

PĀ‘IA RELIEF ROUTE PROJECT
State of Hawai‘i, Department of Transportation
Project No. STP-036-1(11)

Pā‘ia Relief Route Advisory Group Meeting No. 2 Summary
Monday, April 6, 2009 – 5:30 p.m.
Kaunoa Senior Center
Pā‘ia, Hawai‘i

PURPOSE:

1) Provide background information and context for planning; 2) Discuss opportunities and constraints; and 3) Discuss and identify previous alignment proposals.

SUMMARY OF MEETING:

I. Welcome – Jiro Sumada, Hawaii Department of Transportation (HDOT) Deputy Director

Mr. Sumada opened the meeting and thanked the members, team, and public for participating. It was stated that HDOT is committed to building roads that the community want.

The following representatives of the project team were present:

Hawai‘i State Department of Transportation (HDOT) – Wayne Kawahara and Darell Young with the Planning Branch, Freddie Cajigal, and Bob Spilker from the Maui District Office.

SSFM International, Inc. - Cheryl Soon, Lowell Chun, Jo-Anna Herkes, Hugh Ono, Robin Barnes, and Heather Forester; Where Talk Works – Linda Colburn, President.

The following members were present:

Name	Group
Susan Alivado	Pā‘ia Elementary School, Principal
Milton Arakawa	County of Maui, Department of Public Works
Gregg Blue	Ha‘ikū Resident
Wayne Boteilho	County of Maui, Department of Transportation
Patricia Cadiz	Spreckelsville Resident
Karen Chun	Kuau Resident
Grant Chun	A & B Properties, Inc.
Walter Enomoto	Maui Bicycle Alliance
Greg Godwin	Pā‘ia Resident

Name	Group
Garret Hew	Hawaii Commercial & Sugar Company
Lance Holter	Sierra Club – Maui Group
Bill Kirton	Hāna Bay Picnic Company
Mark Lopes	Representing Hawaii Transportation Association
Philip Lowenthal	Disabled Biking Enthusiast/Ha‘ikū Resident
Jud Lau	Hāna Highway Surf Company
Marcy Martin	Surfer/Kuau
Kai Nishiki	Ha‘ikū Resident
William Palmer	Full Circle Publishing/Pukalani Resident
Jocelyn Perreira	Tri-Isle Main Street Resource Center & Haiku Resident
Doug Sameshima	Pā‘ia Main Street Association
Elisabeth Smith	Spreckelsville V Homeowners Association
Lisa Starr	Pā‘ia Main Street Association
Michael Westfall	Kuau Resident

Absent Members included:

Name	Group
Sandy Baz	Maui Economic Opportunity
Kaleo Amadeo	Ocean Safety Officer/Baldwin Beach/Pā‘ia Resident
Neal Kunin	Ha‘ikū Resident
Charles Kauluwehi	Cultural Consultant
Maxwell Sr.	
Mike Molina	County of Maui, County Council
Rob Parsons	Writer for Sierra Club & Maui Tomorrow/Ha‘ikū Resident
Roy Silva	County of Maui, Office of the Mayor
Mercer “Chubby” Vicens	Native Hawaiian/Wailuku Loan Advisory Committee
Warren Watanabe	Maui County Farm Bureau

Garret Hew, Hawaii Commercial & Sugar Company, has replaced Frank Kiger. Wayne Boteilho, County of Maui, has replaced Don Medeiros.

Friends of the Advisory Group and public participants in attendance included: Helen Nielsen, Lucienne de Naie, and Jonathan Starr.

II. Mission of the PRAG – Project Team

The goal of the PRAG is to first form a Universe of Alternatives then narrow the universe down to a Reasonable Set of Alternatives. The “Universe” will be narrowed down based on a set of Evaluation Criteria that reflect the Purpose and Need for the project.

It was explained that there are two parts to shaping an alternative alignment: 1) Where does the alignment go (where will the alternative be placed and where will it intersect other roads)? and 2) What does it look like (Number of lanes, pedestrian and bicycle accommodations, etc.)?

III. Presentation and Context for Planning the Relief Route

a. County of Maui General Plan – David Michaelson, County of Maui Planning Department

Mr. Michaelson presented (see Attachment 1) on the Maui Island Plan. The purpose of the plan, forces that change, historical context, directed growth strategy, historic rail alignments, and proposed alignment were outlined.

The Maui Island Plan is currently before the Planning Commission for approval. Additional information can be found at: www.mauicounty.com

b. A&B Properties – Grant Chun, A & B Properties, Inc. (A&B)

Mr. Chun outlined two possible alignments on an agricultural plot map (see Attachment 2). The Community Plan alignment is outlined in red, and the A&B Proposed Alternative is outlined in blue. It was noted that A&B would like to emphasize the importance of the continued integrity in sugar production.

