU
WAILEA, MAUI

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 42 AM '99
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STATE DEPARTMENT
OF TRANSPORTATION

The Honolulu Advertiser
HAWAII

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"What do you think ab u
Police Department requi
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Call 525-5450 with your name, age, occupation, n
Selected responses will be publishe

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 'i'iwi, 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 Tanji
ADVERTISER MAUI COUNTY BUREAU

MAKAWAO, Maui — Upcountry Maui continues to be one of the fastest-growing regions in Hawaii, even though periodic droughts force homeowners to cut back on use of water.

From 1970 to 1990, the population of the region nearly tripled, from 8,314 to 24,618. 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 Kula teacher 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

Winds ease

Hokule'a sailing ahead of sched

By Julius Tigno
ADVERTISER STAFF WRITER

The Hokule'a 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 Kawaharada of the Polynesian Voyaging Society yesterday said the area between the two islands is dominated by a high pressure ridge that creates easterly trade winds. That normally would make for slow going, because it would push the canoe away from Rapa Nui and force crew members to tack, or sail back and forth.

But a cold front south-

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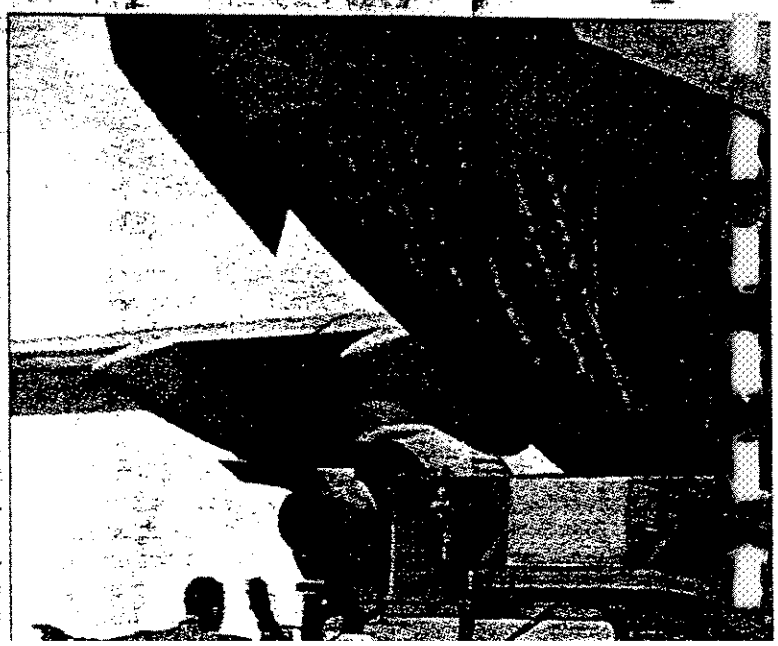
Isle troops join East Timor peac



HAWAII'S ENVIRONMENT

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There are some interesting examples of adaptability, though. Bird expert and author Douglas Pratt writes in the August-September issue of Elepaio, the journal of the Hawaii Audubon Society, that Maui's Hosmer Grove sports a few 'amakihi that drink out of soft-drink containers and will eat crumbs from a person's hand.

At least one species of honeycreeper is [illegible] and can

Maui tired of praying for rain

Upcountry seeks new water source

By Edwin Tanji
ADVERTISER MAUI COUNTY BUREAU

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"We kind of get used to it," said Kula teacher 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 Haleakala's slopes from Waikamoi to the Hanawi natural area reserve.

With normal trade-wind conditions, Hanawi gets an average of 365 inches of rain a year. Some years, there is less. Garrett Hew, manager for the East Maui Irrigation Co., said rainfall appears to occur in cycles.

Reports since 1970 support this idea. In the years 1973-74, 1984-85, 1991-92, 1995-96 and 1998-99, consumers were ordered to cut water use. In 1984 and 1992,

See WATER, B2

Winds eas

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By Julius Tigno
ADVERTISER STAFF WRITER

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[illegible] old front south-

Isle troops join [illegible] Timor

A vehicle was loaded onto a C-17 transport plane for departure for Darwin, Australia. Aboard were Lt. will help in the East Timor peace mission. The Hawaii mission, are assigned to the 322nd Civil Affairs Brig already in the area. The Australian-led U.N. peacekee from about 20 nations.

cape," fire safety event
ulu Fire Department, at
y Shopping Center.
538-1172.

— First of two-part free
ow women can invest
conducted by Sarah
ancial advisor at Morgan
Witter, at Pearl City
. Second seminar is
tration: 453-6566.

p.m. — Environmental
shop sponsored by
usand Friends, at Camp-
ool cafeteria. Speakers
sentatives from Limu
roject, Coastal Zone
, Waikiki Aquarium and
nformation: 681-0929.

— Celebration of the
sary of the founding
's Republic of China,
the Chinese Students
ssociation at the Univer-
campus Art Building
Dinner, military review
, entertainment and
mment speakers. Infor-
7565.

OCT. 5

- "Symmetry, Sex, and
riables in Human Life,"
vers, biologist with the
ersity Department of
, at the Architecture
JH-Manoa. Information:

OCT. 6

- Patient Rights and Re-
s Task Force meeting, at
uilding, Kapualwa Room,
formation: 586-2790.

on — Joint Legislative
n child protection reform
convened by state Sen.
in Oakland and Rep. Den-
State Capitol Room 329.
586-6130 or 586-6050.

meeting, send notices
y Calendar, City Desk,
vertiser, P.O. Box 3110,
96802. Fax: 525-8037

The moi were raised in an underwater cage off Ewa Beach as a research project designed to

tion will distribute more than 7 million pounds of food to nearly 300 member agencies.

Jodo: Fish freed in gratitude

FROM PAGE B1

cloth, 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 beach umbrella over Maki.

Some in attendance sat with eyes closed and palms pressed in prayer. Others used a plastic fan to shield their eyes from the sun.

Afterwards, the tank was carried to the beach and the fish freed before a crowd of curious onlookers.

Gensho Hara, a minister at the Jodo Mission of Hawaii, said the act offering thanks to the sea symbolized "the importance of life."

Teruto Soma, 72, 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.

guide them. But Kawaharada sa using the sea birds as a guide cou pose a problem, as Rapa Nui's bird population has decreased after a hawk was introduced on the islan to control rats.

Another challenge that Kawaharada mentioned is finding the 11-mile-by-10-mile Rapa Nu where the highest elevation about 1,700 feet. He said the canoe needs to be within about 20 to 40 miles to spot the island, even on clear day.

About 2,000 people live on Rapa Nui. When Hokule'a spots it, 3 Kamehameha Schools student hope to be there. The students will be traveling to Rapa Nui and Tahiti from Oct. 9 to 31 to conduct scientific research and greet the crew.

While at Rapa Nui, the students' activities will include performing at community venues, participating in a reforestation program an telecommunication with Hokule'a.

Water: Wells seen as one solution

FROM PAGE B1

the Hawaiian Commercial & Sugar Co. laid off field workers because there was no water for replanting sugar cane.

Maui Water Director David Craddick said the board needs to develop new sources to alleviate the inevitable dry spells. Putting in new wells in East Maui could solve the problem for about $60 million, he said.

The board built a 100-million-gallon reservoir at Kahakapao in 1994 that more than doubled storage capacity. But it's not enough for dry spells that stretch over four or five months, much less for droughts that stretch over years.

The three reservoir systems currently can store 180 million gallons, only a 30-day supply even when users cut down to 6 million gallons a day.

Craddick is reviewing plans for another 100-million-gallon reservoir, probably costing more than the $10 million spent for Kahakapao.

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 nearest aquifers, in Haiku and Honopou, have an estimated capacity of 60 million gallons a day, and aquifers would supply water whether or not it's raining.

The Water Board this year received approval to use four wells in the Haiku area, including three where the water was found to b contaminated with the pesticid DBCP.

This month the board agreed to a settlement with the chemic companies that manufacture DBCP. The companies will cover the costs of cleaning the chemical out of the drinking water.

With the wells, Craddick said th Upcountry system has about 3.5 million gallons a day available.

"Even if we didn't do anythin else, we have half of the water w need for existing customers," he said.

He has plans for developin additional wells in the East Mau watershed, although they are likely to face legal challenges becaus water would be taken from on region to another.

OBITUARIES

ices 10 a.m. Burial at Valley
ples Memorial Park.

HUANG, 73, of Honolulu, . 17, 1999. Born in China. y husband, Tian Ye Zhang; g Wing Cheung and Fung ng; daughters, Fung Yee g Shee Chang, Fung Chan Fung Lan Yee; brothers, uang, Sing Kum Huang and Huang; 14 grandchil-

Janet; two grandchildren; brothers, Masao, Tommy and Kenneth; and sister, Katherine. Private service held. Arrangements by Hosoi Garden Mortuary.

GEORGE MATA SR., 73, of Honolulu, died Sept. 20, 1999. Born in South Hilo, Hawaii. Retired Honolulu Rapid Transit Mass Transit Lines bus operator. Survived by wife, Lucy; sons, George Jr. and Gary; daughters, Pa-

Honolulu. Retired from the U.S. Air Force and from Pearl Harbor Naval Shipyard. Survived by wife, Marcia; sons, John and Alan; daughter, Janet Mikasa; stepsons, Robert and Gregg Hume; 14 grandchildren. Visitation 5 to 6 p.m. Wednesday at Borthwick Mortuary; memorial service 6 p.m. Interment later. No flowers. Aloha attire.

LARRY TERUO NAKATA, 81, of Hono-

Stephanie; mother, Eleanor; brothers, William and Peter Opulauoho; sisters, Roberta Okimoto, Kaye Wood, Nappie Knight, Karen Kanoho and Arde Yamashita; two grandchildren. Visitation 9 to 10 a.m. Thursday at Star of the Sea Church; Mass 10 a.m.; cremation to follow. Inurnment 10 a.m. Friday at Valley of the Temples Memorial Park. Aloha attire. Arrangements by Diamond Head Memorial Park Mortuary.

Dr. Richard A. Borrison, M.D., Inc.
1457 Newfoundland Drive
Sunnyvale, CA 94087

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.

HWY 3557

HOOPALUA OHANA

KULA 200 COMMUNITY ASSOCIATION
P.O. Box 880668 • Pukalani, Hawaii 96788

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'99 OCT 15 3 42 AM
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

October 11, 1999

DIRECTOR'S OFFICE
OCT 13 2 42 PM '99

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 Haliimaile 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 Haliimaile. 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 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 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 Haliimaile.

2 2. We believe the open space of the Haliimaile 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 3. A terminus at Haliimaile 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 4. The traffic flow is already heading from all Upcountry communities to/from Haliimaile 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

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HIGHWAYS DIVISION
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Ms. Diane T. Logsdon
President
Kula 200 Community Association
P.O. Box 880668
Pukalani, HI 96788

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, Haliimaile 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.

HWY 3583

Dear Mr Hayashidea,

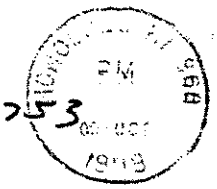
I am a South Maui resident. My vote for the Kihei Upcountry Highway is for the outlet in Haliimaile, and the northernmost Kihei outlet. It would be a shame to situate the highway further into Kula and destroy the beauty visitors go there to see —

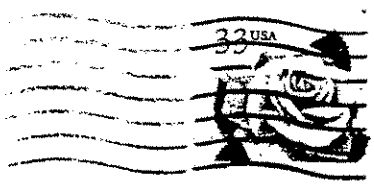
Aloha,

Carmel Murphy

996-A Kupulau, Kihei 96753

Laurel Murphy
986-A Kupulau
Kihei, Maui 96753





Attn: Upcountry vote for Haliimaile outlet

Kazu Hayashida
DOT Highways
869 Punchbowl
Honolulu 96813

3681345036

Ms. Laurel Murphy
996A 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.

HWY 364/

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 13 11 02 AM '99

NAPILI SHORES

October 15, 1999

Mr. Kazu Hayashida, Director
State Department of Transportation, Highways
869 Punchbowl Street
Honolulu, HI 96813

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 19 10 55 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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 pooled 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 Honoapiilani Highway has not been improved to add lanes. A by pass 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.

1 The chief complaint I hear from our employees and guest is the drive to and from Napili. The first topic of conversation in the barbershops 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 my 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, Terriy Vencl, MHA

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Mr. Steve Wendel
General Manager
Napili Shores
5315 Lower HonoaPi`ilani Road
Lahaina, HI 96761

1. The Department of Transportation is aware of the transportation problems in West Maui. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department is planning to widen certain sections of Honoapiilani 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.

HWY 3642

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 18 11 03 AM '99

ALAN & MALIA SONG
535 LOWER KIMO DRIVE
KULA, HAWAII 96790
PHONE/FAX: (808)876-0700

October 15, 1999

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 19 10 55 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

Kazu Hayashida
Director Of Transportation
DOT, Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

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 1/3rd 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. 1

Even if someone was to offer to put in 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 Song Malia Song

Alan and 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.

HWY 3708

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 20 11 26 AM '99

Brian R. Jenkins
221 Ululani Road
Kula, Hawaii 96790

October 19, 1999

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 21 11 42 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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 Piilani Highway, Mokulele Highway, Hansen Road and Haleakala Highway to alleviate growing traffic concerns. If a Kihei to Upcountry, Maui must be built then the Haliimaile terminus is the best possible option as it will facilitate transportation between the Haiku region as well as the Kula region and Kihei.

1 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.

2 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

3 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,

Brian R. Jenkins

cc. Daniel Inouye
Daniel Akaka
Patsy Mink
Neil Abercrombie
Chris Halford
Avery Chumbley
David Morihara
Kula Community Association

Mr. Brian Jenkins
221 Ululani Road
Kula, HI 96790

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.

HWY 3709

Dick Mayer
RR 1 Box 518 Lower Kimo Drive
Kula, Maui, HI 96790
October 18, 1999

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

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 20 11 07 AM '99

Dear Mr. Hayashida:

Subject: Kihei-Upcountry Highway Draft Environmental Impact Statement (EIS)

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 42 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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:

1 "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 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:

Page 31 **"Transportation Objectives and Policies**

2 *"**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 Hali'imaile 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*

3 *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 Hali'imaile Road."* Note: **Bold** is mine.

Page 18 In the **Land Use** section, the Plan states in Objectives and Policies #4

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:

5 *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.*

MY SPECIFIC COMMENTS ABOUT THE Draft EIS

6 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.

6 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 (Piilani, 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.)

7 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.

8 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
9 compared to the completed "enhanced widening" (EWR) alternative.

10 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
10 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
11 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
12 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
13 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.
14 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.

If the Final EIS doesn't consider a divided highway from the beginning, then it must include
15 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.

12. 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,**
16 **Omaopio Road, Pulehu Road, the Kamehameha School, the Kulamalu shopping center, proposed gas station, recreational park, elderly housing, etc. The costs of traffic lights,**
17 **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 busses** are negotiating these narrow streets. 18

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. 19

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. 20

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? 21

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. 22

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 23

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.

24 **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.

25 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
26 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
27 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).
28 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
29 Final EIS should be explicit on who will be responsible for **probable cost-overruns**? State?
30 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
31 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.

32 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
33 Appendix H). Numerous residents are very concerned that the high crime rates of Kihei will spread to the bedroom communities upcountry.

34 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

35 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
36 will be affected, the Final EIS should describe the **Land Quality rating** of the lands being used for each alignment.

37 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.

38 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: Haliimaile housing, Sprecklesville housing and golf course, Kahului Airport, Kahului Airport Access Road, the new Maui Electric Power Plant, widening of Haleakala 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-Kihei Highway Final EIS.

Sincerely,

Dick Mayer

CC: Mr. Abraham Wong, Division Administrator, Federal Highway Administration

Mr. Dick Mayer
RR 1 Box 518 Lower Kimo Drive
Kula, HI 96790

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 Piilani Highway.

6. The stated purpose in Section 1.2.1 (Roadway System Linkage) is to provide a linkage between Kihei-Makena and Upcountry and between the Maui R&T Park and Science City on the summit of Haleakala. 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.

   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 Kihei-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 U3 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. 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.

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 Kihei-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 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.

27. See response #12.

28. The State's share of the cost to construct Kihei-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 does 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
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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: Kihei-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 traveling 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 Kihei-Upcountry Maui Highway.

Response: The suggested alternative does not satisfy other purposes and needs that have been identified for this project.

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HWY 3723

MAUI LAND & PINEAPPLE COMPANY, INC.

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STATE DEPARTMENT
OF TRANSPORTATION

October 19, 1999

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

Dear Mr. Hayashida:

Subject: Kihei-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:

1 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.

2 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

3 adequately address the impacts on farm vehicle movement, not only along Omaopio and Pulehu Roads, but also along the proposed highway.

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4 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.

5 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 Schenk w/encl.
Don Young w/encl.

Mr. Warren A. Suzuki
Vice President/Land Management & Development
Maui Land & Pineapple Company, Inc.
P.O. Box 187
Kahului, HI 96733-6687

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 Kihei-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.

HWY 8725

LIFE OF THE LAND

Ua Mau Ke Ea O Ka `Aina I Ka Pono

Hawai`i's own local Community Action Group
Protecting our Fragile Natural & Cultural Resources
through Research, Education, Advocacy & Litigation

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235 S. Beretania Street, Suite 702
Honolulu, HI 96813

Kenneth Au
Department of Transportation, Highways Division
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Honolulu, HI 96813

Abraham Wong
US Department of Transportation
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300 Ala Moana Boulevard
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HIGHWAYS DIVISION
PLANNING BRANCH

re: proposed Kihei-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.

1 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 tax breaks for the affected businesses?

2 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?

3 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 38,000. 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 about right, or too high?

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* email: <lifeoftheland@hotmail.com> *

3 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 that placing all of ones eggs in one basket (visitor industry workers working in Kihei, living upcountry)?

4 IV) The following statement seems unsupported: "A Kihei-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 EISPN 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.

5 V) 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 69,000 in 2020; 26,000 more than in 1990." (DEIS page 1-11) and 92) 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.

home based trips	43	69
visitor trips	35	60
total	233	386

6 VI) 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 held 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.

7 (d) We would also like to know if there is a direct relationship between island visitors and summit visitors. (example: 1 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?

VII) 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.

General Plan	Proposed Highway
protect Maui Country's agricultural land	build a road through prime ALISH ag lands
protect Maui Country's rural diversity	increase tourism/economy ratio
prepare a directed and managed growth plan	violate Makawao-Pukalani-Kula Community Plan
protect Maui County's shoreline	build a makai-mauka road
limit visitor industry growth	increase tourism/economy ratio
maintain a viable economy that offers diverse employment opportunities for residents	increase tourism/economy ratio decrease diversity/economic ratio
provide for needed resident housing	build a makai-mauka road

8 How is the proposed road consistent with each part of the amended General Plan?

9 VIII) "What would the impact be if the road were limited to bicyclists and the sidewalks to joggers?"

10 IX) Please include in the Final EIS the transcribed comments and questions of all people who spoke at public hearings during the official comment period.

11 X) The Upcountry Maui document refers to a desire to reduce air pollution, smog, etc., etc., caused by driving the current roundabout route and replacing it with a more direct route. Should we be moving toward greater use of mass transit OR greater use of cars OR be designing a system that has something for everything and has a huge price tag for our recession-based economy? "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.

12 XI) 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)?

13 XII) 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.

14 XIII) Will transmission lines ever be placed overhead along the proposed highway? If so, why?

15 XIV) Does the amount of federal matching funds vary depending on the option chosen? Please elaborate.

16 XV) What is the relationship between the military and the proposed road?

17 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 ke aloha pumehana.

Henry Curtis
Executive Director

Mr. Henry Curtis
Executive Director
Life of the Land
76 North King Street, Suite 203
Honolulu, HI 96817

1. As described in Section 4.3.2 of the EIS, Kihei-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 Pulehu 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. Kihei-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 Kihei-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 Kihei-Upcountry Maui Highway would have an effect on the number of park visitors. Since Haleakala 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 4.1.2.2a, 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 4.1.2.2a 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 Kihei-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.

HWY 3745

RUSSELL H. TAFT

P.O.BOX 240
PUUNENE, HAWAII 96784

DIRECTOR'S OFFICE
OCT 22 11 15 AM '99

Oct 20, 1999

Mr. Kazu Hayshida
Director of Transportation
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Mr. Hayshida,

1 I wish to express my opposition to the Pulehu, Kulamalu, and Five Trees termini 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 and mean 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.

2 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 Haliimaile 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

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
OFFICE
OCT 25 10 58 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Copy to: Kula Community Association

Mr. Russell H. Taft
P.O. Box 240
Puunene, HI 96784

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.

2. 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 important purposes and needs of the project, as described in Chapter 1 of the EIS.

HWY 3752

The Nature Conservancy of Hawai'i
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The Nature Conservancy of Hawai'i

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DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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

RE: Kihei Upcountry Maui Highway

Aloha Mr. Hayashida,

1 Thank you for the opportunity to comment on this project. The Nature Conservancy does not take a position on the Kihei Upcountry 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.

2 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.

3 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 (*Pennisectum 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.

4 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

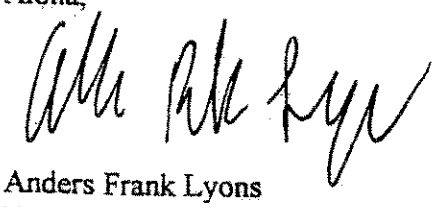
move, but it also ensures the longevity of the native plants in the area. Planting non-native plants will only contribute to the demise of one of the last remaining
4 Hawaiian dry land forests in the world. Native plants are available from several sources, and with enough advanced notice can be produced 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 island wide, 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
5 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

Mr. Anders Frank Lyons
Natural Resource Manager
The Nature Conservancy
P.O. Box 1716
Makawao, HI 96768

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.

HWY 3753

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 27 10 16 AM '99

Steve Sutrov
124 Ainakula Road
Kula, Maui, HI. 96790

Mr. Abraham Wong, Division Administrator October 23, 1999
Federal Highway Administration
P.O. Box 50206
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

1 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

2 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 indorsed and should reflect as such in the final EIS.

3 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.

4 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
5 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-
6 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-**
7 **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 <u>improve</u> roadway system linkage"**

3. Hansen Road has been left out of the Draft EIS as a primary roadway for the Upcountry to
8 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**
9 **separations etc.)**
Future traffic 'LOS' projections for <u>ALL</u> 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% savings in time and fuel with a new highway**
10 **alignment. Present evidence to prove this. Table 4-12 (page 4-58) shows distance comparisons; this means nothing without the <u>full</u> 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.**

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THE PULIC 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.

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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.

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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.**

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CONCERNS OF THE PROPOSED ALLIGNMENTS

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 Pulehuiki 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.

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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

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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.
- 17 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.
17 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?**

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- 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.**

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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.

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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, Hali'imaile 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 Hali'imaile to Kihei 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 Haleakala Highway.**
   - The poor level of service rating given for the Haliimaile 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.**

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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.

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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.**

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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

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22 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
23 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?**
24 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**
25 **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**
26 **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**
27 **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 Sutrov

Member of:
State/County Joint Task Force Upcountry Highway
Kula Community Association Board of Directors

Mr. Steve Sutrov
124 Ainakula 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 archeological sites are not necessarily sufficient reason to abandon an alternative.

Kihei-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 Haliimaile 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 Pulehu 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 ambiance.

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 Sutrov

Address: 124 Ainakula Rd. Kula 96790

Telephone (day): 878-2739

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 exsisting roads to 4 lanes would Salisfy 5 out of the 6 Purposes and needs of the project listed in the DEIS. The only need it would not support is the route out of Kihei for an evacuation.

2 this could be handled with another road developed through Hawaiian Homes roads to be in the South Maui area or exsisting Private roads improved for emergency use in the Makena area. To improve the exsisting and be safe and efficient the State DOT would have to design workable intersections that would stay for the

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~~: Page 2

Economic ~~op~~ development would be accomplished by preserving the most valuble resorse ~~we~~ our visitors come to Maui for, the open space and rural life style. ~~[illegible]~~ If a road, a new highway is deemed necessary after exsisting roads are improved. Haliimaile Rd. connection crossing only omaopio road, and as little ag as possible would be the safest (with safe intersections designed by the State D.O.T.) and service the main population base of upcountry, keeping transient traffic out of rural neighborhoods in Kula and Pukalani.

~~To the continued~~

Thank you

Steve Sutton

Mr. Steven Sutrov
124 Ainakula Road
Kula, HI 96790

1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala, Hana, Mokulele, and Piilani 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 Ainakoa 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-Pukalan-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 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 Haliimaile terminus alternative that crossed only Omaopio Road, not the current alternatives that cross both Omaopio and Pulehu 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 Kihei-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: Kihei-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.

HWY 3777

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 27 10 11 AM '99

Margaret T. Sutrov
Seabury Hall Student
October 13, 1999

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 posibility of a highway to Kihei through Hawaiian Homeland's Waiakoa 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, Hailiimaile would be the best route.

1 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.

2 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 Hailiimaile connection is not in the middle of a town or schools and is still accessible from, and gives access to, all of Upcountry. Though Hailimaile 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 allready 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. Sutrov

Ms. Margaret T. Sutrov

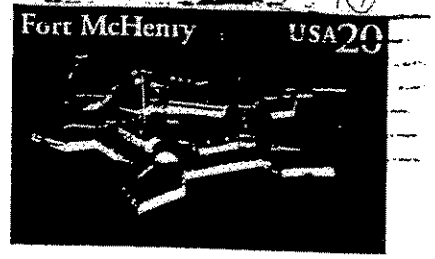
1. Had a U2-A or U2-B terminus been identified as part of the preferred alternative, the modified Five Trees intersection or the new intersection on Kula Highway would have included crosswalks and sidewalks to the high school (see Section 4.4.4 of the Final EIS). Similar situations are encountered elsewhere 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.

Allen K. Lewis
393-B Front St
Lahaina HI 96761-1155

HONOLULU HI 96813
PM

HWN 38716



DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 20 11 10 AM '99

KAZU HAYASHIDA, DIRECTOR OF TRANS
STATE DEPT OF TRANS, HIGHWAYS DIVISION
869 PUNCHBOWL ST
HONOLULU HI 96813

37
©1996 USPS

Mon 10/25

DEAR SIR -

PLEASE DONT CONTRIBUTE TO THE DESTRUCTION OF OUR BEAUTIFUL ISLAND BY BUILDING EITHER A "KAHEKILI HWY" AROUND THE NORTH END OF WEST MAUI, OR BY MAKING HONOAPILANI HWY 4 LANES

1 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 MAUI NEWS ON SUNDAY Oct 24. PLEASE READ THAT COLUMN - IT MAKES REAL SENSE ALL THE WAY ABOUT ALL ASPECTS. MAHALO NUI LOA

Mr. Allen K. Lewis
393-B Front Street
Lahaina, HI 96761-1155

1. A "raised rail system" (rail transit) would not meet the purposes and needs of the proposed Kihei-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.

HNY 3908

Margaret J.B. Sutrov
124 Ainakula Road
Kula HI 96790
October 26, 1999

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 28 2 38 PM '99

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 Kihei for a long time and I still arrive at the same conclusion.

1 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 Haliimaili terminus is the only one to consider. U1 would serve a greater Upcountry population, diverting more traffic to Kihei from Hana Highway as the EIS states. It would also bring Kihei 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 Kihei residents with a direct route to the emergency hub of the island (airport, Civil Defense, hospital, etc.).The Haliimaili intersection is a mere ten minutes to the airport.

2 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,

Margaret J.B. Sutrov

Ms. Margaret J.B. Sutrov
124 Ainakula 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 Piilani 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.

HWY 371-1

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 26 1 13 PM '99

Kaza Hayashida
Director of Transportation
DOT, Highways Division
869 Punchbowl St.
Honolulu, HI 96813

Dear Mr. Hayashida;

Please don't build any new Kihei - Up Country 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 Haleakala 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.

Communication between Kihei + Haleakala should be done "HIGH TECH", electronically.

4 Tourist industry employers should build more employee housing close by the jobs, and also support mass public transportation for workers living further away. A scheduled mass transport system could run between "car park areas" around the island.

5 Kihei DOES need an ESCAPE ROUTE. An inexpensive way to make it would be to maintain a simple road which was normally closed, except for times of emergency. Some existing road might do. I spent 10 working years driving from Paia to Lahaina + Kihei. But, Please don't build any new Kihei - Upcountry highway.

October 20, 1999

Aloha,
Martha Martin
Martha Martin
P.O. Box 296, PAIA, HI 96779

Ms. Martha Martin
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.

HWY 3926

RECEIVED
AUG 12 1999
HAWAII DIVISION

ULUPALAKUA RANCH, INC.

Kula, Maui, Hawaii 96790

Tel: (808) 878-1202
Fax:(8080878-2178

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.

1 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.

2 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.

Mr. C.P. Erdman
CEO Ulupalakua Ranch, Inc.
Kula, HI 96790

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.

HWY 3130

RECEIVED
OCT 1 8 1999
HAWAII DIVISION

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 Kihei 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 (eg, Mokulele highway, Honoapiilani highway widened to 4 lanes, Haleakala highway widened to 4 lanes) and so we should focus on what is needed most.

1

2

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

Robert Crook
140 Uwapo Rd, Apt 21-104
Kihei, HI 96753

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 22 11 34 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSP. HAWAII

Mr. Robert Crook
140 Uwapo Road, Apt 21-104
Kihei, 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 Piilani Highway.

Hwy 3966

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Nov 1 10 54 AM '99

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.

1 Other options are available to alleviate growing traffic concerns, such as upgrading existing roads. If a new road must be built, the Haliimaile 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 J. Backowski

Sara Backowski

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Nov 4 3 45 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

RECEIVED
Nov 2 12 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Ms. Sara Backowski
Hamline University
1536 Hewitt Ave.
St. Paul, MN 55104

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.

HWY 3969

Matthew J. Medeiros
Hamline University
Box 1038, 1536 Hewitt Ave.
St. Paul, MN 55104

RECEIVED
Nov 2 12 55 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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.

1 Other options are available to alleviate growing traffic concerns, such as upgrading existing roads. If a new road must be built, the Haliimaile 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

Matthew J. Medeiros

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Nov 4 3 45 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Mr. Matthew J. Medeiros
Hamline University
Box 1038, 1536 Hewitt Ave.
St. Paul, MN 55104

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.

HWY 3974

DIRECTOR'S OFFICE

OCT 28 10 53 AM '99

October 27,1999

Dear Mr. Hayashida,

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 Keahua Series of soil (to be paved with either Haliimaile, 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 foot 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 Secondly, 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 U2-K2 routing is shrouded in graft 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 expeditious 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.

3 If a terminus near Haliimaile becomes absolutely unavoidable, please consider an alignment much closer to the existing H.C.& S.'s Keahua 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.

4 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 protracting this highway project into "another H-3".

Sincerely,

Patrick Tahl
Kula

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
NOV 4 3 44 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Mr. Patrick Tahl
Kula, HI 96790

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.

Hwy 3984

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

Nov 5 10 12 AM '99

Steven B. Anderson
749-B Pulehuiki Rd.
Kula, HI 96790
Phone/Fax: 808-878-6946
Email: sbanderson@maui.net

RECEIVED
STATE DEPARTMENT OF TRANSPORTATION
NOV 8 1 20 PM '99
HIGHWAYS DIVISION
PLANNING

RECEIVED
Nov 5 3 25 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

October 19, 1999

Mr. Kazu Hayashida
Director of Transportation
State Department of Transportation
Highways Division
869 Punchbowl St.
Honolulu, HI 96813

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 Kaonoulu 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 8-10,000 deer.

1 Currently, deer numbers remain highest in the vicinity of the original release site on the western slopes of Haleakala 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

1) The population distribution of deer on Maui leads me to prefer the highway routing that begins at the northernmost Kihei terminus (K1) and ends at the Haliimaile terminus upcountry (U1). This will still provide an alternative escape route for Kihei 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 Makena/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 kiawe forests, buffelgrass...) as described in the DEIS (beginning on p. 3-44). Further, the DEIS states that "from a botanical 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

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

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 nightfall. 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 5am-8am and 5pm-8pm.

4

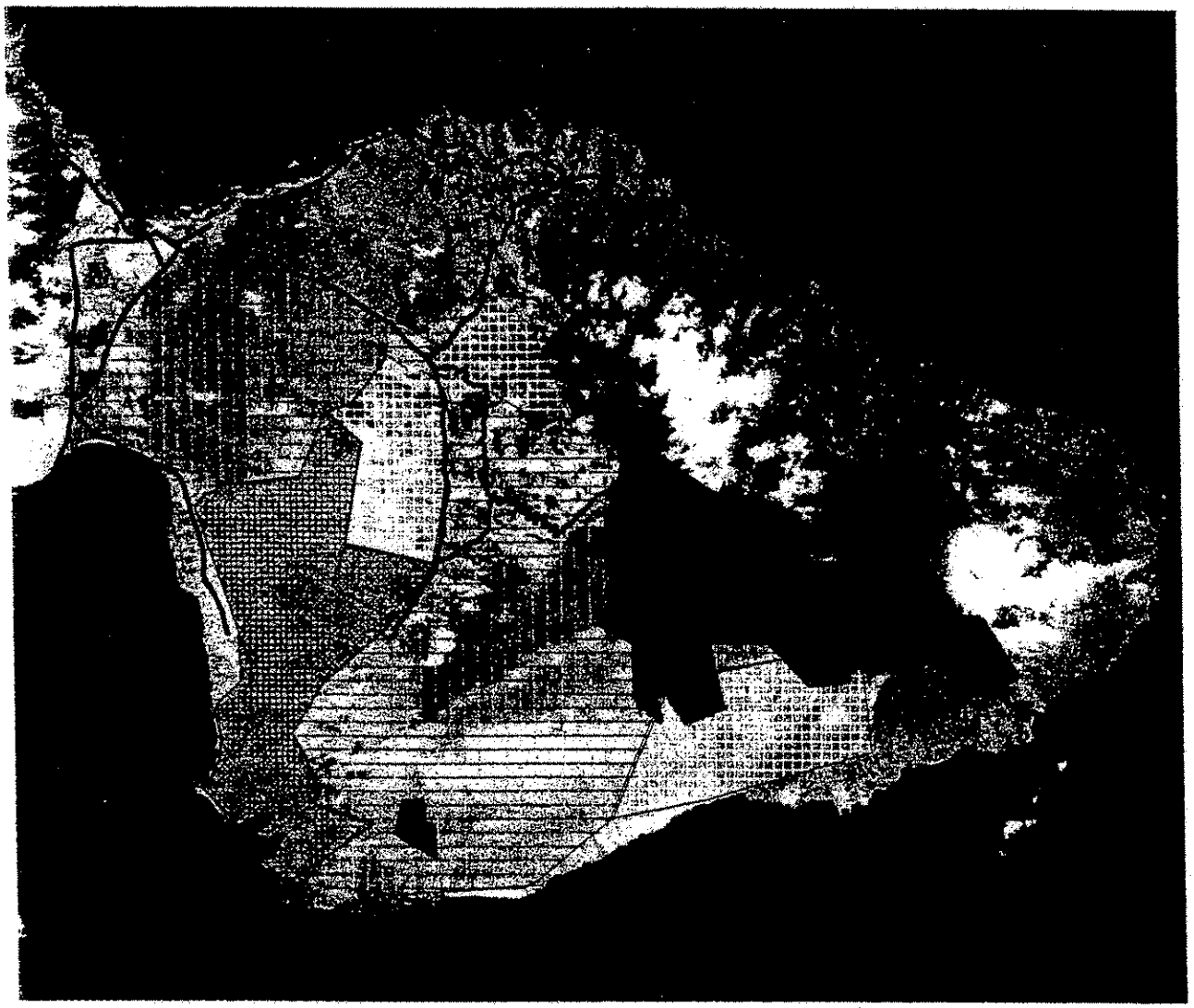
4) Finally, there is a significant potential problem regarding standard highway reflectors with regard to axis deer. It is an unfortunate coincidence that the yellow reflectors that are placed continuously along the roadways reflect exactly as do axis deer eyes in car headlights. I doubt that this is 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,

Steven B. Anderson

Regional Management



0 10 20 Kilometers

N

Major Roads
Natural Areas
Conservative Popln. Estimates
1000's
None-10's
100's

Mr. Steven B. Anderson
749-B Pulehuiki Rd.
Kula, HI 96790

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.

