

**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. 3 Summary**  
Monday, May 11, 2009 – 5:30 p.m.  
Kaunoa Senior Center  
Pā‘ia, Hawai‘i

**PURPOSE:**

1) Review the environmental process; 2) Discuss full range of alternatives for evaluation in the environmental review process, including No-Build, Transportation Systems Management (TSM), and multiple build alternatives ; and 3) Confirm the Purpose and Need Statement and identifying criteria to measure the purpose and needs.

**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.

Ms. Colburn initiated self-introductions of all meeting attendees. The following representatives of the project team were present:

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

**SSFMI International, Inc.** - Cheryl Soon, Lowell Chun, Jo-Anna Herkes, Robin Barnes, and Jared Chang; and **Where Talk Works** – Linda Colburn.

The PRAG members present at this meeting are identified with a “❖” symbol.

<b>Name</b>	<b>Group</b>
❖ Susan Alivado	Pā‘ia Elementary School, Principal
Kaleo Amadeo	Ocean Safety Officer/Baldwin Beach/Pā‘ia Resident
❖ Milton Arakawa	County of Maui, Department of Public Works
❖ Sandy Baz	Maui Economic Opportunity
❖ Gregg Blue	Ha‘ikū Resident
Wayne Boteilho	County of Maui, Department of Transportation

<b>Name</b>	<b>Group</b>
Patricia Cadiz	Spreckelsville Resident
Karen Chun	Kuau Resident
❖ Grant Chun	A & B Properties, Inc.
❖ Walter Enomoto	Maui Bicycle Alliance
❖ Greg Godwin	Pā‘ia Resident
❖ Garret Hew	Hawaii Commercial & Sugar Company
❖ Lance Holter	Sierra Club – Maui Group
❖ Bill Kirton	Hāna Bay Picnic Company
Jud Lau <sup>1</sup>	Hāna Highway Surf Company
❖ Mark Lopes	Representing Hawaii Transportation Association
❖ Philip Lowenthal	Disabled Biking Enthusiast/Ha‘ikū Resident
❖ Marcy Martin	Surfer/Kuau
Charles Kauluwehi Maxwell Sr.	Cultural Consultant
Neal Kunin	Ha‘ikū Resident
❖ Mike Molina	County of Maui, County Council
❖ Kai Nishiki	Ha‘ikū Resident
❖ William Palmer	Full Circle Publishing/Pukalani Resident
Rob Parsons	Writer for Sierra Club & Maui
	Tomorrow/Ha‘ikū Resident
❖ Jocelyn Perreira	Tri-Isle Main Street Resource Center & Haiku Resident
❖ Doug Sameshima	Pā‘ia Main Street Association
Roy Silva	County of Maui, Office of the Mayor
❖ Elisabeth Smith	Spreckelsville V Homeowners Association
❖ Lisa Starr	Pā‘ia Main Street Association
❖ Mercer “Chubby” Vicens	Native Hawaiian/Wailuku Loan Advisory Committee
❖ Warren Watanabe	Maui County Farm Bureau
Michael Westfall	Kuau Resident

Friends of the Advisory Group and public participants in attendance included: Henry Spencer.

## **II. Operating Rules of the Advisory Group**

Meeting ground rules were presented by Linda Colburn. The intent of the operating rules is to help insure that the views of as many participants as possible are afforded time for consideration. They are also intended to facility more thorough coverage of agenda items

<sup>1</sup> Unable to attend due to child sickness.

at each meeting within the approved time frames. The following ground rules were established at the meeting:

- Speak one at a time – refrain from interrupting others
- Wait to be recognized by facilitator before speaking
- Facilitator will call on people who have not yet spoken before calling on someone a second time.
- Share the oxygen – insure that all members have an opportunity to speak
- Maintain a respectful stance toward all participants
- OK to disagree – Listen to their points of view and try to understand other interests
- Share information openly, promptly, and respectfully
- Focus comments on the agenda item currently under consideration
- Hold your questions to end of each presentation
- Make sure notes taken on newsprint are accurate
- Comments from non-PRAG members will only be accepted at the end of the meeting, time permitting.

### **III. Members wishes for sharing contact information**

A handout was passed out to members to allow members to provide contact information and indicate how it may be used for project-related purposes. The options were either yes or no for the following questions:

1. Share contact info with other PRAG Members and Consultant Team?
2. For posting on Project-related website?
3. Report or other available for public review or distribution?

