

Honoapi'ilani Highway Improvements Project,
West Maui: Ukumehame to Launiupoko

Scoping Report

Appendix 2: Comment Matrix

May 2023



Prepared For
**Honoapi'ilani Highway
Improvements**

Prepared For
wsp

HONOAPI'ILANI HIGHWAY IMPROVEMENTS PROJECT

Comment Log

Commentor	Comment	Log No.	Scoping Report Section	Scoping Report Comment
12.14.2022 Day Session				
Michael Downing	I was a state engineer on my way for 25 years, and retired in 2012 and just, oh, I can't tell you guys how much I really appreciate having you start that project (1) 'cause I worked on a Honoapiilani bypass and bridges on Maui. I was very fortunate to be in there as well as Molokai, and when I saw this come online and my emails of you guys having this project, how well organized you have it with the feds and I just can't thank you, guys. Mahalo, mahalo, malalo. And have a very merry Christmas and success in getting this project, pau hana in 2025, so thank you so much, for everything.	1	5.2	1
Lucienne Denaie	My name is Lucienne Denaie and I served back in the day on a County Wide task force, about looking at alternative routes for the Bypass in Lahina. I Represented the Non-governmental Organizations on Maui and we sat through a year or so of hearings and ended up kind of giving up and saying there's no money, so we're not sure what we should do, so it's really great to hear that this is happening my question is there going to be additional archaeological survey work? (2) This is a very, very rich area. And although there have been surveys in the past, we have new techniques now, and it would really be good to know more about the areas before we choose the route. And I will say just personally, something that's not so high up would be of less impact those routes, that go way high up in Olawalu they will impact cultural resources. (2 continued)	2	5.4.4	40
Doug Ballard	Okay, Doug Ballard, as the roadway shifts upcountry a bit, is the study and plans go to include beach access opportunities and open space opportunities? (3)	3	5.4.3	38
Wayne Hedani	Okay, thank you, I have a couple of comments. Do you folks have a 100% alignment that would keep us out of the sea level rise area. (4) And the road from the Pali to Puamana, currently provides unbroken beach access to the general public for about 6 miles of beach. The question is will the realignment affect that beach access and are there provisions to somehow provide for maybe a major park in that area makai of the Ukumehame section or allow for continued public access to the Beach for this segment of the project.(5)	4	5.3	25
		5	5.4.3	38

<p>Bob Pure</p>	<p>My name is Bob pure. I've been involved in transportation issues since the 20 years that I've been here in Lahaina. First of all I want to say congratulations to Robin and his Promotion. Well deserved, Robin Congratulations on on your new job. Just a simple question. I'm a layman, I'm a not a technician, or an engineer. Looking at those 4 routes, I'm assuming the DOT Feels that all 4 of them can be done. Obviously, they're, gonna find out that one is better than others. My question is pretty simple. What criteria does the DOT feel, of those 4 routes, that they will need to make one of them the priority? (6) In other words, how do you pick one out of 4? As I say, I'm not an engineer. I don't know which one is better than the other one. What will the DOT be looking at to pick one of those 4 roots?</p>	<p>6</p>	<p>5.3</p>	<p>26</p>
<p>Ke'eaumoku Kapu</p>	<p>Hi! Aloha. Mahalo put this opportunity. My name is Ke'eaumoku Kapu for there's quite a few areas I am concerned about. And I'm glad that we're going to the process of the Environmental Impact Statement. Just a heads up, one of the areas of concern for me is Puamana Park location, where throughout the past there have been a lot of erosion and from that erosion a lot of bones, or burials that entered into the ocean from 2017. (7) So because the County had shut down the whole park, because of that we're really looking at what would be a long term plan for that area. So I think right now, it gives us a great opportunity to be involved in a process from the beginning, especially when it comes to the cultural impact assessment that needs to be done. (7 Cont) Not only Puamana, but guard rails of Launiupoko. There's another era that is designated as a grave along the shorelines of Launiupoko (7 Cont) and I've seen the studies pertaining to the degraded areas that basically we will be part of the the ocean within the next 20 to 30 years. My bigger concern is also the Olowalu area, and all that there is a draft that went out before selected a primary areas, (7 Cont) I think, is really important that, you know, as you continue the process archaeological data recovery, that's been done quite a few times by different archaeological teams. You'll see that the area is largely clustered with cultural overlays. So I really hope that being involved in the process and at the same time being what we know on the area helpful to address those issues. (7 Cont) I'll be definitely involved probably at the 6 O'clock hour and I also will be present tomorrow at the Lahaina Civic Center.</p>	<p>7</p>	<p>5.4.5</p>	<p>44</p>
<p>Albert Perez</p>	<p>So we're glad that this EIS is being done. Right now, we're... the previous solutions shoreline hardening have been leading to beach loss. So we're glad that this is being proposed. However, there are some concerns. I'll say upfront that the EIS needs to consider: impacts on flora and fauna; air quality; noise; archaeological resources; cultural resources; scenic resources; population; housing; economic impacts; fiscal impacts; public facilities; traffic; utilities; energy; climate change; drainage, water resources, and wastewater; storm water; run-off into the ocean from the facility, the highway facility. It would also need to discuss, cumulative</p>	<p>8 9 10 11</p>	<p>5.4 5.2 5.4.5 5.4.3</p>	<p>30 2 46 39</p>

	and secondary impacts, and would need to examine consistency with state and County plans and policies, which it sounds like you're doing. Also reasonable alternatives, including a no-action alternative. Alternatives that might enhance the quality of the environment in the project Area. That's a very important one. Secondary population and growth impacts resulting from this action, And of course, unresolved issues. (8) In particular, I am concerned that the assumption that there's gonna be 3.2 feet of sea level rise may be inadequate. We're starting to see data that says that that's gonna be probably surpassed and I'm hearing maximum scenarios of 8 or 9 feet, although I'm not a climate scientist, I'm not an expert on that. But I think that the EIS needs to consider the possibility of under-design and in terms of not being high enough up mauka for the lifetime of the structure. (9) And then, of course, the further mauka you go that there are cultural sites mauka not only in Olowalu, but in other areas of the project as well. (10) There's also the potential for the existing road to act as a seawall and cause beach loss if is left in place. We want continued to access to our Beach, but we don't want the existing road to cause beach loss. (11) We need to have some way for bikeways to be involved. Alternative transportation modes. (12) Thank you.	12	5.2	3
Lucienne Denaie	The Sierra Club Maui would like to be a consulted party on this project. (13) We have concerns about historic and cultural sites/ continued public access to the shoreline for recreational and cultural use; impacts on wetland areas and native fauna and flora; impacts on kuleana land owners in Ukumehame and planning for sea level rise. (14)	13 14	5.2 5.4	4 32
Michael S. Downing# P. E.	In time there will be beach access during and when the project is finished in 2025. (15)	15	5.4.3	39
Albert Perez	How many lanes are being proposed? (16)	16	5.2	5
Ke'eaumoku Kapu	I am the CEO for Aha moku o Maui Inc. and would like to be a consulted party to this project.(17) My concern is that we need to do a cultural overlay of the entire stretch of this corridor from Puamana to Ukumehame. (18)	17 18	5.2 5.4.5	6 45
Albert Perez	The EIS needs to consider future costs and impacts if sea level rises more than 3.2 feet. (19)	19	5.2	2
Jennifer Maydan	What will be done/who will be responsible for the old highway after it is relocated? (20)	20	5.2	7

