


Paia Relief Route Advisory Group Meeting #9

**Kaunoa Senior Center
October 25, 2010**

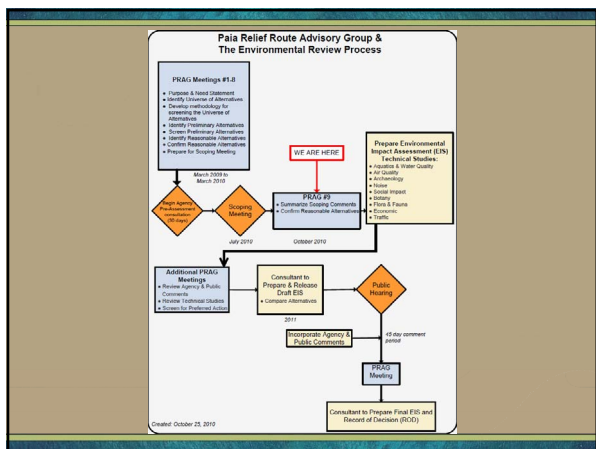


Opening Remarks

**Ed Sniffen, Highways Division
Administrator**

Hawai'i Department of
Transportation





Summary of Tonight's Meeting

- Summary of Comments Received During Scoping Period
- Universe of Alternatives Studied Previously
- Narrowed Alternatives for Assessment in EIS
- Next Steps in EIS Preparation

Comments Received During Scoping Period

Doug Zang, AICP, Senior Planner
SSFM International



EISPN Document

- Notice of Intent to Prepare EIS in Federal Register November 17, 2009
- Notice of EISPN published in June 8, 2010
OEQC Environmental Notice
- 85 Hard Copies of EISPN went to 77 separate recipients (agencies, libraries, elected officials)
- PRAG members were emailed the EISPN
- Document was accessible electronically from project website or the OEQC website

EISPN Comments Received

- Comment Period: June 8 – August 7, 2010
- 16 comments received on EISPN
- All comment issues will be addressed in Draft EIS
- Responses will be sent to commenters

EISPN Comments Received

- Commenters on EISPN:
 - 12 Agencies Provided Comments:
 - 1 Federal
 - 8 State (from 7 separate agencies)
 - 3 County
 - 1 Non-Profit Advocacy Group (Maui Tomorrow)
 - 1 Utility
 - 2 Citizens (1 PRAG member)
- No agencies cited opposition to the project; most comments were standard concerns related to that agency's interest
- Maui Tomorrow offered Extensive Comments

Scoping Meeting

- Held on July 7, 2010 at Pā'ia Community Center
- 6 Persons Testified at Scoping Meeting:
 - County Council Representative
 - 3 Citizens
 - 2 PRAG members
- No regulatory agencies testified at scoping meeting

Examples of Comments Received on EISPN and at Scoping Meeting

EISPN:

- Improve Safety
- Mitigate impacts: Utilities, Natural/Cultural Resources, Floodplains, Wetlands, Surface Waters, Agricultural, Socioeconomic, Parks, Aesthetics etc.
- Provide Bike Facilities and Study Bike Needs Regionally
- Get necessary permits/approvals
- Haven't Seen Alternatives Yet
- Be consistent with Planning for Area
- Community Based Organizations listed as PRAG contributors

Scoping Meeting:

- Support Project, it's long overdue
- Keep momentum going
- Alternatives suggested for 50 years
- Past concerns about a bypass
- Move the road as far mauka as is reasonable
- Parking Concerns
- Serve Pedestrians and Bicycles
- Give Road a Rural Flavor
- Consider Maui Island Plan/Plan Didn't Have Much Public Input
- Separate cane haul trucks from regular traffic
- This is going to be the "main" road, not a "scenic Route"

Universe of Existing Alternatives Studied Previously

Cheryl Soon, FAICP, Planning Manager
SSFM International



Objectives in Narrowing Alternatives

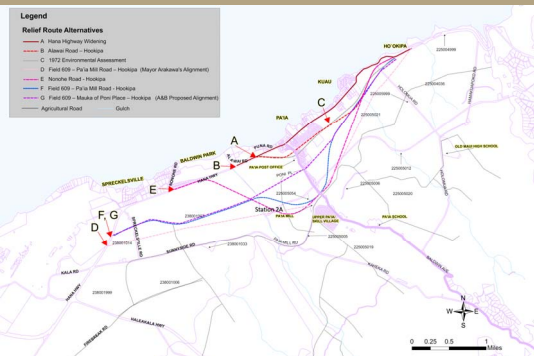
Achieve Project Objectives

- Improve/Facilitate Safety
- Expedite Travel/Alleviates Congestion
- Avoid/Minimize Cultural, Historic, and Natural Resources
- Support Pā'ia's Quality of Life
- Avoid Disruption to Current Agricultural Activity