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 26 2 46 PM '99

1061 Kokomo Road
Haiku, HI 96708
Telephone: 575-2398

October 26, 1999

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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:

1

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?"

1

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?

2

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.

3

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

4

purveyor of a sequence of growth." " The EIS should also address the growth inducement potential along the alignment and at the terminus."

4 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 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 and ultimately to the island of Maui." Letter dated September 28, 1994. 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 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 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 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

8 discuss and quantify these adverse effects on upcountry's rural-farm community.

9 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 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 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 13. 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 14. Please identify the tourist attractions that you are referring to in Section S-24.

14 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?

15 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

16 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?

17 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.

18 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?

19 20. How many people living in North Pukalani work in Kihei?

20 21, Please discuss the effect of the burgeoning bed and breakfast businesses on the need for the highway from a tourist perspective.

21 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.

22 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

22 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.

23 24. What are the proposals to mitigate the potential for increased crime upcountry resulting from easier access from Kihei?

24 25. How will a road from Kula contribute to more infill development in Kihei?

25 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.

26 27, What is the basis of the statement on page 4-24 that "the proposed project will divert most if not all trips.."

27 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?

28 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?

29 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 30. Please address the alternative of providing emergency evacuation

30 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 Haleakala Highway onto the Hana Highway during the morning peak period.
31 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 yourresponses to my questions and comments.

Sincerely,

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

Ms. Madelyn D'Enbeau, Esq.
1061 Kokomo Road
Haiku, HI 96708

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 Haliimaile. 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 / Piilani Street intersection. Five Trees was considered a centroid of Upcountry population. The Kipoa Street / Piilani 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 Piilani 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 Kulamalu, 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 Kulamalu. This potential impact will be disclosed in the Final EIS.

326 Pukalani St.
Pukalani, Hi. 96768

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

1. They would greatly disturb the Pukalani residential neighborhood with construction and traffic noise.

2

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

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.

4

My own preference would be to add a 4th lane to the Haleakala and Mokulele Highways, thereby aliveating the current congestion on the drive from Upcountry to Kihei, while not disturbing the rural nature of our Upcountry region. Another

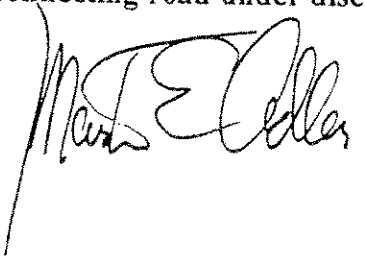
5

reasonable option would be to simply upgrade the crude dirt road that runs between Makena and Lower Kula Highway- certainly the shortest route and probably the cheapest. In the worst case, I would accept the U1 route that has Hailemaile 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



Mr. Martin E. Adler
326 Pukalani Street
Pukalani, HI 96768

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 Kihei-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.

DIRECTOR'S OFFICE
DEPT. OF
STATE OF HAWAII
Oct 19 2 30 PM '99

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 Haliimaile 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 Haliimaile 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 Haliimaile 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 Haliimaile 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 sacrilege 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 Aulii Place
Pukalani, HI 96768-8252

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 32 AM '99
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STATE DEPARTMENT
OF TRANSPORTATION

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Oct 19 3 50 PM '99
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Mr. And Mrs. A. K. Barnhart
14 Aulii Place
Pukalani, HI 96768-8252

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.

1 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 (Haliimaile 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.

2 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.

Cordially,

Mel Ito

Mel Ito, President
King Kekaulike PTSA
808-242-6800
121 Kula Highway
Pukalani, HI 96768

Mr. Mel Ito, President
King Kekaulike PTSA
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.

P.O. Box 662
Kihei, Maul, Hawaii 96753

879-5390
KCA Message Phone /FAX

"Working Together to Shape our Community's Future""

Sept. 29, 1999

Mr. Kazu Hayashida, Director
Department of Transportation
869 Punchbowl
Honolulu, HI 96813

Dear Mr. Hayashida:

The Kihei to Upcountry Highway has been in the planning stage for several years. I would like to state our position on the Kihei terminus of this road.

Presently, the only access to the ten-mile long, linear community of Kihei/Wailea/Makena is at the North end of this community. Were there to be some catastrophic event in the vicinity of the current intersection of Piilani and Mokulele highway 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 cataclysmic.

There are two locations being considered for the Kihei terminus of this highway, in North Kihei at Ka Ono Ulu or in South Kihei at Ke Alli Alanui. The Northern connection is the least expensive. The Southern terminus at Ke Alii 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 Kihei-Upcountry Highway would allow development of the park and accessibility to the park for the upcountry people. 3) The Southern terminus would bring the Kihei-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 Kihei. This could be of enormous benefit to the Hawaiian people who will be living on that land.

1

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 Kihei-Upcountry Highway.

Sincerely,

Buck Joiner

Buck Joiner

(17)

Mr. Buck Joiner
Kihei 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.

Kulamalu, Inc.

P.O. Box 1417 Wailuku, HI 96793
(808) 244-1500 Fax (808) 242-2777
develop@dowling-company.com

September 20, 1999

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:

1. Page 2-5, Table 2-1, Columns "U2-A,K1", "U2-A,K2", "U2-B,K1", and "U2-B,K2", Line labeled "Others".

1 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

2 Alternative U2-B,K2 should be U2-B,K1.

3. Page 2-11, Table 2-2

3 There is no listing for a bridge at Kaluapulani 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

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

5 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

6 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 Kaluapulani 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".

7 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.

10. Page 3-24, Section 3.3.5 Public Facilities and Services

8 Kamehameha School, opened in August of 1999 should be added to the inventory of schools in Upcountry Maui.

11. Page 3-33, Second paragraph

9 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.

12. Page 3-58, Second paragraph

10 The future 14.74 acre Kulamalu park should be added to the inventory of Upcountry parks.

13. Page 4-5, Figure 4-1

11 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.

14. Page 4-11, Section 4.1.3 Relocation Impacts (under Dowling Company)

12 The Kulamalu project is not vacant. Kamehameha School is in operation and 3000 lineal 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.

15. Page 4-23, Table 4-2

13 Alternative U2-B is not listed in the table.

16. Page 4-46, Table 4-9

14 The approximate vegetational displacement listed with U2-B,K1 and U2-B, K2 should be reduced to reflect the 3000 lineal feet of roadway that has been completed within the Kulamalu project.

17. 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 lineal feet of roadway that has been completed within the Kulamalu project.

18. Page 4-63, Infrastructure and Utilities

15 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

Mr. Don S. Fujimoto
Vice President
Kulamalu, Inc.
P.O. Box 1417
Wailuku, HI 96793

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): 244-1500

Telephone (eve): _____

Please make any comments below:

1 I have submitted comments to FHWA regarding some descrepancies in the EIS, namely that 3000' of roadway has been constructed by Kulawalu and KSBE 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 Kulawalu project.

0

Mr. Don Fujimoto
P.O. Box 1417
Wailuku, HI 96793

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: Kihei Upcountry Maui Highway Project U2B

1 I would like to voice my opposition to the proposed subject highway. The EIS for the Kihei to Kula Highway through U2B Kulamalu 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 Kulamalu Subdivision.

2 And may I also say if there is to be a Kihei 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,

Barbara A. Meinke

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.

9/10/99

RECEIVED
SEP 13 1999
HAWAII DIVISION

Christopher FERREIRA
425 KAULANA ST.
Kahului, HI. 96732-2020

Dear Abraham Wong, (Division Administrator)

Thank You for letting me comment on the Upcountry to Kihei, Maui Highway. I hope this highway will be built to Federal Highway Standards. I'm in favor of a four-lane Highway with shoulders and a median strip. If the project is too costly, the land for a four-lane highway should be purchase now. Land 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.

1

Sincerely,
Christopher Ferreira

Oct. 21, 1999

Christopher Ferreira
425 Kaulana St.
Kahului, HI. 96732-2222

Dear Kazu Hayashida, Dir. of Transportation

My first choice for the Upcountry-to-Kihei Highway (Maui) would be from Kaonoulu to Ordegia. This route would be the least expensive of the choices, and would be at uncrowded intersections. My second choice would be Haiimaile to Kaonoulu. Haiku and Paia resident would benefit from this choice. The Haiimaile 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. If this can't happen making it a two-lane Highway and buying the property rights for future expansion is okay.

Sincerely,
Christopher Ferreira

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 25 10 58 AM '99
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STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 22 AM '99

Mr. Christopher Perreira
425 Kaulana Street
Kahului, HI 96732-2020

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.

RECEIVED
AUG 18 1999
HAWAII DIVISION

SCOTTS INTERNATIONAL
Creative Consultants

Dorothy Scott

William H. Scott

Aug 14, 1999

Dear Mr. Wong,

As long time residents of South Maui, the construction of a Kula/Kihei 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 Kulanalu connection appears the most logical. Would it be possible to see a overlay map of the two sites published in the paper? 2

1 Thank you for your concern.

Dorothy Scott

3146 Makamae Place, Kihei, Maui, HI 96753 • Tel / Fax (808) 874-~~0929~~

1251

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.

Oct. 18, 1999

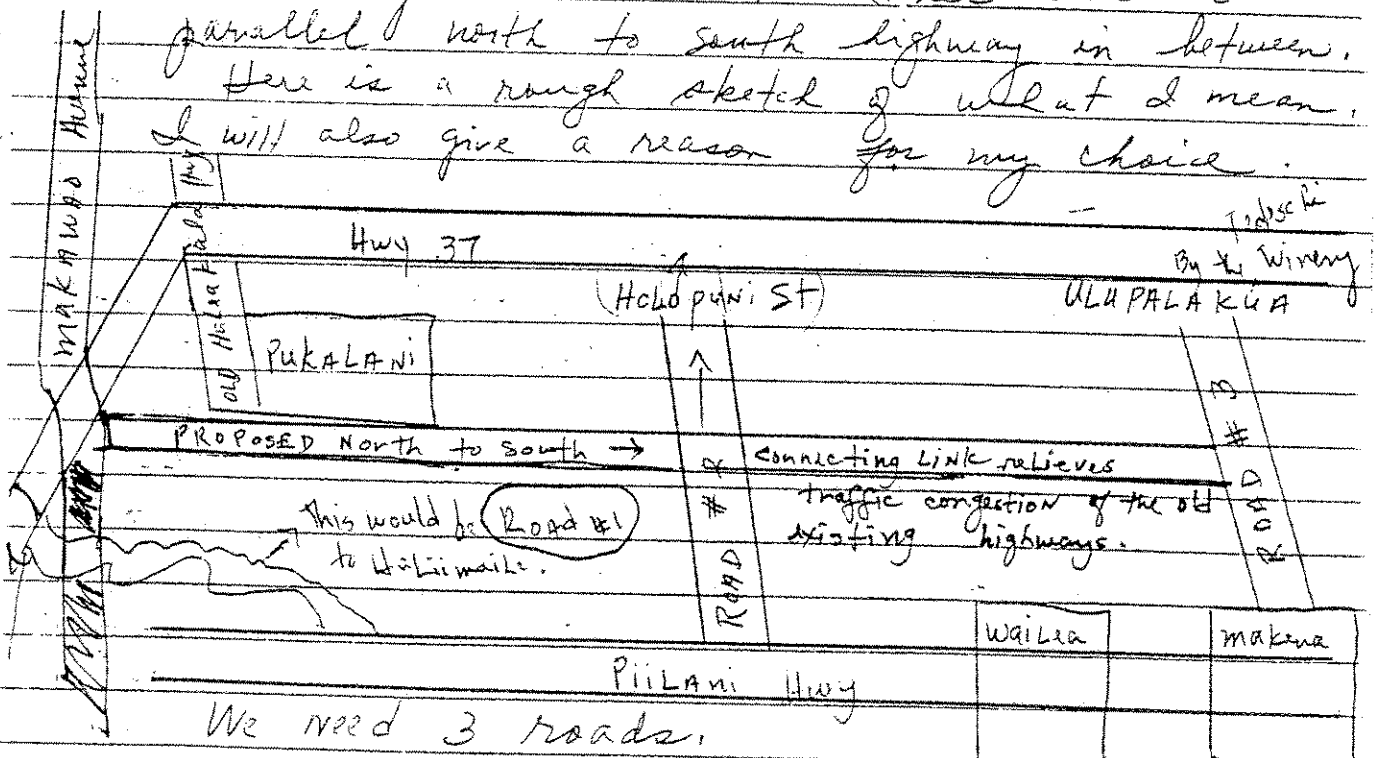
DIRECTOR'S OFFICE
DEPT. OF
RECEIVED
OCT 21 10 03 AM '99
OCT 21 11 03 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS - CIVIL DIVISION

Dear Mr. Hayashida

My name is Julia Shum and I am a resident of Maui. I am writing you concerning this proposed road from Kihei 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 Kihei 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.

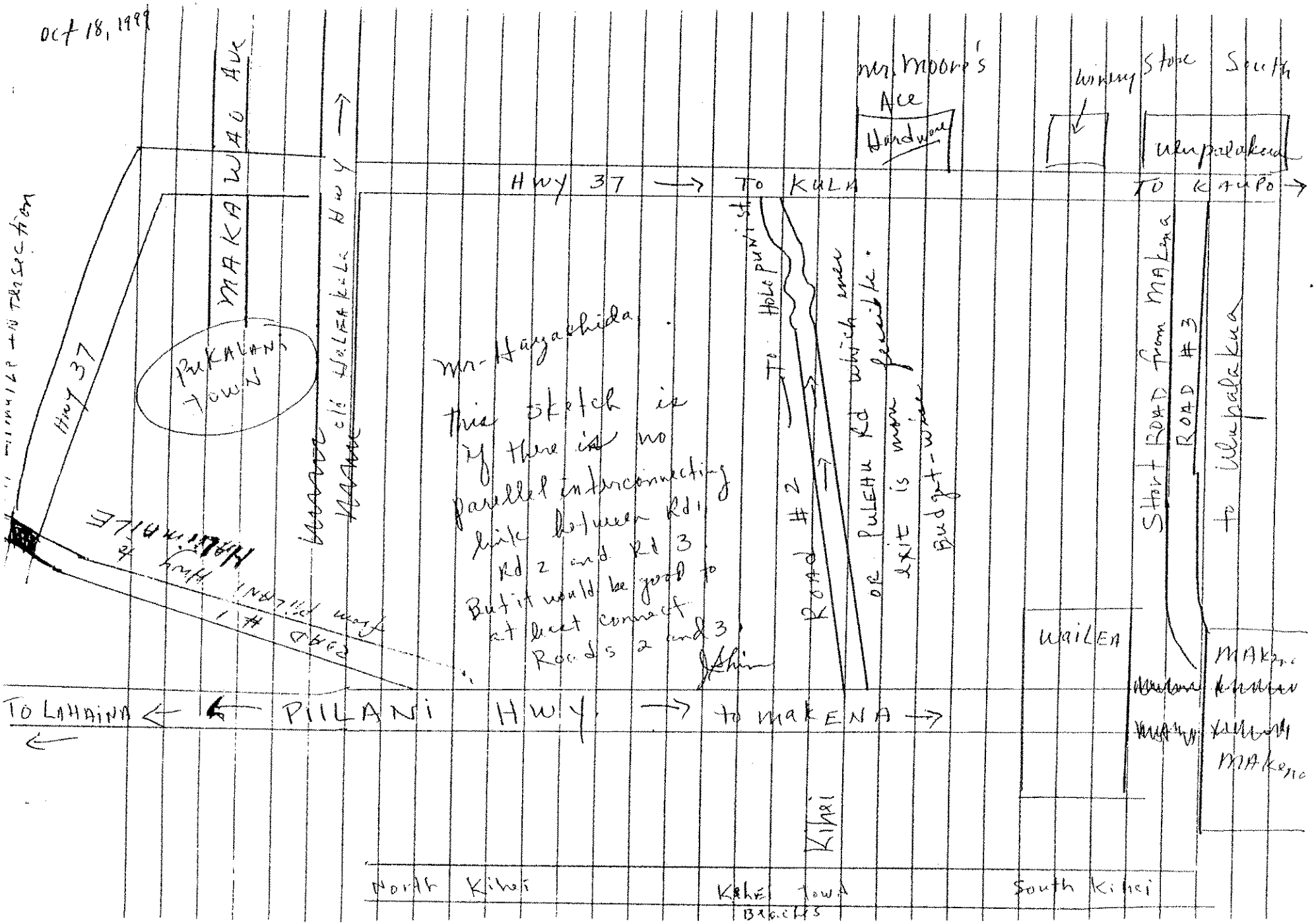


We need 3 roads.

When I say we need 3 roads its because when there is a disaster such as a tsunami, the people of Makena, Wailea and all of Kihei will need 3 routes of quick, easy and safe access to escape danger. Also, 3 routes will prevent a 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 Ulupalakua to Makena, it will save the people money for gas and save travelling time and also save traffic congestion from Ulupalakua to Kahului, etc. since the tourists coming from Hana and Kaupo can now descend to Kihei from Ulupalakua to Makena.
Economically, it will benefit the local people because more tourists will come up this way. The Tedeshi 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 such roads. At present I decline to work because I would have to spend almost 1/3 of my salary on gas (I have a Jeep Cherokee) and also I would spend 1 1/2 hrs on the road one way. I live in Keokea near the hospital. Whereas if we had a short road from Ulupalakua to Makena, my travelling time would be 35 mins only (one way). I could save much on gas money.
The people of Kula are really depriving themselves of this great opportunity by opposing this road project. I am saddened by their lack of foresight for the future of our children.

Aloha,
Mrs. Shim


Oct 18, 1999
MAKAWAO AVE
Hwy 37
PUKALANI TOWN
Old Haleakala Hwy
HWY 37 → TO KULA
Mr. Moore's Ace Hardware
Winery
Store South
Ulupalakua
TO KAUPO →
To Holopuni St
Road #2
or Pulehu Rd which ever exit is more feasible.
Budget-wise
Short ROAD from Makena
ROAD #3
to Ulupalakua
Mr. Hayashida
this sketch is if there is no parallel interconnecting link between Rd 1 Rd 2 and Rd 3
But it would be good to at least connect Roads 2 and 3.
Ishin
WAILEA
MAKENA
MAKENA
TO LAHAINA ← ← PIILANI HWY → to MAKENA →
Kihei
North Kihei
Kihei Town
Beaches
South Kihei

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.

RECEIVED
AUG 2 3 1999
HAWAII DIVISION

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.

1 **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.

2 **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.

3 **Reduced travel time by 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
3 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 Lahina. 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
4 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 Kahalui area of congestion is the area from Costco to the Puunene 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
5 the local, business generated traffic stream. This is essentially a Kahalui 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 Kuihelani highway and the 4 lane version of the Mokulele highway should merge south of Puunene Ave (no access to Puunene 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 Kahalui 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 Maalaea without any traffic lights or left turns. The time savings of such a plan significantly reduces the benefit from any of the Kihei/Upcounty road options.

The effect of the road on the upcountry traffic flow depends on where the road terminates.

6 If the road terminates at Haliimaile 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 you 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
6 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
7 Haleakala highway along with the increased traffic flow to the new Kamehameha school and the new highschool. 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 Kahalui.
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
8 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

9 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 Kahalui 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 Kahalui 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

Mr. Thomas Worthington, Ph.D.
233 Naalae Road
Kula, HI 96790

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 Omaopio Roads to access Kihei-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. Kulamual 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
1 Terrace to get out. This would be used as a short cut for many local residents of Makawao, Haliimaile, 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. Kulalmalu 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 Puklalani.

cc: Bob Sariot
Mr. Hayashida
David Atkins

NO NAME

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.

architect inc.

RECEIVED
SEP 2 3 199
HAWAII DIVISION

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 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 2) Opportunities for roadside stops and lookouts 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.

3 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 Maalae/Kihei/Wailea area would be served.

Sincerely

Hans Riecke

Hans Riecke, FAIA
77 Apalapani Lane, Haiku, Maui, Hawaii 96708
Telephone (808)575-2520, Facsimile (808)575-2077

Mr. Hans Riecke, FAIA
77 Apalapani Lane
Haiku, Hawaii 96708

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.

DIR 820

Kula Community Association
P.O.Box 417 - Kula, HI 96790
http://www.kulamaui.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.

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
JUL 27 11 21 AM '00

July 26, 2000

Kazu Hayashida, Director
State of Hawaii Department of Transportation
869 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 Haliimaile 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,

Elliott Krash

Elliott Krash, President

Attachment

cc: Pericles Manthos, Former Adminsitrator, Highways Division
Robert Siarot, Maui District Engineer, Highways Division

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JUL 31 1 02 PM '00
DEPT OF TRANSPORTATION
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HIGHWAYS DIVISION
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STATE DEPARTMENT
OF TRANSPORTATION

Kula Community Association
P.O.B. 417 - Kula, HI 96790
http://kulamaui.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.

Pericles Manthos, Administrator, Highways Division
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

October 13, 1999

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 Hali'imaile Road and Haleakala Highway."*
Note: **Bold** is ours.

Page 13 **"Interregional Issues**

1 *"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 Hali'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:

2 *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.

3 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
4 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
5 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. 6

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. 7

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. 8

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. 9

10. 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 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. 10

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 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.

11 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

12 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?

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 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 #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

13 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 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 has no place in the proximity of any of the upcountry schools.

14 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 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 Siarot, Hawaii DOT
Senator Avery Chumbley
Representative Chris Halford
Representative David Morihara
Mayor James "Kimo" Apana
Council member Charmaine Tavares

Mr. Elliot Krash, President
Kula Community Association
P.O. Box 417
Kula, Hawaii 96790

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 Piilani 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 Piilani 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 undivided 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 Kihei-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 Kihei-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. Kihei-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.

Hwy 3971

DIRECTOR'S OFFICE
OCT 28 11 22 AM '99

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 news letter 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

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Nov 4 3 42 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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 - 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

1 Comments: Kula Highway has nearly 100 private drives and small roads that intersect directly with it. There are many blind curves that compound the difficulty with entering 55 mph traffic. Very dangerous. Not practical to add stoplights at each spot. Please, think ahead on this. No one needs to get hurt if you think logically before doing this.

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X I agree with the above statement. ____ I disagree with the above statement

Comments: U 3 INTERUPTS TOO MANY SMALL FARMERS

2 U 2B IS TOO STEEP AND INCREASES TRAFFIC CONGESTION AT KING K SCH

U 2A IS TOO DANGEROUS TO PLACE AT THE SCHOOL AND WILL INCREASE TRAFFIC CONGESTION

3659

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
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED STATE DEPARTMENT OF TRANSPORTATION Nov 4 3 44 PM '99

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HIGHWAYS DIVISION PLANNING BRANCH

DIRECTORS OFFICE DEPT. OF TRANSPORTATION Oct 23 AM '99

X I agree with the above statement. ____ I disagree with the above statement

Comments: Five Trees is already a hazard for the two schools - an accident waiting to happen - a terrible risk to the children even now!!

2

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED STATE DEPARTMENT OF TRANSPORTATION Nov 4 3 44 PM '99

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HIGHWAYS DIVISION PLANNING BRANCH

DIRECTORS OFFICE DEPT. OF TRANSPORTATION Oct 23 AM '99

X I agree with the above statement. ____ I disagree with the above statement

Comments:

KIHEI / UPCOUNTRY HIGHWAY

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State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH
Nov 4 3 44 PM '99

DIRECTOR'S OFFICE
DEPT OF TRANSPORTATION
Oct 29 11 24

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✓ I agree with the above statement. ____ I disagree with the above statement

Comments: Diana Sargent

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH
Nov 4 3 44 PM '99

DIRECTOR'S OFFICE
DEPT OF TRANSPORTATION
Oct 29 11 24

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X I agree with the above statement. ____ I disagree with the above statement

Comments: I strongly agree with the above. I have grandchildren at King Kamehameha III School and feel more concession can be given by following the above recommend route. There are adequate laterals (that can be improved) to feed traffic from such a route. Theodore M. Bellmann, Elizabeth W. Bohrmann

2

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

OCT 19 3 02 PM '00
DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION

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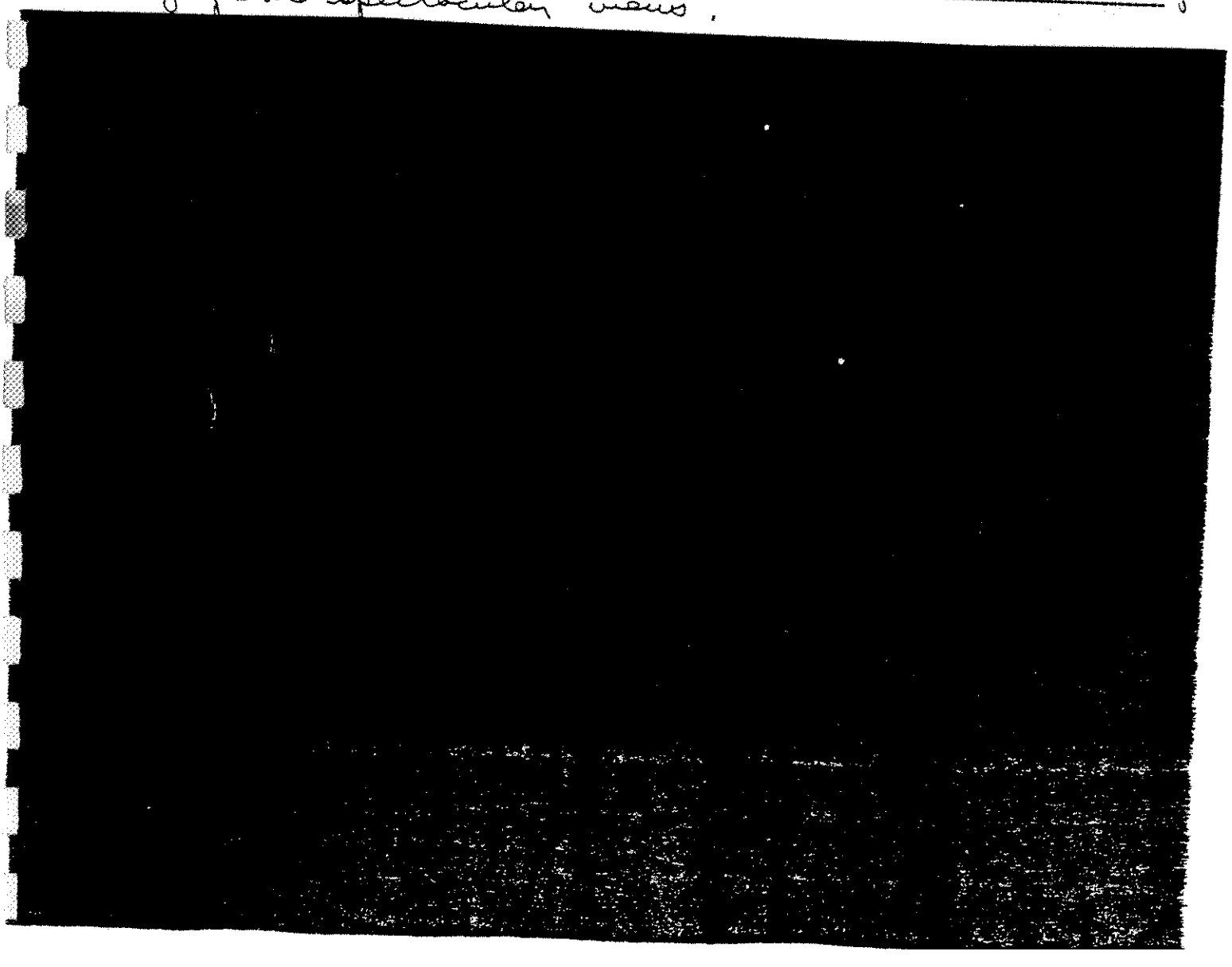
X I agree with the above statement. ____ I disagree with the above statement

Comments: Improvements should NOT include guard rails running on for miles endlessly, over bridges and up to intersections obstructing views of the oncoming traffic and making a dangerous + unsightly hazard, which also prohibits people from pulling over to quietly enjoy the spectacular views.

3



KIHEI / UPCOUNTRY HIGHWAY

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State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

OCT 19 3 01 PM
DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION

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X I agree with the above statement. ____ I disagree with the above statement

Comments: Pulehu Kulamalu Five Trees areas are already too
4 congested with traffic. Anymore would be hazardous. The
Haliimaile area would be best as stop lights would have to be
installed and therefore making that area a lot safer than it is now.

3603

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2106

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.

X I agree with the above statement. ____ I disagree with the above statement

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

Comments: THIS WOULD ALSO HELP COMMUNITIES TO THE EAST OF US. (MAKAWAO, HAIKU, OLINDA). PEOPLE IN HALIIMAILE MIGHT GET A STOPLITE SO THEY CAN GET TO PUKALANI. COULD ALSO USE SIGNAL AT HANSEN RD + MOKULELE HWY.

4

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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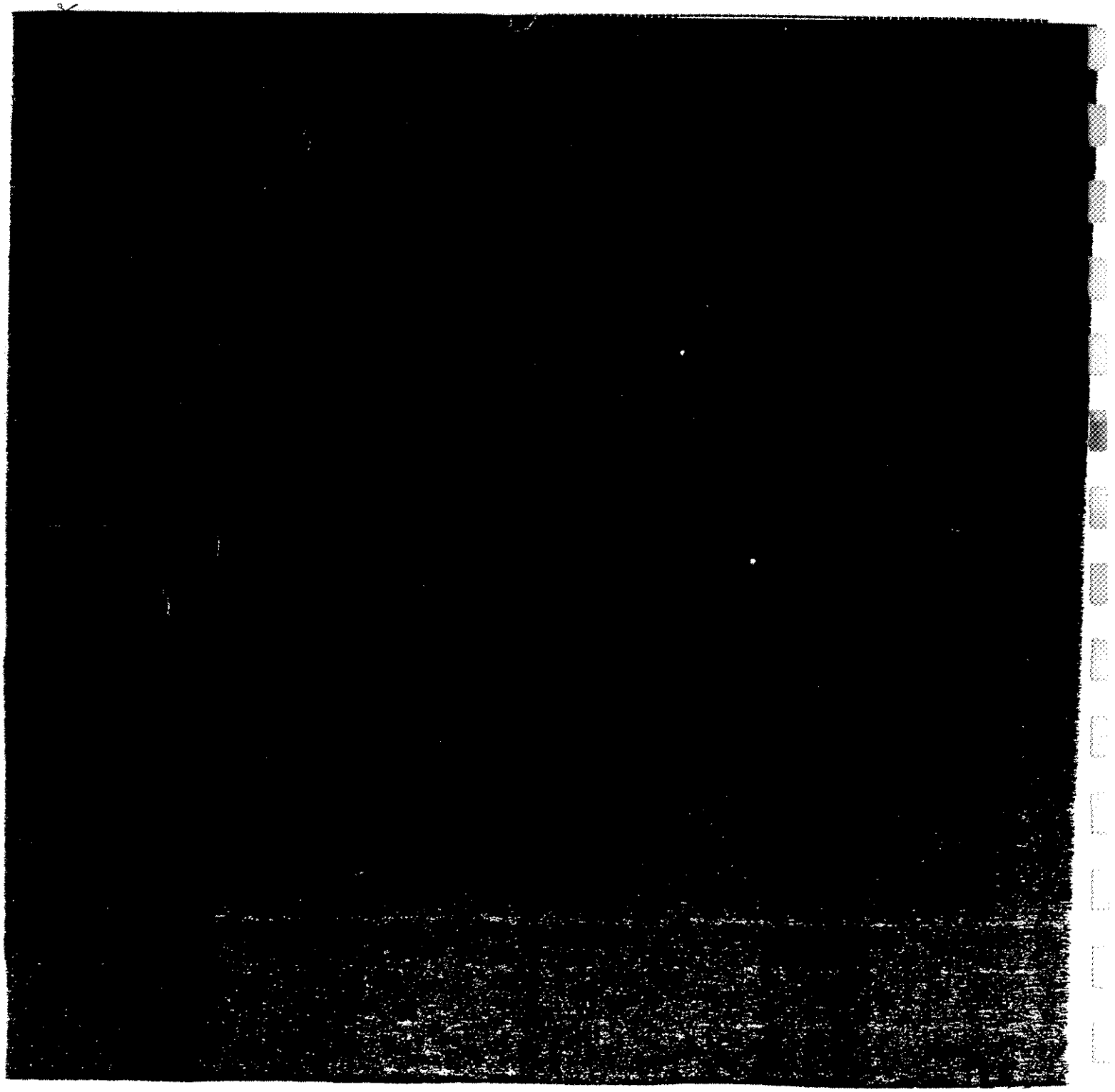
✓ I agree with the above statement. ____ I disagree with the above statement

Comments: Four lane Haleakala Hwy below Pukalani, the way it should have been done originally. Also, please place a street light @ Copp Rd/Hwy intersection

5



KIHEI / UPCOUNTRY HIGHWAY

HWY 3~~785~~ 38

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
OCT 25 10 58 AM '95

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✓ I agree with the above statement. ____ I disagree with the above statement

Comments: I prefer that existing roads be upgraded (4 lanes for the Haleakala Hiway, Resurface Omaopio roads & Hansen roads). We also need a traffic light at the Omaopio rd – Kula Hiway intersection.