12.14.2022 - Evening Session

William Spence	<p>My name is William Spence, I was the planning director for Maui County from the 2011 to mid-2018, this was an important project that we discussed with Director Sniffen back in I think 2013 or 2014, so I'm very glad to see that it's getting off the ground so thank you very much. One comment, I have the has probably been touched on before. It is the firing range, and I think each one of the alternatives should evaluate the impacts to the range, (21) you have recreational users that really there's only two legal ranges on the island, one of them is indoors, so it's impractical for hunters and their rifles or people who like to shoot longer distances, and the indoor range is not as capacity. You have hunters that want to sign in their rifles for hunting purposes so they're safe. If they don't have a legal place to go, I think that's going to be a problem for the thousands of owners on this island. It's also a health and safety issue for the general public because the police department of the National Guard, the Department of Public Safety, and I'm told that others also use it for training purposes. (21 Cont) I can't begin to tell you how important it is for our police and our law enforcement community to be able to have a place to train and qualify and learn what they need to do to safely do their jobs. So, that's pretty much what I got. I thank you for holding these meetings, I think it is a very important project, thank you.</p>	21	5.4.11	59
Tiare Lawrence	<p>Aloha, I was I wanted to ask you about Alternative A but actually all the alternatives because it looks like where you come into Olowalu town and it starts to head up mauka towards behind Kapaiki Village, was there any consultation with Ohana Hooikaika, one of the last remaining Hawaiian families that live right there, looks like the Highway would go right in back of their house if not on their house, has there been any consultation with that family. (22)</p>	22	5.2	8
Aja Eyre	<p>Hi, this is Asja. I'm just wondering you did bring up the Pali to Puamana plan (23) and that it was used to identify the alternative routes, and for those listening that was prepared in 2005 and its on the county website. To what degree are you consulting with that, it's my understanding that there was a lot of public input given for that plan and its been there waiting to be enacted for many years. How are you using that (23 Cont) and the other question is just, is there going to be another cultural site survey done before the EIS? (24) I think the survey that we have on Olowalu is not new and it would make more sense if cultural sites surveys need to be more done are archaeological surveys. (24 Cont) I guess those two questions to what degree is the Pali to Puamana plan going to be utilized and what's the plans for the archaeological surveys before the EIS.</p>	23	5.4.1	36
		24	5.4.4	41

Aja Eyre	Alright one more question, did these when you guys do the EIS, is it going to address what would be done with the shoreline if the highway moves away? (25) If it moves mauka, does the is this talked about in the plan, is there still going to be shoreline access for fisherman, you know what's going to be done with the old road? How do you take that account in this plan and in that EIS? (25 Cont) ...Yeah Robin mentioned that the road lower road will remain open obviously during that work but in the EIS will it will it verify if there is an intention to have that lower road removed?	25	4.5.3	39
Aja Eyre	Yeah, is the EIS looking at a two-lane highway or a four lane? Or a two lane with the opportunity to expand into a four lane? (26) I mean with the Lahaina bypass it's already four lanes so just wondering I can't that's something I haven't been able to find on the website but what the width of the road is that you're seeking EIS for.	26	5.2	5
Tiare Lawrence	Was there any consideration for the when you get past right now Alternative A has you going above Ohana Ikaika house around that area, was there any consideration to continue that road and then veer off past Olowalu town up above Kapaiki? (27)	27	5.3	27
Kai Nishiki	Hi, so I had trouble seeing your map while you were doing the presentation when Genevive could or when she was doing the presentation, it was fine, it was when Robin was doing his presentation that the slides went into the small box in the corner, and so anyway I pulled it up off of your website but I just wanted to confirm the alternatives that are being and the diagram there, so section of road that you're talking about is between Ukumehame and Launiupoko? (28) Okay, I have a comment and a question about that. So, through emergency proclamations, the shoreline was hardened at Ukumehame and it resulted in extensive beach loss in the area (28 Cont) so how is that going to be addressed and I have additional follow up questions but I'd like to know that first.	28	5.2	9
Kai Nishiki	Okay but, as part of the project it seems that the loss of beaches due to shoreline hardening should be considered as far as perhaps removing the hardened shoreline in those areas. Could that be looked at as part of the project? (29)	29	5.2	9
Kai Nishiki	Okay, but you folks are aware of the areas that were I would say, that it shouldn't have that an emergency proclamation shouldn't have been used to harden the shoreline in that area and so I would definitely like that to be acknowledged by the DOT and some mitigation for the loss of those beaches I would suggest removal of the shoreline hardening and to look at how we can encourage beaches to come back to those areas. (30)	30	5.2	9
Kai Nishiki	And I have another additional comment or question, I know that our community is very concerned that where the alignment is proposed, that certain developers will be looking to use to use the infrastructure improvements that are made in the area to push forward development in Olowalu and so I want to know what measures are being taken to disallow development makai of whatever alignment is eventually decided upon. (31)	31	5.4.1	33

<p>Kai Nishiki</p>	<p>I have another question. Okay, I was looking at the sea level rise inundation encroachment area and I was just going to suggest that the or maybe it just I need to expand on this. None of the completely avoid sea level rise inundation and so is it all in the area of or mostly in the area of Launiupoko where it is not outside of that area? (32) I mean and maybe if you could clarify is the blue the light blue is that the sea level rise inundation area? On your map?</p>	<p>32</p>	<p>5.3</p>	<p>25</p>
<p>Aja Eyre</p>	<p>Yeah, sorry I didn't want to take away from Kai because she had some great question that I would have echoed as well. But one question I'm looking at the survey on there, is it all or nothing which each alternative (33) so for example and I'm not saying this as what I would recommend but if you wanted to go mauka in Ukumehame and come makai in Olowalu, to avoid the cultural sites like does it have to be does the national highway standards, are these built and you've got to take that direction I can't imagine why that would be the case, but is there a way to combine all of the alternatives? (33 Cont) Are you looking at that as well, cause there are two very separate areas, I mean Olowalu and Ukumehame, there are two different I mean fairly different issues between those two areas.</p>	<p>33</p>	<p>5.3</p>	<p>26</p>