15 Existing Alternatives Studied

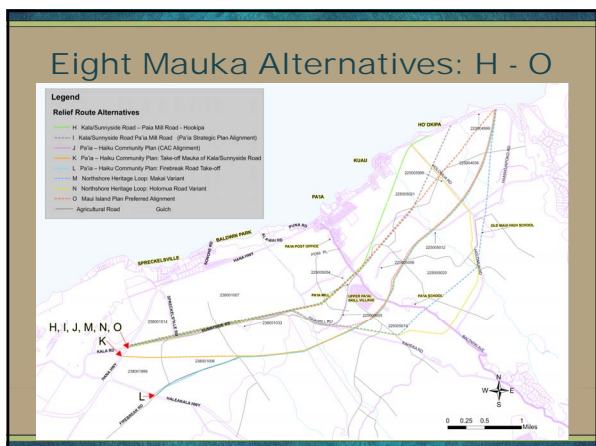
- 7 Makai Alternatives (Lettered A-G)
- 8 Mauka Alternatives (Lettered H-O)
- Represent a wide range of proposals offered over five decades
- PRAG has seen and discussed over past 8 meetings

Seven Makai Alternatives: A - G



Seven Makai Alternatives: A - G

- All had some shortcomings:
- Some Use Substantial Length of Hāna Hwy.; Tsunami Concern
 - Some Impact Pā'ia's historic area
 - Some Have Agricultural Impacts
 - Some Disrupt Neighborhoods
 - Some Don't Separate Visitor and Commuter Traffic



Eight Mauka Alternatives: H - O

All had some shortcomings:

- Some Are Too Lengthy, Don't Reduce Travel Time
- All Have Agricultural Impacts
- Some Potentially Will Impact Cultural Resource Sites
- One requires Longer Bridges

Narrowed Alternatives for Assessment in EIS

Lowell Chun
LPC
Global

and

Robin Barnes
SSFM
International

Alternatives Proposed for EIS

Goals:

- Consider Project Objectives from Earlier
- Address Shortcomings of Alternatives Studied Previously
- Look at Baseline Conditions Required by the National Environmental Policy Act (NEPA)
- In addition to Relief Route Alignments, Consider Options for Bikes, Baldwin Avenue, Hookipa-Kuau Area

Alternative Alignments

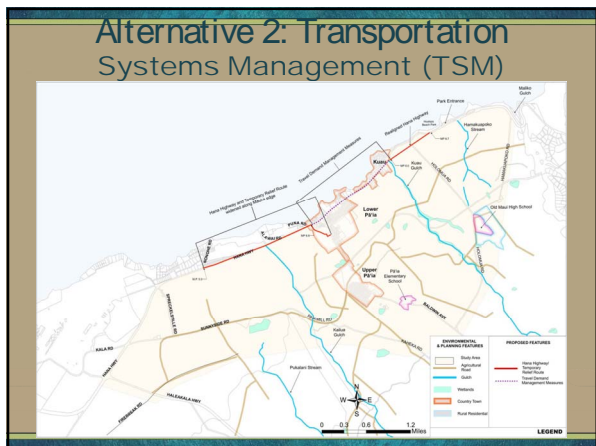
- Alternative 1: No-Build Alternative
- Alternative 2: Transportation Systems Management (TSM) Alternative

“Build Alternatives”:

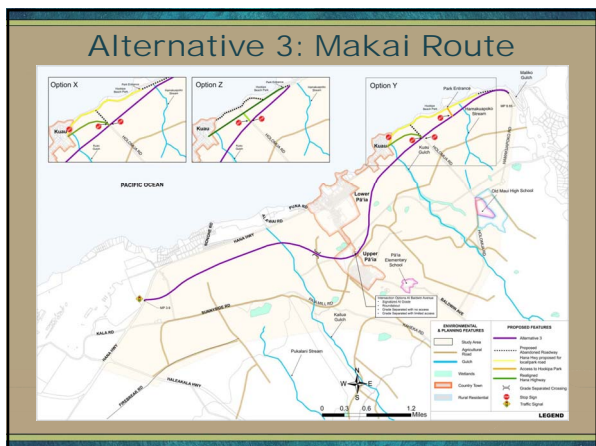
- Alternative 3: Makai Route
- Alternative 4: Midfield Route
- Alternative 5: Upper Field Route

Alternative 1: No-Build Alternative

- Includes planned & programmed improvements only
- Would not fulfill Purpose and Need
- No-Build is always included in EIS document to be the baseline for comparison of other alternatives