5

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

STATE DEPARTMENT OF TRANSPORTATION
Nov 4 3 43 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Oct 29 11 23 AM '99

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5 ✓ I agree with the above statement. ____ I disagree with the above statement

Comments: 4th lane on Hkla highway most important

KIHEI / UPCOUNTRY HIGHWAY

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State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

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HIGHWAYS DIVISION
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✓ I agree with the above statement. ____ I disagree with the above statement

Comments:

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 20 11 24 AM '99

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____ I agree with the above statement. X I disagree with the above statement

Comments: I would like to See Haliimaile as the termini, with a feeder road by the Hawaiian Homelands

6

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:

HW4 3701

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
OCT 20 28 AM '99

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X I agree with the above statement. ____ I disagree with the above statement

Comments: The road To Lahaina should Take priority over all other Roads IF a 4 lane highway is impossible, Than a road Through Iao Valley or improved road around The Northend must be built. IT is Too late To say it is not desireable.

7

3701

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: Hwy 0411

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.

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
NOV 26 12 [illegible]

X I agree with the above statement. ____ I disagree with the above statement

7 Comments: Rather than spend the time & money on a Kihei/Upcountry Highway, it is more important to create another link between Lahaina & Central Maui. In the past few weeks we've seen several road closures which cost many people a lot of time & inconvenience.

X

KIHEI / UPCOUNTRY HIGHWAY

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State Department of Transportation
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Honolulu, HI 96813

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
'99 OCT 25 AM 11

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X I agree with the above statement. ____ I disagree with the above statement

8 Comments: If the Haliimaile terminus is not chosen, motorists will not use HALEAKALA Hwy (#377) to continue up the mountain. They will "short cut" up via lower Kimo Drive. Lwr Kimo Drive cannot handle the additional traffic that will be created.

3-03

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2114

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.

Haliimaile is BEST option

X I agree with the above statement. ____ I disagree with the above statement.

Comments: I most strongly oppose the Pulehu intersection as it will need drivers going up the CRATER onto LOWER KIMO DRIVE. LOWER KIMO DR. will need speed bumps to slow all the drivers down - you will create a HUGE NEW PROBLEM!

8

Key 3105

KIHEI / UPCOUNTRY HIGHWAY

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869 Punchbowl St.
Honolulu, HI 96813

OCT 20 2 59
DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION

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✓ I agree with the above statement. ____ I disagree with the above statement

Comments: For also this is financially the cheapest - But mainly I my protest is — Leave the Kihei CRime in Kihei, Also — work on Makena - Ranch ROAD - But only open for emergency - But the road will be physically IN SHAPE

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.

4 drought relief	3 fire control	1 water quality	___water pressure
2 water reservoirs	___delivery systems	___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: YES Aloha — see back of envelope for name / no.

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.

We know several people that would like to see a road connecting OVER →

____ I agree with the above statement. X I disagree with the above statement

Comments: Think Pulehu would best serve upcountry! If further down Kulamalu - just because Dunlap has played the Maui political game - no reason not to take this area as a Kihei connection! There are many people upcountry that do not belong to the Assoc - may be we should take a door to door survey??

Kula Postal Patron

[redacted] Ulupalakua - to Makena would enhance the proposed road by alleviating the IAO & Tourist Traffic from entering upcountry - Proper. Keep in mind for the future!

9

KULA COMMUNITY ASSOCIATION GENERAL MEETING

The next KCA General Meeting is Thursday, November 18, 1999, 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!

HIGHWAYS DIVISION
PLANNING BRANCH
NOV 4 3 43 PM '99
STATE DEPARTMENT OF TRANSPORTATION
RECEIVED

KIHEI / UPCOUNTRY HIGHWAY HWY3713

This is an important opportunity to comment on the proposed Upc
Haven't yet shared your opinion, complete the following and mail

Mr. Kazu Hayshida, 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!

OCT 21

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

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. X (disagree) with the above statement

Comments: I think the Kihei / Upcountry Road should start at Lipoa St in Kihei and come out at Makawao Ave. in Pukalani. Haliimaile is too far down the mountain to make much difference, and Kula Malu in Keokea is a bad choice because that quiet farm community needs to be preserved from commuter traffic, Haliimaile is not a population center, neither is Keokea, but Pukalani is.

Courtney Richards MD 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. 26th to:

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

When are we going to get a divider between lanes on Haleakala Hwy.? Very unsafe Highway

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.

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
OCT 22 11:30 AM '99

X I agree with the above statement. ____ I disagree with the above statement

Comments: Excellent position! HWY 3729

If the dept of Transportation cares about the will of the people then please pay attention here!

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.

12

Comments: We need 4 lanes high ways! NOT new 2 lanes high ways!

x Hwy 3735

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2 121

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.

DIRECTOR'S OFFICE
DEPT. OF
OCT 22

___ I agree with the above statement. X I disagree with the above statement

Comments: I think it should be placed South of the Kula Post Office so that it takes some of the traffic away from Pukalani + King K highroad

13

Helga Folkes, Kula, Hi

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

HWY 7178

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.

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 27 10 AM '99

X I agree with the above statement. ____ I disagree with the above statement

Comments: We are deeply concerned about urban sprawl and creating bedroom communities. The kind of "planning" you are proposing is going to create the same problems felt throughout the U.S. closed freeways, congestion and pollution. Can't we do it the right way instead?

14

RR 2 Box 126
Kula Hi 96790

HONOLULU HI 960
PM
26 OCT
1999

33 USA

Mr Kazu Hayshida
State Dept - Director of Transportation
869 Punchbowl St.
Honolulu Hi 96813

96813+5036

3798

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 20

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 - t 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. X I disagree with the above statement

15 Comments: Please fix our existing roads & make 4 lanes going to Pukalani. I not support any new roads at this time

PO 987
Kula Hi

Mr Kazu Hayshida
State Dept of Transport
869 Punchbowl St.
Honolulu Hi 96813

96813/5036

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: Hwy 3914

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.

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 26 11 PM '99

✓ I agree with the above statement. ____ I disagree with the above statement.

Comments: Improve our existing roads. There were so many ~~[illegible]~~ opportunities to make Haleakala Hwy a 4 lane hwy. Also, the Pukalani Bypass — what a steep grade — the wear + tear on our cars. What our your engineers thinking?

15

x

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: By building the new highway instead of improving current roadways, we would only be demonstrating a lack of appreciation for funds that have already been spent. The current roadways have great potential. The answers to problems cannot always be to start over. Lets finish what we have already begun.

15

OCT 25 9

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

269 Holomakani Place
Kula, HI. 96790

HONOLULU HI 960 PM 22 OCT 1991

Mr. Kazu Hayshida
Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, Hawaii 96813

96813/5036

KIHEI / UPCOUNTRY HIGHWAY

Hwy 3877

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
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 - 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.

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 20 1999

___ I agree with the above statement. ✓ I disagree with the above statement

Comments: There should be several connections from Kula to an Upcountry/Kihei road to evenly distribute traffic. at aprox Kula 200 & Hwy 133 to evenly disperse traffic flow. Have the highway end at Haliimaile. Hurry with the Pukalani, & Hawaii Hawaiian lands development there will be at least 5000 more

16

Mr. Stephen E. Smith
238 Holomakani Pl.
Kula, HI 96790-9412

HONOLULU HI 968 PM 27 OCT 1999

Mr. Kazu Hayshida
Director of Transportation.
State Department of Transportation
Honolulu, Hi. 96813

96813/5194

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 388-1

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.

BRIAN SWIFT
296 KEKAULIKE, KULA, HI

X I agree with the above statement. ____ I disagree with the above statement

Comments: ROUTING TRAFFIC ANYWHERE NEAR OR THROUGH FIVE TREES' INTERSECTION VIA A NEW HIGHWAY WOULD CAUSE INTOLERABLE CONGESTION IN THAT & PUKALANI, MAKAWAO AREA. DO NOT BUILD ANY HIGHWAY TERMINUS IN KULA, PUKALANI AREA! — PLEASE!!

17

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION

Brian J. Swift
Yuri Imanishi
P.O.Box 331
Kula,HI 96790

HONOLULU HI 968
PM
JUL
1995

MR. KAZU HAYA
DIRECTOR OF TRAN
STATE DEPT. OF TR
869 PUNCHBOW.
HONOLULU, HI
9

96813+5026

...Association's position on the proposed Upcountry/Kihei Highway is: HWY 3899

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.

X I agree with the above statement. ____ I disagree with the above statement

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

18 Comments: NO MORE LIGHT POLLUTION. COME ON! WHAT IS THE POINT OF ALL THOSE OBSCENE LIGHT POSTS BY THE NEW KAMEHAMEHA SCHOOL? TOTALLY UNCALLED FOR! RUINS THE RURAL NIGHT. TAKE THEM DOWN!! NO MORE NO MORE.

Greenway
P.O. Box 28
Kula, Hi
96790

HONOLULU ... PM ... 1995

Mr. Kazu Hayshida
Director of Transportation
869 Punchbowl St.
Honolulu, Hi 96813

96813+5036

HWY 0916

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
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 - 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.

OCT 26 '99 DIRECTOR'S OFF ICE DEPT. OF TRANSPORTATION

X I agree with the above statement. ____ I disagree with the above statement

Comments: The street lights in Front of the newly rebuilt Kamehameha School are too much for our rural area to bear. Light polution to da max! Here is a cry to preserve our upcountry night sky. No more lights, take down the new light posts. Back to the darkness.!

18

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: Hwy 3115

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.

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
Oct 26 11 11 AM '99

X I agree with the above statement. ____ I disagree with the above statement

19 Comments: Any Kula terminus would create traffic hazards at proposed sites. Haliimaile is a central terminus for ALL of upcountry - Kula to Haiku.

478 Upper Kimo Dr
Kula HI
96790

* HONOLULU P&D

Mr Kazu Hayshida, Dir. of Tr
State Dept. of Transportat
869 Punchbowl St.
Honolulu, HI
96813

HONOLULU P&D CTR * 2 * 10/25/99 * 21:15 *

Mr. Elliot Krash, President, for Mr. John J. Wilson
Kula Community Association
P.O. Box 417
Kula, Hawaii 96790

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 Piilani 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 Haliimaile 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 / Haliimaile 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.

HWY 3484

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 4 | 51 PM '99

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 Goodfellow
Address: 165 W. Ikea Moku Pl
Kihei HI

Telephone (day): 808 283-6311
Telephone (eve): 808 879-9021

Please make any comments below:

I Believe the best Route is U2B, K1. The estimates to do the construction do not reflect that Kulumalu has purchased & built a large portion of the highway. - Bringing the costs of const. down significantly. Also:

1

U3 - too far South
U1 - too low
U2A, too congested

Mr. Dan Goodfellow
165 W. Ikea 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.

HW43592

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 IWALANI ST
PUKALANI MAUI 96768

Telephone (day): 242-4666

Telephone (eve): 572-0069

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 PUKALANI BYPASS AND THE PUKALANI TRAFFIC ON HALEAKALA HIGHWAY WILL BE CONGESTED AT THE BY PASS INTERSECTION.

RECEIVED
OCT 15 9 08 AM '95
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 45 AM '95
HIGHWAYS DIVISION
PLANNING BRANCH

Mr. Richard Kanada
2868 Iwalani Street
Pukalani, HI 96768

Comment: Concerned about operations and traffic conditions at the U1 terminus (Haliimaile 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.

HWY 3604

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 12 1 14 PM '99

OCT 15 6 18 AM '99
RECEIVED
DEPT 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: KENNETH HOFMAN
Address: 345 LOKELANI PLACE
PUKALANI, MAUI 96768

Telephone (day): 572-4801
Telephone (eve): " "

Please make any comments below:

COMMENT #1 — THIS SHOULD BE POSPONED UNTIL ALL 4-LANES ARE COMPLETED ON HALEAKALA HWY, PUUNENE and MOKULELE Hwy. also PIILANI HWYS. FIRST!

COMMENT #2 HAILIMAILE U-1 to K-1 at KEALIIALANI SHOULD HAVE THE LEAST IMPACT ON RESIDENTIAL AREAS. ALSO A SIX-WAY LIGHT INTERSECTION AT U-1 HAILIMAILE FOR SAFETY & TRAFFIC FLOWS, EACH COMPUTER TIMED FOR MAX. TRAFFIC FLOW!!

COMMENT #3 NO FEEDER ROADS OFF OF the BY-PASS HWY OTHER THAN EXISTING PULEHU-OMAPIO Roads TO KULA from KAHULUI

"MAHALO"

KHH

Mr. Kenneth Hofman
345 Lokelani Place
Pukalani, HI 96768

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 Haliimaile, 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.

HWY 3622

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 23 PM '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: Roger Eugenio

Address: 92 Keala Pl
Kihei, Hi 96753

Telephone (day): 879 1649

Telephone (eve): _____

Please make any comments below:

Lipoa To Polepole
Road.

1

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HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 47 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Mr. Roger Eugenio
92 Keala Place
Kihei, HI 96753

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.

HWY 3628

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 27 PM '99

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 GERARD

Address: P.O BOX 1777 MAKAWAO

Lipoa to Pole Pole Road 1

Telephone (day): 2831742

Telephone (eve): Same

Please make any comments below:

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HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 48 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Mr. Arnold Gerard
P.O. Box 1777
Makawao, HI 96768

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.

HWY 3639

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
OCT 18 10 49 AM '99

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.

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OF TRANSPORTATION
OCT 19 10 55 AM '99
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PLANNING BRANCH

Name: Tracy Takamine

Address: 83-C Polipoli Rd
Kula, HI 96790

Telephone (day): 270-7424

Telephone (eve): 878-3219

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.

1 3. I would also favor the U-1 route, however, my concern would be the traffic impact to traffic coming down Haleakala 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.

2 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 (ie. 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.

HWY 3648

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE DEPT OF TRANSPORTATION
OCT 19 2 57 PM '99

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.

OCT 19 3 49 PM '99
STATE DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION

Name: Henry T.S. Lau
Address: RR 2 Box 83
Kula, Maui, HI 96790

Telephone (day): (808) 878-6410
Telephone (eve): —

Please make any comments below:

1 A new multimillion 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 where 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!

HIGHWAYS DIVISION
OCT 21 ...
STATE DEPARTMENT OF TRANSPORTATION
RECEIVED

Mr. Henry T.S. Lau
RR 2 Box 83
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 Piilani Highway.

Hwy 3924

Public Comment Form

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 25 10 52 AM '99

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-S. Lau
Address: RR 2 Box 83
Kula, Maui, HI 96790

Telephone (day): 878-6410
Telephone (eve): Same as above < 9:00 pm

Please make any comments below:

Please see my notes, annotated in red, on "Why is the project needed and "What's is the cost of alternative"

To repeat my position:

1 | 1. The project is NOT needed. Where is your cost-benefit analysis?

2 | 2. Your cost table is blasly presented. You left ~~out~~ the cost to "NO BUILD!"

Why is this Project Needed?

Improve Maui's Roadway System

The circuitous route between Kihei 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%. 50% time savings equates (for me) to only ½ hour; do not feel spending millions to save ½ hr is justified.

Relieve Congested Conditions on Other Roadways

Many major intersections along the route between Kihei and Upcountry currently operate at or near capacity during peak travel periods. A Kihei to Upcountry highway would divert some of this traffic onto an alternative route, reducing overall congestion. Existing highways connecting Kula + Kihei are already planned for more lane improvements, and some funding already earmarked!(?)

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 visitors. Many of these trips would occur between Kihei and Upcountry.

Coastal Evacuation

Kihei-Makena is vulnerable to hazards such as tsunami, 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 Kihei during an evacuation emergency. Therefore, another evacuation route is needed. This is an excessively expense route for "evacuation" Many alternatives, less costly + practical routes are available for evacuation if needed!

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. This road "facilitation" is extravagantly out of proportion for the cost involved, and for the results intended! This is decadent opulence for "high tech" activities especially!

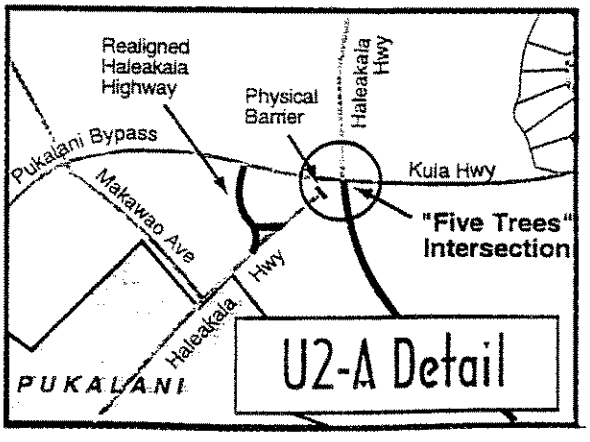
Support Maui's Visitor Industry

Kihei-Makena 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 Haleakala National Park, and is a popular residential area. Let the tourist drive the long way + see Maui per se by! Tourist are not clamoring for a shorter route to Haleakala!

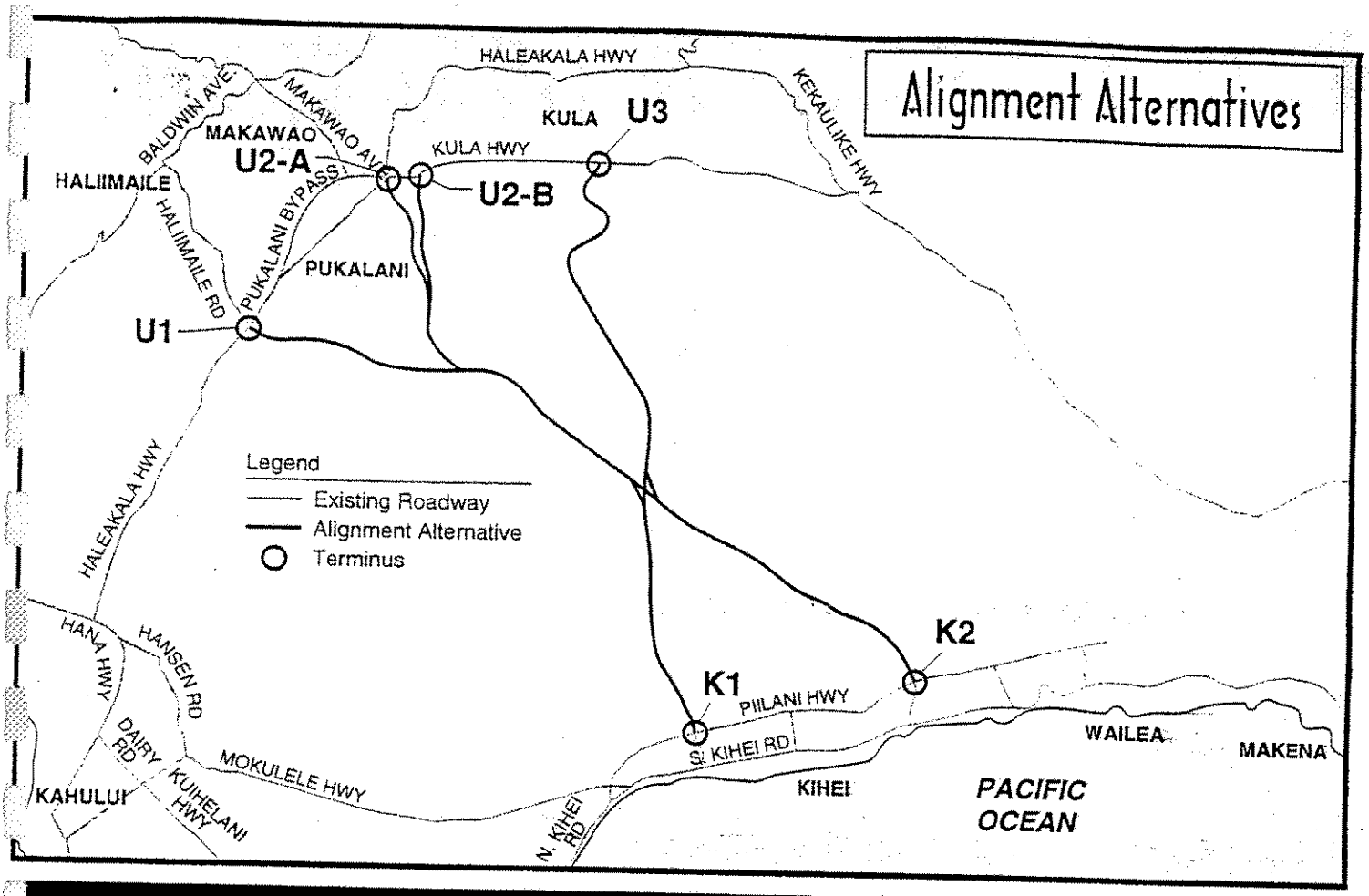
What are the Alternatives?

In addition to the "No-Build," eight alternative alignments are being considered that consist of all possible combinations of two Kihei and four Upcountry terminus options (see map). The Kihei termini are named K1 and K2. K1 is located at the Piilani Highway / Kaonoulu Street intersection; K2 is located at the Piilani Highway / Ke Alii Alanui Street intersection. The Upcountry termini are named U1, U2-A, U2-B and U3. U1 is located at the Haleakala Highway / Haliimaile Road intersection; U2-A is located at the Haleakala Highway / Pukalani Bypass / Kula Highway ("Five Trees") intersection; U2-B is located on Kula 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 are listed to the right.

1. NO-BUILD
2. U1,K1
3. U1,K2
4. U2-A,K1
5. U2-A,K2
6. U2-B,K1
7. U2-B,K2
8. U3,K1
9. U3,K2



The U2-A alternatives (U2-A,K1 and U2-A,K2) would require the modification of the "Five Trees" intersection (see sketch). Kihei-Upcountry Maui Highway would replace the Haleakala Highway leg (Pukalani side) and Haleakala 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.

Estimated 1997 Dollar Cost (millions)

Alternative	Total
U1,K1	$64.8
U1,K2	$78.8
U2-A,K1	$69.1
U2-A,K2	$82.8
U2-B,K1	$72.0
U2-B,K2	$86.3
U3,K1	$53.1
U3,K2	$66.4

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 are the Benefits of the Project?

The project would result in substantial travel time savings for motorists traveling between Kihei 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 whole because a large portion of trips would be diverted onto the new highway, thereby improving traffic operations on other roadways, such as Mokulele Highway, Dairy Road, Hana Highway and Haleakala Highway. A K1 alternative would divert more traffic because it serves the West Maui region better than K2 alternative.

Kihei-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.

Kihei-Upcountry Maui Highway would offer motorists spectacular scenic vistas.

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 right-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.

Mr. Henry T.S. Lau
RR 2 Box 83
Kula, HI 96790

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.

HWY 3657

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE DEPT OF TRANSPORTATION
OCT 19 3 00 PM '99

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 W. McDonald
Address: RR 2, Box 230C Kula Hwy.
Kula, HI 96790

Telephone (day): (808) 878-6906
Telephone (eve): Same

RECEIVED
OCT 19 3 49 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Please make any comments below:

October 16, 1999

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 (1) Most importantly, the lack of a complete set of benefit/cost ratios by which to compare the alternative routes.

2 (2) Inadequate assessment of the impact of traffic destined beyond the Upcountry termini.

(more)

HIGHWAYS DIVISION
PLANNING BRANCH
OCT

Kihei-Upcountry Maui Highway J.W. McDonald comments cont.

1 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 Haliimaile Road (How do Haliimaile residents feel about this?); and since U2-A meets existing Haleakala Highway.

2 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".

3 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.

4 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,

John W. McDonald
R.R. 2, Box 230C
Kula, HI 96790

(808) 878 6906

Mr. John W. McDonald
RR 2, Box 230C Kula Hwy.
Kula, HI 96790

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

Hwy 3722

Public Comment Form

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DIRECTOR'S OFFICE
DEPT OF TRANSPORTATION
OCT 21 10 06 AM '99

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: CYNTHIA S. TAKAMINE

Address: 83 C POLI POLI RD
KULA, MAUI HI 96790

Telephone (day): (808)878-3219

Telephone (eve):

Please make any comments below:

NO ROAD!!! NO ROAD!!! NO ROAD!!!

1 If you insist on building a new road, you must not even start 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"
2 and conceding the road & is creating a safety hazard!!!!
3 Connect at Hailiimaile, if you insist on this folly.

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 1 35 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Ms. Cynthia S. Takamine
83C 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. 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.

HW43764

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
OCT 27 9 57 AM '99

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: Elliott Krash

Address: [redacted]
Elliott M. Krash
331-9 Waiakoa Rd.
Kula, HI 96790-9477

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.

Mr. Elliott Krash
331-9 Waiakoa Road
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 at-grade intersection, which would cost substantially less.

due by Oct 28, 99
HWY-3080

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: SHARON M. CHAR

Address: P O BOX 880484

Pukalani, HI 96788

Telephone (day): (808) 984-2072

Telephone (eve): (808) 572-5818

OCT 20 11 24 AM '99

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 | 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(vinelike plants can be used to cover the fence)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 roads on each side)

2 | 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 to tourist sites. As the road does now, it facilitates the immediate communities of Hali'imaile, Pukalani, Makawao, & Maui Uplands. Traffic tones down after these communities.

(2 roads too cant not limit to one road in certain areas.

3) Hana Highway should be set up the way Haleakala Highway is now with by-pass routes during busy hours of travel. If the U1-K1 choice is selected it will probably eliminate some of the heavy traffic flow. This would accomodate Paia & Haiku residents.

It's obivious 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 than 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 built, I believe your next road improvement will be for residents in Waihee & Waiehu. Please make a wise choice so everyone can benefit the freedom of traveling. Thank you for your attention in this matter.

UI-K1 Also should have five roads.

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

HW 3881

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.

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION
DEC 20 11 23 AM '99

Name: Carol Wilson & Peter Wilson

Address: RR3, Box 609B Kahala Place
Kula, HI 96790

Telephone (day): 808 876 1176

Telephone (eve): Same

Please make any comments below:

Carol Wilson:

1 I would like to see the present Highway 4 lanes 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 in tac! If a Highway is a must the logical location is Hailemaile intersection where all upcountry - Makawao, Haiku, Olinda & Kula can have access. I hope the will of the people will supercede politics as usual being bought by Big Contractors, ie. Dowling.

Peter Wilson

No highway or if you MUST —
HALIMAILE connect
JW

Ms. Carol Wilson and Mr. Peter Wilson
RR3, Box 609B
Kahala Pl.
Kula, HI 96790

1. If the comment is about Haleakala Highway, this roadway is planned to be widened to four lanes regardless of whether Kihei-Upcountry Maui Highway is constructed.

Public Comment Form

HWY 3118
DIRECTOR'S OFFICE
DEPT. OF
TRANSP.
OCT 26 1 38 PM '99

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:

The U1, K1 alternative appear to be the best. If connected to existing roads like Pulehu, improvements need to be made at intersections, on + off ramps.

1 | Would like to see better landscaping (vegetation) and road (+ bikeway) maintenance. Drainage runoff should be directed to landscaped areas.

2 | The possibility of more accidents with deer is extremely high. Turning lanes and

3 | 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. 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.

3. Turning lanes will be provided at the termini intersections.

Public Comment Form

HWY 3972

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

OCT 29 11 58 AM '97

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 O'Bisgard [Bisgard]

Address: RR1 Box 682
Kula Hi 96790

Telephone (day): 808 878-1007

Telephone (eve):

HIGHWAYS DIVISION PLANNING BRANCH
NOV 4 3 HN '97
STATE DEPARTMENT OF TRANSPORTATION HONOLULU HI

Please make any comments below:

Kihei to Haliimaile would be preferable - even though you have to deal with Kalialinui gulch — Otherwise I prefer not to have a road —

We definitely need to widen the Kihei Puunene area and

1 we should have 4 lanes going up the Kahului to Haliimaile area — I had always wondered why we didn't prep the ground for the 4 lanes even if we ~~do~~ couldn afford to do 4 lanes -

Ms. Judy Bisgard
RR 1 Box 682
Kula, HI 96790

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 Baldisseri

Address: PO Box 1132 Haiku HI 96708 OR King Kekaulike H.S. 121 Kula Hwy. Pukalani, HI 96708

Telephone (day): 575-2771

Telephone (eve): same

Please make any comments below:

1 I am completely shocked that our school system and County failed to acknowledge the fact that children will be greatly affected. Can you imagine Haleakala Highway being put in between Maui High and Kahului 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 speeding motorist. 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 Hali'imaile. 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.

Ms. Lexie Baldisseri
P.O. Box 1132
Haiku, HI 96708

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: ELIZABETH BILDT

Address: 2771 Oulani St,
Pukalani HI 96768

Telephone (day): 573-0026 / 250-4646

Telephone (eve): SAME

Please make any comments below:

1 (1) Improve existing roads — make Haleakala Hiway and Mokulele Hiway 4 lanes instead of the existing 2 or 3 lane

2 (2) Haliimaile alternative probably least intrusive to neighborhoods, farmland etc. — but intersection @ Haleakala Hiway 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 Kihei-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. Mildred De Mello

Address: 218 Pukalani St. Pukalani Hi. 96768

Telephone (day): 572-6272

Telephone (eve):

Please make any comments below:

If there is a choice I would prefer the K1-U1 route to Haliimaile. I feel from there you can go to Paia, Haiku, Makawao or Kula. If there is too much controversy over any route than just build Haleakala Highway to 4-lanes, Mokulele Highway, & Kuihelani Highway — way too much controversy about what to do!!

1

Also, there should be something done for another way in and out of Lahaina — like maybe a tunnel thru the Waikapu section of the mountain!

Mrs. Mildred DeMello
218 Pukalani 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.

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: KRISTIN ENGEL

Address: 3310 WAILEA ALANUI #4D
KIHEI,
HI 96753

Telephone (day): 808 875-9545

Telephone (eve): s/a

Please make any comments below:

I believe the Haiimaili connection is most practical and K.1 best entry into Kihei, This route will save time for more people as well as gasoline, from Upcountry to Kihei as well as West Maui.

1 Upgrade of N. Kihei Rd., Mokulele H'way connection as well as Piilani needs to be done.
It will make safer the congested area around stores and give Kula residents their valued privacy.

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: 515 Lihoiho St, #7
Wailuku, HI 96793

Telephone (day): (808)-871-6886

Telephone (eve): (808)-243-9734

Please make any comments below:

Subject: Air Quality analysis Tech memorandum
by Parsons-Brinckerhoff-Quade+Douglas Inc

- why aren't pollutants such as oil, fluids, 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 intersection have evidence of these chemicals (look at intersections on Kaahumanu Ave.) on the roadways. Rain or street cleaning washes these pollutants into storm drains creating pollution problems

1

- 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?

mahalo.

Walter Enomoto

Mr. Walter S. Enomoto
515 Liholiho St., #7
Wailuku, HI 96793

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 Kihei-Upcountry Maui Highway will reduce the total regional vehicle-miles traveled by shortening the travel distance between Upcountry and Kihei-Makena, there would be an overall decrease in non-point source pollution (e.g., environmental improvement), when compared with not constructing the highway.

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT OF
TRANS
OCT 26 1 09 PM '98

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: Joan E. Evonuk

Address: RR3 Box 634 (Omaopio Road)
Kula, HI
96790-9717

Telephone (day): 808 878 6251

Telephone (eve): same

Please make any comments below: JMJ

1 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 Kamehameha 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 Omaopio 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.

2 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 Omaopio and Pulehu Roads. Guard rails and/or sturdy reflector markers need to be installed <u>now</u> on sharp turns on Omaopio and Pulehu Roads where accidents frequently occur.

3

Ms. Joan E. Evonuk
RR3 Box 634 (Omaopio Road)
Kula, HI 96790-9717

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 Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen the Haleakala, Hana, 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: Will Flammer

Address: 2102 Naalae Rd
Kula HI 96790

Telephone (day): 876 6284

Telephone (eve): _____

Please make any comments below:

1 The highway needs to be divided for safety! Also U-2 A or B 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: Kim Galbraith

Address: Box 1728 Kihei

Telephone (day): 879661

Telephone (eve): 8746900

Please make any comments below:

Kihei is growing way too fast. Some roads are in terrible condition and haven't been repaved in 30 years (some not at all) Future growth is headed toward Wailea & Makena and Piilani Hiway is already congested so why put the upcountry road from Lipoa to Pukalani when we need to reduce congestion, not make it worse. 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 Hiway is there the cheapest and

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 Gomes

Address: 639 Omaopio Road
Kula, Hawaii 96790

Telephone (day): 871-6283

Telephone (eve): 876-1253

Please make any comments below:

1 According to some of the "Experts" the ~~[illegible]~~ State dept. of trans. are almost willing to ~~[illegible]~~ do anything to make the proposed Highway safe. A Line we have heard before, and once the Highway is Made Suddenly their will be no more funds to Correct any Hazards that exist.

Ms. Heather Gomes
639 Omaopio Road
Kula, HI 96790

1. Kihei-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 in 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 OMAO RD KULA HI 96790

Telephone (day): 877-5052

Telephone (eve): 808 876-1253

Please make any comments below: THE STATE HIGHWAYS SHOULD FIX THE PROBLEMS THEY HAVE NOW BEFORE THEY MAKE NEW ONES. THE NEW ROAD WILL BE AN INVITATION FOR MORE GROWTH OF UPCOUNTRY MAUI.

1

Mr. Shawn Gomes
639 Omaopio Road
Kula, HI 96790

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:

I oppose the new roadway any options.

I oppose the assumptions of progress unquestioningly.

I like the fact that Kihei + Makena + Wailea are relatively isolated from rep country. This is not Oahu + this is not the mainland. If people want those conveniences they can live elsewhere. Please look into mass transit

1 options. It will be much less expensive, have much less impact and will make better use of existing resources. Also

2 please look into leasing the existing private road on the ranch property.

Ms. Debra Greene
550-A Kupulau 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. Kihei-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: 767 Kalalau 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 - if chosen I 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. I

(8)

Ms. Carla Hart
467 Kalalau Pl.
Kihei, HI 96753

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 Javier

Address: 3088 Liholani St
Pukalani, Hi 96768

Telephone (day): Wk:

Telephone (eve): Hm: 572-9965

Please make any comments below:

I feel that the Haliimale intersection is the most favorable spot. The worst is 5 trees.

Halii — 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 safety conditions at such a dangerous intersection. There have been ~~many~~ fatalities in that area. Traffic lights there will control the speed flow from Up Country, pace the traffic better; the people coming Up Country will encounter less conjestion & will past more businesses along the way up the Haleakala HW.