<p>Kai Nishiki</p>	<p>So, I know that very early on in the consultation process for the bypass by cut mountain, Tiare Lawrence and I were both in attendance in that meeting and we had a huge concern that the land between the bypass and the low road thoughtful consideration was not put in early on as to what the exact plan was and so now exactly the fears that we expressed that at that meeting several years ago have come to fruition, and I know anyone who lives in West Maui, you drive by Cut Mountain, and you see the disgusting unsanitary condition of that property and it is horrifying that nothing has been done to address that and you know the state and the county kind of just point fingers at each other and there's issues with like disposition and who has authority to do what in the area but in the meantime our community is left dealing with, I mean my brother's a firefighter, and constantly, they are being called for car fires and trash fires, and all kinds of illegal drug activity and it's a disaster, (34) so I would hate to see that happen I mean it's already happening all along the current the current highway there's all the houseless and cars all along our shoreline and all in the bushes all along that area and I just think that it needs to be a huge priority that that consideration and a plan is in place before we just move the highway (34 Cont) and just everyone goes on their merry way because we can see what happened at Cut Mountain and that cannot be allowed to proliferate and I really do think that it was no one really taking Tiare and I seriously when we brought up that concern you know like everyone just kind of like just like "Aw yeah don't worry about it we'll figure it out" and now you can see it wasn't figured out and now our community is left with this disastrous disgusting mess that who's gonna clean it up and our resources are being you know our fire department and police department are having to put resources into dealing with that situation that could've been avoided if a plan had been put in place and secured the area and work with organizations to make it a beautiful and well maintained area for our shoreline users and now it just like when I go to the beach or I ask my teenage to join me at the beach, like they won't even come over there because their scared their cars are gonna get ripped off or they're gonna step in doo doo or it's just really gross so I just hope that a more thoughtful approach is taken to address this. (34 Cont) Thank you.</p>	<p>34</p>	<p>5.2</p>	<p>10</p>
<p>Aja Eyre</p>	<p>Thanks again, so, you mentioned that the EIS would not address the abandoned highway but I'm wondering why an Environmental Impact Statement wouldn't address what's being left behind because if the highway's moved it doesn't just impact where the new highway is, it impacts what's being left (35) and what Kai was saying is the impact of that area going to be left makai of the new highway so is there a reason why that cannot be addressed in the EIS? I'm also along that just the drainage in wetlands I'm sure you guys have provisions to addressing drainage issues and wetlands in the EIS.(36) So sorry, two questions again, and I think that's my last one.</p>	<p>35 36</p>	<p>5.2 5.4.7</p>	<p>7 49</p>

Tiare Lawrence	<p>Aloha, I just wanted to provide comment for the Olowalu area as a lineal descendant of that area. I'm really concerned about a big highway just impeding on Kawailoa Heiau and the petroglyphs, I just feel that all of the other alternatives besides Alternative A would just basically take away the.. you know when you're up there, it just doesn't sit well with me that we're going to put a highway near these significant cultural sites that area very special and so I know for myself and our family and Aha Moku and other Hawaiian Organizations that we are very adamantly opposed to you know the mauka preferred alignments and so I just wanted to put that on record tonight. (37)</p>	37	5.4.5	46
Kai Nishiki	<p>Will you please, well first I want to say that I fully advocate for the realignment of Honoapiilani Highway. It is sorely needed and instead of temporary fixes, this is a long term thoughtful approach to addressing sea level rise and coastal erosion in the area and Tiare Lawrence and I had camped out at Olowalu and many of the signs that we had when we were protesting against further shoreline hardening and revetments proposed in the area, was to move the road so, I just wanted to let you folks know that I fully support the realignment, I just think that there are concerns that we need to address and I wanted to know what and who will guide what ultimately is proposed in the EIS as the preferred alignment because normally I understand that there are usually you know you start out with seven or eight you narrow it down to two or three and then what gets proposed to look at in the EIS is a few different alternatives so I'm so sorry if that is on your website and I just didn't look at it but could you explain a little bit about like what the process will be and who will guide the ultimately what the preferred alignment proposal will be? (38) And I that I also like to volunteer Tiare and myself to be on any working groups or any kind of sessions that you have on that. Thank you.</p>	38	5.3	26
No Name Given	<p>Just a quick question, are the recordings of these webinars going to be available on the websites, and the other question is the comments that were made tonight, do we need to put these in writing or are you guys taking notes enough that the comments made tonight and tomorrow and the in-person meeting and the earlier meeting are those already taken into consideration? (39)</p>	39	3.1	Process Question - Answered in Session

12.15.2022 - Evening In-Person Session

Darren McDaniel	<p>Super quick question was like slide 2, I am a sucker for details, so the primary purpose, I noticed that the word primary was on there, are there other purposes besides the primary purpose of moving this because of sea level rise or are there any other purposes that are not aware of that are involved with this? (40) You mentioned benefits in there, sorry sucker for details, so again, what are the benefits outside of moving this road for sea level rise that we are getting from this? I am trying to be specific with this. I need some specifics if you don't mind because I am trying to be educated about this. So would it be fair to say for the record then that the only reason that this road is getting moved is for sea level rise, safety, and possibly inured some congestion or basically relieve some congestion and that would be the scope of the reason. (40 Cont) Is that fair to say or is there any other reason that we want to address? Got that, just want to make sure on everything else, thanks.</p>	40	5.2	11
Alison Wolford	<p>I am the second sucker for details. Um the picture before this, is there any way we could have a little more landmarks to exactly where these roads are? (41) Like when we drive this road, we see Leoda's and the firing range and things like that so. My name is Alison Wolford. Okay, some of our questions are related to like the locations of everything, like the firing range ...[in audible]</p>	41	5.2	12
Mark Dicos	<p>I was just curious the primary reason is to get out of the sea level rise zone. I'm just a little bit concerned that most of these alternatives, I mean this is, you know, this one is still in the SLR-XA zone, at least 8% and the SLR-XA is the 3.2, and we know the 3.2 is from the 2014 worst case scenario and the new NOAA models are showing 4 feet as the intermediate, the 80% probability, so if we go back I don't know what the percent of the first alternative. It looked like at least um at least 25% was in the SLR-XA just seems that given that the amount of money and the amount of effort to move this road out of the hazard zone that the 84% avoidance ok you know you basically this is using 3.2 and that's the full flood, you know, doesn't take into account what we are seeing now which is the high tide, the spring tide, and the storm surge and which is having a effect so I just is there going to be, sort of, Is the EIS going to show perhaps different uh sea level rise models that maybe are more updated and is that a concern if we are going to be in this situation again in possibly 30 years? (42)</p>	42	5.2	2