- ### Alternative 2: Transportation Systems Management (TSM)
- Also serves as a baseline for comparison
 - Generally does not meet purpose & need
 - Low cost/construction, quickly implement
 - Limited to improving Hāna Highway:
 - Mauka Side from Nonohe Road to “Mini-bypass”
 - Realignment from Kuau to Hookipa
 - Travel Demand Management (TDM) where development precludes widening (lower Pā’ia to Kuau)
 - Possible Parking and Bike Treatment



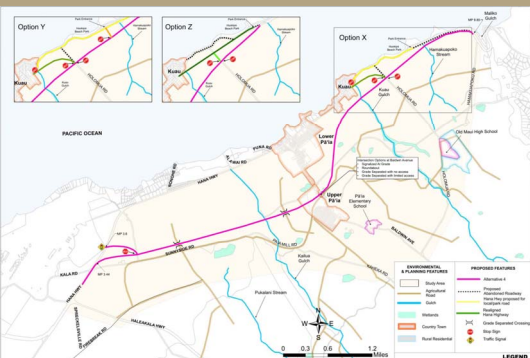
Alternative 3: Makai Route

- Starts at MP 3.9 between Kala Road and Spreckelsville Road
- Runs through lower agricultural fields about 800 – 1000 feet mauka of Hāna Highway
- Climbs mauka, crosses Baldwin Ave. at Mill away from existing neighborhoods
- Swings back makai, merges with Hāna Hwy. near MP 9.8 before Hamakuapoko Road and Maliko Gulch

Alternative 3: Makai Route

- One cane haul underpass west of Baldwin
- Crosses no agricultural roads east of Baldwin
- Abandons Spreckelsville Road

Alternative 4: Midfield Route



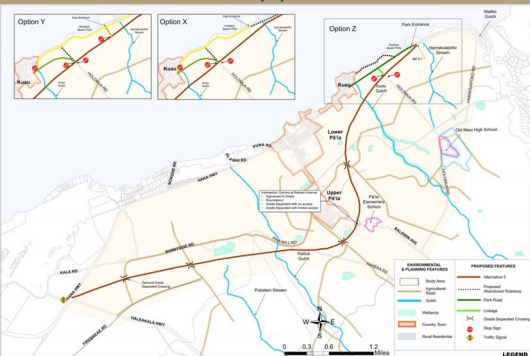
Alternative 4: Midfield Route

- Two western termini: Spur near Kala Road (MP 3.4) and spur closer towards Spreckelsville (MP 3.8)
- Uses mid-fields, 400 to 500 feet makai of Sunnyside Road
- Crosses Baldwin Ave. at Mill, away from existing neighborhoods
- Swings back makai, merges with Hāna Hwy. near MP 9.8 before Hamakuapoko Road and Maliko Gulch

Alternative 4: Midfield Route

- Two cane haul underpasses west of Baldwin
- Crosses no agricultural roads east of Baldwin
- Abandons Spreckelsville Road

Alternative 5: Upper Field Route



Alternative 5: Upper Field Route

- Starts at Haleakalā Hwy. (5-Way Intersection)
- Runs parallel to and about quarter mile mauka of Sunnyside Road
- Crosses Baldwin Ave. between Upper Pā'ia and Pā'ia Elementary School
- Swings quickly back makai toward Kuau, merges with Hāna Hwy. near MP 8.9, east of Hookipa Beach Park Entrance

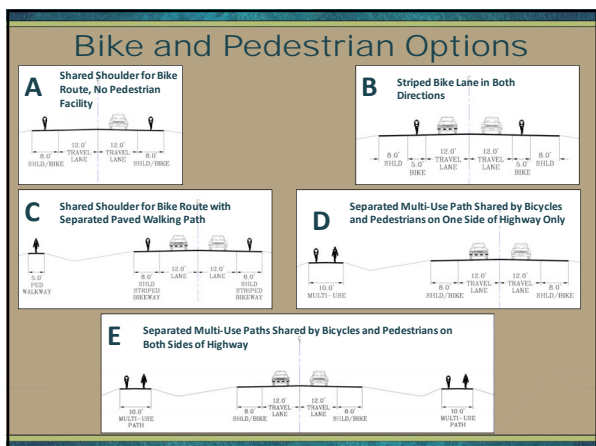
Alternative 5: Upper Field Route

- Two or Three cane haul underpasses west of Baldwin
- One cane haul underpass east of Baldwin
- Needs to cross Kailua Gulch at fairly wide point

Bike and Pedestrian Options

Applicable to Parts of Hāna Hwy. Widened Under Alternative 2 and "Build" Alternatives 3, 4, & 5:

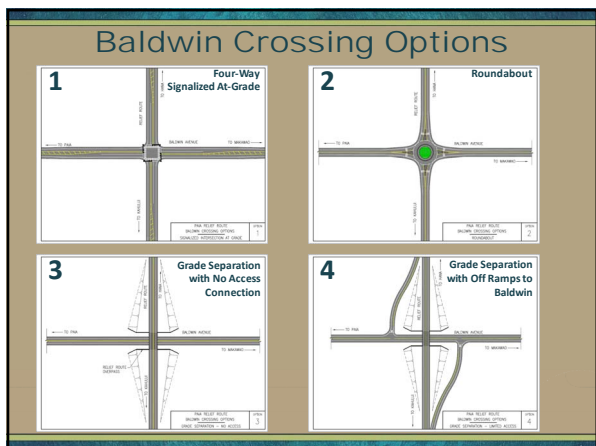
- A. Shared Shoulder for Designated Bike Route, No Pedestrian Facility
- B. Striped Bike Lane in Both Directions
- C. Shared Shoulder for Designated Bike Route with Separated Paved Walking Path
- D. Separated Multi-Use Path Shared by Bicycles and Pedestrians on One Side of Highway Only
- E. Separated Multi-Use Paths Shared by Bicycles and Pedestrians on Both Sides of Highway



Baldwin Crossing Options

Under Build Alternatives 3, 4 and 5:

1. Four Way Signalized At-Grade Intersection
2. Roundabout
3. Grade Separation with no Access Connection
4. Grade Separation with Off-Ramps to Baldwin for Upcountry Traffic Movement



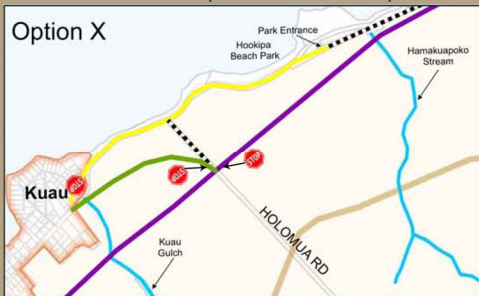
Kuau & Hookipa Access Options

Under Build Alternatives 3, 4 and 5:

- X. No Direct Hookipa Connection
- Y. Direct Hookipa Connection
- Z. Connection to Holomua Road to realigned Hāna Highway

Kuau & Hookipa Access Options

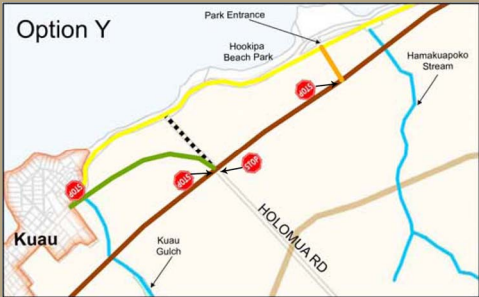
Option X



- Kuau Connector to Holomua Road
- Old Hāna Hwy. retained to Hookipa; abandoned beyond
- Holomua Road Abandoned makai of Relief Route

Kuau & Hookipa Access Options

Option Y



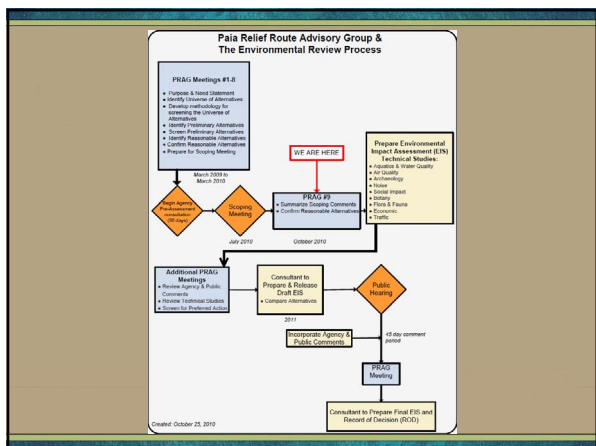
- Same as Option X, except has direct connection to Hookipa Park

Kuuu & Hookipa Access Options

- "Old" Hana Highway abandoned east of Kuuu to Hookipa
- Hana Highway realigned mauka; cul de sac at Hookipa
- Holomua improved between relief route and "new" Hana Hwy.

Next Steps in EIS Preparation

Cheryl Soon, FAICP, Planning Manager
SSFM International



Next Steps in EIS Preparation

- Surveying /Aerial Photography of Project Alignments
- Conceptual Engineering of Project Alternatives and Options
- Mobilize specialized subconsultants
- Impact Assessment Effort
 - Traffic Engineering
 - Natural Resources
 - Archaeological/Historic/Cultural Resources
 - Socioeconomic Impacts
 - Noise
 - Etc.
- Draft EIS Document Production
- Additional Public Outreach/Coordination

Questions?