5 Trees is conjested as is. We don't need anymore traffic in that area. There are kids walking, many cars driven by students

Ms. Linda Javier
3088 Liholani St.
Pukalani, HI 96768

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 KAUFMAN

Address: POB 297
KULA 96790

Telephone (day): 878 6682

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-2 A/B WILL PLACE TOO MUCH TRAFFIC AT KING KEKAULIKE. WE WILL HAVE FATALITIES IF THIS SITE IS CHOSEN.

3 U-1 IS PREFERRED BUT IT IS NECESSARY THAT AN INTERCHAGE (NOT A STOP LIGHT) BE CONSTRUCTED AT THE HALIIMAILE-HALEAKALA HWY. INTERSECTION SO THAT

(12)

Mr. Alan Kaufman
P.O. Box 297
Kula, HI 96790

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.

Mr. Alan Kaufman
P.O. Box 297
Kula, HI 96790

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 Ladley

Address: 2634 Kolani St
Pukalani Hi 96768

Telephone (day): 572-5550

Telephone (eve): " "

Please make any comments below: Very thorough presentation.

I support the connector road.

1 Want to be sure any intersections would have signal lights at the beginning of project rather than after the quota of accidents would eventually be met.

2 A rest area WITH REST ROOMS ← maps, trees, shade etc 1/2 way up (or down!) would be nice.

3 Need to avoid 5 Trees (U2A) route because of high school.

Ms. Gretchen Ladley
2634 Iolani Street
Pukalani, HI 96768

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 lookouts 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: Rosalyn Loomis

Address: 240 Hoopalua Drive
Makawao Hi 96768

Telephone (day): 871-8351

Telephone (eve): 572 6677

Please make any comments below:

I strongly oppose all highway options except for K1 - U1. This bypass will impact the least number of residences. It will alleviate safety concerns for the 1400 students at King Kekaulike High School. As it is, there are students who cross the 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. → (77)

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: Rosalyn Loomis

Address: 240 Hoopalua Dr.
Makawao 96768

Telephone (day): 8718351

Telephone (eve): 5726677

Please make any comments below: -p-2.

1 Haiku, Olinda and even Paia - ~~past~~ to or past 5 trees and the high school creating a traffic nightmare. ~~[illegible]~~ Tourists are drawn to upcountry because of its beauty and serenity. I don't object to easier 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 desire of the upcountry population who chose the Haliimaile intersection.

Last but not least is the cost. This is an opportunity for the state to ~~[illegible]~~ [illegible]

to enhance one developer's [illegible]

Ms. Rosalyn Loomis
240 Hoopalua Drive
Makawao, HI 96768

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 McGOWAN

Address: 2495 S. Kihei Rd #376 Kihei

Telephone (day): 8795680

Telephone (eve): SAME

Please make any comments below:

ROAD should come FROM Tedeschi WINERY (AREA) TO WAILEA.

SHORT.

1 CHEAP.

NO BRIDGES

VERY FUNCTIONAL.

ESCAPE ROUTE FOR KIHEI RESIDENTS.

ETC.

ETC.

ETC.

Mr. Jack McGowan
2495 S. Kihei Road, #336
Kihei, HI 96753

1. The alternatives similar to an alignment from the area near Tedechi 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 H. MORIOKA

Address: 384 S. MAKAPU ST.
KAH. HI. 96782

Telephone (day): 877-3773 244-5315

Telephone (eve): 877-3773

Please make any comments below:

1 Old Military Route
Omaopio Road to Pulehu to Old Kihei
Camp 3 Road to Piilani by Suda
Store.

Route U2-B to K-2

Mr. Edward H. Morioka
384 S. Mokapu Street
Kahului, HI 96732

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.

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. MUKAI

Address: P.O. BOX 974

WAILUKU, HI 96793-0974

Telephone (day): 242-4403

Telephone (eve): _____

Please make any comments below:

- PREFER U2A · K1 OR U2A - K2.
- SHOULD WE ALSO SHOW (SOMEWHERE) THE BENEFIT/COST RATIOS FOR THE FINAL SELECTION SET SINCE BENEFIT/COST ~~THOSE~~ ARE SHOWN FOR THE INITIAL TWO-TIERED SCREENING? PEOPLE WANT TO KNOW HOW ~~WELL~~ EFFICIENTLY THEIR TAX PAYING DOLLARS ARE BEING SPENT (NOT ONLY HOW EXPENSIVE OR CHEAP A PARTICULAR ALIGN'T. IS). 1
- THE FORMAT IS BRAND NEW ~~TO~~ TO MAUI BUT OF THE PUBLIC HEARING THE RESPONSE IS POSITIVE. GREAT IMPROVEMENT. OVER OLDER APPROACH. WELL ORGANIZED.
- PUT A SIGN ON VIDEO AREA THAT SAYS "THIS VIDEO IS ~ 12 MIN. LONG & IS LOOPING." 2
- MAKE EXHIBITS EASIER TO SEE WHERE ALL THE FAMILIAR LANDMARKS ARE (MORE SUBDIV. NAMES, STORES, TOURIST ATTRACTIONS, ETC).

Mr. Clifford N. Mukai
P.O. Box 974
Wailuku, HI 96793-0974

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.

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: Gayle Ohta

Address: 382 Hiolani St.
Pukalani, HI 96768

Telephone (day): (808) 879-4471

Telephone (eve): (808) 572-5007

Please make any comments below:

1) The best alternative is U1 to K1.

1 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 Kamalii Elementary School.

Ms. Gayle Ohta
382 Kiolani Street
Pukalani, HI 96768

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 PI'IMAUNA ST.

Telephone (day): 573-9028

Telephone (eve): 573-9028

Please make any comments below:

1 1) MAKE HALIMAILE RD/HALEAKALA RD AN INTERCHANGE WITH AN UNDER PASS TO SMOOTH OUT TRAFFIC FLOW, OTHERWISE, BOTTLENECK AT HANSEN/HALEAKALA RDS INTERSECTION IS ONLY MOVED UPHILL.

2 2) FROM K1 OR K2 END POINT, BOTH U2-A & U1 PTS SHOULD BE BUILT TO BETTER DISTRIBUTE TRAFFIC FLOW, OTHERWISE ALL TRAFFIC WILL FLOW ALONG HALEAKALA RD TO HALIMAILE INTERSECTION.

Mr. Ed Orszula
85 Pi`imauna Street
Pukalani, HI 96768

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.

Mr. Edward Orszula
83 Pi`imauna Street
Pukalani, HI 96768

Comment: The intersection of Haliimaile Road and Haleakala 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, HAWAII 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

Mr. Rudy Ramirez
P.O. Box 1513
Makawao, HI 96768

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: DARLENE SZLAMP, AICP

Address: 3091 MAPU PL.
KIHEI, HI 96753

Telephone (day): 808-874-9317

Telephone (eve): _____

Please make any comments below:

I favor the Kaonoulu terminus at the Kihei end of the route. I do not favor the Ke Alii Alanui 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

(6)

Ms. Darlene Szlama, AICP
3091 Mapu Place
Kihei, HI 96753

1. If a K2 alternative were identified as the preferred alternative, this intersection would be designed to provide safe pedestrian access to Kamalii 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. Hailemaile would be the best route, if any, as a direct link - Part of this road could be funded by a parcial toll road that would pay for added cost for an over pass in connecting the highways, we want to keep Kula a farming and rural area the road thru U3/K1 would distroy it.

2

3

Ms. Deborah von Tempsky
209 A Mauna Pl.
Kula, HI 96790

1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala, Hana, Mokulele, and Piilani 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.

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: Morgan Lee Woolley — King Kekaulike H.S.
Address: 455 Ulumalu Rd. OR 121 Kula Hwy
Haiku, HI 96708 — Pukalani, HI 96708

Telephone (day): 572-5913
Telephone (eve): _____

Please make any comments below:

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 Kamehameha Schools. The U2-B proposal is directly connected to the entrance of the former school and that small intersection, better known as 5 trees, cannot handle what it goes through it now - let alone more traffic. The congestion will cause severe accidents and significant harm to the teenagers & Kamehameha's elementary children who will be walking across the streets. Would you want your 7 year old crossing a 2-lane highway during heavy morning traffic?? Of all the options, U2-B has no advantages and must NOT be even remotely 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. Yoshihara

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 U1+K1 Route, least impact other than Sugar & pineapple even though the route is the expensive of the 4 routes. The State must built the 4th lane on Haleakala Hiway before the U1+K1 route is built, Traffic intersection at the Haimaile Junction needs vast improvement

Mr. Donald S. Yoshihara
230 Pukalani Street
Pukalani, HI 96768

1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala 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.

HWY 3634

RECEIVED
Oct 15 3 45 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 15 10 32 AM '99

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: Erin Starr Phone: 5728682

Address: P O Box 33
Makawao
HI
96768

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 19 10 54 AM '99
Hwy
HIGHWAYS DIVISION
PLANNING BRANCH

Please write any comments below:

1 (1) I'd like to be sure that native plant populations aren't disrupted by the road — or are replanted as landscaping along the road, if they're disrupted.

(2) I'm with for the intersection @ Haliimaile (up-country) + the road @ the point in the Lahaina-side of the R+D parks (for the Kihei bypass)

Ms. Erin Starr
P.O. Box 33
Makawao, HI 96768

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.

HWY 3652

PUBLIC COMMENT FORM

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 19 3 08 PM '99

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: Mike Moberry Phone: 572-0242 day
same eve

Address: 310 Kaupea St
Makawao, HI
96768

RECEIVED
OCT 19 3 48 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Please write any comments below:

1 The most logical and cost effective route is U3-K1. The most useless routes involve U1. U2A or U2B will increase traffic congestion in the Five Trees area. I base this statement on fifteen years of personal experience making the drive from Makawao to Kula during peak drive times.

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 21 11 42 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
(808) 541-2700

Mr. Kazu Hayashida, Director of Transportation
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813
(808) 587-2150

Mr. Mike Maberry
310 Kaupea Street
Makawao, HI 96768

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.

HWY 393

PUBLIC COMMENT FORM

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 36 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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: Marshall Mainaga Phone: 572-8413 day
SAME eve

Address: 200 Alohilani St.
Pukalani, HI 96768

RECEIVED
OCT 15 1999
HAWAII DIVISION

Please write any comments below:

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.

1 * The route most deemed logical and practical is from the Halimaile Junction to the Kihei Technology Park because it keeps the traffic away from ~~below~~ the residential areas, schools, and businesses. Plus the fact that Hali Junction will need a traffic signal anyway

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.

HWY 3940

PUBLIC COMMENT FORM

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

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STATE DEPARTMENT
OF TRANSPORTATION
Oct 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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: Gwen Leong Phone: 874-2225 day
eve

Address: 3900 Wailea Alanui
Kihei HI 96753 work

15 Kulanihakoi
Kihei - home

Please write any comments below:

As it is now, there is gridlock right after Kulanihakoi travelling to ~~Kihei~~ Kihei.

It is difficult for people to turn right onto the highway from Kulanihakoi — & impossible to turn left.

a bypass from Kihei to Upcountry would alleviate this for upcountry as well as Kihei people (going to Wailea)

additionally — I would like to move to Kula — but the drive deters me from doing so.

1 During prime time the traffic is bumper to bumper from Kulanihakoi — all the way to Ke Ali'i Alanui — why not make the bypass ~~the~~ to that pt?

RECEIVED
OCT 15 1999

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.

HWY 3944

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: LORRAINE STEAR Phone: 874-2272 day
_____ _____ eve

Address: P. O. BOX 703
KIHEI, HI
96753

Please write any comments below:

WE NEED A ROUTE UPCOUNTRY
AS SOON AS POSSIBLE.

1 WE ALSO NEED PILANI TO
BE FOUR LANES.

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OCT 15 1999
HAWAII DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Ms. Lorraine Stear
P.O. Box 703
Kihei, HI 96753

1. Regardless of whether Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Piilani 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 96768

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 Haleakala.
3. It provides easy access to all in the Kula area. (Kula residents can also access the Highway by way of Omapio 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

Mr. George Freeland
49 Lea Lea Place
Pukalani, HI 96768

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: ~~874-2227~~ 573-0539

Address: 935 Hiilani St.
Haliimaile, Hi.
96768

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 22 11 36 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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 evenings and at peak traffic times. The state might even save money in the long run by not having to hire those guys who drop the divider cones 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.

1

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OCT 15 1999
HAWAII DIVISION

P.S. This plan would have as much influence on the community as a tunnel through the west Maui Mountains, from Wailuku to Lahaina, but at a fraction of the cost.

Mr. Tyson Kubo
935 Hiilani Street
Haliimaile, HI 96768

1. A toll is not part of the financing package currently contemplated for the Kihei-Upcountry Maui Highway.

Mr. Roger D. Hawley
P.O. Box 756
Kula, HI 96790

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 Haliimaile 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 Haleakala.

Response: The amount of military or other development on Haleakala 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.

Mr. Rob Parsons
579A Kawelo Rd.
Haiku, HI 96708

Comment: Concerned that an Upcountry terminus near King Kekaulike 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. Kihei-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.

Mr. Sam Hironaka
99 Naniluna
Wailuku, HI 96793

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.

Ms. Cindy Lawrence
Maui County Farm Bureau
P.O. Box 148
Kula, HI 96790

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.

Mr. Anselm Pauls
P.O. Box 1211
Paia, HI 96779

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 Haliimaile 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 Esker
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 Haliimaile 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 Piilani Highways for the makai terminus of the road.

Response: The Mokulele Highway and Piilani 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 Piilani Highway and Kaonoulu 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.

Mr. and Mrs. Russ and Lora Yanagawa
2823 Puuhoolai Street
Kihei, HI 96753

Comment: Recommends that 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 96768

Comment: Concerned about operations and traffic conditions at the U1 terminus (Haliimaile 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 Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala and Mokulele Highways.

Mr. Clifford Green
160 Alohilani 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 Kihei-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 Brogoitti
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 Kihei-Upcountry Maui Highway is completed.

Ms. Emily Agusti
361 Nalani Street
Pukalani, HI 96768

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.

Mr. Hari Ajmani
102-17 Kaui Place
Kula, HI 96790

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.

Ms. Gina Flammer
2102 Naalae Road
Kula, HI 96790

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 Haliimaile 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 Ulele 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 Palalani 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 Haliimaile 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 Kihei.

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 Haliimaile Road / Haleakala Highway intersection and the other at the Five Trees intersection, and two Kihei termini at either K1 or K2, or K2 and at Lipoa Street.

Response: Only one Upcountry and Kihei 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.

Mr. Jonathan Starr
3150 Wailea Alanui
Kihei, HI 96753

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 limiting factor on Kula development than constraints in transportation infrastructure.

Comment: Alexander & Baldwin has proposed a residential development near the intersection of Haliimaile Road / Haleakala Highway. This proposal appears to be logical in-fill development.

Response: Alexander & Baldwin is planning a 200-unit residential subdivision in Haliimaile. 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 Haliimaile, 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 Haliimaile 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.

Mr. Mark Brogoitti
P.O. Box 1276
Kula, HI 96790

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 the higher elevations of Upcountry.

Comment: The U1 terminus will be a "death trap."

Response: The U1 terminus at the Haliimaile 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 Pulehu Roads.

Response: Under the U1,K1 Alternative, which 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, 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 Kihei-Upcountry Maui Highway is constructed, the Department of Transportation is planning to widen Haleakala and Kula Highways. Nevertheless, a U3 alignment was not identified as the preferred alternative.

Comment: The intersection of Hana Highway and Haleakala Highway needs to be improved.

Response: Regardless of whether Kihei-Upcountry Maui Highway is constructed, both Hana and Haleakala 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.

Mr. David M. Ohta
2678 Akalani Loop
Pukalani, HI 96768

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

BENJAMIN J. CAYETANO
GOVERNOR

BRIAN K. MINAAI
DIRECTOR

DEPUTY DIRECTORS
JEAN L. OSHITA
JADINE Y. URASAKI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

HWY-PA
2.5470

JAN 2 8 2002

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,

BRIAN K. MINAAI
Director of Transportation

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF

September 15, 1999

Civil Works Technical Branch

RECEIVED
SEP 16 1999
WARREN S. UNEMORI ENGINEERING, INC.

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 (TMK 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,

Steven Yamamoto

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

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AUG 30 1999
HAWAII OFFICE

BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

LETTER NO. (P) 1604.9

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 586-0488.

GORDON MATSUOKA
Public Works Administrator

RY:mo
c: Governor's Office
Warren S. Unemori

BENJAMIN J. CAYETANO
GOVERNOR

PAUL G. LeMAHIEU, Ph.D.
SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

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SEP - 2 1999
HAWAII DIVISION

August 25, 1999

Mr. Abraham Wong
Federal Highway Administration
300 Ala Moana Boulevard
P.O. Box 50206
Honolulu, Hawaii 96850

Dear Mr. Wong:

Subject: Kihei-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

PLeM:hy

cc: A. Suga, OBS
G. Gill, OEQC
W. Unemori, Warren S. Unemori Engineering, Inc.

HTCC/ 3434

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
SEP 20 10 55 AM '99

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SEP 20 1 57 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

September 17,1999

Dear Sir;

I am writing to you to express my approval and support of your planned Kihei-Upcpuontry Highway Project. It seems to me the best route would be K-2 / U-3.

Thank you for your kind consideration.

Sincerely,

Mark Peterson

Mark C. Peterson
2737 S. kihei Rd. #201
Kihei, HI 96753
(808)879-8988

STATE DEPARTMENT
OF TRANSPORTATION
SEP 21 11 05 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Hwy 3435

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DEPT. OF
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SEP 20 11 23 AM '99

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SEP 20 1 54 PM '99

T OF TRANSPORTATION
HIGHWAYS DIVISION

MAUI HOTEL ASSOCIATION

September 15, 1999

1727 Wili Pa Loop, Suite B • Wailuku, Maui, Hawai'i 96793 • Phone (808) 244-8625 • Fax (808) 244-3094

SEP 21 11 05 AM '99

HIGHWAYS DIVISION
PLANNING BRANCH

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, Kaanapali 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,

Terryl Vencl
Executive Director

Hwy 3436
9-16-99

DIRECTOR'S OFFICE
DEPT OF
TRANSPORT
SEP 20 10 23 AM '99

Dear Sirs.

Regarding the Kihei upcountry highway. I was on the 60 member committee formed at the beginning of this. After much thought and study of the routes - (I live upcountry between Haiku maile & five trees) - I think we should consider one of two things Improve Haleakala Hwy as it should have been done originally - develop & improve Hansen road as a connector to Makelulu Kihei Hwy, (since that highway is already slated for 4 lane improvement) or put it at Haiku maile. This would make sense to funnel what will be another 1400 cars coming from the developments planned at Haiku maile and Spreckelsville. Basing this on 2 1/2 cars per family. (Husband wife, grown children) The most expensive routes and harvest to build will be the two at five trees the terraine is steep and rocky with deep gulches - & add traffic too close to the high school. Thank you for your consideration.

Respectfully,
Carol Thuro.

Carol Thuro
3134 Iolani St.
Pukalani, HI 96768
572-7400

HWY 3455

9-27-99

Sir:

as residents of So. Bikei, we feel an upcountry highway is extremely necessary. Hurricane Lloyd proved the necessity of a method & route of evacuation. Here, we have none.

As for a particular route I believe you, the experts, are able to choose the best & most cost efficient.

Thanks —
David & Donna Desmond

[redacted]

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
SEP 20 16 PM '99

Norman Rockwell – "Triple Self-Portrait"
© 1995 The Curtis Publishing Company

[redacted]

HONOLULU HI 968
PM
27 SEP
1999

Bagu Hayashida
Dir. of Transportation
8/o 9 Punchbowl St.

HWY-3459

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
SEP 28 2 14 PM '99

745 Mililani Place
Kihei HI 96753
September 27, 1999

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

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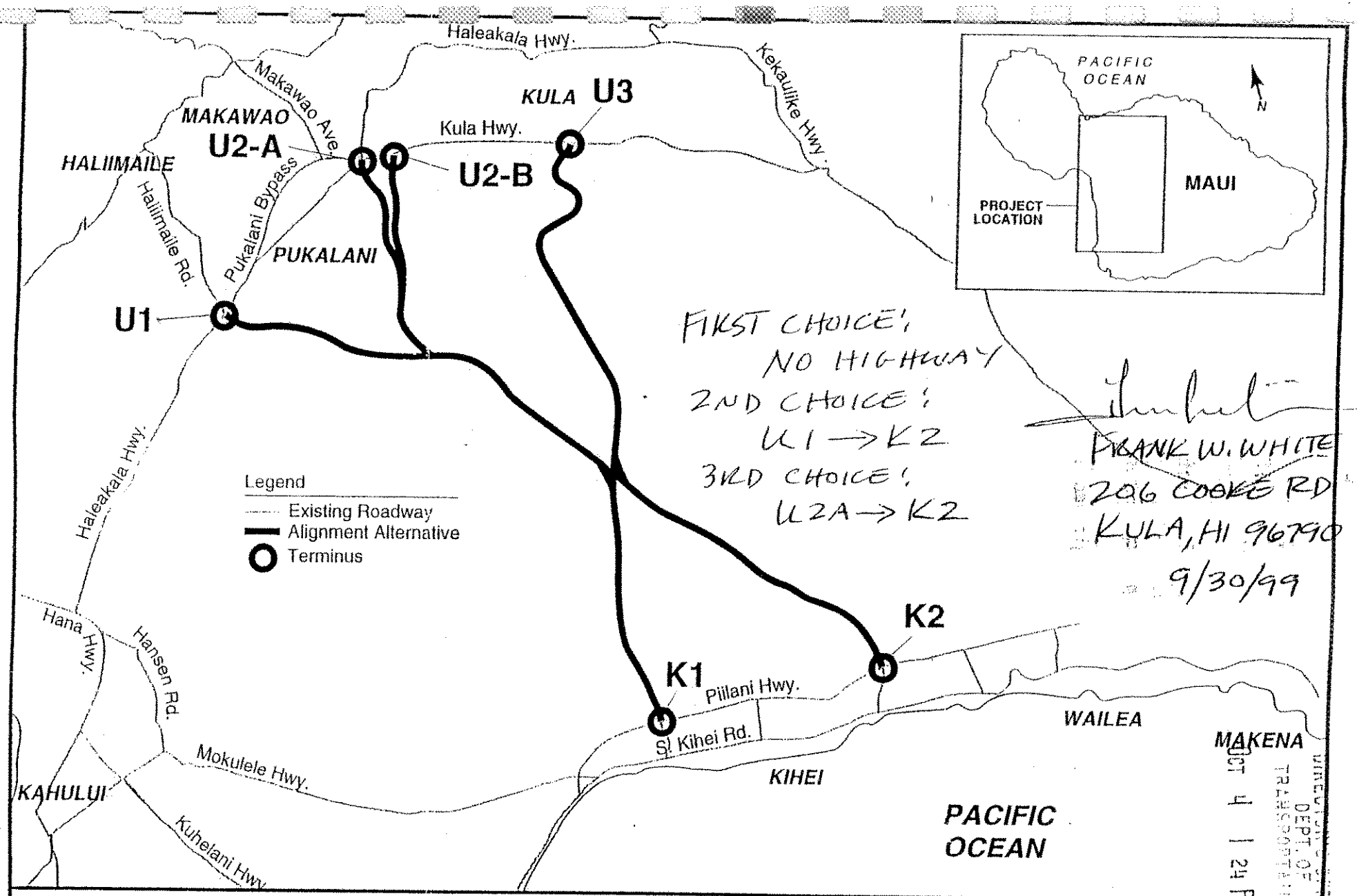

Location Map
Alternatives for Proposed Kihei-Upcountry Maui Highway
State of Hawaii - Department of Transportation - Highways Division
U.S. Department of Transportation - Federal Highway Administration

HWY-3481

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 43 PM '99

Charles St. Sure
575 South Kihei Road
Kihei, Maui, Hawaii 96753

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

HWY-3508

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 5 11 00 AM '99

Shepherd Veterinary Clinic
300 Ohukai Road, C-108 Kihei, HI 96753 (808) 874-9372

STATE DEPARTMENT OF TRANSPORTATION
OCT 6 10 51 AM '99
HIGHWAY PLANNING DIVISION
BRANCH

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

Diane E. Shepherd, DVM

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OCT 5 1 28 PM '99
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HIGHWAYS DIVISION

MASONS UNION

Local #1 of Hawaii, IUBAC • Local #630, OP & CMIA, AFL-CIO
2251 North School Street • Honolulu, Hawaii 96819
Ph: (808) 841-0491 • Fax: (808) 847-4782

HIGHWAYS DIVISION STAFF SERVICES OFFICE
Oct 12 2 25 PM '99

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DEPT OF TRANSPORTATION HIGHWAYS DIVISION

October 12, 1999

Department of Transportation Committe

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. Moriwaki, 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

Attn.
Kazu Hayashida

HWY 3637

NAPILI KAI BEACH RESORT

Discover The Unhurried Way of Life

OCT 18 11 24 AM '99

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 Shefte
Vice president and
General Manager

Js

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HIGHWAYS DIVISION
PLANNING BRANCH

5900 Honoapiilani Road, Lahaina, Hawaii 96761 • Telephone: (808) 669-6271 • Fax: (808) 669-5740
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E-mail: stay@napiikai.com

HWY 3640

DIRECTOR'S OFFICE
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Maui Buyer Realty

Voice: (808) 879-5959
FAX: (808) 874-7053
swanie@mauibuyer.com
www.mauibuyer.com

Office:
Kihei Commercial Center
300 Ohukai Rd.# C-325
Kihei, HI. 96753

Mailing Address:
2495 South Kihei Road #321
Kihei, HI 96753–8625

Donald E.(Swanie) Swanson
Broker/ Owner- R, ABR

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PLANNING BRANCH

10-15-99

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 un needed 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, Don Swanson

cc: Maui News

HWY 3654

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Oct 19 3 03 PM '99

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 Omaopia.

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

Bessie & David Krause
284 Waipoli Road
Kula, HI 96790-9430

October 16, 1999

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HIGHWAYS DIVISION
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DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Oct 19 3 09 PM '99

Malcolm Lee Dodson
1608 North Alaniu Place
Kihei, Hawaii 96753

Phone (808) 879-2675 • Email: ldodson@aloha.net

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Oct 19 3 48 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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 Kaonoulu 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

HIGHWAYS DIVISION
PLANNING BRANCH

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OF TRANSPORTATION
OCT 21 11 42 AM '99

HWY 3656

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

Jennifer K. Cappe 10/18/99

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STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
Oct 19 3 05 PM '99

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

Oct 19 3 09 PM '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

DIRECTOR'S OFFICE
OCT 19 3 09 PM '99

HWY 3657

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 19 3 14 PM '99

October 18, 1999

OCT 19 3 48 PM '99
DEPARTMENT OF TRANSPORTATION

Mr. Kazu Hayashida, Director of Transportation
State Department of Transportation - Highways Division
869 Punchbowl St.
Honolulu, Hawaii 96813

OCT 21 11 41 AM '99
HIGHWAYS DIVISION
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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 undoublably 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 fogotten 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 Piilani 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,

Steven P. Newhouse

Steven P. Newhouse
P.O. Box 748
Kula, Hawaii 96790

res: (808) 876-0067
office: (808) 270-7438

HWT-3658

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 18 11 12 AM '99

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STATE DEPARTMENT
OF TRANSPORTATION

OCT 19 10 55 AM '99

HIGHWAYS DIVISION
PLANNING BRANCH

Aloha Kayu Hazashida, 10/14/99

I have lived in Kula for twenty five years. I do not want the Kihei-Upcountry road built. We don't need it and the negative impact on upcountry will be dramatic.

Sincerely,

Ladha Conrad
P.O. Box 653
Kula, Hi 96790

HWY 3743

HAWAII'S
PREMIERE
MORTGAGE COMPANY

Maui Research & Technology Center • 535 Lipoa Parkway, Suite 101 Kihei, Hawaii 96753

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

Tricia Morris
President

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 25 10 58 AM '99
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OF TRANSPORTATION

Tel: (808)874-8800 Fax: (808)874-1188
E-mail: premiere@aloha.net

HWY3744

HAWAII'S PREMIERE MORTGAGE COMPANY

Maui Research & Technology Center • 535 Lipoa Parkway, Suite 101 Kihei, Hawaii 96753

OCT 22 11 18 AM '99

October 19, 1999

Mr. Kazu Hayashida
Director of Transportation
State Department of Transportation
Highways Division
869 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 Kihei-Upcountry Maui Highway.

Sincerely,

Duffy Herman
Chairman

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 25 10 58 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Tel: (808)874-8800 Fax: (808)874-1188
E-mail: premiere@aloha.net

HWY 3920

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Oct 26 1 15 PM '99

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 '75 or '76 I remember talking about an article thet had appeared in the Maui News. It mentioned the desire expressed by the Intercontinental and Stoufers 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 Kahalui could turn left. Perhaps the road could biscect 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,

Hildegard Abramson

Hildegard Abramson

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 25 10 58 AM '99

HWY 3123

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 Kihei-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	☐ 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

SINCE THE STATE HAS ALREADY PLANNED TO 4 LANE HANEAKALA HWY) MOKULELE/PUUNENE) + PIILANI HWY ALL YOU NEED IS A NEW BYPASS TO AUGMENT HANSEN RD. JUST PAST IAO VALLEY TO HANA HWY OR FROM MOKULELE TO HALEAKALA BEHIND OHCS WILL LHI CENTER THEN TRAVEL TIME WOULD ONLY BE 5 MIN LONGER THAN PROPOSED HWY.

The State DOT will hold a third public hearing on the proposed Kihei-Upcountry Maui Highway project at Kahului School, 410 South Hina Avenue, on October 13, 1999, 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 Kihei-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 testimonies and comments on the Draft EIS by October 28, 1999 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 22ND. THANK YOU VERY MUCH.

PERRY KUNIN
572-6377

590 Lipoa Parkway, Suite 103 • Kihei, Maui, Hawaii 96753 • (808) 875-2300 • (808) 879-0011 • Info@medb.org

HW 3925

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
OCT 25 10 53 AM '99

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

Michael Cannon
115-A Ainakula Road
Kula, HI 96790
Work # 875-0770 x 201

HWY 3927

RECEIVED
OCT 13 1999
HAWAII DIVISION

Gary S. Elster
145 N. Kihei Rd #527
Kihei, HI 96753
Phone (808)879-0564
fax (808)874-5835
gse@sprynet.com

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

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STATE DEPARTMENT
OF TRANSPORTATION
Oct 22 11 34 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3954

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 29 11 30 AM '99

MAUI ECONOMIC DEVELOPMENT BOARD, INC.

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

- **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 Kihei-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

- **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**	☐ **Olinda**
☐ **Kihei**	☐ **Makena**	☐ **Wailea**	☐ **Paia**	☐ **Haiku**
☐ **Maalaea**	☐ **West Maui**	☐ **Central Maui**	☐ **Other** _____	

I WORK IN:

☐ **Makawao**	☐ **Pukalani**	☐ **Lower Kula**	☐ **Upper Kula**	☐ **Olinda**
☐ **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 Maui Research & Technology Park and Ohukai Street at the Piilani Highway and Ka Ono Ulu 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:

☐ **Haliimaile**
- **intersects Haleakala Highway near the Haliimaile 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 Lipoa 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

Hwy 3967

Debbie K. Anthony
2656 Keikilani Street
Pukalani, HI 96768

RECEIVED
Nov 2 12 58 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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

Debbie K. Anthony

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Nov 4 3 45 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

September 23,
1999 -

State of Hawaii
Dept. of Transportation
869 Punchbowl St.
Honolulu. HI
96813

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

SEP 27 11 33 AM '99

Dear People of Maui:

We have hoping 50 years or more to Kihei - Upcountry Maui Highway Project

Maps look good -

Im not to the 29 & 30th meetings but my sons - I hope the meetings

Aloha
Olive L Cole

Mrs. Olive Cole
3300 Wailea Alanui Dr Apt 13c
Kihei HI 96753-9530

Mrs. Olive Cole
3300 Wailea Alanui Dr. Apt 13-D
Kihei, HI 96753

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State of Hawaii

Frances Yasuda
10/01/99 04:35 PM

To: Pericles Manthos/DOT Admin@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

Mr. Hayashida:

Altough I am a currently attending college in Philiadelphia,
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 ubarn sprawl. If the highway
is built, much of upcountry will lose the
quailities that make it unique. An endless potential
for urbanizing in this beautiful and prestine area
of Maui is startling. With the development comes
the problems of infastructure, 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

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 4 11 27 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Date: Fri, 08 Oct 1999 09:47:01 -1000
From: "Eric Taniguchi" <EricT@gbimaui.com>
Subject: kihei/upcountry highway
Mime-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: quoted-printable
Content-Disposition: inline

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 up country would also be nice. the tourist from wailea/kihei/makena would use the highway to visit haleakala, this would help to alleviate some of the traffic on mokulele and that conjested intersection at dairy road and hana highway. i also support the connection through kula malu, 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 mokulele to get to work, plus this connection would most affect the charcter of kula. the hali'imaile 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 malu 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 differant story, my wife works in makena so naturally she likes the connection near the kamalii elementry 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

HWY 3495

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 4 1 47 PM '99

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 alot of my neighbors. Our recommendation for the connection would be from Kulamalu (U2-B) to Kaonoulu (K-1). Let's get busy!

HWY 3470

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

RECEIVED
OCT 1 10 01 AM '99
DEPT. 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 SCHISLER

Address: 1587 N. ALANUI PL
KIHEI, 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.

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 1 3 12 PM '99
HIGHWAY
PLANNING

OCT 1 10 01 AM '99
DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Public Comment Form

HWY 3471

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

RECEIVED
OCT 1 10 02 AM '99
DEPT 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: Jaimie Brown

Address: 350 Aulike St.
Lahaina, HI 96761

Telephone (day): (808) 242-5550

Telephone (eve): _____

Please make any comments below:

I am in favor of the Kihei-Upcountry Maui Highway particulary the Route U2A. I think this will improve on safety by reducing traffic up and down Haleakala Highway.

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 1 10 02 AM '99

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
OCT 1 3 42 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Public Comment Form

Hwy 3472

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

RECEIVED
OCT 1 10 04 AM '99
DEPT. 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: 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.