Art Palaci	Hello, my name is Art Palaci born and raised in Maui. I have a solution to the problem of uh where the water coming over the highway by Ukumehame, Olowalu, and Launiupoko and it be one simple design on how to uh fix that problem because [this is a design to put on top of the wall and dakine is like 180 with stainless steel pipes one here and go back to the ocean. (43) See that? Like this, Lanipoko put on top the wall, water come up like this and the water go back to waterline. Yeah like, 180 but can make them longer, only see water come up, understand this project? More easy down the road. Got to use stainless stee, don't rust for like 40 years, okay? That is my solution.	43	5.3	28
Jason Wolferd	Good evening, Jason Wolferd, question is in regards to the alignment so far that I have seen we've talked about Ukumehame area and the firing range is right there. So far, all of your designs either run through the firing range or above the firing range, is that correct? Okay. Directly beside there, you have protected wetlands all through there. That's why the national guard a year and a half ago tried to resurrect to be able to use their firing range there, 600-yard range, and they were stopped from being able to do that so I was just kind of curious if our military cannot use the wetlands how are you even going to accomplish being able to build a highway though wetlands? (44) Okay, that I was under the impression that it already is because that is why the national guard was stopped from using this [source 27:31]. Okay.	44	5.4.7	50
Mark Dicos	Mark Dicos again, I just wanted to address, I think the SLR-XA does take in the elevation um so and just elevating the road isn't going to address the erosion line hazard, right? it is going to eat away at the foundation so um I just think there is a great opportunity here to um to restore natural shoreline, which I mean we lost 4 or 5 miles of beaches in Maui um in the last few decades so this is a rare opportunity we have potentially 7 miles of shoreline from Puamana to the Pali so it's a great opportunity. (45) Yes, we are putting people out of the hazard zone, uh realigning the highway, but there is a real opportunity to then restore that shoreline back to a natural shoreline, so allowing it to recede like normal shorelines do and then um so I think as a second objective, I know it is not the primary, I think that restoration is of huge value to the people of Maui and of course having access to that shoreline as well from the new highway. (45 Cont)	45	5.4.3	38
Chris Brown	My name is Chris brown. I just have a quick question, is the Ukumehame firing range going to be able to stay open or will that have to be closed because of this realignment? (46)	46	5.4.11	59
Kahiki Niles	Hi, Aloha, I am Kahiki Niles from Lahaina um and e kala mai if you guys had already went over this, but um I was just wondering if the roads are going to be raised roads like on pillars or are they going to be flat roads like how the bypass is? (47) Um yeah, that is my question.	47	5.2	13

Ke'eaumoku Kapu

Aloha mai kakou Keamoku, um I know we looking at, you know, the best way to try to figure out how uh these roads gone be put in. Similar to what is happening right now, over the bypass is in you still get Honoapiilani Highway on the bottom which it doesn't alleviate anything. A lot of people would rather use the bottom road and come out where it ties in where it merges again so that's kind of a major concern because along the shoreline over there you get a lot of recreational users that just basically jumping over the railing doing whatever they please to do. (48) Puamana is being inundated right now on shoreline erosion and the county uh they basically shut down Puamana because of burials, (49) the 12 boxes that was reentered at Puamana Park and as you go towards guardrails we have an old 1883 map that shows more additional graves alongside that area too going toward Laniopoko so anywhere from Puamana all the way to Olowalu when you hit Olowalu, man, you guys got to have your guys eyes on the ground because there's a lot of anomalies and I don't know whether or not you did some studies with [kipuka 32:10] Kipu got data base, will give you a kind of a background on how many land [commission or what you may be impacting in that area and with land commission or what 32:20] royal pact things you definitely going find burials in that area so I'm not trying to be the devils advocate but the bottom line boils down to when you do the feasibility study for this whole area you got to kind of brush this with a fine tooth comb because all the way through Olowalu you going come up with a lot archeological sites, possible burials and all those things.(49 Cont) Ukumehame that's another issue and I don't know whether or not office of Hawaiian affairs going kind of intervene but that is ceded lands and we seen to much of our lands just basically be taken away because those lands are supposed to be for the benefit of native Hawaiians uh private ceded lands [something 33:02] help housing and education as well so I really hope that something is really done and to really look at this area as a primary resource. I know we talk about bringing back the natural beauty of the shoreline and the tradeoff for me is like you know we going bring back the shoreline but we going create more mess up mauka so on the [unheard 33:33] of Maui I like to still be a consultant all the way across the board when you guys get into these areas and also work side by side with the archeologists too, thank you.

48	5.2	10
49	5.4.4	42
50	5.4.5	47

Aina Archelogy that is Tonya Lee Greg. There's also two other Archaeological data recovery's that was submitted, one by Paul Rosental back in the early 80's I think so there is a whole different scenario of archeological data recovery that was basically done for the Olowalu area and we all know what Olowalu is right? The Massacre of Olowalu. (50) That was one of the most hardest things that our families still face today when Metcalfe came and slaughtered everybody in that area so lets not forget about that we start talking about safety and all those things let's talk about history, let's talk about degradation, let's talk about genocide, let's talk about all those kind of things because we can't just wipe this thing clean and not think that this is important because it is still important to us, the lineal descendants that are still here today,(50 Cont) thank you.

Darren McDaniel

My name is Darren McDaniel for the record, some of my friends call me crazy white Darren, there is a reason behind that. Um the reason behind it is, it is just I get a little choked up when I talk about this because I guess everybody dies, we are all going to die, we are going to leave some legacy behind and what we say means a lot and how did we get here? Why are we in this position right now? And to me it is pretty simple and it's a curse I have, I can't stand it, it makes me crazy. 97% of the world counts, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. I don't. I count 1, 2, 4, 8, 16, 32, 64, 256, 512. Same 10 periods but one went from one to 10 and one went to 1 to 256 and that is something called exponential growth and it is what is going on in our world and it is what is causing all of this, it is why we are here and why we have to move this road and it is the only reason we're here is because of exponential growth and it is not a disease, just to here in Maui, it's a disease all throughout the world. We are growing at 2.2%. If you look at the stats in Maui I think it is close to 5, 6%. West Maui alone is just booming so that's a population that goes from 50,000 right now to 160 in Maui, now we are going to be 320, what's the doubling rate? Everybody know the formula for that? It's pretty simple. You take any growth rate and divide it into 72. If we are at 2.5% you divide that into 72, we are doubling almost every almost 30

51

5.2

14

something years so when you take these metrics that were done in 2014, they are outdated because we haven't addressed the root cause yet and when are we going to do that? When are we as a society, when are we as West Maui going to grow up and going to say, you know what? This is not how we should live. We got to figure out how to stop that growth. There is a planning commissioner that unfortunately is on this, has this thing that growth is inevitable, growth is inevitable, that's what she said to me. I wanted to throw up in my mouth when I heard that. It is not inevitable. All it takes is a human conscience to say you know what? I am going to be responsible for me and my community and I am not going to participate in this exponential growth. Frankly, the only people I want to see breathing these days are my Hawaiian friends till we get a population back to more than 50% of Hawaiian blood on this island, you know, I don't belong here, but that's what's right and that's what's just and if those are the last words I say before I die that's my legacy anyway is that that's how I want to live my life. I'd encourage anybody to stop looking at this and when you are doing this and if its going to be built that word sustainability with the greenwashing, man, if you don't address the growth, it is exactly that, it's just greenwashing and that's what I asked, this road is being built for growth? (51) Or there's any intention, if that is the last thing I could say to anyone's plan, "oh yeah we are building this to accommodate growth" you are part of the problem, you are not part of the solution at all so I would really encourage you to think about that when you start and look at this project and say "how could we build this to make a sustainable community" and leave it at that, I will stop it at that. Thank you so much.