IV. Why Do This Project? – Lowell Chun, SSFM

At PRAG Meeting #1, PRAG Members were asked the following questions:

- What does the Pā‘ia Relief Route project need to do for us?
- What can we learn from the past?
- What is special about the study area?
- What will stand in the way? How can we get the project done?

Seven common themes emerged (Attachment 2):

- 1) Need for Paia congestion relief
- 2) Paia quality of life
- 3) Paia Town business opportunities
- 4) Multi-modal, user friendly solutions
- 5) The need for community responsiveness
- 6) Effective implementation
- 7) The need to link with other efforts

PRAG Members asked that Safety should be included as a theme. Safety will be included as a need for this project in the Purpose and Need Statement.

A discussion on each of the seven points (shown above) ensued and the following comments were made:

- 1) It was requested that the term “rural” be used in place of “country” throughout the entire document in order to be consistent with the Draft General Plan.
- 2) It was noted that it is important to distinguish between relief road and other off highway improvements (for bike paths and other elements). A bike path along Hana Highway was suggested.
- 3) It was suggested to use native plant species from the area.
- 4) None
- 5) The term “Community Value” needs to be defined. It was also noted that this relief route would serve more than just Paia, so it was suggested that north shore or other reference be used. The term “Quality of Life” needs to be defined.
- 6) Strike the word industry and add “strong agricultural pursuits.”
- 7) The KPAG asked HDOT to help determine ownership for Sunnyside and Kala Roads. This topic is currently being pursued by the HDOT. It was noted that the “North Shore Preservation Plan” should be identified as “proposed.” Consider deleting the term previously and replace with “present and ongoing.”

V. Opportunities and Constraints – Project Team

a. Presentation by Cultural Surveys Hawaii – Hal Hammett and Tanya Lee-Greig

Cultural Surveys Hawaii (CSH) presented historical maps to outline opportunities and constraints for the various alternatives (contained in Attachment 2). It was noted that there are few records for mauka land. CSH would like to work with the PRAG Members whenever possible to gain additional information.

It was stated that historic properties must be 50 years old or more. Each historic site is given a historic site number.

VI. Group discussion on Previous Proposals – Linda Colburn, Facilitator

Various proposed alignments were displayed and PRAG Members were asked to comment on source. The following comments were received:

- ALTERNATIVE A (1954):
 - Generated in 1954 by HDOT
 - Would require use of eminent domain
 - Would transect at the Maui Dharma Center
 - Would have strong opposition
- ALTERNATE B (Inaccurate Paia Main Street Route):
 - Possibly Paia Main Street Route
 - Suggested that this alignment start at a different point in Kala Road
 - Use a portion of Kala and a portion of Sunnyside

- Look at ½ way point on Haleakala
- ALTERNATIVE C (Sprekelsville Route/Arakawa Admin Alignment):
 - Call this the Spreckelsville route, but don't imply that they like it
 - It is a compromise A&B route
 - This was considered during the Arakawa administration
 - There is no longer room to squeeze across Baldwin
 - The lower route would require massive in fill and use of eminent domain
 - Cane haul crossing issue, and would need an underpass for trucks to not disrupt their passage
- ALTERNATIVE D (A&B Compromise):
 - A&B/HC&S and Paia Mainstreet possible compromise route
 - Plantation preferred route
- CPA ALTERNATIVE (Community development alternative):
 - CAC route that didn't want to split the community
 - Paia/Haiku/CAC Plan Route.
 - Adopted by County in 1994?
- NORTH SHORE HERITAGE LOOP:
 - Uses as much publicly available road as possible – small portion in question
- 1972 EA ALTERNATIVE:
 - Corridors identified not to be confused with North Shore Heritage Loop
 - Possibly Prior CAC proposal 1972 EA?
 - Hana Hwy – may have been early DOT route
- HANA HIGHWAY WIDENING ALTERNATIVE:
 - Not preferred

It was noted that an additional alternative could begin at North Firebreak Road where there is an existing stoplight. Some PRAG Members voiced concerns that this could pose difficulties for Haleakala traffic. It was also noted that alternatives should not merge onto Hana Highway near Hookipa, and preferably should be located closer to Maliko Gulch.

VII. Operation Protocols – Linda Colburn, Facilitator

It was agreed that a signature is not required on the PRAG Charter. A outline of operational protocols will be discussed at the next PRAG Meeting.

VIII. Conclusion and Next Meeting

It was noted that Toll Free telephone calls to state agencies on OAHU can be made by dialing 984-2400, then follow the prompts.

The PRAG Meeting #3 will be held on Monday, May 11 at the Kaunoa Senior Center from 5:30 to 8:30 PM.

It was proposed that the PRAG Meeting #4 be held on Monday, June 29, 2009 at the Kaunoa Senior Center from 5:30 to 8:30 PM.

ATTACHMENT 1

**PowerPoint Presentation by
David Michelson, County of
Maui Planning Department
on April 6, 2009**

ATTACHMENT 2

**PowerPoint Presentation by
Project Team on April 6, 2009**