OCT 1 3 42 PM '99
HIGHWAYS DIVISION
PLANNING BRANCH

OCT 1 10 04 AM '99
DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION

HWY-3482

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 11 1 52 PM '99

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 PAWLAK
Address: 2191 S. KIHEI RD, #1417
KIHEI HI 96753

Telephone (day): 879-5205
Telephone (eve): 874-5727

Please make any comments below:

I WOULD LIKE TO SEE THE KIHEI-UPCOUNTRY HWY TO BE BUILT SOON. A GREAT LOCATION FOR THE UPCOUNTRY SECTION WOULD BE THROUGH THE KULAMALU DEVELOPMENT. REASON IS $ ... THE STATE WOULD NOT HAVE TO SPEND EXTRA MONEY FOR A PORTION OF THIS HWY BECAUSE THERE ALREADY EXIST A ROAD. I WOULD LIKE TO SEE THE HIGHWAY TERMINATE AT PILANI HWY & KA'ONO'ULU ST.

HWY 3483

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 52 PM '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: 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-~~X~~A, K1

Reasons:

U2-~~X~~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, ~~*~~ [redacted] travelers.

HWY-3485

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 1 51 PM '99

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: Heidi Bigelow
Address: 13366 W. Kuiaha Rd.
Haiku, HI 96708

Telephone (day): (808) 874-5263
Telephone (eve): (808) 575-2089

Please make any comments below:

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 Hana Hwy, Hansen Rd., and Mokulele.

I am in favor of the U2-B/K2 alignment U2B because its 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 Piilani 'ByPass'.

Thankyou,

HWY-.3486

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 50 PM '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: Mickey S. Hewitt

Address: 2600 Liohola pl.
Kihei Hi. 96753

Telephone (day): 879-8868

Telephone (eve):

Please make any comments below:

It would be foolish to come in at Hailimaile. It does nothing to alleviate traffic at Pukalani and above. Part of the rd. is already built & the owner will do every thing he can to make it cheaper for the State. It serves more people and is the ideal location. Their will be less environmental disturbance. There is already uban zoning so it won't change. No need for more urbanization. It also provide easy access to Kamehemaha schools.

Public Comment Form

HWY 3487

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 4 1 50 PM '99

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 Wuhea Way
Wailuku, HI 96793
Telephone (day): 242-2700
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

HWY 3488

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 50 PM '99

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: LiANNe K. VenTura

Address: RR2 Box 377-A
Kula, HI. 96790

Telephone (day): 879-5205

Telephone (eve): 878-6317

Please make any comments below:

being a resident of Kula for over 20 years that's all we have been hearing is that we are going to get a Kihei-upcountry Highway. I drive to Kihei everyday to go to work by building the highway that goes from K-2 & comes from via K-1 or K-2 will make my commute safer & 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 —

HW9 3484

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 49 PM '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: John Mercer

Address: 126 Waikai St
Kihei HI 96753

Telephone (day): 808-879-5205

Telephone (eve): 808-874-6741

Please make any comments below:

PREFERED ROUTE - "K2 - U2:B"

Kihei Benefit:

1) Relieve Traffic Congestion In Center of Kihei/Wailea Area, i.e. Traffic going up Country will Be relieved from Piilani Hwy faster

2) In Case of emergency K2 is located in the Center of population

Up Country Benefit:

1) U2-B location has infrastructure to accept the Termination point better than others

2) U2-B location is a Centered location for relief of up Country - i.e. Traffic going to Kihei won't have to go through pukalani OR the pukalani By Pass or the 5 trees

Public Comment Form

HWY 3490

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 4 1:49 PM '99

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: Marlayna Bega
Address: P.O. Box 220
Kihei HI 96753

Telephone (day): (808) 874-5263
Telephone (eve): (808) 879-0520 unlisted

Please make any comments below:

I AM IN FAVOR OF THE FOLLOWING ROUTES:

U2B and K1

Public Comment Form

HWY 3491

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 4 1 48 PM '99

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: prefer:
#6 UZ-B, K1

HWY-3492

Public Comment Form

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 48 PM '99

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 Hoen

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 + developments.

Thank You

Public Comment Form

HWY 3493

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
APR 11 '99

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 Acoyan

Address: 2291 Baldwin Ave
Makawao, Hi, 96768

Telephone (day): 875-4589

Telephone (eve): 579-8514

Please make any comments below: As an up country resident working in kihei,
I recomend #6. U2-B-K1

Public Comment Form

HWY. 3494

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 48 PM '99

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. Ikea Makai Pl.
Kihei HI.
96753

Telephone (day): 879 9021

Telephone (eve): _____

Please make any comments below:

U2B-X1 is my choice.

HWY 3496

Public Comment Form

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 47 PM '99

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: WAILEA FAIRWAY VILLAS #C-101
3950 KAIAI WAA ST
KIHEI, HI 96753

Telephone (day): _____

Telephone (eve): 808 / 891-8732

Please make any comments below:

I PREFER THE UZB - K1 ALIGNMENT

HWY 3497
DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 47 PM '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: ALVIN M. YOSHIMORI

Address: 2862 IWALANI ST.
PUKALANI HI 96768

Telephone (day): 242-4666

Telephone (eve): 572-9749

Please make any comments below:

SEPT. 30, 1999.

I ATTENDED THE INFORMATION ~~HEARING~~ @ PUKALANI COMMUNITY CENTER & FOUND IT TO BE VERY INFORMATIVE AND WELL PRESENTED.

I AM IN FAVOR OF ALIGNMENT U2-A K-1.

THE REASONS FOR MY SELECTION ARE AS FOLLOWS

1. K-1 OFFERS LAHAINA TRAVELLERS A MORE DIRECT ROUTE THAN K-2.
2. K-2 REQUIRES 3 ADDITIONAL BRIDGES ∴ MORE COSTLY.
3. U2-A CONNECTS DIRECTLY TO HALEAKALA HIGHWAY ∴ DIRECT ACCESS.
4. U2-A K-1 WILL OFFER US A SCENIC DRIVE TO KIHEI, NOT LIKE MOKULELE.

HWY 3498

Public Comment Form

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 4 1 47 PM '99

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: 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, K1 ROUTE BECAUSE OF THE FOLLOWING:

1) MAKAWAO - PUKALANI IS THE UPCOUNTRY POPULATION CENTER, THE U2-A CONNECTION WOULD SPLIT THE TRAFFIC. THE U1 CON. WOULD FORCE ALL THE TRAFFIC DOWN THE PUKALANI BYPASS UNTIL HALIIMAILE.

2) PROVIDES BETTER ACCESS FOR TOURIST AND HIGH-TECH WORKERS TRAVELING TO HALEAKALA.

4) THE K1 CONNECTION PROVIDES BETTER ACCESS TO WEST MAUI.

5) REASONABLY PRICED (OUR TAX DOLLARS).

HWY 3499

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Oct 1 46 PM '99

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 UAKOKO PL
HAIKU HI 96708

Telephone (day): 808-575-4589

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 K CHOICES

U2B LESS DISRUPTIVE OF U CHOICES

HWY 3500

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 4 1 46 PM '95

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. Touchberry

Address: 22 Hubilani Place
Pukalani

Telephone (day): 879-5205

Telephone (eve): 573-1982

Please make any comments below: I favor K1-U2B

Haliimaile intersection defeats purpose of road. U2-A screws up the "Five Lees" intersection.

Kulamalu is the more central spot to better serve unserviced areas of upcountry--Lower Kula, Upper Kula, Pukalani, Olinda, & Makawao.

It would have less impact on agriculture and give a direct route to Haleakala.

HWY 3501

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 4 1 45 PM '99

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. Reed
Address: S.R. Box 95
Keanae, Hi 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 ~~people~~ vehicles using the Haleakala Hwy. Go for it!!

HWY-3509

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

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OCT 5 1 32 PM '99
DEPT. 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: Millie S. Septimo
Address: 795 Paloma Street
Wailuku, HI 96793

OCT 5 10 58 AM '99
DIRECTOR'S OFFICE
DEPT OF TRANSPORTATION

Telephone (day): 879-5205
Telephone (eve): 244-8225

Please make any comments below:

I believe the best alignment for the new Kihei/Upcountry Highway is U2B Kulamalu through K1 Kaonoulu.

1) It would redirect the traffic flow from Haleakala Highway and provide an alternative route for upcountry & Kihei/Wailea residents.
2) Direct access for tourist traveling to the Haleakala Crater from Kihei/Wailea & Lahaina.
3) Emergency access in case 1 route is closed due to an accident. (The Haliimaile access will not provide an alternative route if a portion of Haleakala Highway was closed.)

OCT 6 10 52 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH
STATE DEPARTMENT OF TRANSPORTATION

Public Comment Form

HWY 3510

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

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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 Koiula Lane, #514

Kahului, Hawaii 96732

Telephone (day): 244-1500

Telephone (eve): _____

Please make any comments below:

Alternative #2-B, Maui, Hawaii, Upcountry Highway

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 5 10 59 AM '99

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STATE DEPARTMENT
OF TRANSPORTATION
Oct 6 10 52 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3573

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

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HIGHWAYS DIVISION

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORT
OCT 6 10 29 AM '99

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: Tony Tadalcums

Address: ~~[illegible]~~ Kula, Maui

Telephone (day): _____

Telephone (eve): _____

Please make any comments below:

After much studying I think that U1 to K1 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.

[illegible] resident for [illegible]

HM 3584

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: KIMO HODGINS

Address: 308 KINAOLE CIR
KIHEI HI 96753

Telephone (day): 808-870-2099

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-B-K2

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OCT 15 9 07 AM '95
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 44 AM '95
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3585

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 Haaheo Place
Pukalani, Hi 96768

Telephone (day): _____

Telephone (eve): 808-572-1450

Please make any comments below:

I am in favor of alternative U2-B TO K1, I guess for more personal reasons than any other. But at the same time this will relieve +/or reduce overall congestion at many other locations between kihei + 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 emergencies

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HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3587

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 Vargas

Address: 2674 Akalani Lp.
Pukalani Hi

Telephone (day):

Telephone (eve): 572-0620

Please make any comments below:

In favor of K-2 - 42B

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OCT 15 9 08 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 44 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3588

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: ELLSWORTH NIKAIDO

Address: P.O. BOX 1214
PAIA HAWAII 96779

Telephone (day): 579 3141

Telephone (eve):

Please make any comments below:

I [illegible] I think I'll let the upcountry [illegible] [illegible] which way is best for them.

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HIGHWAYS DIVISION

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OF TRANSPORTATION
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HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3589

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 Ulana St. Makawao Hi. 96768

Telephone (day): 280-2545 or 879-8868

Telephone (eve): 572-3855

Please make any comments below:

I prefer U2-B - K2

I work in the Maalaea to Makena Area

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
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STATE DEPARTMENT
OF TRANSPORTATION
RECEIVED

HWY 3590

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: Moses Kauhaaha9

Address: 384 Nakoa Drive
Wailuku Hi 96793

Telephone (day): 249-8154

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

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DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 18 11 44 AM '99
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OF TRANSPORTATION

HW/3591

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

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
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OF TRANSPORTATION

HWY3513

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. Cabradilla

Address: 2793 Ainalani Drive
Pukalani Hi 96768

Telephone (day): 572-4700

Telephone (eve): 572-4700

Please make any comments below:

It's about time that the SOH - D.O.T. 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 + Kula. We have enough traffic congestion already. In the event of a traffic accident on the Mokulele Highway people coming out are trapped for hours. at Least with this by-Pass people of the Up Country Area will be able to get out of Kihei at a seasible time, without delay.

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HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3594

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

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DEPT. 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: P.O. Box 1538 248B Kula Hwy
Kahului, HI 96733 Kula, HI 96790

Telephone (day): 878-8300
Telephone (eve):

Please make any comments below: U3/KT

I can't believe This Hwy has not ~~been~~ built yet! I work in Kihei 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, sugarcane or housing projects. I would like to see The Hwy even further Toward Kekaulike Hwy. This would be a shorter route and not disturb anything or anyone. Even if the road would connect at The Hawaiian housing project That would be better. There are roads half way down The hill now just built something from Kihei To There (save $ and Time) but The most important Thing is to just built something soon!!!

HWY 3595

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: 1874 Anapa Pl. Kihei

Telephone (day): 8757689

Telephone (eve): Same

Please make any comments below:

I live in Kihei & like to see A new Roadway from upcountry to Kihei U2B-K2.

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DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 45 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY3596

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.

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 46 AM '99
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OF TRANSPORTATION

Hwy 3597

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 / Edgar Morton III

Address: 641 POHALA STREET
WAILUKU, MAUI, HAWAII
96793

Telephone (day): AT WORK / 871-6191

Telephone (eve): 242-4360

Please make any comments below:

THE U3, K2 ALTERNATIVE WOULD BE [redacted] 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 EVENLY ACCESSABLE FOR BOTH NORTH AND SOUTH KIHEI AND MAKENA RESIDENCES AND VISITORS IN CASE OF EVACCUATION [redacted] PURPOSES, ETC.

3). THE U3 WAY WOULD PUT THE CONNECTION IN THE MIDDLE OF KULA HIGHWAY MAKING IT AN EASIER WAY FOR PEOPLE AND VISITORS WHO WANT TO GO STRAIGHT TO ULUPALAKUA, OR PEOPLE WHO WANT TO GO STRAIGHT TO MAKAWAO, OR [redacted] HAIKU/MAILE, OR PUKALANI AND RIGHT TO KULA OR HALEAKALA. THIS WAY WOULD SAVE ALOT OF TIME AND MONEY FOR MAUI COUNTY PEOPLE.

THIS HIGHWAY PROJECT SHOWS ONLY GOOD [redacted] POTENTIAL REASONS WHY WE SHOULD HAVE IT BUILT AS SOON AS POSSIBLE (ASAP).

BUSINESSES, VISITORS, AND RESIDENCES ALIKE WILL BENEFIT FROM IT.

THE PROJECT WILL CAUSE MORE JOBS FOR MAUI COUNTY AND NEW OPPORTUNITIES, PAVING THE WAY FOR FUTURE DEVELOPMENT.

BUILD IT,
AND THEY WILL COME.

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OCT 15 9 09 AM '89
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HW4 3518

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: Esmor Krash

Address: 331-9 Waiakoa Rd
Kula 96790

Telephone (day): 878 1342

Telephone (eve): "

Please make any comments below:

Prefer no road - improve existing roads (Haleakala, Hansen, Mokulele).
If road is built desire it to originate at Haliimaile.

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DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 18 11 46 AM '99
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STATE DEPARTMENT
OF TRANSPORTATION

HWY 3599

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 HEENAN

Address: 345 LOKELANI PLACE
PUKALANI, MAUI 96768

Telephone (day): 572-4801

Telephone (eve):

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HIGHWAYS DIVISION

Please make any comments below:

THE HALIMAILE (U1) TO (K1) SEEMS TO HAVE THE LEAST IMPACT ON RESIDENTIAL AREAS. ALSO A LIGHT @ INTERSECTION ON AT (U1) WOULD BE BEST, AND NEEDED. IF (K1) SKIRTS RESIDENTS THEN MOVE TO K-2). NO ONE REALLY WANTS A MAJOR ROADWAY NEXT TO OUR RESIDENTIAL STREETS, OR OUR BACK YARD! THIS WOULD BE ACCEPTABLE ONLY AFTER MAKING THE EXISTING ROADS INTO FOUR LANES FIRST! ON THE WAY TO KIHEI!

LFH

10-7-99

HWY 3600

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: 3569 MALINA PL.
KIHEI, HI 96753

Telephone (day): 879 - 5970

Telephone (eve): "

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09 AM
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

Please make any comments below:

A ROAD CONNECTING KIHEI TO UPCOUNTRY IS DESCRIBED. ~~#~~ WE DO NOT WANT A ROAD THAT ONLY DOES HALF THE JOB (A ROAD COMING OUT AT HALIMAILE DOES NOT MAKE SENSE). WE FAVOR KIHEI TO UPCOUNTRY USING THE OPTIONS U2-B K2 OR ~~#~~ U2-B K1, WITH U2-B K2 THE BETTER OF THE TWO.

EVALUATING THE OPTIONS:

U1 - NO GOOD, ½ THE JOB.
U2A - INTERSECTION VERY BUSY, HALEAKALA HWY. AS WELL.
U2B - GOOD INTERSECTION, NOT AS BUSY AS U2-A BUT NOT THAT FAR FROM THE HALEAKALA HWY.
U3 - TOO FAR FROM CONTINUING UP THE HALEAKALA HW
K1 & K2 - GOOD K2 A GOOD SPLIT BETWEEN KIHEI &

Public Comment Form

HWY3601

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 KAWIKA ST.
WAILUKU, HI 96793

Telephone (day): 871-7079

Telephone (eve): 244-8125

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HIGHWAYS DIVISION

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.

HWY 3602

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.
PUKALANI HI. 96768

Telephone (day): 298-1190

Telephone (eve): _____

Please make any comments below:

I think U2-B, K-1 is a great alternative route.

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
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OF TRANSPORTATION

HW 3603

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 Jo Rabe

Address: 10-Hoolai St Makawao
Hi 96768

Telephone (day): (808) 572-8338

Telephone (eve): " " "

Please make any comments below:

U3, K1

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HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
Oct 18 11 46 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3606

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 Nay

Address: 19 Kupalaiki Lp 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 Kamaka school to 5 Trees

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 46 AM '95
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STATE DEPARTMENT
OF TRANSPORTATION

Hwy 3607

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 27 PM '99

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 Swinson

Address: 149 Keala Pl.

Telephone (day): 875-8213

Telephone (eve):

Please make any comments below:

MUCH NEEDED

LONG OVERDUE

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HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 46 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3608

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 27 PM '99

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 Shamblin Sr

Address: 263-C Nanilua
Wailuku Hi 96793

Telephone (day): ~~[illegible]~~ 249-0659

Telephone (eve):

Please make any comments below:

yes

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HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 46 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY3609

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 26 PM '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 W MARTIN

Address: 3626 LOWER HONOAPILANI HWY.
APT 307-B
LAHAINA, MAUI

Telephone (day): (808) 255-8561

Telephone (eve): (808) 255-8561

Please make any comments below:

WANT THE UPCOUNTY HWY.

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HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 46 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY3610

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 26 PM '99

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 Lopes

Address: 203 Nagala Rd
Kula, HI 96793

Telephone (day): 244-8812

Telephone (eve): _____

Please make any comments below:

yes come by my home, faster to get Home

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HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 46 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3611

Public Comment Form

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 26 PM '99

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. KANOHO JR

Address: 1082 PUANA ST WAILUKU
96768

Telephone (day): 572-0350 or 280-0268

Telephone (eve): 572-0350

Please make any comments below: We Need this Highway from up County To Kihei, and we need more highway around other place on Maui

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH

OCT 18 11 47 AM '99

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OF TRANSPORTATION

HWY 3612

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 26 PM '99

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 Echiverri

Address: P.O Box 7281
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.

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DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
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OF TRANSPORTATION

HWY 3613

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 25 PM '99

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 KOELI ST
WAILUKU, HI
96793

Telephone (day): _____

Telephone (eve): 244-9860

Please make any comments below:

I AM IN FAVOR OF THE KIHEI-UPCOUNTRY PROJECT

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
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HWY 3614

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 25 PM '99

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): 875-0722

Please make any comments below:

FOR
KEALII AKUNUI → 5 TREES

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HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 47 AM '99
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OF TRANSPORTATION

HWY 3615

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 25 PM '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: Gordon Guerrero

Address: 121 Iliea Pl Pukalani HI 96768

Telephone (day): 573 0442

Telephone (eve): SAME

Please make any comments below:

I'm in favor of Haliimaile to Kealii Alanui

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HIGHWAYS DIVISION

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HIGHWAYS DIVISION
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HWY 3616

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 25 PM '99

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 E. PAUL

Address: 530 WAIKALA ST. KAH.

Telephone (day): _____

Telephone (eve): 873-7885

Please make any comments below:

FIVE TREE'S

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DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 47 AM '99
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OF TRANSPORTATION

HWY 3617

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 Waikala ST.
Kahului, Hi
96732

Telephone (day): (808) 873-7885

Telephone (eve): Same

Please make any comments below:

I Think That They Should fix The Road By Kamalea School They The STrees.

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'99 OCT 15 9 19 AM
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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'99 OCT 18 11 47 AM
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 13 2 25 PM '99

Hwy 3618

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 24 PM '99

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: MILTON J.K. THEODORE SR.

Address: 191 MAOLI PL. PAIA, HI 96779

Telephone (day): 579-6293

Telephone (eve): SAME

Please make any comments below: I SUPPORT IT.

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HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 47 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 269

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 23 PM '99

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: EDYNGTON NAKI

Address: 302 HOOHIE ST
KIHEI HI 96753

Telephone (day): 875 1254

Telephone (eve): SAME

Please make any comments below:

More Jobs

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OCT 15 9 20 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 47 AM '99
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OF TRANSPORTATION

HWY 3620

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 23 PM '99

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 N Shingama

Address: 98 Diehila ST.
Kahului, Maui, Hi. 96732

Telephone (day): 877-2618

Telephone (eve): same

Please make any comments below: please Consider

4 Fb - K-2.

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HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 47 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3621

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 23 PM '99

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 Hoopai

Address: Po Box 2676 Wailuku Maui Hawaii 96793

Telephone (day): 242-5925

Telephone (eve): _____

Please make any comments below: Im For The Project

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OCT 15 9 20 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 47 AM '99
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STATE DEPARTMENT
OF TRANSPORTATION

HWY 3623

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 22 PM '99

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 Uwekoolani

Address: 589 DaRi Ka St

Telephone (day): 579-9543

Telephone (eve):

Please make any comments below: yes

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HIGHWAYS DIVISION

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OF TRANSPORTATION
OCT 18 11 47 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3624

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 22 PM '99

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: Ayenhart Nahoopii

Address: W 868 Halula Pl.
Wailuku

Telephone (day): _____

Telephone (eve): _____

Please make any comments below:

5 trees to Keolii Alanui

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OCT 15 9 20 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 47 AM '99
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OF TRANSPORTATION

HW/3625

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 22 PM '99

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 Waikapu Rd

Telephone (day): _____

Telephone (eve): 244-4540

Please make any comments below:

That a great idea, The Timming is Right

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OCT 15 9 20 AM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 47 AM '99
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STATE DEPARTMENT
OF TRANSPORTATION

HWY 3626

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
OCT 13 2 22 PM '99

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: Jose Francisco Agredano

Address: 297 P.O Box MAKAWAO Hi

Telephone (day): 579 89 40

Telephone (eve): _____

Please make any comments below: OK

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OCT 15 9 20 AM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 47 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3627

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 13 2 13 PM '99

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 So. Palama Dr.

Telephone (day): 871-4761

Telephone (eve): 871-4761

Please make any comments below: yes

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OCT 15 9 20 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 47 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3629

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 26 PM '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: Tom Cleghorn

Address: 233 Kuka Hwy

Telephone (day): 283-0252

Telephone (eve): 878-2048

Please make any comments below:

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OCT 15 9 19 AM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
OCT 18 11 48 AM '99
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3630

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 13 2 23 PM '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: Adrian Kaalakea

Address: 975 Oe St.
Kihei, Maui Hi 96753

Telephone (day): 879-6406

Telephone (eve): SAME

Please make any comments below:

RECEIVED
OCT 15 9 20 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 48 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3631

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 TAVARES

Address: 670 waiale pk
wailuku, MZ, HI 96793

Telephone (day): 280-2706

Telephone (eve): 280-2706

Please make any comments below:

RECEIVED
OCT 15 9 08 AM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 18 11 08 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

HWY 3632

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 TASCUA JR.

Address: 420 KEKOOLANI PL.

Telephone (day): 572-5205

Telephone (eve): " "

Please make any comments below:

RECEIVED
OCT 18 9 18 AM '95
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 18 11 48 AM '95
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3633

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

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OCT 15 3 45 PM '99
DEPT 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: B. Chapman

Address: 2670 Ililani Way
Pukalani HI 96768

Telephone (day): 573-5639

Telephone (eve): Same

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 15 10 21 AM '99

Please make any comments below:

I believe the proposed routes for a "new" highway from Kihei to Kula are not as good as a proposed plan to "improve" the existing highway to upcountry. Improvements would help Haliimaile residents.

Bring new road(s) up the gulch is not needed - the improvement is - urban sprall is the bain of the mainland - it is not for Maui - we can plan better than that!

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STATE DEPARTMENT
OF TRANSPORTATION
OCT 19 10 54 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3649

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 Moharo

Address: 777 S. Kihei Rd. #201
Kihei, Hi. 96753

Telephone (day): 879-5233 #105

Telephone (eve): "

Please make any comments below:

K-2

42B

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Oct 19 3 49 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 19 2 40 PM '99

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 42 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

HWY 3650

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: Lorraine Gibo

Address: 2781 Olulani 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, Haliimaile 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.

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 42 AM '99

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HIGHWAYS DIVISION
Oct 19 3 49 PM '99

RECEIVED
DIRECTOR'S OFFICE
Oct 13 2 42 PM '99

HWY 3653

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 T. Black

Address: 3353A Kuaua Pl
Kihei, HI 96753

Telephone (day): 879-5233

Telephone (eve): 879-5233

Please make any comments below:

K-2
UZB

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH
'99 OCT 21 11 42 AM

'99 OCT 19 2 30 PM
DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

'99 OCT 19 3 48 PM
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Public Comment Form

HWY 3744

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 Griesenbeck

Address: PO Box 10037
Lahaina, HI 96761

Telephone (day): 665-1875

Telephone (eve): Same

Please make any comments below:

U2 - B, K2

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 22 11 11 AM '99

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 25 10 58 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

HWY 3742

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 22 11 11 AM '99

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 KAUPAKALUA Rd.
HAIKU, HI.

Telephone (day): 808 879-7708
Telephone (eve): 808 572-8127

Please make any comments below:

I travel Haleakala Highway thru the Hallimade Rd. everyday. There is already a traffic Hazard 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.

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 25 10 58 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

HWY 3746

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
OCT 22 11 10 AM '90

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: 816 E. Kaena Pl.
Wailuku, HI 96793

Telephone (day): 879-7708

Telephone (eve): ~~879-7708~~ 244-7085

Please make any comments below: I would suggest the U2-B, K2 route. The traffic is really bad coming down Upcountry area and in Kihei district we should have alternate routes to help this congested roads.

STATE DEPARTMENT OF TRANSPORTATION
OCT 25 10 58 AM '90
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3747

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 Waipo St
Wailuku, Hi 96793

Telephone (day): _____

Telephone (eve): _____

Please make any comments below:

I would like 6 & 7 because it's a good route.

RECEIVED
STATE DEPARTMENT OF TRANSPORTATION
Oct 25 10 58 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

HWY 3765

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
RECEIVED
Oct 22 10 07 AM '99

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 MOELLER
Address: 104C POLI POLI RD
KULA HI 96790

Telephone (day): 808/ 665-1875
Telephone (eve): 808/ 878-1445

Please make any comments below:

THE ROUTE FROM KZ TO UZ-B IS THE BEST ROUTE FOR THIS PROJECT

HWY 3766

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 22 10 07 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: Danny Collier

Address: P.O. Box 714
Haiku - Maui

Telephone (day): 276-8990

Telephone (eve): 575-2785

Please make any comments below:

U2-B — K2

HWY 3767

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT OF
Oct 22 10 07 AM '99

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 KUROSE
Address: 5084 HONOAPIILANI RD
LAHAINA MAUI HI
96761
Telephone (day): 665-1875
Telephone (eve): 669-6454

Please make any comments below:

U2B TO K2

HW 3768

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
Oct 22 10 07 AM '99

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: Melani K. Kaahui

Address: 5955 E Honoapiilani St.
Lahaina Hi 96761

Telephone (day): 808-669-1875

Telephone (eve): _____

Please make any comments below:

U2-B-K2

HWY3769

Public Comment Form

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 22 10 07 AM '99

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: PO Box 220

Kihei HI 96753

Telephone (day): 665-1875

Telephone (eve): _____

Please make any comments below:

U2-B to K2

HWY 3769 3770

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
OCT 22 10 07 AM '93

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: ENRIQUE V. PUNZALAN

Address: 117 KUUALOHA ST. MAUI LANI
KAHULUI MAUI HAWAII 96732

Telephone (day): 249-0014

Telephone (eve): 242-0215

Please make any comments below: U2-B, K2

HWY 3774

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 27 9 53 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: Alexandra Parker

Address: 104 Kawaka Pl
Kula Hi 96790

Telephone (day): ~~280-6466~~ 280-6466

Telephone (eve): _____

Please make any comments below:

I don't want any highway

HWY 3775

Public Comment Form

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 27 9 53 AM '99

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 &
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 Halii Haile 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.

HWY 377

Public Comment Form

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 27 9 53 AM '99

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: Hilary Parker
Address: 104 Kawalea Pl.
Kula 96790

Telephone (day): 242-0096
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: Haliimaile to either Kaonoulu or Ke Alii Alanui

- 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.
- Haliimaile 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.

HWY 3778

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 22 10 07 AM '99

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: IGNACIO G. EUGENIO JR

Address: 97 KEACA PL.
KIHEI, HI, 96753

Telephone (day): 879-1693

Telephone (eve): SAME

Please make any comments below: U2-B -K2

HWY 3779

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 22 10 07 AM '93

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 OHUKAI Rd Kihei Maui HI.

Telephone (day): 298-4303

Telephone (eve): SAME

Please make any comments below:

UZB TO K2

HWY 3780

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 22 10 07 AM '99

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: 5464 Cahaira Maui

Telephone (day): _____

Telephone (eve): _____

Please make any comments below:

U2-B, K2

HWY 3781

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

OCT 22 10 07 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: Stuart K. [illegible]

Address: 19 Kuhinia St. Wai.

Telephone (day): 244-9735

Telephone (eve):

Please make any comments below:

U2B - K2

HWY 3782

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 22 10 07 AM '93

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: Stuart K. Akuna Jr
Address: 19 Kuhinia Ste
Wailuku HI 96793

Telephone (day): 385-9735
Telephone (eve): 244-9735

Please make any comments below:

U2-B - K2

HWY 378

Public Comment Form

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Oct 22 10 09 AM '99

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: Flint Nakamura
Address: 848 Kanua St. Lahaina
HI 96761
Telephone (day): 661-4550 / 665-1575
Telephone (eve): 661-4550

Please make any comments below:

U2-B, K2

HWY 3579

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: 429 Hoopalua Dr.
Pukalani 96788

Telephone (day): 572 0123

Telephone (eve):

Please make any comments below: No bike.

Why vote is for no connecting road at all —
Please consider 4 lanes on the Haleakala
Hwy instead + a traffic signal
at Omaopio + Kula Hwy. Mahalo.

JR

Public Comment Form

Hwy ~~3921~~ 3922

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
State of Hawaii Department of Transportation
Highways Division

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORT
OCT 25 AM '99

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 PLACE
PUKALANI, HI 96768

Telephone (day): 572-9330 (H) 242-0169 pgr.
Telephone (eve): 572-9330 (H)

Please make any comments below:

PREFERENCE - U1 - Haliimaile

REASON - Traffic coming to Haleakala Hwy. from Haliimaile and Pukalani, etc. has no houses, schools etc nearby. With a traffic light, 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 Arriyoshi

Address: 618 Anela Place
Kailuku, 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 U2A 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 G Carter

Address: 2619 So. Kihei Rd # A102 Kihei 96753

Telephone (day): 879-8720

Telephone (eve): _____

Please make any comments below:

I favor the U-3, K2 Route because it seems to be the most beneficial for Kula and Kihei visitors 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: EHTEL BELWAY

Address: P.O. Box 1581
KIHEI, HI 96753

Telephone (day): 879-6587

Telephone (eve):

Please make any comments below:

The Kihei terminal should be K2.
Upcountry would be U2A or U2B.

Any road that relieves the traffic from the intersections on Dairy Rd would be a benefit to everyone on Maui - Residents 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 KAMAALII PLACE
HAIKU, HAWAII
96708

Telephone (day): 871-2300

Telephone (eve): 572-7508

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 TERMINI — RELIEF OF TRAFFIC ON KULA HWY. BELOW THE HALEAKALA HWY INTERSECTION.

GOOD LUCK. GREAT PROJECT, WELL-PRESENTED.

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 MORAYS; 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 HANSCOM & MOKULELE IS NOT ENOUGH! WHEN THE OVERALL COST-BENEFIT RATIO IS, YOU WILL SEE THE IMPERATIVE NEED FOR THIS PROJECT. I BEG THAT YOU WILL PUT ASIDE YOUR PERSONAL SELFISH VALUES & LOOK TO THE OVERALL GOOD OF OUR AINA!

THANK YOU!

ME

(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: Donna Clayton

Address: 249 Kaualani
PUKALANI HI 96768

Telephone (day): 877-3875

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 upcountry where Haliimaile is mid-County. On addition there would be less interuption of agreculture at 5 Trees.

(16)

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 Diffely

Address: P.O. Box 2300
Honolulu HI 96804-2300

Telephone (day): 539-7175

Telephone (eve): _____

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 WELL MEANING BUT PARTIALLY INFORMED CITIZENS.

I LOOK FORWARD TO AN EQUALLY RATIONAL ROUTE SELECTION.

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 DON

Address: 21 ALOKELE PLACE
PUKALANI HI 96768

Telephone (day): 572-1107

Telephone (eve): "

Please make any comments below:

WE PREFER THAT THE UPCOUNTRY-KIHEI HIGHWAY BE ROUTED TO HALI'IMAILE (U-1) TO EITHER K-1 OR K-2 IN KIHEI BECAUSE IT WOULD HAVE LESS IMPACT ON THE PUKALANI & KULA 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 Alani Lane
Wailuku HI 96793

Telephone (day): 661 4835

Telephone (eve): _____

Please make any comments below:

Suggest: U2A ⟷ K1

Makes more sense!

best route is southern to help everyone. 20 years from now you could build another road to Kubalani. (That's how long this has been going on with no results except meetings.) Get it built, its already too late!!

here

Name: _____

Address: _____

_____

_____

_____

Mr. Kazu Hayashida
Director of Transportation
State Department of Transportation
Highways Division
869 Punchbowl St.
Honolulu, Hawaii 96813

here

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 Goo

Address: 400 Liholiho St.
Wailuku

Telephone (day): 270-7491

Telephone (eve): _____

Please make any comments below:

I favor UDA - 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: 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: Charles R. Hug

Address: 72 Kapuahi St. Makawao

Telephone (day): 5730272

Telephone (eve): "

Please make any comments below:

I'd prefer U3, K2 to relieve us from the Kula raceway team pressure on Haleakala Hwy.

My convenience would best be served by a U2-A or B, 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 KAESACK

Address: 207 HAKUI PLACE
LAHAINA

next year: Onaeapie Road

Telephone (day): 667-6105

Telephone (eve):

Please make any comments below:

I think we should see a) the costs: 1.) U3-K1 2.) U1-K1
b) most of people living: 1.) U1-K1 2.) U2-K1
c) lowest impact on individual farming + ranching 1.) U1-K1 2.) U2-K1
d) lowest impact on residential sites 1.) U1-K1 2.) U3-K1

overall: 1.) U1-K1

Many of my friends are living in Makawao + Pukalani and many of them are working in Kihei. For them the alternative U1-K1 is the best. I think you should eliminate the alternatives U2 a/b, because it has too much impact on school and residential areas in Pukalani. So I think the U1-K1 alternative is the best, much better than the others.