Nameaaea Hoshino	<p>Aloha My name is Nameaaea Hoshino, long time kuleana families from Lahaina. Was raised in Olowalu as well too with my ohana the Noikaikas. You know, it's very hard to look at this plan because 20 years ago, or more before that, um a hospital could have been built and we are living out the situation right now but with the plans is very sketchy because what is going to be the next plans after this by-pass, this uh road that is being built? Because if you look into developing coming up in Olowalu, I won't support it. I won't support this because this going be detrimental to our resources especially how much water that should be coming from Olowalu and Ukumehame you know, we have families like the Palafox, Tosh ohana's that came to Naiakane and mentioned that their aina is going to be in jeopardy. They gonna have that road that is going to be above them and right now where the highway is right now by Ukumehame is right next to them and so I know there was talks about it, some of the families did come and mentioned about that and so you know you guys are in a tough spot. (52) Like for me, you know, if sea rising coming, it's coming. There's nothing that we can do about it, I'll tell you that because... but if we continue to push this type of thing that is going to hurt us and the next generation yeah, I think we the now having talks about the hospital that's really that's now coming up right now it's really a push back and a slap in our face that that should have been talked about way before this. That should have been talked about. The hospital should have been talked about because it alleviates all the things that we have here on Maui, we only have one hospital, one hospital, and still, we didn't make the choice of building a hospital in Lahaina and so that's my concerns and my comments. (53)</p>	52	5.4.7	51
		53	5.4.1	34

Mark Dicos

Thank you, I don't want to hog the mic here, Mark Dicos again, and uh I mean certainly all the cultural aspects need to be taken into account, I am not an expert in that and hopefully there is an alignment that can mitigate those impacts but um again, this stretch were looking at here, Olowalu it is adjacent to one of our prized possessions, the Olowalu reef, which has been slated as the number one priority for restoration and protection. (54) It is 1000 acres. It certainly the existing highway is impacting that with the shoreline hardening um but with the realignment, whatever that realignment ends up being, I hope I know there is some discussion with other stakeholders where there could be some added values you are basically making a line across there the biggest threat to the reef there is sediment runoff from brown water, storm water events, so when you run a line across there you have an opportunity to intercept that and prevent that from reaching the reefs (54 Cont) so whether that's slowing you know, army core has a tendency to direct that water to a storm water channel as quickly as possible so it shoots out to the ocean. We know the impacts that has um so if there are opportunities to design it where you're slowing, spreading, soaking that water so the sediment is trapped it then recharges the aquifer which is another huge benefit um to that. (54 Cont) I just think there's design value to address not just you know, a low impact realignment but to address the stormwater, possibly a fire break, (55) maybe, you know, some vegetation on that mauka side that can prevent the fires from coming down and um then you know on the makai side, I know that is not your guys purview but there's been talk about restoring the wetlands down there so those become functional again and I just hope that is part of the big picture when either part of the EIS or part of the design process and those stakeholders that have knowledge, you know, perhaps a private-public partnership so that you can leverage funds in the design so that you can achieve multiple uh benefits, not just uh protecting the drivers. (56) Thank you

54	5.4.7	52
55	5.4.8	55
56	5.4.7	49

Ke'eaumoku Kapu	<p>Keamoku Kapu again, um mahalo for all of this um mana'o that is being shared. So, I gone give you one perfect scenario, once the by-pass from um Lahaina Luna to Launiupoko, everybody, commercial industries gone hit the shoreline, so we talking about regenerating the shoreline, I like what uh Dave said because we got to address the population growth because we get people coming, not just from Lahaina but more from the other side, yeah, and they operating surf schools abundantly along the shoreline so how are we going take care of the shoreline if we are going to allow those things to happen? (57) Once you put in the by-pass most definitely. I see Olowalu, I know what their plans are. They are trying to push the by-pass mauka so that they can privatize the beaches so these are the kind of things that we always get left out, us, all of us, the community, the people that live there, the people that have been living there for generations and we tired of being second class citizens already so bottom line I am letting you know if you guys gone create something, if that road gone disappear, cause that's the only way that thing is going to ever alleviate any kind of issues and then at the same time again you got to figure out what kind of anomalies you going hit mauka when you start doing the mauka realignment so it's like a double edge blade over here. (58) You guys got to be real makaala and have some future plans that will be, yeah, like how Mark was talking about, replenishing the shoreline. Once this road is put in, watch everybody nail the damn shorelines, everybody. Right now, Ukumehame, they already get one loads of them, you get kayak tours, you get longboards, you get people going in areas they never went before. All [unclear] grounds, all fishing grounds are being destroyed, why? Because you get people who feel they have the public right to do whatever the hell they like commercially, so if you are going to address these kinds of things, you'll address the population growth, address to figure out how you gone downsize on this. (57 Cont) A coral study was put together by the county to try to address those issues pertaining to these so called "operation companies" that are derogating our shoreline and nothing has been done yet so it is just a kind reminder, yeah, we looking at the best possible solution for everything but I see more problems than solutions, thank you.</p>	57 58	5.2 5.4.4	14 42
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Jason Wolford

Jason again, looking at your timeline here, you have construction slated at starting 2025, is that correct? (59) If everything goes as according as planned, how do you view that construction work being done? Is that going to be started after the by-pass, the north end of the bypass is finished? Because we're going to have to deal with construction there, the construction of the bypass which is supposed to be done, or should have been done long ago (59 Cont) and still hasn't done yet and I understand that project is shut already and there is supposed to be money for that so are we going to have to deal with traffic from Ukumehame all the way to the bypass and then as we try to go north to our homes again deal with even more construction and more congestion? (59 Cont) Has that been taken into consideration in your start plan of the construction? [question can't hear 48:41] That project is supposed to be completed before even [inaudible] the EIS is [inaudible] so why is this project not being done? Now you are jumping ship to another project, but you still haven't finished what you have already started. How are you not finished this project in your timeline? So, is the funding from the bypass going to be diverted to this? (60) Is that going to be diverted to this like the new bypass? If it is a state law that those funds are used for that, how can those funds be diverted if the state law states what it must be used for? How are you getting around state law? ... why is this project not being done?