### **IV. Re-Cap of the Environmental Process – Cheryl Soon, SSFM**

Ms. Soon presented (See Attachment 1) a re-cap of the environmental review process. Below is a list of the member's questions and responses during this presentation.

*Greg Goodwin asked, Where is the "A&B alignment" on the (alternatives) map?*

➤ *Response: Shown as the orange colored line on the map.*

*Lisa Starr commented, the (A&B alignment) location is incorrect.*

➤ *Response: It will be corrected.*

*Greg Goodwin asked, Can the mapmakers be more faithful to the maps provided (by outside sources)?*

➤ *Response: Yes, we will make sure to show alignments as accurately as possible.*

**V. The full range of alternatives for evaluation in the environment review, including No Build, TSM, and multiple Build alternatives – Cheryl Soon, SSFM**

**VI. Confirming the Purpose and Need Statement and Identifying Criteria to Measure the Purpose and Needs – Lowell Chun, SSFM**

Lowell Chun described the instructions for the exercise Evaluation Criteria Discussion. A summary of this exercise is provided as Attachment 2.

*Greg Goodwin commented, GPS devices are common in rental cars and this should be considered in the future plans for the project. Also, suggests reviewing General Plan map on which shows road near north fire road.*

*Jocelyn Perreira asked, Should we move forward with correct “seed ideas” or add to the list before breaking up into groups for the exercise?*

- *Response: The group decided to break for the exercise which allowed for adding new ideas to each list.*

**VII. Conclusion and Next Meeting**

A discussion of the upcoming meetings dates and times ensued. PRAG Meeting #4 has been proposed for the dates below. This two part meeting will be held at the Kaunoa Senior Center from 5:30 P.M. to 8:30 P.M.

**PRAG Meeting #4 Day One - Monday, June 29, 2009**

**PRAG Meeting #4 Day Two – Monday, July 6, 2009**

*Greg Blue asked, Will there be an A&B presentation at the next meeting? (i.e Which alternative will work for them, which won’t work)*

- *Response: No presentation is planned, however the team will work with A&B to gather their comments.*

*Chubby Vicens asked, Will the 3<sup>rd</sup> column be completed one week before the next meeting? Will the team be allowed to comment on it?*

- *Response: The team will try to meet the deadline. The group will be allowed to provide comments.*

# **ATTACHMENT 1**

**PowerPoint Presentation by  
Cheryl Soon, SSFM:  
Re-Cap of the Environmental  
Process**

**THE ENVIRONMENTAL REVIEW PROCESS**

Presented to  
Paia Relief Route Advisory Group  
May 11, 2009

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**ENVIRONMENTAL REVIEW PROCESS**

*NATIONAL*  
42 USC Section 4321, also called the National Environmental Protection Act of 1969, or NEPA

*STATE OF HAWAII*  
Hawaii Revised Statutes Chapter 343

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**ENVIRONMENTAL REVIEW PROCESS**

The national NEPA law is administered by Environmental Protection Agency (EPA) and Council on Environmental Quality (CEQ)

The State law is managed by Office of Environmental Quality Control (OEQC)

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## ENVIRONMENTAL REVIEW PROCESS

Every project starts with an idea, a proposal, a desire to do something  
After the idea has been fleshed out, you need to decide if either a Federal NEPA action applies or a state 343 action applies.

Questions to ask:  
Is there a Federal (or state) action?  
Could it cause environmental effects, or an irretrievable commitment of resources?

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## ENVIRONMENTAL REVIEW PROCESS

Once you determine there IS a federal or state action, you need to decide which of the following three categories it falls:

**CATEGORICAL EXCEPTION:** record the reason for the decision that this is an exemption

**ENVIRONMENTAL ASSESSMENT:** There is an impact, but due to its context or intensity, 1) the impact is not major and there is a Finding of No Significant Impact (FONSI), or 2) there is major impact so you proceed with an EIS

**ENVIRONMENTAL IMPACT STATEMENT:** A review of impacts results in findings, MOU with affected agencies and a Record of Decision (ROD) by the accepting agency (FHWA)

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## The Paia Relief Road Project

has been determined to require

both a NEPA and a State

Environmental Impact Statement

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### TYPICAL CHAPTERS IN AN EIS

1. Description of Location, the Proposed Action and the Purpose and Need
2. Explanation of the alternatives and how they were identified, narrowed and a reasonable set selected
3. Description of the Affected Environment and Potential Environmental Effects
4. Cumulative effects and mitigations
5. Consistency with government plans and policies
6. Findings, determination of preferred alternative and justification
7. Consultation Process followed
8. References
9. List of preparers
10. Appendices, drawings, maps and meeting notes