P.S.: You did a fantastic job !!

5

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: Daniel K. Kinahele

Address: 1100 Kipuleni Dr. (Maui Meadows)

Kihei HI 96153

Telephone (day): 8792734 - 8792036

Telephone (eve): 8792039

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 storms, Tsunami etc.
4. Spread the traffic versus the Jamming a Hallimaile & 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: KWAYNE KUSUNOKI

Address: 731 MOLOKAI AKAU ST
KAHULUI, HI

Telephone (day): 242 4403

Telephone (eve): 871 7340

Please make any comments below:

I prefer KI TO U2A

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: Lana S. Kusunoki

Address: 731 Molokai Akau
Kahului, HI 96732

Telephone (day): 242.6375

Telephone (eve): 871-7340

Please make any comments below:

I favor the K[redacted] to [redacted] U2-A 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: EARL LAMAJOR

Address: 3550 HALEAKALA HWY
PUKALANI, HI 96701

Telephone (day): 572-7341

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 U1 TO K1, OR 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: Jane Loeffler

Address: 341 Hokulani ST
Pukalani 96768

Telephone (day): 808 - 572-8804

Telephone (eve): same

Please make any comments below:

Rationale

Support Choice #1 ~~[illegible]~~ - U3 - K1 least expensive, most direct
fewest archeological disturbances
away from schools

choice #2 U2A - K1 - closer to population center than U3-K1.
proximity to proposed Haleakala highway
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: JOHN P. MACONEY

Address: 300 LAKAU PLACE
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 K1 IS CONSTRUCTED.

WE NEED THIS ROAD FOR BOTH EMERGENCIES AND BUSINESS! PLEASE BUILD THIS HIGHWAY!

MAHALO!

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: Donn Matsuda

Address: 314 Molokai Akau St
Kahului, HI 96732

Telephone (day): _____

Telephone (eve): _____

Please make any comments below:

PLEASE SELECT U2A / K1 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: _____

Address: ERIC MATSUDA
162 W. LANAI STREET
KAHULUI, HI 96732

Telephone (day): 249-6905

Telephone (eve): 871-4353

Please make any comments below:

1. The public hearing format was very user friendly and informative.

2. U2A / K1 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: MARK MATSUDA

Address: 314 MOWEAU AKAU ST.
KAHULUI, HI 96732

Telephone (day): 242-4403

Telephone (eve): _____

Please make any comments below:

ALIGNMENT C/2A TO K-1 LOOKS THE MOST SENSIBLE

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: GERARD F MAZZACANO

Address: 629 KAIOLA ST
KIHEI HI 96753

Telephone (day): 874-4844

Telephone (eve): SAME

Please make any comments below:

My Family and I ARE IN FAVOR OF THE NEW Road upcountry. WE Feel THAT IS SOARLY Needed. Beside Being Needed FOR Relief of Normal TRAFFIC ON EXISTING Roads, IT IS IMPORTANT THAT ANOTHER ROUTE FOR EVACUATION FROM THE KIHEI & WAILEA AREA Be Provided.

I DISAGREE WITH THE ONE STARTING POINT IN KIHEI Being KAONOULU, SINCE IT IS Already Being used AS A RACE TRACK FROM SOUTH KIHEI Road TO Piilani HIGHWAY. People FROM OUR END OF TOWN CAN USE MOKULELE HIGHWAY AND THE PEOPLE CLOSER TO WAILEA would HAVE THEIR OWN ACCESS UPCOUNTRY. Please use COMON SENSE and SPLIT THE TRAFFIC TO BOTH ENDS OF KIHEI. KIHEI IS STILL GROWING & HAS Already [illegible] 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: Nicholas Meyer age (13)

Address: 240 Hoopalua Dr
Pukalani HI, 96768

Telephone (day): X not available

Telephone (eve): 572-6677

Please make any comments below:

I think that the U1-K1 is the best route propos[illegible] All my opinion is based on is first hand experie[illegible] of all the problems mentioned with the new highwa[illegible]

The U1-K1 route passes the least ammoun[illegible] of homes. Having a highway going through a sub-division will decrease the highway's acceptan[illegible] as well as decrease the likely hood of new housi[illegible] projects because the highway will take up optimum space. U1-K1, it seems, avoides the least of this. It is also the second most cost-efficient road. If correc[illegible] W/ Hali'imaile it can handle the most traffic (28[illegible] since Hali'imaile already [illegible]

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 & Karene Nakagawa

Address: 2191 S. Kihei Rd. Apt. #2123
Kihei, HI 96753

Telephone (day): (808) 242-4403

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 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: 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. QUESNEL

Address: 882 WENELEA ST.
HALIIMAILE, HI 96768

Telephone (day): 872-3293

Telephone (eve): 572-5100

Please make any comments below:

I WOULD LIKE TO SEE THE U1, K1 ALT. RTE. THIS WOULD HELP TO ALLEVIATE THE ACCIDENTS CAUSED BY THE PRESENT/DANGEROUS INTERSECTION AT HALIIMAILE ROAD. IT WOULD ALSO SERVE THE EAST MAUI RESIDENTS, AND RELIEF THE MAKAWAO TOWN TRAFFIC.

ALTHOUGH IT MAY INTERRUPT THE DOWNHILL MORNING WORKFLOW 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: JOHN RUSSELL

Address: P.O. BOX 351
HULA, HI 96790

Telephone (day): 876 0222

Telephone (eve): SAME

Please make any comments below:

I FAVOR U-1 TO KI IN THE BYPASS HAS TO GO IN. UP COUNTRY ~~RESIDENCE~~ HOME OWNERS SHOULD CHOOSE THE UP COUNTRY ACCESS & KIHEI HOMEOWNERS SHOULD CHOOSE THE KIHEI ACCESS.

THE IMPACT ON THE HULA WRONG OR LIKE WILL BE TOO GREAT IF ANY OTHER ALTERNATIVE IS CHOOSEN OTHER THAN 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

Haiku, HI 96708

Telephone (day): (808) 572-8949

Telephone (eve): (808) 572-8949

Please make any comments below:

My choice is U1 to K1 (Haliimaile 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): 871-6480

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 S. 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
Haiku, Hi 96708

Telephone (day): 575-9797

Telephone (eve): _____

Please make any comments below:

I prefer U2A 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:

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: Louise W. Smith

Address: RR1 Box 530 Kula, Maui
Kimo Drive

Telephone (day): 878-1554

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 Hiway. Anyone who did not attend really missed meeting most informative personnel, from Honolulu as well as those employed 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: SCOTT SPLETZER

Address: 296 LILIUOKALANI
MAKAWAO HI 96768

Telephone (day): 879-5077

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 KAHULUI/WAILUKU TRAFFIC FLOW, THUS, RELIEVING CONGESTION ON HALEAKALA 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: Steve Sturdevant

Address: 75 Hoopakua Drive
Pukalani, HI 96768

Telephone (day): 808 871-6404

Telephone (eve): 572-1976

Please make any comments below:

I am in favor of (1) U1 : K1 Main
(2) U2A : 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: DONALD TERADA

Address: 324 EKOA 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.

(KI - 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: GARNER TERUYA

Address: PO BOX 1893
KAHULUI, HI 96733

Telephone (day): 242-9403

Telephone (eve): _____

Please make any comments below:

I FAVOR ROUTE K-1 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: Gene Thompson

Address: 2531 S Kihei Rd C-502
Kihei

Telephone (day): 879-2758

Telephone (eve): _____

Please make any comments below:

Strongly favor Kihei Upcountry Road.
Our communities are growing whether we like
this or not. Want to see reduced traffic
on Mokulele & Pilani.

Comments: Kihei. Either one, may
prefer the more northerly route as it would
make the trip shorter.

Upcountry end: Really up to the
people there but for myself prefer to
reach a half mile either side of ...
5 Mrs.

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 Kulamoi Dr
Wailuku HI 96193

Telephone (day): 815 2[illegible]

Telephone (eve): [illegible]

Please make any comments below:

I am very much in favor of building the Hwy. We need to take pressure off existing & ever-traffic pollution.

I am not just [illegible] on my choice of alignment. I dislike the Haliimaile Upcountry [illegible] make sense — [illegible]

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 Ainakula Road
Kula, HI 96790

Telephone (day): 879-4471

Telephone (eve): 878-6568

Please make any comments below:

I prefer the UI, KI 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 (U2-A) would be a central area upcountry (less costly than U2-B) & K2 would provide access to the Kihei - Wailea area where many [illegible] available.

HWY 3455
DIRECTOR'S OFFICE
DEPT. OF
TRANSPORT

SEP 29 10 57 AM '99

PUBLIC (

Kihei-Upcou
County o
Department of Transportation, Highways Division, State of Hawaii

RECEIVED
SEP 29 1 48 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

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 Phone: 873-7704 day
Ruben Ferrier 572-3044 eve

Address: 275 Hoopalua
Pukalani 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/Haleakala Hwy intersection

(3) It would provide control access for people from Haiku & up country and direct traffic away from residential areas.

(4) It would not serve the private interests of Mr. Dowling who has paid alot of money under different guises to influential people to get the road to go to his development which was approved by call

9/29/99

HWY 3605

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

PUBLIC COMMENT FORM

OCT 14 10 47 AM '99

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: James L Worley
Kathleen Worley

Phone: 808 879 4416 day
808 879 5548 eve

Address: 10 E Kolu Pl
#1603
Kihei Hi 96753

Please write any comments below:

RECEIVED
OCT 15 9 18 AM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

Maui needs this Road for reasons

1- Safety.
2- Convenience
3- Economy

Too many people work in Kihei, Wailea, Makena, Kaanapali, 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 emergencys.

10/12/99

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
(808) 541-2700

Mr. Kazu Hayashida, Director of Transportation
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813
(808) 587-2150

HWY 3771

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: Robin Killett Phone: 874-2214 day
879-2521

Address: 2776 Palina PL
Kihei HI 96753

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 36 AM '96
HIGHWAYS DIVISION
PLANNING BRANCH

Please write any comments below:

The Kihei-Upcountry Road will help to Alleviate the Traffic between Kihei/Wailea and Kahului. This is A much needed Roadway.

RECEIVED
OCT 15 1996
HAWAII DIVISION

HWY3928

RECEIVED
OCT 1 3 1999
HAWAII DIVISION

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: Ruth L. Steele Phone: 808-874-5791 day

~~483 So. Kihei Rd. #204~~ eve

Address: Kihei, HI. 96753

We, my husband and I are in agreement that the road down from up-country should be built. It would releive some traffic from Haleakala Hwy. Hopfully 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.

Keonoulu, Keonekai or the end of Piilane Hwy. where it turns down to Wailea.

We thank you for giving us the opportunity to give our opinion.

Sincerely,

Ruth Steele

Giles & Ruth Steele

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 22 11 34 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

HWY 393

RECEIVED
OCT - 1
HAWAII DIV

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: ALFONSO JOSE Phone: (808) 573-0645 day
_____ eve

Address: 337 HAULANI ST.
PUKALANI, HI.
96768

Please write any comments below:

I HOPE THIS WILL COME TRUE SOON.
IT HELP LOTS OF PEOPLE ESPECIALLY ~~LOTTO~~
FROM UPCOUNTRY PEOPLE.

MAHALO MUCH,
Alfonso

HWY 3943

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: DAVID RYAN Phone: 874-2297 day
874-5450 eve

Address: 3163 Hoomua
Kihei, HI 96753

Please write any comments below:

Please build a road connecting south Maui with upcountry ASAP. The route option closest to Lipoa and the middle of Kula is my preference!

HIGHWAYS DIVISION
PLANNING BRANCH
OCT 22 11 35 AM '99
STATE DEPARTMENT OF TRANSPORTATION
RECEIVED
OCT 15 1999
HAWAII DIVISION

HWY 3945

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: STEVE REPOLLO

Phone: 874-8000 x52 day WK.
572-2335 eve HM.

Address: 2630 KAUPAKALUA 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 A ACCIDENT WHERE THE ROADS CLOSE UP IN KIHEI. I THINK ITS A GOOD IDEA

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

RECEIVED
OCT 15 1999
HAWAII DIVISION

HWY 3946

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: Charles McLeod Phone: 572-9963 day
_____ _____ eve

Address: P.O. Box 1233
Makawao Hi 96768
_____
_____

Please write any comments below:

I Believe The addition of this road would help alleviate road fatigue for those of us who live in the up-country area and possibly result in fewer car accidents, also in light of higher fuel prices would help everyone financially.

HIGHWAYS DIVISION
PLANNING BRANCH
99 NOV 22 11 35 AM
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

RECEIVED
OCT 15 1999
HAWAII DIVISION

HWY 3948

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: KAREN CHRISTENSEN Phone: 574-8000 day
574-6915 eve

Address: 155 WAILEA IKE PLACE #124
WAILEA, MAUI 96753

Please write any comments below:

ADD ROAD →

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OF TRANSPORTATION
OCT 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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OCT 15 1999
HAWAII DIVISION

HR HWY 315

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: CRISTINA CARY Phone: 808.879-5792 day
SAME eve

Address: 11-A ONAKA PLACE
96752 KIHEI

Please write any comments below:

The road is a great idea and will make a lot of people's lives easier!

FILED
STATE DEPARTMENT
OF TRANSPORTATION
OCT 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

RECEIVED
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HAWAII DIVISION

HWY 3992

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: Elena Panigada Phone: 874-8000 day
Antonio Fontana 874-9014 eve

Address: Lion
2000 S. KIHEI RD
KIHEI
HI, 96753

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OF TRANSPORTATION
Oct 22 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

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-Wailea area hotels that commute from Upcountry daily.
It will bring businesses Upcountry 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.

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Hwy 3973

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TRANSPORTATION

PUBLIC COMMENT FORM

Kihei-Upcountry Maui Highway
County of Maui, Hawaii
Department of Transportation, Highways Division, State of Hawaii

Oct 29 11 03 AM '99

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: DONALD G MALCOLM **Phone:** 808-669-5224 day / same eve

Address: 39 HALE MALIA PL
LAHAINA, HI 96761

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STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH
NOV 4 3 44 PM '99

Please write any comments below:

I WISH TO EXPRESS MY STRONG SUPPORT for the KIHEI-UPCOUNTRY MAUI HIGHWAY PROJECT.

THIS A MOST NECESSARY LINK 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 UPCOUNTRY TO REACH EMPLOYMENT IN KIHEI + WAILEA. VISITOR TRAFFIC WILL BE ENHANCE WITH SIGNIFICANT SAVINGS IN TIME & GASOLINE USED.

IT IS TIME TO MOVE AHEAD

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
(808) 541-2700

Mr. Kazu Hayashida, Director of Transportation
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813
(808) 587-2150

PUBLIC COMMENT FORM

DIRECTOR'S OFFICE DEPT OF TRANSPORTATION
OCT 19 3 06 PM '99

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: Kathryn Mahony Phone: 572-0242 day
Same eve

Address: 310 Kauila St
Makawao, Hi
96768

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OCT 19 3 48 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

Please write any comments below:

I believe U3-K1 will best serve the upcountry/Kihei 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 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
(808) 541-2700

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-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: _____ Phone: _____ day
_____ _____ eve

Address: _____
_____
_____
_____

Please write any comments below:

(1) See enclosed definitions of "questionnaire."

(2) Where are lists or sets of questions re this new highway?

(3) Why not have E-mail address to submit comments?

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HIGHWAYS DIVISION
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SEP 23 9 45 AM '99

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WWWebster Dictionary

Main Entry: **ques·tion·naire**
Pronunciation: "kwes-ch&-'nar, -'ner, "kwesh-
Function: *noun*
Etymology: French, from *questionner* to question, from Middle French, from *question*, n.
Date: 1899
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

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 19 2 30 PM '99

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 GARY BRATLAND

Signature [signature]

Print Name _____

Signature _____

Address 41 POHA PL
PUKALANI 96768

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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 Marilyn M. Morikawa

Signature Marilyn M. Morikawa

Print Name LYNN MORIKAWA

Signature [signature]

Address 431 Aulii Dr
Pukalani, Hi 96768

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DEPT OF
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Oct 19 2 39 PM '99

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 Helen A James
Signature Helen A James
Print Name William C James
Signature William C James
Address 461 Kulii Dr
Pukalani HI 96768

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Director of Transportation
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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 Harry A. Sieling
Signature Harry A. Sieling
Print Name Penny M. Sieling
Signature Penny M Sieling
Address 128 Hoopalua Dr
Pukalani, HI. 96768

HIGHWAYS DIVISION
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Director of Transportation
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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 _____

Signature _____

Print Name _____

Signature _____

Address _____

_____

HIGHWAYS DIVISION
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Director of Transportation
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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 Patrick Whelpton

Signature _____

Print Name JUDITH WHELPTON

Signature _____

Address 20 Leolea Place
Pukalani, 96768

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Director of Transportation
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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 BARBARA P. MATHEWS
Signature Barbara P. Mathews
Print Name MARV MATHEWS
Signature
Address 494 Aulii Place
Pukalani Hi 96768

Current Address:
811 Kaipii Street
Kailua, Hi 96734

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Director of Transportation
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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 HARRY T. MIYACHI
Signature Harry T. Miyachi
Print Name ETHEL A. MIYACHI
Signature Ethel A. Miyachi
Address 400 AULII DRIVE
PUKALANI, HI 96768

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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 Blan D. Williams M.D.
Signature Blan D Williams
Print Name Lynn Williams
Signature Lynn Williams
Address 100 Hoopalua Pl.
Pukalani, Hi 96768

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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 Gary K. Ritchie
Signature
Print Name
Signature
Address 44 We Lina Place
Mahuaa, Hawaii
96768

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Director of Transportation
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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 Betty Kay Ikeda
Signature Betty Kay Ikeda
Print Name _____
Signature _____
Address 321 Aulii Drive
Pukalani, HI 96768

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Director of Transportation
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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 ALVIN K. BARNHART
Signature Alvin K. Barnhart
Print Name CANDACE L. BARNHART
Signature Candace L. Barnhart
Address 14 AULII PLACE
PUKALANI, HI 96768-8252

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Director of Transportation
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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 R. Gregory LaGoy
Signature [signature]
Print Name [illegible]
Signature Victoria Joyce Victoria Joyce
Address 50 Poha Place
Pukalani, HI 96768

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PLANNING BRANCH
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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 Craig F. Williams
Signature Craig F. Williams
Print Name Lisa K. Williams
Signature Lisa K. Williams
Address 511 Aulii Dr.
Puk. HI. 96768

J. Kapena Williams 22 yr. DD voter
J Kapena Williams

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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 PATRICIA THIBAUT

Signature Patricia Thibaut

Print Name _____

Signature _____

Address 65 Aulu Place
Pukalani Hi 96768

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Oct 19 2 32 PM '99

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 Tony Walholm

Signature _____

Print Name Katherine Walholm

Signature Katherine Walholm

Address 11 Ho'opalua Drive
Pukalani HI 96768

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Oct 13 2 32 PM '99

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 Robert Morine
Signature Robert Morine
Print Name Adrienne Morine
Signature Adrienne Morine
Address 201 Hoopalua Dr.
Makawao Maui Hi 96768

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Oct 19 3 51 PM '99
DEPT OF TRANSPORTATION
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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 Richard E. Helm
Signature Richard E. Helm
Print Name Ethelyn W. Helm
Signature Ethelyn W. Helm
Address 91 Aalii Dr
Pukalani, HI 96768

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Oct 19 3 52 PM '99
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HIGHWAYS DIVISION

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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 Yoshio Arakaki
Signature Yoshio Arakaki
Print Name Ruby Dawn Arakaki
Signature Ruby Dawn Arakaki
Address 15 Aulii Dr.
Pukalani Hi 96768

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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.

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Print Name Roland J. Wolfe
Signature Roland J. Wolfe
Print Name Mona M Wolfe
Signature Mona M Wolfe
Address 164 Mano Dr
Kula Hi 96790

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HIGHWAYS DIVISION

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 Paul Meyer
Signature Paul J. Meyer
Print Name Rosalyn Loomis
Signature Rosalyn Loomis
Address 240 Hoopalua Dr.
Makawao HI 96768

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HIGHWAYS DIVISION

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 Alice Chau Bower
Signature Alice Chau Bower
Print Name Dwayne T. Bower
Signature Dwayne T. Bower
Address 79 Alokele Pl.
Makawao, Hi 96768
(Kula 200)

HIGHWAYS DIVISION
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STATE OF HAWAII

Oct 19 2 32 PM '99

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 Gary A. Sanchez
Signature Gary Sanchez
Print Name Margaret L. Sanchez
Signature Margaret L. Sanchez
Address 44 Helina Place
Pukalani, HI 96768

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STATE OF HAWAII

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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 Kahren M. Miller
Signature Kahren Miller
Print Name Kristin M. Miller
Signature Kristin Miller
Address 100 Alokele Place
Pukalani, HI 96768
GERALD H. MILLER
Gerald H. Miller

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DEPT OF
TRANSPORTATION

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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 Richard Armour

Signature

Print Name Melinda Armour

Signature Melinda Armour

Address 380 Hoopalua Dr.
Pukalani, HI 96768

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Oct 13 2 32 PM '99

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 HUGH B. CHARE

Signature

Print Name KAREN K. CHARE

Signature K. Chare

Address 72 AULII PLACE
MAKAWAO HI 96768

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Oct 19 2 32 PM '99

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 Pagga K. Kato

Signature [signature]

Print Name

Signature

Address 54 Auli Place
Pukalani Hi. 96768

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HIGHWAYS DIVISION

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DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Oct 19 2 32 PM '99

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 Calvin Shibuya

Signature [signature]

Print Name Betty Shibuya

Signature Betty Shibuya

Address 40 Haele Place
Makawao, Maui Hw 96768

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Oct 19 3 52 PM '99
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Oct 19 3 52 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Oct 19 2 38 PM '99

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 Max F AGATHER
Signature Max E. Agather
Print Name Rosemary Agather
Signature Rosemary Agather
Address 192 'Ulili'i St.
Kihei Maui HI 96708-8208

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 19 11 34 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

RECEIVED
Oct 19 3 53 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Oct 19 2 38 PM '99

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 HORST FRYCHEL
Signature Horst Frychel
Print Name
Signature
Address 38 POHA PL. PUKALANI
HAWAII, 96768

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 19 11 34 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

RECEIVED
Oct 19 3 53 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Oct 19 2 32 PM '99

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 James Ferrer

Signature

Print Name Robin Ferrer

Signature

Address 275 Hoopalua
Makawao, HI 96768

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 34 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

Oct 19 2 32 PM '99

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 ARTEMIO C. BAXA

Signature Artemio C. Baxa

Print Name

Signature

Address 393 Aulii Drive
Kula 200, Makawao 96768

RECEIVED
Oct 19 3 53 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 34 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

Oct 13 2 33 PM '99

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 H. S. LONG

Signature H. S. Long

Print Name BARBARA LONG

Signature Barbara Long

Address 370 Aulii Drive

Makawao HI 96768

RECEIVED
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Oct 13 3 53 PM '99

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

Oct 21 11 34 AM '99

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

Oct 13 2 33 PM '99

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 Fukumura Richard M

Signature

Print Name

Signature

Address

RECEIVED
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

Oct 13 3 54 PM '99

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

Oct 21 11 34 AM '99

DIRECTOR'S OFFICE
DEPT OF
TRANSP
Oct 13 2 33 PM '99

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 George W. Freeland

Signature [signature]

Print Name _____

Signature _____

Address 49 Lea Lea Place
Pukalani, Hi 96768

RECEIVED
Oct 19 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 34 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

DIRECTOR'S OFFICE
DEPT OF
TRANSP
Oct 13 2 33 PM '99

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 CLIFFORD N KEKAUOHA

Signature [signature]

Print Name LEINAALA G. KEKAUOHA

Signature [signature]

Address 77 AULEI PLACE
PUKALANI HI 96768

RECEIVED
Oct 19 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 34 AM '99
RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

DIRECTOR'S OFFICE
DEPT OF
TRANS
Oct 19 2 33 PM '99

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 Eva M. Duporte
Signature Eva M. Duporte
Print Name _____
Signature _____
Address 570 Kulaiwi Dr.
Wailuku, Hi 96793

RECEIVED
Oct 19 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT OF
TRANS
Oct 19 2 33 PM '99

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 Thomas A. Rossman
Signature Thomas a. Rossman
Print Name Patricia Rossman
Signature Patricia Rossman
Address 31 Welina Place
Pukalani 96768

RECEIVED
Oct 19 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 13 2 33 PM '99

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 Hideo Koga
Signature [signature]
Print Name Hisako Koga
Signature Hisako Koga
Address 11 Aulii Place
Pukalani, HI 96768

RECEIVED
Oct 13 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 13 2 33 PM '99

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 [illegible]
Signature [signature]
Print Name
Signature
Address [illegible]

Albert Brown

RECEIVED
Oct 13 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT.
TRANSPORTATION

Oct 19 2 33 PM '99

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 Alice E. Martin

Signature Alice E. Martin

Print Name Patricia N. Park

Signature Patricia N. Park

Address 45 Hoopalua Drive
Pukalani, Hawaii 96768

RECEIVED
Oct 19 3 54 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT.
TRANSPORTATION

Oct 19 2 33 PM '99

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 N. Byron Metts

Signature N. Byron Metts

Print Name

Signature

Address 11 Welina Place
Pukalani, HI
96768

RECEIVED
Oct 19 3 54 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Oct 13 2 33 PM '99

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 Benny Yamamoto

Signature

Print Name Gayle Yamamoto

Signature

Address 255 Hoopalua Dr.
Pukalani

RECEIVED
Oct 19 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

Oct 13 2 34 PM '99

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 Richard Goodenough

Signature

Print Name Vickie Goodenough

Signature

Address 70 Hoopalua Dr
Kula 200, Pukalani, HI 96768

RECEIVED
Oct 19 3 54 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 35 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT OF
Oct 13 2 34 PM '99

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. + Should not be Omapio

Print Name DAVID L. BARRATT
Signature
Print Name Lynne Barratt
Signature
Address 111 HOOPACUA DR.
MAKAWAO, HI 96768

RECEIVED
Oct 19 3 54 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 35 AM '99

DIRECTOR'S OFFICE
DEPT OF
Oct 13 2 34 PM '99

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 ELLIOT L. LUKE
Signature
Print Name BARBARA J. LUKE
Signature
Address 111 AULII DR.
PUKALANI, HI 96768

RECEIVED
Oct 19 3 54 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAYS DIVISION
PLANNING BRANCH
Oct 21 11 35 AM '99

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 13 2 34 PM '99

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 Carmen K. Lindsey
Signature Carmen K. Lindsey
Print Name _____
Signature _____
Address 52 Alokele Place
Pukalani, HI 96768

RECEIVED
Oct 19 3 53 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 36 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION
Oct 13 2 34 PM '99

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 ANDREW DON
Signature _____
Print Name EDITH W. DON
Signature Edith W. Don
Address 21 ALOKELE PL
PUKALANI, HI 96768

RECEIVED
Oct 19 3 53 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 21 11 36 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
Oct 19 2 34 PM '99

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 Tobi Fisher
Signature Tobi Fisher
Print Name Patrick Fisher
Signature Patrick C. Fisher
Address 42 Alokele Pl.
Pukalani, HI 96768

RECEIVED
Oct 19 3 53 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
Oct 21 11 35 AM '99
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
Oct 19 2 34 PM '99

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 BRUCE TAYLOR
Signature Bruce R Taylor
Print Name LISA M STEVENS
Signature Lisa M Stevens
Address 40 ALOKELE
POKALANI 96768

RECEIVED
Oct 19 3 53 PM '99
DEPT OF TRANSPORTATION
HIGHWAYS DIVISION

RECEIVED
Oct 21 11 36 AM '99
STATE DEPARTMENT
OF TRANSPORTATION
HIGHWAYS DIVISION
PLANNING BRANCH

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
Oct 19 2 34 PM '99

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 DIANE LOGSDON
Signature [signature]
Print Name R.S. THIEMAN
Signature [signature]
Address 172 AUWI DRIVE
PUKALANI, HI 96768

RECEIVED
Oct 19 3 52 PM '99
DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

HIGHWAY DIVISION
PLANNING BRANCH
Oct 21 11 35 AM '99
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

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 Tama Brandeburg
Signature Tama Brandeburg
Print Name Donald Brandeburg
Signature Donald Brandeburg
Address 243 Hoopalua Dr.
Pukalani, Hi 96768

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: _____

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 19 05 PM '99

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 19 3 04 PM '99

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: From 4 adult individuals HWY 3661

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: 1. Road should not be built. Detrimental to Kula's infrastructure
2. If built, should be thru Pulehu.

M. VALES

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION 08 AUG 24 PM '99

3662

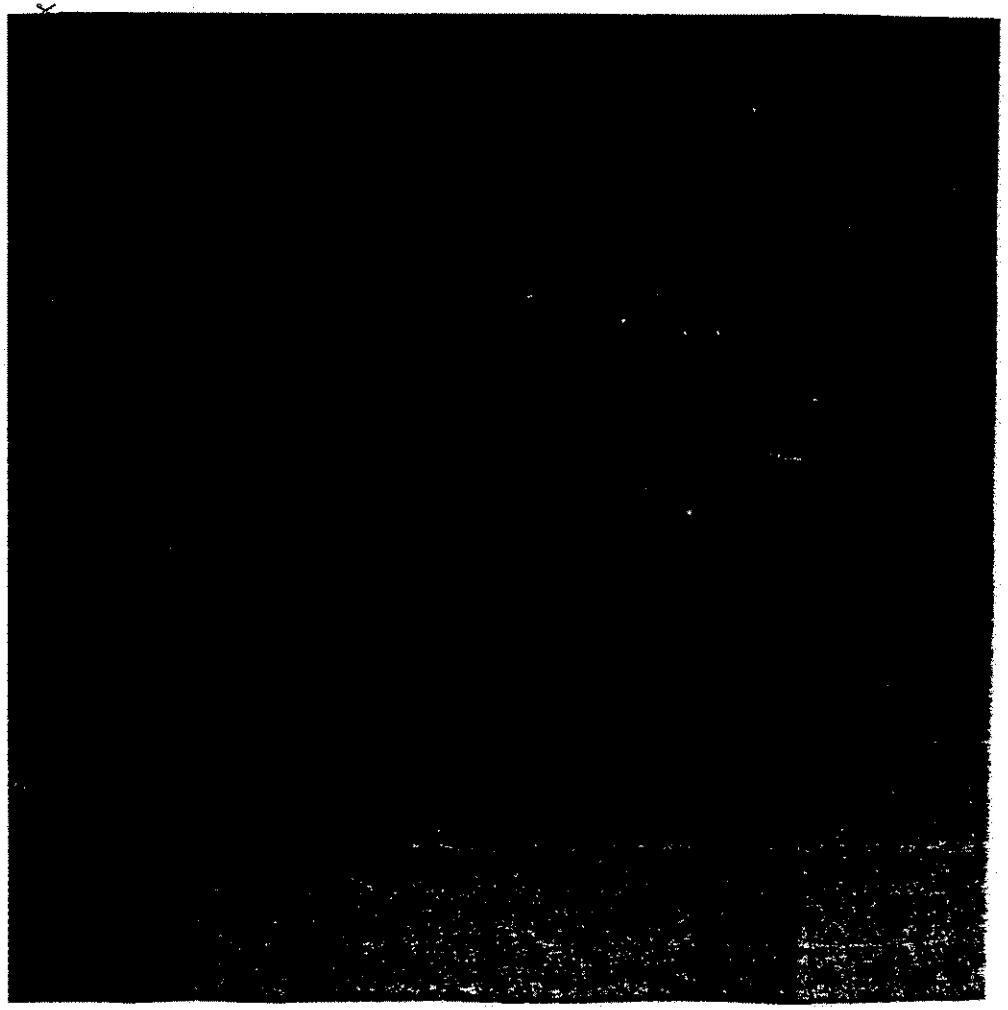
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: RON RAWSON
198 C Nana Pono Pl
Kula Hi 96790

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION 08 AUG 3 02 PM '99



[redacted]

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: My ~~husb~~ husband works in Makena we live in upper Kula

The Haliimaile route makes the most sense - convience at shopping at Pukalani - for groceries etc.

[redacted]

ECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
'99

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: I believe that a majority of the Upcountry residents do not want this road. If you don't believe me, perhaps you should put the issue to a vote.

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
3 02 PM '99

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 19 3 0 5 PM '96

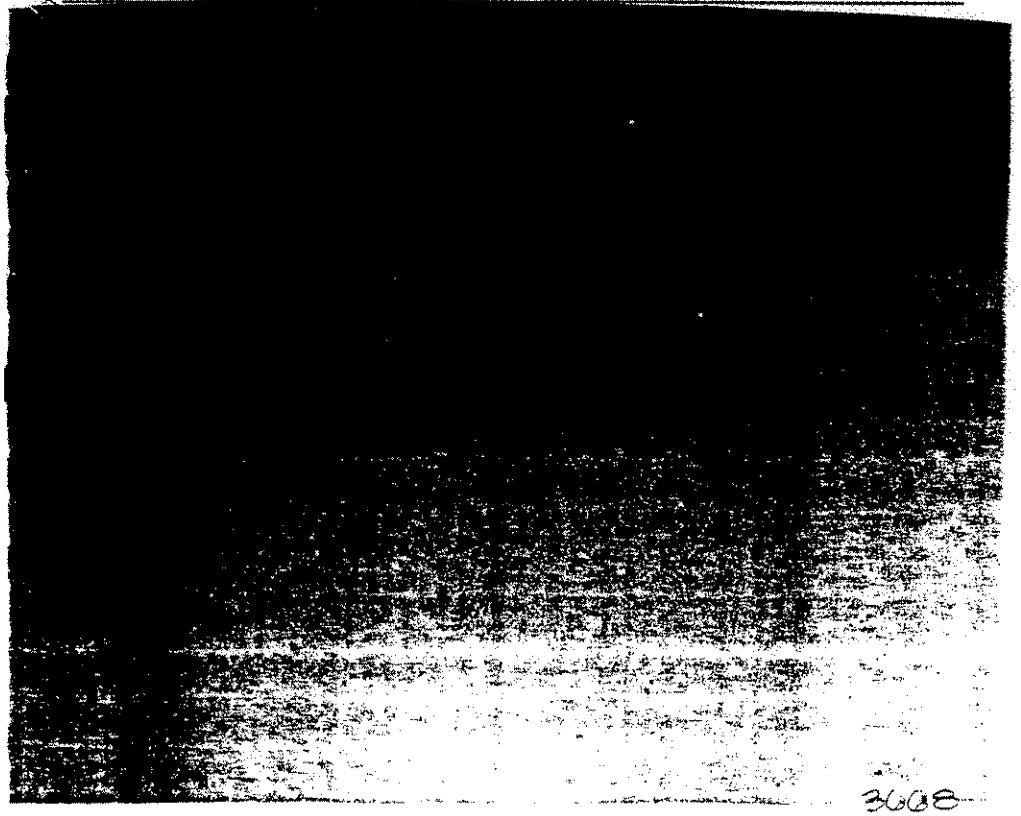
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments: There is NO INFRASTRUCTURE UPCOUNTRY TO HANDLE INCREASED TRAFFIC & PEOPLE. LETS FOCUS ON MAKING THE INFRASTRUCTURE WORK & BE AT LEAST ADEQUATE FOR THOSE PEOPLE ALREADY RESIDING UPCOUNTRY BEFORE EVEN CONSIDERING A NEW ROAD AT ALL!