59	5.4.10	57
60	5.2	15

Sen. McKelvey

My predecessor discussed it before she left, when we passed the rental car tax law was for the Lahaina by-pass north so to say it is completely dead? No, we are definitely, my representative and I are going to be having this conversation Robin at the legislature this session because the Lahaina by-pass north was supposed to be ready to go, I mean, you said the EIS was done, you guys had it on your website a little while ago, before COVID you were looking to put it out for RFP for construction. Now, I understand that we have to deal with the ocean situation but, you know, you can't just simply say "okay well we are not going to do that at all" and you have a hospital you have DHHL Honokowai project you got Pualelehua coming up there so we will defiantly need to have this discussion this session and I have been talking with my colleagues about it and a good representative over here has been as well. So I know we are here for the NEPA, for this but there's no hard decisions being made by the DOT unilaterally okay, with all due respect so because at the end of the day we passed this law in tax and rental cars for specifically like this gentleman said so you can't just simply pull the plug

61	5.2	16
62	5.4.7	49
63	5.2	9

and Paia by-pass by the way which I know is on the tip on some of the out years doesn't even have any identifiable route, no buy in from the private land owners and I'll just say this for the NEPA record, you're being really unrealistic if you think you are going to get construction going by 2025, you've got a lot of issues, Keamoku just touched upon some of them already, you've got a cultural issue, the original by-pass this phase here was set back because of the archeological terraces and so you had Brennan Morioka had to sit down with the native Hawaiian community and the had to do a realignment of it and so I think realistically, you know, you're going to have to be more realistic in the timeline. (61) Meanwhile you have a shovel ready, project ready to go and I am going to keep this conversation with our new congresswoman, Tokuda, who took up to Keawe street. All of our growth is occurring up there right now and proposed to go up there. Are we going to tell our beneficiaries for Honokowai lots that no, you are going to have to wait because there is no alternative access potentially for you guys to tie in? I mean, so it's not a done deal I mean I respect the fact that we're here just for this and the NEPA but I want to make it clear from the policy making, the legislature, the house and the senate that, you know, getting the bypass north going has to still continue to be a priority so I appreciate the fact that we're here for this. To get back to the NEPA and this, I think your timeline is highly unrealistic. I don't think you will be doing construction by 2025. I mean, look at all the agencies that you have to consult with and Keamoku brought up, you are going to have to OHA is going to have to be involved, there's ceded lands on there, (56) it's maybe not in the wetland inventory right now priority so I appreciate the fact that we're here for this. To get back to the NEPA and this, I think your timeline is highly unrealistic. I don't think you will be doing construction by 2025. I mean, look at all the agencies that you have to consult with and Keamoku brought up, you are going to have to OHA is going to have to be involved, there's ceded lands on there, (61 Cont) it's maybe not in the wetland inventory right now but if there is potential for wetland restoration, is that going to trigger potentially additional federal permits or lengthening of the time? (62) So, I mean, I think that as you discuss the alternatives, you should probably look at the fact that to do this project, you may need to piece meal it out, you may need to look at areas on the alternatives that aren't going to be so involved, I mean, you just hit the little bit of the surface today and then there is the issue of decommissioning the existing road which has been brought up. Are we going to keep the sea walls in place that are causing all of the erosion exasperation, or will there be a plan for removal of the walls and or partial of the road so that eventually you only have one route going on the mauka and not have two roads? If it's not, and you guys are going to be keeping that lower road, what is the game plan for keeping it in use? Is it going to be more sea walls and hardening? (63) I think that the community is not going to be very happy about that and will want to be consulted so, you now, again, it is the first step for this project alone but, you know, I think that we want to discuss the fact that we've worked hard over the years for the Lahaina by-pass north and we are simply not just going to toss it aside so, appreciate your thoughts, thank you.

Darren McDaniel	<p>Keamoku guys, real quick, and Mark Dicos, it is really a pleasure to put a name to the face because I recognize that mark has been doing a lot of work out there on that reef and I've dived out there a lot and you know, when you talk about taking care of the aina, that's one thing when I look at that road as being a horrible, horrible design from the start. It was so close to the ocean so, if you were to ask me if I am a proponent of moving the road, I actually am um because of the fact you see the break dust, the petroleum. Every time roll over to Ukumehame, how many people see uncle washing his car into the stream? And you see all the uncles is right next door fishing out there, you know like god, you know, it's just heartbreaking, petroleum going in there and just killing off the reef and everything else so I'm a big proponent of moving to road actually, um taking the growth thing and getting off topic out of the equation, which is very relevant mind you, good. It must suck to be in your shoes, I'm so sorry, you guys got one hell of a job over there, let's keep it real, but move the road, but yeah, why don't you get rid of that purpose of doing it for sea rise and make it 100% about improving the environmental and cultural impact of the lower road. (64) Just keep it that, our entire intent to move that road is because we want to improve the environmental and cultural impact of that road. Now, that's a tough one, with the cultural impact, that's why I am saying it's hard to be in your shoes, but otherwise, I would like to encourage you guys to consider that. I think that is the right way to go right there, is do it for the environmental and for the cultural impact, not for the sea level rise. (64 Cont) Just do it for the reasons, for the right reasons. All relevant.</p>	64	5.2	17
Ke'eaumoku Kapu	<p>I know you guys talked about funding and all that federal money so, does that mean that once those monies come in you guys going have to be compliant to the 106 consultation process? And if so, where the party? (65) Mahalo.</p>	65	5.4.4	43
Mark Dicos	<p>Thank you, Mark Dicos again, uh just two questions, one, is the EIS just going to deal with the realignment or is it going to include the makai portion, like the P2P plan area? (66) And question number two, just following up on our representatives, uh is there any plan for the lower road that you can discuss here or alternative plans for the lower road? (67) Thank you.</p>	66	5.2	18
		67	5.2	9

Comments Received Via the Website			
Jennifer Maydan	Thank you for the informative project specific website. I suggest one correction related to the West Maui Community Plan. It was adopted by the Maui County Council and finalized in January 2022. It can be accessed here: https://westmaui.wearemaui.org/ (68)	68	5.2 19
Terry Lewison	My personal residence is located at 45 Kehalea Place, Lahaina (Ukumehame). Do you have a map that you can email me in PDF that shows in more detail the potential routes that the State is considering for the highway realignment? (69) Thank you	69	5.2 12
Carter Barto	I live in Pukalani and work in Lahaina, I travel his highway twice a day, 4 days a week. It is imperative that we take action ASAP to move the portion of the highway inland, preferably the MOST Mauka option. And PLEASE make it 2 lanes in each direction (70) from the pali all the way into Lahaina town, and extend the Bypass north to Kaanapali at least, ideally all the way to the Kapalua Airport. There are several LARGE new communities planned for West Maui, (70 Cont) one just off the bypass (already under construction) and the even larger community planned for the land Mauka of the Highway in Honokawai. We NEED to improve our road ways now BEFORE the traffic nightmares ensue from the added traffic these new, and very much needed, communities are built. (70 Cont) Again, beyond moving the highway Mauka, we NEED 4 lanes for the Highway, two lanes is not enough for even the existing usage of the highway during peak tourism seasons, and is a threat to the health and prosperity of all Maui residents and visitors alike. Mahalo for considering these thoughts.	70	5.2 20
Nikolaus Nielsen	Hi, I own a farm in Ukumehame. 550 Ekehene, Lahaina, HI 96761. It appears that the purple route will travel right through my property? Could you tell me what alternative is furthest away from my property boundary? (71) Also what is the plan for the numerous squatters that have built structures in the right of way. (72)	71	5.2 21
		72	5.4.2 37
Raymond Ishii	Aloha. My name is Raymond Ishii and I am the President of the Valley Isle Sports Shooters Club (VISSC). VISSC is one of the original clubs authorized to use the Ukumehame Shooting range and over the last 32 years, our club with the support of the civilian user of the Ukumehame Shooting range has maintained and made many improvements including building the pistol range, The Ukumehame Shooting range is the only public shooting range on the island and is used by thousands of sportsmen and women every year. (73) In addition State and County Law Enforcement, and the military also use the range.	73	5.4.11 59