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### CATEGORIES OF ENVIRONMENTAL ANALYSIS

- Air quality and climate
- Water quality and hydrology
- Biotic communities, flora and fauna
- Traffic
- Geology, topography and soils
- Noise
- Socio-economic
- Cultural impact, archeology
- Energy and natural resources
- Impact on public facilities and services
- Construction impacts

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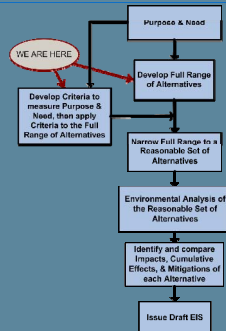
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### ENVIRONMENTAL REVIEW PROCESS



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### THE PATH TO GETTING A PROJECT DONE

- Starts with an **idea** to address a problem or issue
- Checks out the **ways of accomplishing** it
- Figures out **possible sponsors** or funding sources
- Assesses the **impacts and benefits**
- Gains the support and approval of **participating parties and agencies**

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### PAIA RELIEF ROUTE

- The idea is to build a **new road** that helps to improve **safety** for travelers and helps to create a **second route** that would **relieve some of the congestion** in Paia
- The sponsoring agency would be **State DOT**
- They would use federal funds, so Federal Highway Administration (**FHWA**) will be the accepting agency
- The impacts are expected to be sufficiently major that an **EIS** needs to be prepared

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### NEXT

- The **full range of possible alternatives**
- Developing **criteria based on the purpose and need statement** that will support a narrowing of the full range to a reasonable set
- Presenting this to HDOT and FHWA to make sure it is **consistent** with state and federal regulations

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# **ATTACHMENT 2**

## **Summary of Exercise: Identifying Criteria to Measure Purposes and Needs**

PA'IA RELIEF ROUTE	RED	GREEN	PURPLE	BLUE
EVALUATION CRITERIA DISCUSSIONS - May 11, 2009				
<b>ROBIN</b>				
<b>TOPIC: IMPLEMENTATION</b>				
COMMENTS	RED	GREEN	PURPLE	BLUE
Budget:				
Costs for construction		O	O	
Costs for maintenance	+			
Can the project be phased?	-		-	
Minimize the impact on agriculture	+		+	
How the road crosses Baldwin				
Traffic flow	+	+	+	
Safety	+	+	+	
What is the community impact?	+		+	
Encourage peds/cyc to go thru Pa'ia Town	-		+	
Feasibility of timing for construction	O	+	+	
Costs for buying R.O.W.	-		O	
Lower budget road (Basic) - 2 lane road (1 lane each way)	-		-	-
Earliest construction	-		+	-
Use existing roadways; Sunnyside, Kala Hamakuapoko, Holomuloa (Old Maui High)	-		-	-
Select route that won't endanger existing trees and optimize drainage safety	O		+	O
Implement scenic bi-way for Hana Highway	-		O	+
Present a vision to tourists that there is a scenic route using existing Hana Highway	-		O	+
Limited points of entry	-		+	+
Include sustainable design/construction practices. Minimize cnt/fill	+			+
Minimize long-term maintenance	+			+
Avoid Haleakala Highway	+			+
Landscaping and tree planing (minimize) - keep it natural	+			-
Transportation corridor should accommodate multi-modes of transportation	-			-
Practical and realistic construction costs that will not negatively impact existing agriculture				+
Cannot be phased-in project. We want it all and want it now!				-
Separate pedestrian & bike path				+
We want the right road. No compromise for less				-
Work with land owners to minimize impact on existing agriculture operation				+
Want options to get on/off by-pass to enjoy various points of interest (access options)				-
Suitable for a desing/build project				O
Provides for an underpass for agriculture equipment without disrupting traffic and safety for children				+
Keep the rural roadway				