[redacted]



3668

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.

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 19 3 0 5 PM '96

HWY 3670 X I agree with the above statement. ____ I disagree with the above statement

Comments: Getting tired of this issue & been tossed around back and forth. Hope I can see this becomes a reality.

[redacted]

3670

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
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 - 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:

[illegible]
RR 4 Box 64C
Kula, HI 96790

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
OCT 17 '99 3:44 PM '99

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments:

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
OCT 17 '99 3:44 PM '99

282 Kahoea Place
Kula, HI 96790

'a 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.

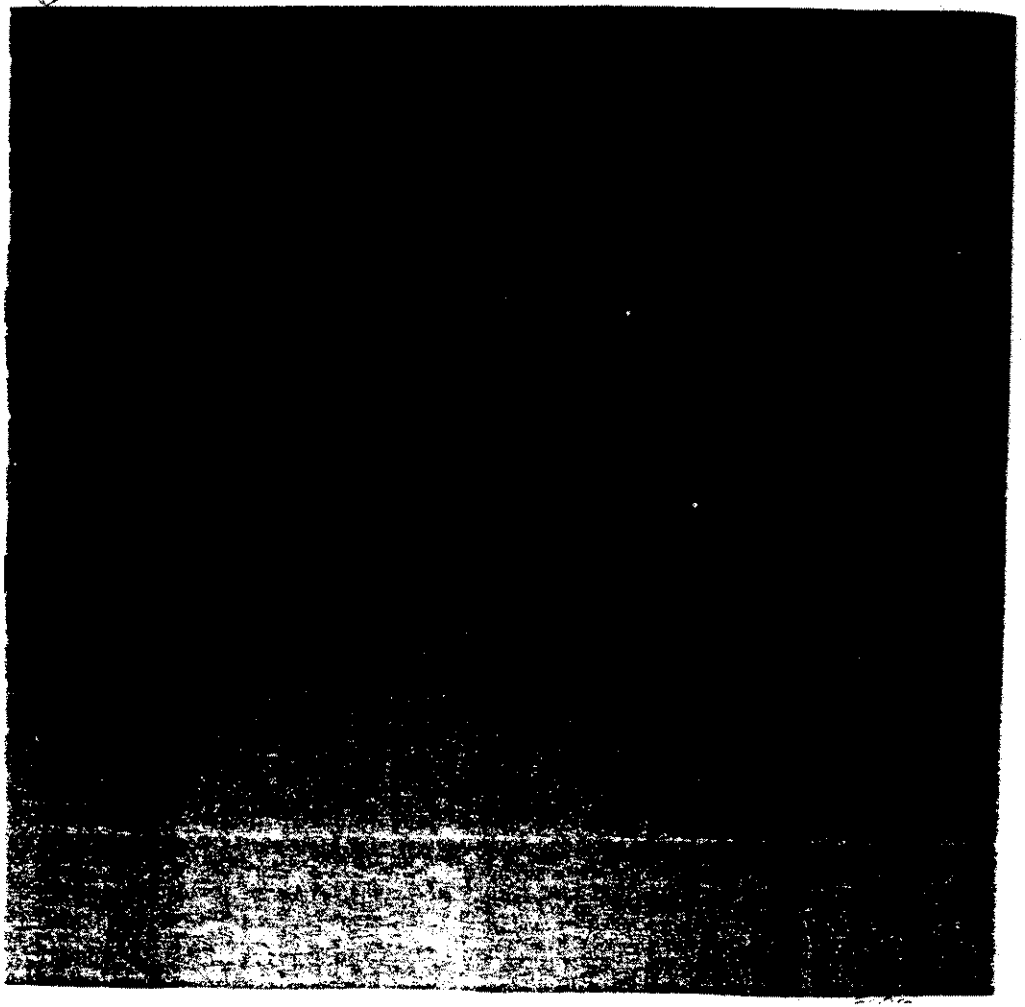
DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
19 56 PM '99

X I agree with the above statement. ____ I disagree with the above statement

ments: IF THE HALIIMAILE TERMINUS IS NOT CHOSEN, I WOULD PREFER THAT THERE BE NO HIGHWAY. THE RESIDENTS OF KULA WANT TO RETAIN THE RURAL ATMOSPHERE OF THEIR COMMUNITY

Robert B. Gilroy

[redacted]



Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

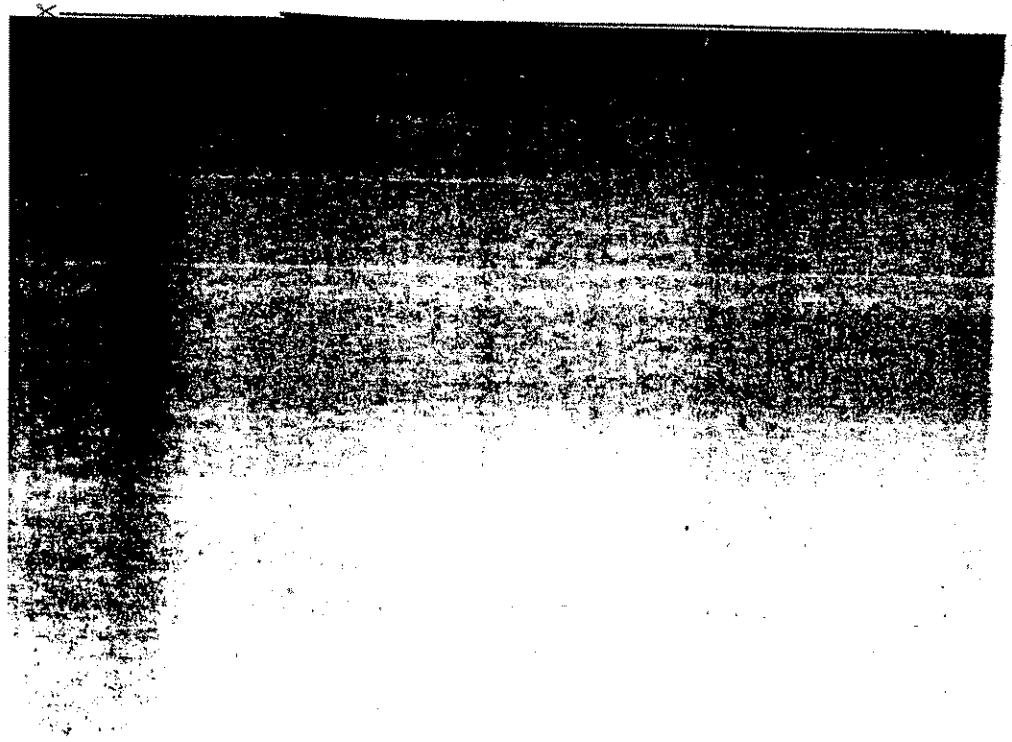
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - 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.

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
Oct 2 5 PM '99

X I agree with the above statement. ____ I disagree with the above statement

Comments: Gail C. Gammie

[redacted]



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. 25th to:

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

OCT 19 3 00 PM '99
DIRECTOR'S OFFICE
DEPT OF TRANSPORTATION

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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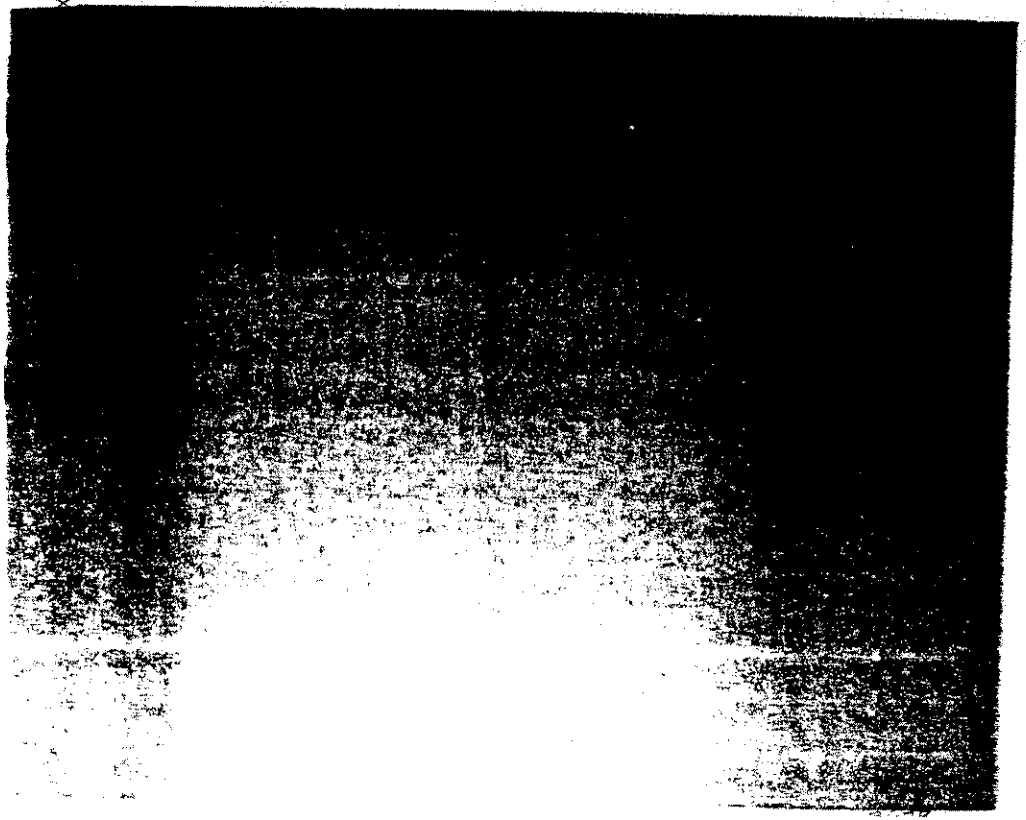
X I agree with the above statement. ___ I disagree with the above statement

Comments: I would prefer the highway not be built at all!

(over) HWY 3678



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State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

OCT 19 3 00 PM '99
DIRECTOR'S OFFICE
DEPT OF TRANSPORTATION

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X I agree with the above statement. ___ I disagree with the above statement

Comments: We do not need a road leading directly into Kula. We want our rural area preserved!!

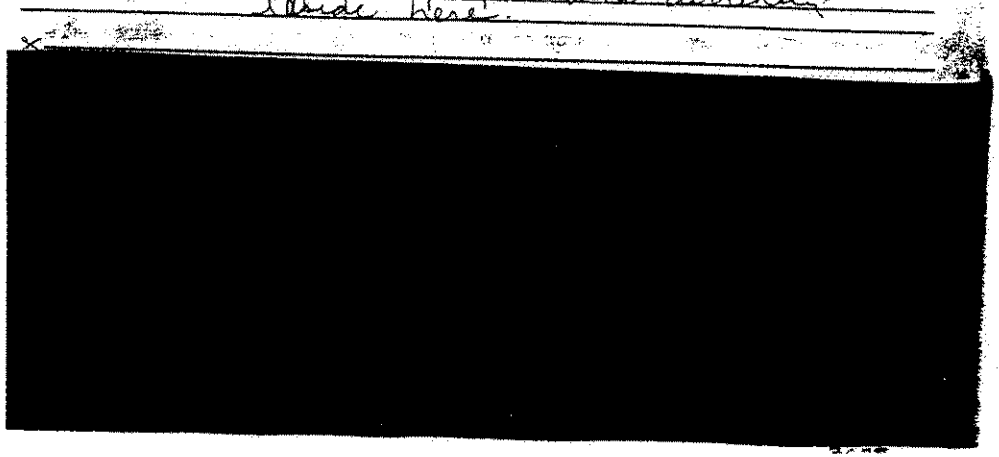
KCA UPCOUNTRY WATER POSITION

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.

2 drought relief	1 fire control	3 water quality	___ water pressure
___ water reservoirs	___ delivery systems	___ 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 V

Comments: This is common sense. We need to take care of the people who currently reside here.



KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

OCT 19 3 02 PM
DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION

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✓ I agree with the above statement. ___ I disagree with the above statement

Comments: Keep the integrity of upcountry communities
Going the road via Pulehu/Kula turn off
unless it will least disturb communities

Mary A. Lokoard

[redacted]

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 Halimaile terminus the best option available.

___ I agree with the above statement. ✓ I disagree with the above statement

Comments: I believe Pulehu - on the shortest route between Kihei & Upcountry is best. Least amount of dollars spent & it provides an alternate route

KCA UPCOUNTRY WATER POSITION

OCT 29 11 99
DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION

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.

1 drought relief	2 fire control	3 water quality	___water pressure
___water reservoirs	___delivery systems	___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:

Jacob & Maryann Barros
P. O. Box 156
Kula, HI 96790
573-9839

[redacted]

3681

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
869 Punchbowl St.
Honolulu, HI 96813

Oct 19 3 06 PM '99

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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✓ I agree with the above statement. ____ I disagree with the above statement

Comments: Please inform Senator Daniel Inouye of my opinion so well expressed above and how apparently a majority opinion in some communities, and recommend that he back away from supporting this project.

William Russell, William Russell, 58 Keakapu Rd., Kula, Maui, HI 96790

3673

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
869 Punchbowl St.
Honolulu, HI 96813

HWY 3666

Oct 19 3 06 PM '99

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

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X I agree with the above statement. ____ I disagree with the above statement

Comments: Although the trade off between convienence for people to destruction in the long term effect is not worth the effort! Where and when can we say that there will be no need for major development projects - no more mainland investors we allways endup loosing in the long run!

KCA UPCOUNTRY WATER POSITION

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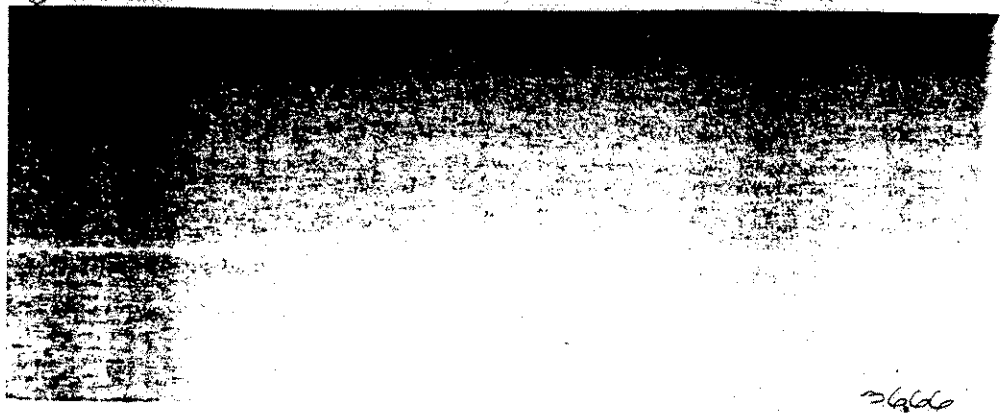
X drought relief ___ fire control ___ water quality ___ water pressure
X water reservoirs ___ delivery systems X meter wait list ___ rates and fees

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 X

Comments:

[redacted]



3666

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION 19 2 59 PM '99

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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____ I agree with the above statement. X I disagree with the above statement

Comments: THE SHORTEST DISTANCE BETWEEN TWO POINTS IS A STRAIGHT LINE. FROM THE KIHEI R&T PARK TO THE CRATER (TOP), ANY OTHER ROUTE WILL INTERSECT W/ OMAOPIO WHICH IN TURN PUTS CRATER BOUND TRAFFIC INTO OUR BEAUTIFUL OMAOPIO, KULA GLEN, KIMO DRIVE AND PULEHUIKI-KAMEHAMEIKI RESIDENTIAL AREAS. WAKE UP BOARD MEMBERS. I WAS BORN & RAISED HERE IN KULA. FAMILY HERE SINCE 1850's

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 19 2 58 PM '99

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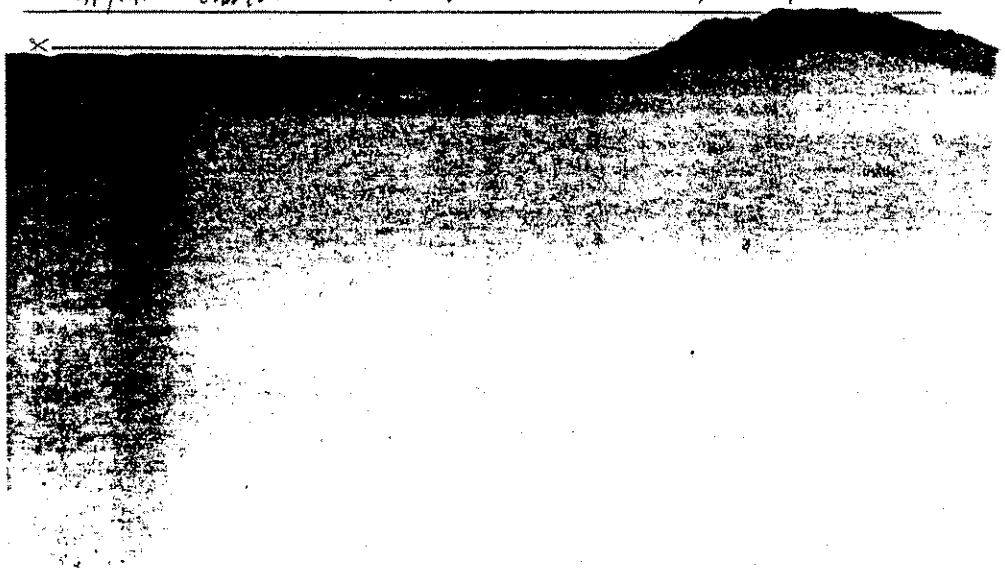
X I agree with the above statement. ____ I disagree with the above statement

Comments: Our preference is for this road not to be built.
Mr/Mrs. Charles P. Russ, III, 122 Pulehu Rd, Kula, HI 96790



[redacted]

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Don McCane
160 Kulalani Dr
Kula, HI 96790

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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X I agree with the above statement. ___ I disagree with the above statement

Comments:

I OPPOSE THE UPCOUNTRY/KIHEI HIGHWAY BEING BUILT

Donald McCane

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
Oct 19 2 PM '99

3684

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
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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___ I agree with the above statement. X I disagree with the above statement

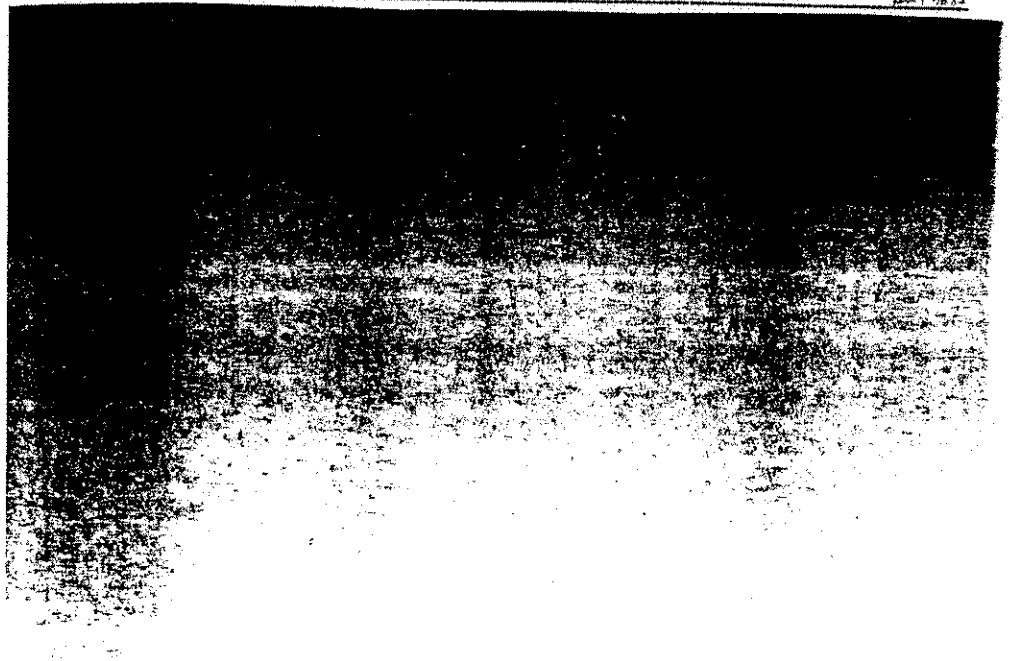
Comments: We believe this highway will promote future high-tech industry expansion and tourism, bring employment and financial improvement to our island.

Bessie-Dick Krause
284 WAIPOLI ROAD
Kula, HI 96790-9430

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
Oct 19 2 PM '99

3685

[redacted]



3685

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HW4 3686 ✓ I agree with the above statement. ____ I disagree with the above statement

Comments: _____

x [redacted]

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____ I agree with the above statement. X I disagree with the above statement

Comments: We completely support the construction of the Upcountry/Kihei highway. Build it where it's the cheapest and safest. Five Trees junction is not a good idea - too much congestion already. Let's get it done !!

Aloha, Anne + Larry Brown 878-3491

x [redacted]

3687

KIHEI / UPCOUNTRY HIGHWAY

HWY 3658

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
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED
Oct 19 5 31 PM '99
DEPT OF TRANSPORTATION
HIGHWAY DIVISION

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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✓ I agree with the above statement. ___ I disagree with the above statement

Comments: Diana Sargent

KCA UPCOUNTRY WATER POSITION

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___drought relief ___fire control ___water quality ___water pressure
___water reservoirs (2) delivery systems (3) meter wait list ___rates and fees

(1) Tax credits for individuals installing home treatment + storage facilities

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: If the county won't provide us with safe water & adequate water, then we should receive tax credits as an incentive to do what our government is remiss in not providing

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 Form

Dues: $5-Individual ($10-Family) $:

NAME: DIANA SARGENT
ADDRESS:
PHONE:
FAX: E-MAIL: eclipse@maui.net

Ms. Diana Sargent
202 Kepa Rd
Kula, HI 96790

Send dues with this form to: 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 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.

3688

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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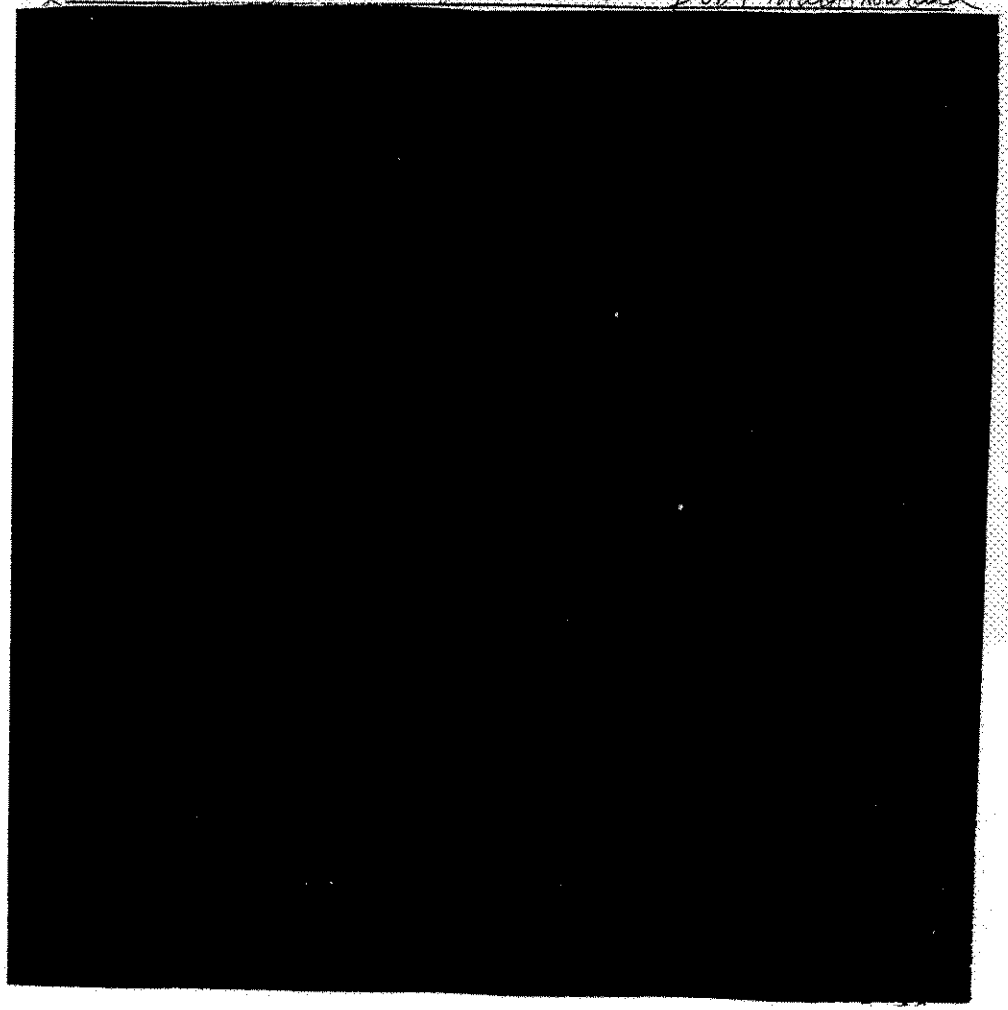
✓ I agree with the above statement. ___ I disagree with the above statement

Comments: Dear Mr. Hayshida - We have worked for over a year to bring back to life the 5 Trees intersection. Please do not even consider bringing the road there, the Halimaile junction would allow the road but not destroy upcountry. If you lived here you would feel the same! Bob + Marian Robinson



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State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
OCT 26 11 26 AM '90

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X I agree with the above statement. ____ I disagree with the above statement

Comments: I would prefer that no upcountry-Kihei road be built. I think it important to keep Maui beautiful and am concerned about extensive developement upcountry

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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X I agree with the above statement. ____ I disagree with the above statement

Comments: Kula is overdeveloped already, and we have yet to solve our water problems. We don't need the added traffic problems this would create.

[redacted]

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

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X I agree with the above statement. ____ I disagree with the above statement

Comments: _____

[redacted]

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X I agree with the above statement. ____ I disagree with the above statement

Comments: I live in Kula & drive to Kihei Mon-Fri. I do not want the upcountry/Kihei highway. Please fix Hansen Road!

[redacted]

KIHEI / UPCOUNTRY HIGHWAY

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State Department of Transportation
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X I agree with the above statement. ___ I disagree with the above statement

Comments: IF THE UP COUNTRY/KIHEI ROAD IS TO BE BUILT UP COUNTRY RESIDENTS SHOULD BE ALLOWED TO CHOOSE THE HALIMAILE ON THEIR END, OF THE Bypass

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:
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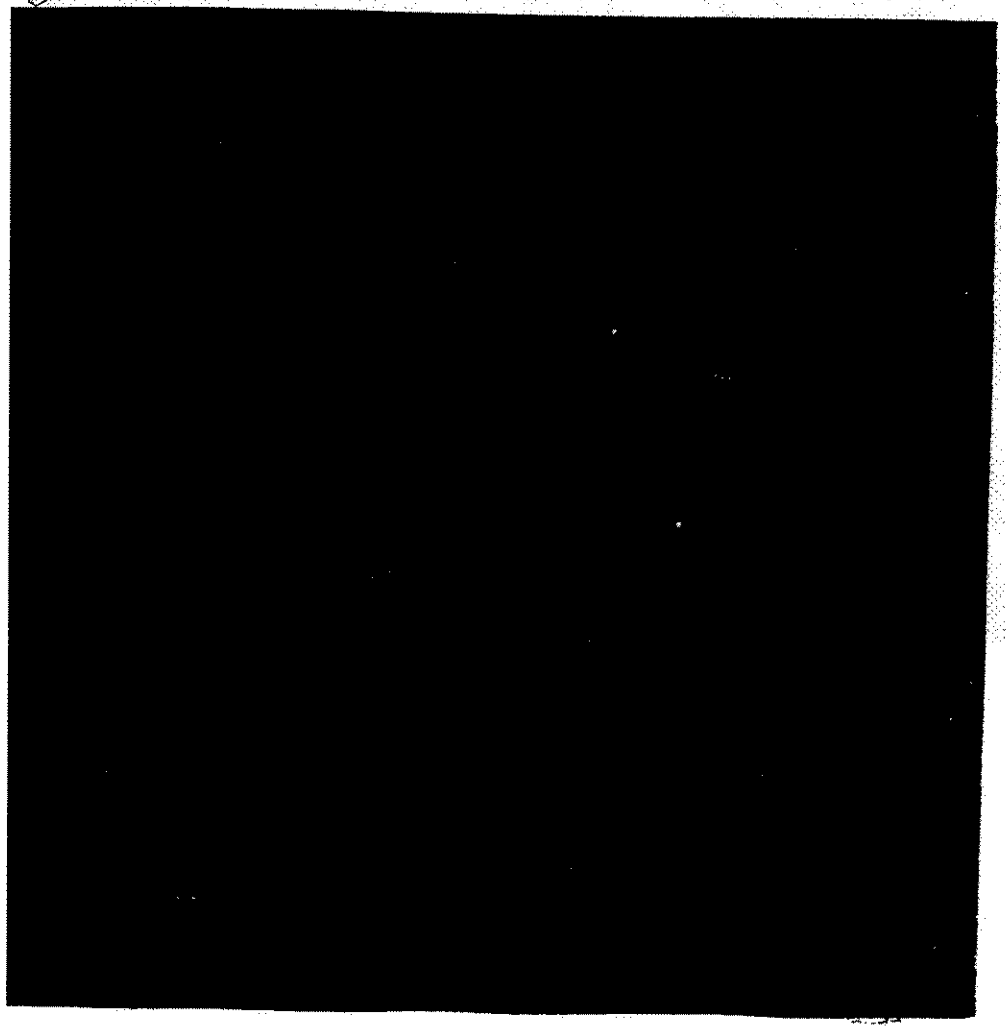
___ I agree with the above statement. X I disagree with the above statement

Comments: IF A SHORTER ROUTE BETWEEN UPCOUNTRY & KIHEI IS SERIOUSLY CONSIDERED, WHY DRIVE HALF WAY DOWN THE HILL BEFORE PICKING UP A TURN TO THE SOUTHWEST TO HEAD TOWARDS KIHEI. AM I MISSING SOMETHING?



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
869 Punchbowl St.
Honolulu, HI 96813

OCT 30 11 31 AM '93
DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments: Douglas & Janet Chun
Holomua Road
Kula HI 96790

3698

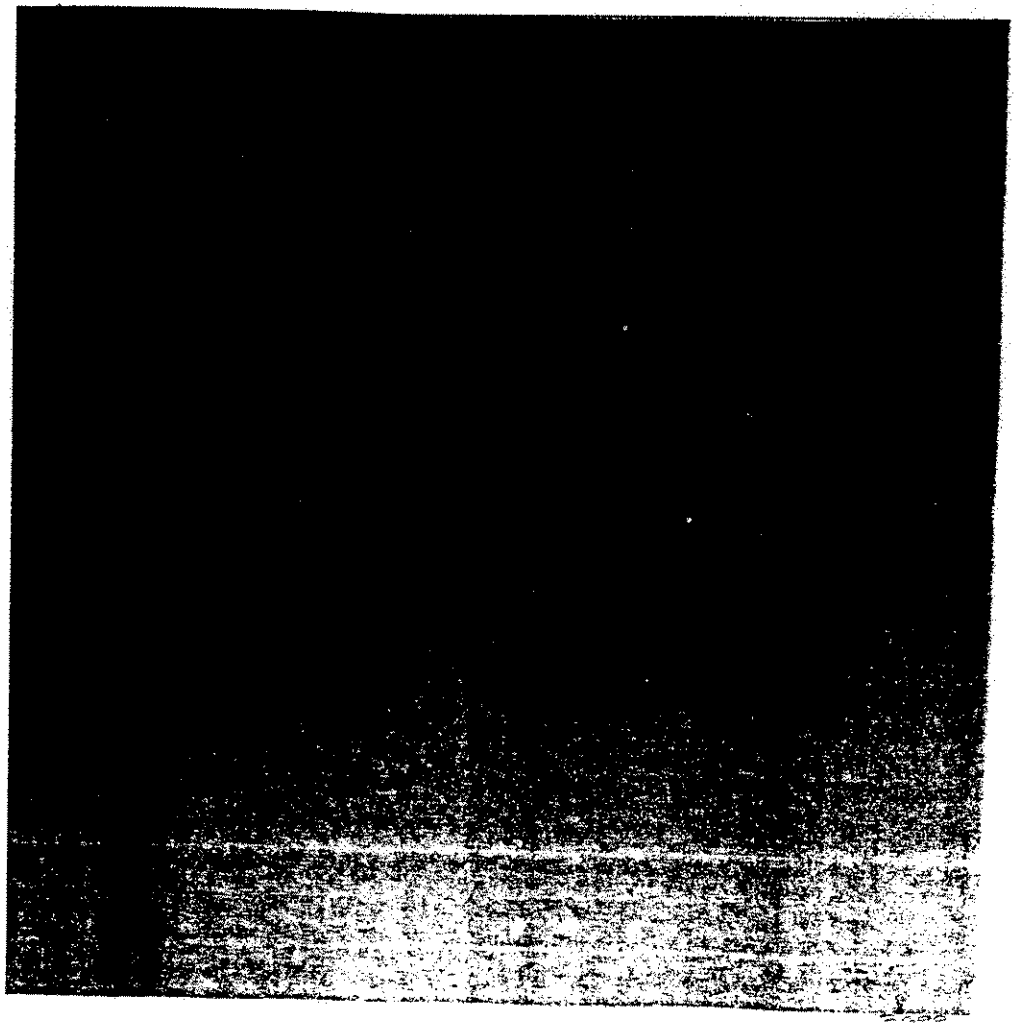
Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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.