	We recognize the need to move the highway inland and we are concerned that such a move may impact or close the range. The range is located at the beginning of the proposed project and if the plan is to build in the undeveloped area between the existing highway and the rifle and pistol range and not effect range operations. (73 Cont) I believe that would be a reasonable accommodation and most of the shooters would not object to it. However we have heard rumors that the plan might move the highway closer to the mountain and shut down the range. This is would be very unacceptable to all the sportsmen and women's who use the range as that is the only legal public shooting range on the island. (73 Cont)			
Lily Villarin	I am for moving the highway but please do not move the highway through the firing range. The ukumehame firing range is the only place we can safely practice shooting. Please do not shut down the firing range. (74)	74	5.4.11	59
Tracy Samio	I'm a resident of Maui for the past 22 years, for the past years other firearm owner's and myself have been fortunate to use the Ukumehame Shooting Range. This is the state's only shooting range, I understand that they want to make improvements to the highway, there is room for both the highway and the shooting range. Please don't make changes that will jeopardize the only existing state shooting range. (75) If the plan is to route the highway through the existing range, please have legitimate ideas of a new location for the shooting range.	75	5.4.11	59
James Revells	I have been going to the shooting range for the past 20 years as a member of VISSC. The range is used by the community, MPD and shooting clubs. The area is the only public range that is opened in Hawaii at this time. The range serves as a recreation area for many of the public. Removal of the range is not an option for many of us. I would like you to take this into consideration as businesses will be affected by its closure as well as the shooting community. (76) Moving the road back 3/4 of a mile will force the removal of the entire shooting complex. I would be in favor of using the plan that calls for moving the road 100 yards inland of the existing road.	76	5.4.11	59
James Revells	As I understand it, the County has been sitting on the Federal funds allotted this project for a number of years. I can only imagine how much the costs of doing this improvement have risen during this period, The County's response is to place the road in areas already in use by VISSC, MPD and a trap shooting clubs. Up until a couple of years ago, a lot of people involved in County business didn't know the complex existed even with the large sign posted just off the highway. I've been going to the range for 20 plus years. To take away the facilities there would take away a valuable space where comraderies happen, friendships formed and recreation is had by all attending. (77)	77	5.4.11	59
Bob Schmidt	As Deputy Director of Environmental Management for Maui County, our interface with this project will be Olowalu Transfer Station. Re-entering the highway during heavy traffic can be difficult, especially turning left. Assuming traffic counts will be done for this intersection and merge lanes might be incorporated as deemed appropriate. (78)	78	5.4.9	56

Richard "Dick" Mayer	BACKGROUND: For 34 years I taught economics at Maui Community College from which I retired as a professor emeritus; I have served on the Maui Planning Commission; I was the Vice Chair of the Maui General Plan Advisory committee which formulated the Maui Island Plan; and for many years I was the Maui representative to review Maui environmental documents for the University of Hawaii Environmental Center. RECOMMENDATIONS: I believe the following items should be contained in the Final Environmental Impact Statement for the Honoapi'ilani Highway realignment.	79	5.2	2
		80	5.2	5
		81	5.4.7	54
		82	5.4.6	48
	1. The maps in the preparation notice indicate a very conservative 3.2 ft sea level rise. I recommend that in the Final EIS that two additional lines be placed on all the maps to help guide in the selection of a proper Highway alignment. I would recommend a line ALSO indicating BOTH a 6 ft. and a 10 ft. ocean level rise. (79)	83	5.3	29
<p>Given the fact that a highway of this type is expected to operate at least through the 21st century, it would be wise to locate this major and expensive highway at an elevation that will be safe from sea level rise of more than 3.2 ft. Drawing 3.2' 6' 10' contour lines on ALL the maps, indicating higher sea level rise potential, will guide the selection of a proper alignment more effectively. Lower elevation alternatives can be more easily discarded for further consideration.</p>				
<p>2. The Final EIS should include a right-of-way that would permit a highway with two lanes in each direction.(80) This highway will connect the very important West Maui tourist area (a major State economic resource) to Maui's airport in Kahului. It can be expected that there will be considerably more traffic in the future such than a single lane in each direction would be inadequate.</p>				
<p>3. Because this mauka highway will traverse a route that is quite a distance from the existing coastal highway (that will be alternatively purposed) and the coastline, there needs to be a provision made for connecting roads between the new mauka highway and the coastal highway and coastline every 3 miles. (81) These connecting roads are essential and should become components of the new mauka highway and should be included in the Final Environmental Impact Statement.</p>				
<p>4. This very long highway from the Pali to Launiupoko will need to have a number of amenities that should be included as part of the Final Environmental Impact Statement. The following should be located and described in the Final EIS: Scenic pull-outs and parking for viewing, some picnic spots, rest spots with bathrooms (which may need a water supply), etc. (82)</p>				
<p>5. Given the prohibitive cost of creating a fixed-rail route between the airport and the West Maui tourist area, it is highly likely that at some point (sooner rather than later) a major investment will be made in establishing a better bus system between Central Maui and West Maui. (83) These busses will traverse the entire the entire new highway alignment and therefore it is necessary to indicate at least two or three stops along the way where the busses may be able to pull over safely. Certainly, there needs to be a stop on the highway above the present Olowalu town.</p>				
<p>Hopefully these recommendations will be helpful in completing an excellent Final EIS.</p>				

Charles Augustowski	As this project will be taking so long, I would prefer to see the Lahaina Bypass road completed prior to this construction beginning in 2025 (84) which is the earliest time that Consgruction is hoped to begin. Completing the Lahaina Bypass road would save lives as well as money with reduced accidents (and potential death), especially on and at the intersection of Keawe and Honoapiilani Highway and the heavily traveled part of the highway between Lahaina and Kaanapali. I beg you to please guide the completion of there Lahaina Bypass NOW (restoring funding) before we see more accidents resulting in people being seriously hurt.	84	5.2	20
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Mahesh Cleveland	Aloha, As detailed in the Earthjustice comment letter emailed to Ms. Genevieve Sullivan on December 23, 2022 (which cannot be attached via this public comment portal), Earthjustice submits the following scoping comments on the environmental impact statement ("EIS") for the proposed Honoapiilani Highway Improvement project for West Maui, Ukumehame to Launiupoko ("Project").	85	5.4.1	35
	Under both federal and state environmental review laws, the EIS for the Project must analyze the growth-inducing indirect effects of facilitating development or other changes in the pattern of land use caused by increasing traffic capacity through the Project area and realigning the highway mauka. (85) The EIS must specifically consider how realigning and widening the highway would allow for development in Olowalu Town along the lines of the development considered in the 2015 Olowalu Town Plan FEIS.			
	Please refer to Earthjustice's emailed comment letter for further details and discussion, including factual and legal citations. Mahalo, Mahesh Cleveland, Earth Justice			