<b>LINDA</b>				
<b>TOPIC: GETTING AROUND THE NORTH SHORE</b>				
Design: Roadways The primary route continues to come through town (to ?business opportunities or shoreline). Experience enabling a <u>decision</u>		+	0	
To leave primary route if want to go more quickly: <u>conscious choices possible</u>		-		
Enable coastal experience where it is safe to do so.			0	
Incorporate with regional master plan. Recognize relevance of signage			0, +	
Relief road is an alternative instead of a by-pass and is chosen and designed that way	0, +	0, +	0, +	
Will it address that co-existence of agriculture (truck crossings and other operations)?	0, +	0, +	0, +	
Road's effect on Pa'ia's neighborhoods (upper and lower)	0, +	0, +	0, +	
Allow for spearate bikeways and pedestrian routes	0, +	0, +	0	
Hana Highway scenic route - no vehicular widening. Options for ingress/egress access from existing road	0, +		0	
Work with landowner (ask A&B for information and opinion. Road necessary during rush hours)	0, +			
Has least impact on traffic on Baldwin Avenue - where and how it crosses			0, +	
Indicate relief route. Indicate to visitors: existing coastal route is preferable	0, +			
Road returns to Hana Highway on East, in the vicinity of Hookipa, in location that avoids traffic and user conflicts (East of Hookipa)	0, +			
Create alignment that maximizes potential benefits: i.e. park/open space between Mama's and Maliko (Holomua road)	0, +			
Corridor can accommodate additional future uses (multi-modal transportation - rail, bus, bikeway, etc.)	0,-			
<b>JARED</b>				
<b>TOPIC: ENVIRONMENTAL IMPACTS AND CONSISTENCY WITH GROWTH POLICIES</b>				
Encourage viewplanes, where practical		+	+	+
Protect traditional character of Pa'ia by providing connections from by-pass to town without creating more traffic problems		-	+	+
Alternate route for vehicular traffic only and encourage non-vehicular modes on/adjacent to Hana Highway		+	-	
Minimize impacts to existing agricultural activities		+	+	
Encourage land use policy for Upper and Lower Pa'ia		+	+	
Does not encourage urban sprawl		-	+	
Roadway preserves rural character of Pa'ia and agriculture lands		-	+	
Limit connector roads to Pa'ia Town to Baldwin Avenue only		-	+	
Minimize archetectural and cultural impacts	+	+		+
Minimize land taking	-	0		+
Multi-transportation use	0	-		+
Minimize impacts to historic properties, if eligible	+	+		+
Promote green/sustainable construction practices	+	+		+

Minimize negative visual impacts	+	+		+
Preserve, protect or create view planes	-	+		+
Minimize land taking impacts to agricultural uses by working with the owner		O	+	+
Rural alternate roadway with separate pathways for non-vehicle (pedestrians, equestrian, bikes, etc.)		O	O	O
Preserve agriculture open space adjacent to road		+	+	+
<b>LOWELL</b>				
<b>TOPIC: PA'IA</b>				
Decreased traffic flow of commuters will enhance Pa'ia businesses (Haleiwa model)	-		+	+
Alternate route enable reaching destination more quickly with outgoing through Pa'ia Town	O		+	+
Should not interrupt flow of traffic on Baldwin Avenue	+		+	+
Scenic route that goes through Pa'ia - existing Hana Highway without widening (include bike paths)	-		O	O
How it goes over/under Baldwin Avenue does not disrupt existing patterns	O		+	+
Crossing above Skill Village without creating bottlenecks	-		+	-
Safety Program - PR Inc. Pa'ia School has implemented a bussing program. This program contributes to insure safety of children. Has been in place for 5 years-- so kids are not walking to school	+		+	O
Kids from Doris Todd School cross road for P.E. -- safer for them if <u>cross Upper Pa'ia / Baldwin.</u>	O		+	+
What % going to Makawao vs other destinations	-		O	O
How/where road crosses Baldwin Avenue as important as the horizontal road route itself	+		+	+
The further Mauka the route crosses Baldwin Avenue above Pa'ia School the better	-		+	-
Important not to ignore people who will use the alternate access Kukomo and Haiku shortcust	-		O	O
Commuters from outside Pa'ia won't skip Pa'ia because it's less convenient - not harm Pa'ia 's existing Pa'ia commerce	+	O		+
Consider emergency routes reroutes as factor to minimize traffic impact	+	+		+
Route provides modification to Baldwin Avenue intersect with Relief Route to minimize impact on flow of traffic on Baldwin Avenue	+	+		+
Alternate route accommodate safe bike paths. (Act 54 complete streets bill)	O	+		-
Route must not result in loss of homes if crosses above post office or by Skill Village - less negative impact the higher you go.	-	+		O
Consider traffic calming (speed table) by gym	+	O		+
Route at 6:30/8:30 cannot interfere with intersections (firebreak and Hana Highway	O	O		O
Protect traditional character of Pa'ia Town by providing connections from by-pass to town.		-		-