OCT 30 11 31 AM '93
DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

X I agree with the above statement. ____ I disagree with the above statement

Comments: Preferably no bypass road but if necessary - Haliimaile



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✓ I agree with the above statement. ____ I disagree with the above statement

Comments: Pamela Beagle 878 2418
207 Copp Rd ; Kula

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION
OCT 20 11 29 AM '99

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
869 Punchbowl St.
Honolulu, HI 96813

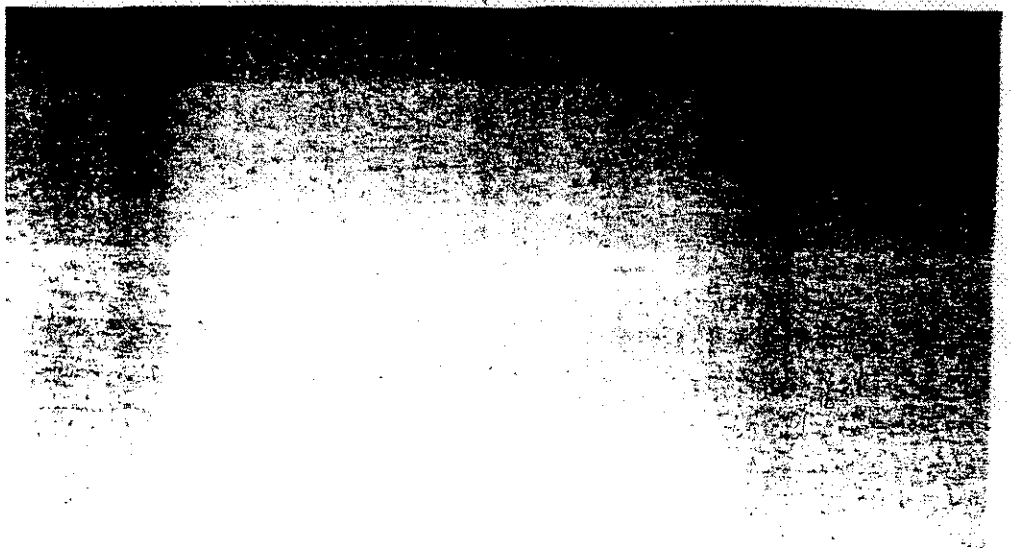
DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION
OCT 20 11 29 AM '99

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. X I disagree with the above statement

Comments: It doesn't matter how much you upgrade the existing roads. It's always going to be jammed up with too many cars. We need a direct route to Kihei and Lahaina. Pulehu would be the quickest, cheapest, and take less ag. land. It would also avoid a certain traffic snarl-up at Haliimaile.



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4 3704

X I agree with the above statement. ____ I disagree with the above statement.

Comments: _____

X _____

DIRECTOR'S DEPT. TRANSPO OCT 20

KCA UPCOUNTRY WATER POSITION

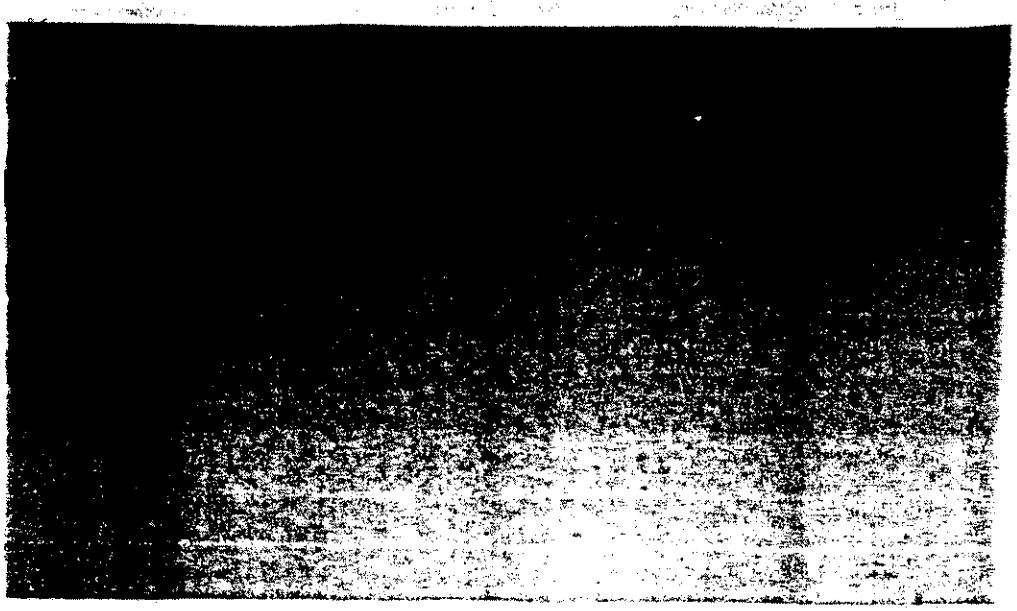
The KCA is in the process of developing a position statement on upcountry water [illegible] problems as well as long term needs will be addressed, with special focus on provi[illegible] adequate water service for current residents and agriculture. We want the position statement to include the issues of greatest concern to Kula residents, so please indicate in numeric order the three most important items.

X drought relief ___ fire control ___ water quality X water pressure
X water reservoirs ___ delivery systems ___ 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 X

Comments: _____

[redacted]



Kula Community Association
P.O. Box 417
Kula, Maui, Hawaii 96790

http://www.kulamaui.com

already a mapped Road

Bulk Permit
#17
Kula

Kula Postal Patron

On the fold-out / more colorful map of Maui there is a Road called Kihei Rd that goes from Omaapio - and comes out on Piilani Hwy after main junction - going left down Piilani - at 1st street light turn left - right there is the end of road through cane field - the is about 20 yards pavement with a stop sign - for those comming out of cane field

KULA COMMUNITY ASSOCIATION GENERAL MEETING

The next KCA General Meeting is Thursday, November 18, 1999, 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:

State Legislative Issues

State Senator Avery Chumbley and Representatives Chris Halford and David Morihara will be our guest presenters. They will address topics that directly and indirectly affect Kula and Kula residents, including such issues as education initiatives, 24 hour ambulance service, Haleakala summit development plans, water system projects, and the state's economy and fiscal challenges. Opportunity will be provided for you to share your interests and concerns with our legislators and to provide them feedback on upcoming issues.

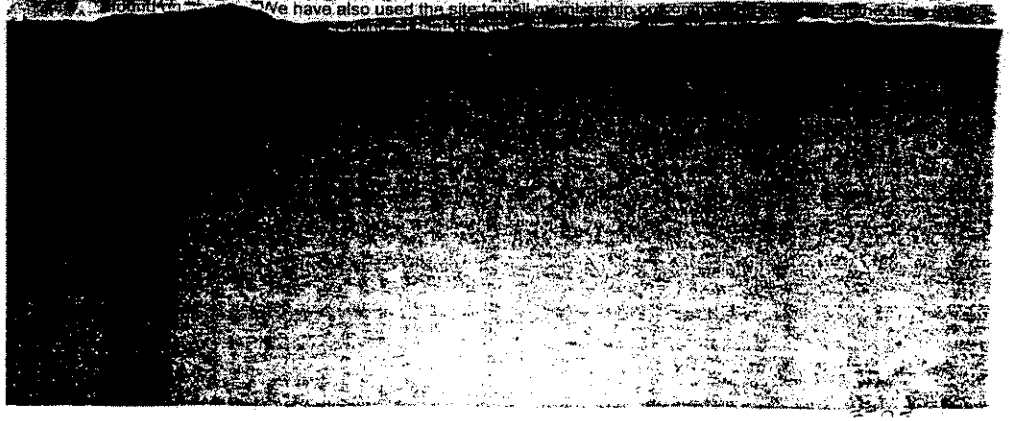
Election of KCA Officers and Board Members

The nominees for office are: Elliott Krash – President; Tom Jewell – Vice President; John McDonald – Treasurer; and Gina Flammer – Secretary. All current Board Members are standing for reelection. They are listed below, along with the current officers. If you are interested in serving as an officer or board member, please call Alan Kaufman at 878-6682. **Current Executive Committee:** John Wilson-President; Elliott Krash-Vice President; Sue Guille-Secretary; John McDonald-Treasurer. **Board of Directors:** Emma Abihai, Hari Aimani, Erwin DePonte, Gina Flammer, Tom Jewell, Alan Kaufman, Henry Lau, Verna Nahulu, Dick Mayer, Jerry McBarnet, Cathy Ross, Mitch Silver, Steve Sutrov.

KCA WEB SITE

Our pages can be viewed at **http://www.kulamaui.com**. Position statements, minutes, links and more are found on [illegible] We have also used the site to poll [illegible]

[redacted]



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.

X I agree with the above statement. ___ I disagree with the above statement

Comments: _____

X _____

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 20 11 10 AM '99

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.

1 drought relief	___fire control	4 water quality	___water pressure
2 water reservoirs	3 delivery systems	___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 X

Comments: _____

[redacted]

3706

Hwy 3707

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.**

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 20 11 10 AM '99

X _____

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. X I disagree with the above statement

Comments: I support upgrading existing roads, however if there is to be an Up Country/Kihei road it should be built far/not away from Haleakala Hwy. to benefit the Kihei people as well as people living in Kula. Why make a new highway so close to the old one? Pulehu is the smartest choice for the new highway.

X

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.

2 drought relief	___fire control	1 water quality	___water pressure
3 water reservoirs	___delivery systems	___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: _____

[redacted]

KIHEI / UPCOUNTRY HIGHWAY

HWY 3714

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION Oct 21. 10 07 AM '96

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.

X 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 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.

X I agree with the above statement. ____ I disagree with the above statement

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION Oct 21. 10 07 AM '96

Comments: PLEASE REMEMBER, IT IS YOUR "JOB" TO LISTEN TO YOUR COMMUNITY.

THANK YOU

HWY 3716

3715

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.

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION 00

✓ I agree with the above statement. ____ I disagree with the above statement

Comments: He Haliimaile Terminus is more Central to All Upcountry areas, of Paia, Pukalani, Makawao, & Kula.

Hwy 3716

KIHEI / UPCOUNTRY HIGHWAY

Hwy 3717

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION Oct 21 00

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments:

HWY 3718

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 21 10 07 AM '99

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.

X I agree with the above statement. ___ I disagree with the above statement

Comments: I think this option will serve the population MORE EFFECTIVELY. IT SEEMS that the MAJORITY OF "UPCOUNTRY" is and will be in the PUKALANI & MAKAWAO & HALIIMALE in the NEXT years

HWY 3720

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
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED OCT 21 11 03 AM '99 DEPT. OF TRANSPORTATION HIGHWAY DIVISION

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 21 10 06 AM '99

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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___ I agree with the above statement. ✓ I disagree with the above statement

Comments: When a community is resistant to change without reasonable fine-sight to the realities of present and future needs, then, eventually that community will suffer from its own shortsightedness and selfish, self-serving AMBITIONS. This proposed roads can become a LIFELINE FOR ALL of us economical as well as in times of a tsunami — a fast, safe place for the people of Kihei to get away from danger.

KCA UPCOUNTRY WATER POSITION

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___ drought relief ___ fire control 1 water quality 2 water pressure
3 water reservoirs ___ delivery systems ___ meter wait list ___ rates and fees

a moratorium does not benefit everyone. It is not fair to the non-develop residents

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 X Yes ___ Because inspite of a moratorium, developers still get permits.

Comments: The benefits of pure water free of carcinogenic contaminants is of utmost importance. There should be a separate water reservoir for agricultural use and a separate line for their usage also.

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 Form

Dues: $5-Indiviual $10-Family $30-Business

NAME: Julia Shim
ADDRESS: RR 2 BOX 123-A KULA, HI 96790
PHONE: 876-0382 UNLISTED NUMBER
FAX: _____ E-MAIL: _____

Send dues with this form to: 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 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.

KIHEI / UPCOUNTRY HIGHWAY

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Mr. Kazu 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:

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✓ I agree with the above statement. ___ I disagree with the above statement

Comments: _____

KCA UPCOUNTRY WATER POSITION

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2 drought relief ___ fire control ___ water quality ___ water pressure
1 water reservoirs ___ delivery systems ___ meter wait list 3 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: _____

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
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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___ I agree with the above statement. ✓ I disagree with the above statement

Comments: Nobody (residents tourists and/or business people) wants traffic jams. Nobody likes to waste time stuck in traffic. Build the road but do it smart connecting @ Haliimaile would create a huge bottleneck. The termini must be higher up the mountain.

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2120

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: _____

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2120

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.

X 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: HWY 3740

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.

✓ I agree with the above statement. ___ I disagree with the above statement

Comments: There's enough traffic with King Kekaulike HS School and Kamehameha School on Kula Highway that Halimaile terminus would be the best solution and alleviate traffic problems.

KIHEI / UPCOUNTRY HIGHWAY

HWY 3740

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 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 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.

___ I agree with the above statement. ___ I disagree with the above statement

Comments: I agree except I would like the road to come into the Kula area by the recently built school. Coming when the Kula Highway has the widened road & bright lights recently added.

KCA UPCOUNTRY WATER POSITION

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2 drought relief 3 fire control ___ water quality ___ water pressure
1 water reservoirs ___ delivery systems ___ 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 X

Comments: _____

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 Form

Dues: $5-Indiviual $10-Family $30-Business

NAME: _____
ADDRESS: _____
PHONE: _____
FAX: _____ E-MAIL: _____

Send dues with this form to: 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 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.

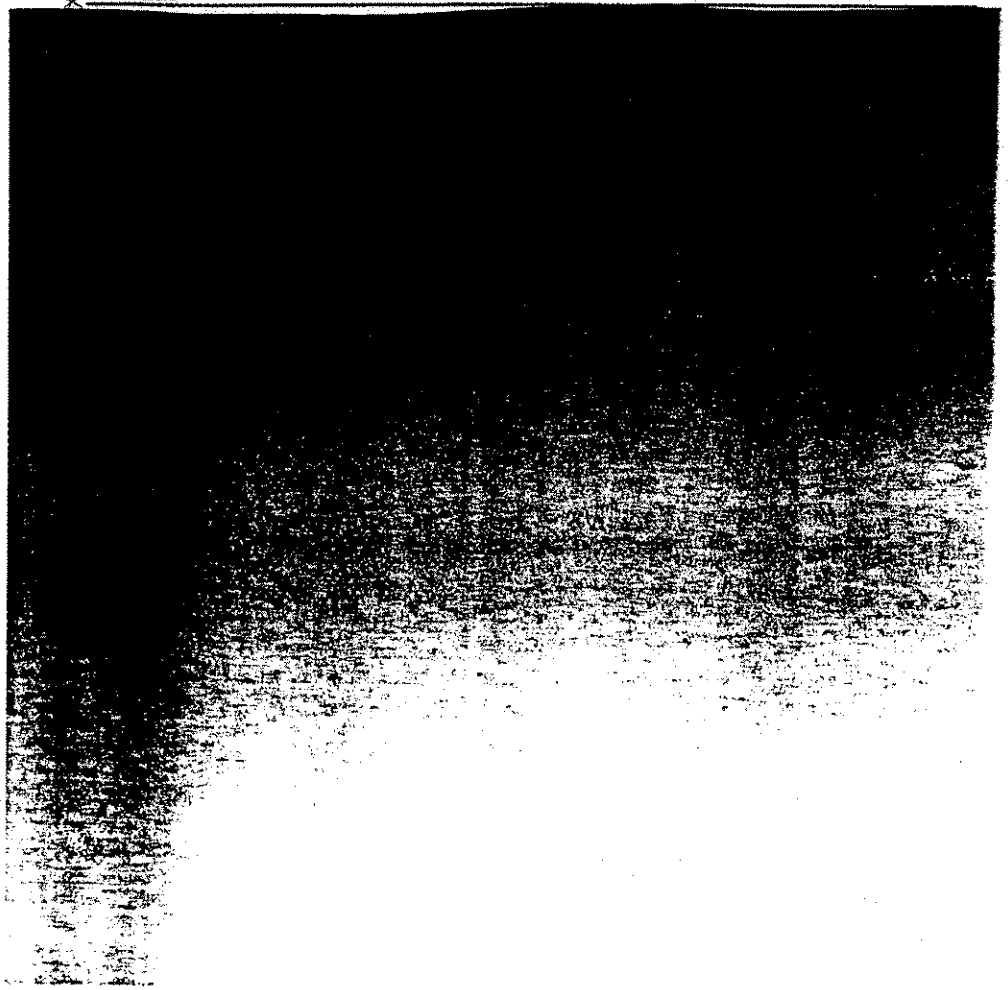
Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 3126

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.

X I agree with the above statement. ___ I disagree with the above statement

Comments: Strongly agree!

Patricia Mazingo - PO Box 223 Kula 96790



DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
12 AM '99

[redacted]

KULA COMMUNITY ASSOCIATION GENERAL MEETING

The next KCA General Meeting is Thursday, November 18, 1999, 7 p.m., at the Kula Community Center. All community members are welcome. Please come, meet your Kula neighbors, discuss our community's

(Fax machines make this easy). The public NEEDS to KNOW. We would appreciate your comments to KUNISAWA@maui.net

Mahalo

Kula Postal Patron

Bulk Permit
#17
Kula

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
Oct 25 10 57 AM '99
HIGHWAYS DIVISION
PLANNING BRANCH

Kula Community Association
P.O. Box 417
Kula, Maui, Hawaii 96790

http://www.kulamaui.com

KIHEI / UPCOUNTRY HIGHWAY HWY 0171

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
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 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.

OCT 27 10 11 AM '89 DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

X ___ I agree with the above statement. ___ I disagree with the above statement

Comments: _____

X _____

LAMBERT
118 AKEA PL
KULA HI 96790

HONOLULU HI 968 PM 26 OCT 1989

MR. KAZU HAYSHIDA, DIR. OF T.
STATE DEPARTMENT OF TR
869 PUNCHBOWL STREET
HONOLULU HI 96813

96813+5036

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 0171

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.

OCT 27 10 11 AM '89 DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

X I agree with the above statement. ___ I disagree with the above statement

Comments: AGREE!!!

X _____

ZAC BAILEY
96790

HONOLULU HI 968 PM 26 OCT 1989

33 USA

MR. KAZU HAYSHIDA - DIRECTOR
STATE DEPT. OF TRANSPORTATION
869 PUNCHBOWL St.
Honolulu, HAWAII 96813

96813+5036 3759

KIHEI / UPCOUNTRY HIGHWAY HWY 2160

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 27 10 10 AM '98

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments: We do not need more roads! We need improvements to existing roads! - I have lived in Kula 22 yrs

POB 332
Kula, HI
96790

HONOLULU HI 968 PM 25 OCT 1998

Mr Kazu Hayshida
Director of Transportation
State Dept of Trans
869 Punchbowl St
Honolulu, HI ~~96790~~
96813

96813+5036 3760

KIHEI / UPCOUNTRY HIGHWAY Hwy 376

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
869 Punchbowl St.
Honolulu, HI 96813

OCT 27 10 09 AM '98

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

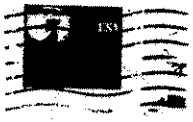
The Kula Community Association Board of Directors opposes the Pulehu, Kulamalu, and Five Trees termini options of the Upcountry/Kihei Highway. Further, the Kula Community Association Board supports as its highest priority the upgrading and improvements to existing roads connecting Upcountry and Kihei - Piilani Highway, Mokulele Highway, Hansen Road, and Haleakala Highway - 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.

X I agree with the above statement. ____ I disagree with the above statement

Comments: I believe that Haliimaile terminus to be the best possible location; if there has to be a Highway - If at all possible I would prefer there Not be a highway - We need to keep Maui Be. Rural - Promote agriculture and Quality of Life.

S. Kauai
P.O. Box 322
Kula, HI 96790

HONOLULU HI 968 PM 25 OCT 1998



Mr. Kazu Hayshida
Director of Transportion
State Department of Transport.
869 Punchbowl St.
Honolulu, HI 96813

96813+5036 37.

KIHEI / UPCOUNTRY HIGHWAY

Hwy 3762

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
869 Punchbowl St.
Honolulu, HI 96813

OCT 27 1998 DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

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.

X I agree with the above statement. ___ I disagree with the above statement

Comments:

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 quality ___ water pressure
2 water reservoirs 3 delivery systems ___ 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 X Yes ___

Comments: Because they are still allowed to build.

MICHAEL J. OR FREDA L. ABREU
7148 ALANUI PL
KULA, HI 96790

HONOLULU HI 960 PM 23 OCT 1998

KIHEI / UPCOUNTRY HIGHWAY

HWY 0815

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
869 Punchbowl St.
Honolulu, HI 96813

OCT 27 2 49 PM '98 DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

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: Use the money to widen + improve the present roads especially Lokia + Kula. We don't need 6000 more cars a day in Kula.

Philip E. Mulligan

Philip E. Mulligan
149 Ohelo Pl.
Kula, HI 96790-9721

HONOLULU HI 960 PM 27 OCT 1998

Mr. Kazu Hayshida, Director
State Dept. of Transportation
869 Punchbowl St.
Honolulu, Hi 96813

96813+5034

Mr. Kazu Hayshida, Dire
State Department of Tra
869 Punchbowl St.
Honolulu, Hi. 96813

KIHEI / UPCOUNTRY HIGHWAY HWY 3878

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 25 10 58 AM '99

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: Randy Heller - Kula
Raymond Yoshida - Kula
Marilyn Heller - Kula
Dean Hoae - Makawao
Curtis Wade - Makawao

residents who feel the roads would be detrimental to the quality of life, are unnecessary and I could be better spent to widen existing roads

Randy & Marilyn Heller
484C Upper Kimo Drive
Kula HI 96790

HONOLULU HI 96813 PM

Mr Hayshida, Dept of Transportation
State Dept of Transportation
869 Punchbowl St
Honolulu, Hi. 96813

96813+5036 Hwy 3878

KIHEI / UPCOUNTRY HIGHWAY HWY 3883 Hwy 3884

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION 25 10 58 AM '99

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: D A Hoekstra
323 B Aloe Rd
Kula HI 96790

Kula Community Association's positio.. .. - 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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: _____

HWY 3884

PIERCE
2124 KAWEHI PL
KULA, HI 96790

HONOLULU HI FM 22 OCT 1999

MR KAZU HAYSHIDA
DR. OF TRANSPORTATION
STATE DEPT. OF TRAN
869 PUNCHBOWL ST
HONOLULU, HI 9681

96813+5036

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: There is no excuse for building a highway when the majority of people in Kula do not want it.

HWY 3885

Bremmer
631 omaopio Rd.
Kula Hi. 96790

HONOLULU HI FM 22 OCT 1999

Mr. Kazu Hayshida
Director of Transportation
State dept. of Transportation
869 Punchbowl st.
Honolulu Hi. 96813

96813+5036

Hwy 3885

KIHEI / UPCOUNTRY HIGHWAY

HWY 3886

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 25 10 55 AM '98

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:

H. FERRIS
RR2 BOX 240
KULA Hi 96790

MR. KAZU HAYASHIDA DIRECTOR
STATE DEPT. OF TRANSPORT
869 PUNCH BOWL
Hon. Hi. 96813

HONOLULU HI 96813 PM 22 OCT 1998

96813+5036

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 3887

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. X I disagree with the above statement

Comments: This is NO realistic Solution to this problem.
We desperately Need that Upcountry ROAD NEED NEED NEED IT!
There are many people who would not associate with a group like KCA who FAVOR THE ROAD!

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 25 10 55 AM '98

Wesson
750 B Pulehuiki RD.
Kula Hi 96790-9716

HONOLULU HI 96813 PM
HONOLULU P&D CTR

Mr. Kazu Hayshida, Director of Transportation
State Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

96813-5036 37

HWY 3876

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
869 Punchbowl St.
Honolulu, HI 96813

OCT 25 DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments: I believe the Haliimaile terminus serves the best interest of Upcountry including Keikei, Makawao. It will keep Kula rural and away from traffic. It will also maintain business growth for Pukalani and Makawao that dependon tourist traffic.

D. Oka
209 Mauna Place
Kula, HI 96790

HONOLULU HI PM

33¢

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

96813-5036 37

3890

HWY 3891

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
869 Punchbowl St.
Honolulu, HI 96813

Oct 25 10 AM DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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✓ I agree with the above statement. ____ I disagree with the above statement

Comments: WIDENING HALEAKALA HIGHWAY TO 4-LANES WOULD

FUA KEA FARMS
206 Cooke Road
Kula, Maui, HI 96790
(808) 878-6705

HONOLULU HI PM 25 OCT 1998

MR. KAZU HAYSHIDA, D
STATE DEPT. of TRANSPORT
869 PUNCHBOWL ST.
HONOLULU, HI 96813

96813+5036

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 20-1

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments:

OCT 25 10 54 AM '99

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

Furukawa
RR 2 Box 82-B
Kula HI 96790-9441

Mr. Kazu Hayashi
State Department of
869 Punchbowl
Honolulu, Hi
96813/5097

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 20-1

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: Since 4½ years I drive 5 days/week from Kula to Wailea but I am willing to drive the existing route because I don't want the destruction of typical rural Kula atmosphere. Why does everybody want to se out" whole Maui and destroy it? This is against the tourism

OCT 25 10 54 AM '99

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

Ursula Evarts
RR 2 Box 755J
Kula, HI 96790-9802

HONOLULU HI 96813

Mr Kazu Hayashida
Director of Transportation
State Dept. of Transportation
869 Punchbowl St.
Honolulu, Hi 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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X I agree with the above statement. ____ I disagree with the above statement.

Comments: Jackie Patterson, 210 HOLOMAKANI PL, KULA HI 96790

HWY 3894

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 23 10 53 AM '95

KIHEI / UPCOUNTRY HIGHWAY

HWY 3895

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
869 Punchbowl St.
Honolulu, HI 96813

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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KAZU!! PROPOSED

✓ I agree with the above statement. ____ I disagree with the above statement.

Comments: ROAD IS UNNECESSARY AND WILL NEGATIVELY IMPACT KULA-UPCOUNTRY REGI
ANY FUNDS AVAILABLE FOR ROAD IMPROVEMENTS SHOULD BE
APPLIED TO EXISTING ROADS THAT PROVIDE ADEQUATE ROUTES
TO + FROM UPCOUNTRY + KIHEI.

Fred Rohlfing, Former State Senator/Rep.
RR 1, BOX 398 KULA HI 96790

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 23 10 53 AM '95

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
869 Punchbowl St.
Honolulu, HI 96813

OCT 11 2 24 PM '99 DIRECTOR'S OFFICE DEPT OF TRANSPORTATION

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___ I agree with the above statement. X I disagree with the above statement

Comments: 40 minutes Kula – Kihei is a joke. We MUST get this road built – let's bring Kula into the 20th century. Lead for it to the 21st.

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
869 Punchbowl St.
Honolulu, HI 96813

HWY 3896

OCT 25 2 99 DIRECTOR'S OFFICE DEPT OF TRANSPORTATION

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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X I agree with the above statement. ___ I disagree with the above statement

Comments: ___

Bangerter
116 Akea Place
Kula, Maui, Hawaii
96790

HONOLULU HI 968 PM 23 OCT 1999

Kazu Hayshida
State Dept of Transportation
869 Punchbowl St
Honolulu Hi 96813

96813/5037

3896

KIHEI / UPCOUNTRY HIGHWAY HWY 3897

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
869 Punchbowl St.
Honolulu, HI 96813

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X I agree with the above statement. ____ I disagree with the above statement

Comments: [signature]

104 IOIO PL Kula 96790

Kula Community Association's position on the proposed Upcountry/Kihei Highway is:

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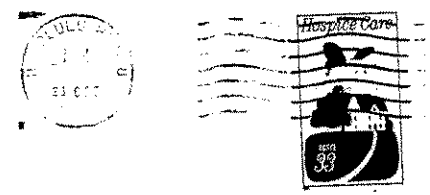
✓ I agree with the above statement. ____ I disagree with the above statement

Comments: HWY 3898

PO Box 481
Kula HI 96790



MR. KAZU HAYSHida
Dir. of Transportation
STATE Dept. of TRANSPORTATION
869 PUNCHBOWL ST.
HONOLULU HI 96813

Hwy 3898

KIHEI / UPCOUNTRY HIGHWAY

Hwy 3900

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION
OCT 25 10 54 AM '99

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments:

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.

1 drought relief ___fire control 3 water quality ___water pressure
___water reservoirs 2 delivery systems ___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 X

Comments:

Gilbert
26 E Puaken Pl
Kula Hi 96790

HONOLULU HI 968 PM 1999

Mr. KAZU HAYS
Director of Tr
State Department

KIHEI / UPCOUNTRY HIGHWAY

HWY 3904

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
869 Punchbowl St.
Honolulu, HI 96813

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION
OCT 26 12 PM '99

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:

E. J. CAMBRA
125 PULEHU RD
KULA, HI 96790

HONOLULU HI 968 PM 1999

MR. KAZU HAYSHIDA
DIRECTOR OF TRANSPO
STATE DEPARTMENT OF
869 PUNCHBOWL ST.
HONOLULU, HI 968

96813+5036

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
869 Punchbowl St.
Honolulu, HI 96813

HWY 3905

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: Clifford + Mary A. Willey

OCT 25 DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION STATE OF HAWAII 99

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 quality ___water pressure
___water reservoirs ___delivery systems ___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:_____

Mrs. Clifford A. Willey
RR 1 Box 461, Kula, Hawaii 96790

Hwy 3905

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 3905

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.

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION STATE OF HAWAII

✓ I agree with the above statement. ____ I disagree with the above statement.

Comments: There is no need for another road upcountry. There are enormous problems and congestion on the highway from Kahului to Lahaina. Last week there were 4 car accidents on the Bay. 2 of them the road had to be closed. I was in that traffic along with thousands of others. Please do something about West Maui.

Suzy Moffett
115 Aloalo Pl.
Lahaina, Hi. 96761

HONOLULU HI 96 PM

Mr. Kazu Hashida
Director of transportation
869 Punchbowl St.
Honolulu, Hi. 96813

96813+5034

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2110

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: There is so much growth upcountry - it now doesn't feel like upcountry. Lets not ruin this special place on earth.

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION 12 PM '99

H. Snipes
PO Box 1241
Kula, Hi 96790

HONOLULU PM 25 OCT 1997

Mr. Kazu Hayshida
Director of Transportatio
State Department of Trans
869 Punchbowl St.
Honolulu, Hawaii
96813

96813+5036

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2110

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.

X I agree with the above statement. ____ I disagree with the above statement.

Comments: WE HAVE RECENTLY MOVED TO KULA AND THINK THAT THE KCA POSITION IS REASONABLE. WE ALSO THINK THAT IMPROVEMENT OF THE HONOAPIILANI HIGHWAY AROUND LAHAINA [redacted] SHOULD BE A HIGHER PRIORITY.

CHARLES & LINDA CHANDLER
198 B NANA POND PL. KULA

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION

KIHEI / UPCOUNTRY HIGHWAY HWY 3915

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
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 - 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.

DIRECTOR'S OFFICE DEPT. OF TRANSPORTATION OCT 26 '99

✓ I agree with the above statement. ____ I disagree with the above statement

Comments: Joseph Palmer R.R. 4 Box 790-D Kula 96790

KIHEI / UPCOUNTRY HIGHWAY HWY 3921

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
869 Punchbowl St.
Honolulu, HI 96813

DEPT. OF TRANSPORTATION OCT 25 10 58 AM '99

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.

(Maui News had said Omaopio) ____ I agree with the above statement. X I disagree with the above statement

Comments: Omaopio to the st. in Kihei near OHUKAI is the most direct. after it reaches KULA highway it should continue thru farm area to HALEAKALA Hwy. A bike path should be constructed nearby to take all the water bike down to KIHEI. No heavy trucks should be allowed on this 2 lane HWY. I dislike progress as much as the next guy - but this is a necessity! HALIIMAILE IS NOT UPCO

SUE SELF
P.O. BOX 393
KULA, HI 96790

x HONOLULU P&D CTR x 2 x

MR. KAZU HAYSHI
STATE DEPT. OF TR
869 PUNCHBOWL
HONOLULU, HI 9

96813/5037

KIHEI / UPCOUNTRY HIGHWAY

Hwy ~~3960~~ 3970

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
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED STATE DEPARTMENT OF TRANSPORTATION HIGHWAYS PLANNING NOV 4 3 4 PM '99

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:

CHRIS BOTHMER
125A AINAKULA RD
KULA, HI 96790

HONOLULU HI 968 PM 29 OCT 1999

MR. KAZU HAYSHIDA
DIRECTOR OF TRANSPOR
STATE DEPT. OF TRAN
869 PUNCHBOWL ST.
HONOLULU, HI 96

96813+5036

KIHEI / UPCOUNTRY HIGHWAY

Hwy 3978

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
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED STATE DEPARTMENT OF TRANSPORTATION HIGHWAYS PLANNING NOV 8 1 1 PM '99

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.

X I agree with the above statement. ____ I disagree with the above statement

Comments: Go visit any metropolitan area on the mainland, and we will realize we do not need more roads - Roads are not the problem. Not here on Maui. Leave it the way they are.

Hwy 3279

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
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED STATE DEPARTMENT OF TRANSPORTATION Nov 8 1 19 PM '99 HIGHWAYS DIVISION PLANNING BRANCH

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. X I disagree with the above statement

Comments: I support an Upcountry/Kihei route and as a Kula resident support a Kula terminus.
Rick Perrie M.D.

HWY 3780

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
869 Punchbowl St.
Honolulu, HI 96813

RECEIVED STATE DEPARTMENT OF TRANSPORTATION Nov 8 1 19 PM '99 HIGHWAYS DIVISION PLANNING BRANCH

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.

X 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 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.

X I agree with the above statement. ____ I disagree with the above statement

Comments: The proposed terminus of the other upcountry alternatives will lead to further congestion and loss of rural life style. The Haliimaile road currently is unsafe and needs to be re-worked anyway. Also, the Haliimaile terminus would serve the greatest # of people.

Kula Community Association's position on the proposed Upcountry/Kihei Highway is: HWY 2171

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: R Dougal Crowe RR 2 Box 96-A
Ann D. Crowe Kula, HI 96790

DIRECTOR'S OFFICE
DEPT. OF TRANSPORTATION
10 12 AM '99

Mr. & Mrs. R. Dougal Crowe
RR 2 Box 96A
Kula, HI 96790

HONOLULU HI 960
PM
26 OCT
1999

33 USA

Mr. Kazu Hayashida, Director of Transportation
State Dept. of Transportation
869 Punchbowl St.
Honolulu, HI 96813

96813+5036

HWY
3751