Comment Letter – Maui Tomorrow Foundation (12/20/22)

Albert Perez	Comment: Maui Tomorrow is pleased to provide the following comments on the subject EISPN. We also request that we be considered a Consulting Party on this matter.			
	1. The EIS should take into account the latest projections for sea level rise, and should not restrict itself to a 3.2 foot sea level rise scenario. (86) It is our understanding that the latest models show a comparable prediction of 8 feet of rise by the year 2100.	86	5.2	2
		87	5.4.7	49
		88	5.2	3
	2. The EIS needs to evaluate the costs and impacts of underestimating the amount of sea level rise. (86 Cont)	89	5.2	9
		90	5.3	29
	3. Wetlands, contributing watersheds, and drainage facilities need to be surveyed, mapped, and discussed in the EIS. (87)	91	5.4.1	35
		92	5.2	10
	4. As the sea level rises, existing wetlands will need room to move mauka, or their functions may be compromised. The EIS should evaluate the possibility of providing mitigation by acquiring land for mauka migration of wetlands. (87 Cont)	93	5.4.3	39
		94	5.3	26
		95	5.2	17
	5. The EIS should weigh the costs and impacts of including a bikeway and beach recreational areas, as well as access to both along the highway. (88)	96	5.4.7	53
		97	5.4.1	36

6. The EIS should weigh the pros and cons of leaving the current highway in place. (89) Specifically, the EIS should discuss the likelihood that if left in place, the existing highway may eventually function as a hardened shoreline, with consequent impacts including loss of beaches. This is extremely important, because most of the West Maui coastline is federally designated critical habitat for the endangered Hawaiian Monk Seal. See the following links for more info: (<https://www.fisheries.noaa.gov/species/hawaiian-monk-seal>) and (https://media.fisheries.noaa.gov/dam-migration/monk_seal_ch_maps.pdf)

7. The EIS should address the possibility of providing 3 travel lanes, with one lane used for mass transit such as buses, and with mass transit vehicles being given priority signaling through the Pali tunnel. (90) The EIS should discuss the possibility that this alternative may increase the attractiveness of using mass transit as a travel option through this transportation corridor.

8. The impact on land use in the area makai of the new highway needs to be addressed. The degree to which each alternative may induce and/or facilitate development needs to be thoroughly analyzed. (91)

9. The EIS should address impacts on the presence of police and conservation officers in the area makai of the highway. (92) This area needs to be kept accessible to fishers, surfers and other shoreline users. (93) It also needs to be kept safe from criminal activity. Environmentally damaging activities such as dumping of cars and litter need to be prevented, (92 Cont) and the area needs to be kept free of development so that it is ready to accommodate sea level rise. (93) The EIS needs to discuss each of these issues in the context of each of the alternatives.

10. The EIS should look at the possibility of using some elements from different alignment alternatives. (94) The recommended alignment should not be based solely on avoidance of sea level rise, but should take into account land rights, including the interests of the heirs of allodial title holders; cultural sites, cultural access, and cultural practices; and recreational and residential access. (95)

11. The EIS should address more than the runoff generated by the highway itself. The EIS should explore the opportunity to coordinate with mauka landowners on projects that can mitigate drainage impacts from areas mauka of the highway. The EIS should also address the consequences of failing to undertake such coordination (96) - a situation that currently exists, as is evidenced by clogging of Hawaii DOT drainage infrastructure with silt and debris whenever intense storms occur; this situation reduces the effectiveness of said drainage infrastructure, and may cause damage to the roadway itself when water is forced to find other ways around it.

12. The EIS should address the plan's adherence to the West Maui Community Plan and the Pali-to-Puamana Plan of 2005. (97)

Comment Letter –Earth Justice (12/23/22, see attached original letter for full text)

Mahesh Cleveland	Federal and state law require that environmental review for the Project analyze the growth-inducing impacts of realigning and widening Honoapi'ilani Highway, including the potential for the Project to facilitate development along the new transportation corridor. (97)	97	5.4.12	60
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<p>In November 2015, notice of a final environmental impact statement ("FEIS") for the Olowalu Town Master Plan ("Olowalu Plan") was published in The Environmental Notice. The Commission voted 6-to-1 in favor of rejecting the FEIS. The Commission noted that the FEIS's traffic impact assessment report was based on widening the Honoapi'ilani Highway, but it was unclear whether HDOT's and FHA's highway realignment project would involve widening. (98)</p>	98	5.4.1	33
<p>Seven years later, HDOT and FHA have resumed plans to realign the Honoapi'ilani Highway, including near Olowalu Town. Although one of the EISPN's stated objectives is to have "sufficient right-of-way width to accommodate a future four-lane facility throughout the project limits," the EISPN makes no mention of how any of the realignment routes and road widening under consideration could impact growth and development, including in Olowalu Town. (99)</p>	99	5.2	5
<p>Under NEPA and HEPA, the scope of environmental review for the Project should encompass the indirect effects of realigning and widening Honoapi'ilani Highway, including the potential for the Project to induce growth and facilitate development, for each of HDOT's proposed alternatives. (100)</p>	100	5.4.12	60

Comments Submitted Via MetroQuest Poll (Online)			
The project area is rich in cultural history, contains many important archaeological sites, and ongoing cultural practice continues. The project needs to carefully consider these factors, and needs to avoid, minimize and/or mitigate impacts to these important resources and practices.	MQ1	5.4.4	42
I think secondary objectives should include: 1) to help preserve and restore the natural shoreline along this stretch of coastline; 2) to help mitigate brownwater events originating from the mauka side of the new highway to help protect and restore the Olowalu Reef; and 3) to support the availability of alternative modes of transportation.	MQ2	5.2	22
Reliable transportation is vital. However, so is preserving our natural environment, including our beaches, oceans, mountains. Please also consider the preservation of the original families who reside in these neighborhoods.	MQ3	5.2	23
	MQ4	5.2	24
It is important to look at multiple functions for the new highway so in addition to moving cars safely, it could also slow/soak/spread stormwater on the mauka side of the highway to recharge the aquifer and protect the reef, it can provide a fire break for fire coming from mauka, maybe with fire proof vegetation such as wiliwili trees, and can also facilitate a means of alternative transportation such as bikes and scooters (working in alignment with the West Maui Greenway Project).			
The pros and cons of night work should be discussed.	MQ5	5.4.10	58
Perhaps covered under water resources but want to make sure the this also includes marine water resources (flora, fauna, and coral reefs) since everything mauka affects makai.	MQ6	5.4.7	52
Mass transit should be seriously examined since this realignment won't do much to reduce existing traffic issues, addressing ways to reduce the number of cars transiting must be evaluated.	MQ7	5.3	29