

# **APPENDIX D**

## **Draft Supplemental EA Distribution List**



# Kahului Commercial Harbor 2025 Master Plan Draft Supplemental EA Distribution List

## **Accepting Authority**

Governor Linda Lingle  
Office of the Governor  
State Capitol  
415 South Beretania Street  
Honolulu, HI 96813

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Office of Environmental Quality Control  
State of Hawaii  
235 S. Beretania Street, Suite 702  
Honolulu, HI 96813

## **STATE AGENCIES**

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Dept. of Business, Economic Dev. and Tourism  
State of Hawaii  
P.O. Box 2359  
Honolulu, HI 96804

Mr. Abbey Mayer, Interim Director  
Office of Planning  
Dept. of Business, Economic Dev. and Tourism  
State of Hawaii  
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Honolulu, HI 96804

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Environmental Planning Office  
Department of Health  
State of Hawaii  
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Honolulu, HI 96814

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Dept. of Land and Natural Resources  
State of Hawaii  
P.O. Box 621  
Honolulu, HI 96809

Mr. Brennon Morioka, Interim Director  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, HI 96813

Mr. Stephen Pfister  
Harbors Division, Maui District  
Department of Transportation  
103 Ala Luina Street  
Kahului, Maui, HI 96732

Mr. Glenn Soma  
Statewide Transportation Planning Office  
Department of Transportation  
869 Punchbowl Street, Suite 404  
Honolulu, HI 96813

Mr. Clyde W. Namu'o, Administrator  
Office of Hawaiian Affairs  
711 Kapiolani Blvd., Suite 500  
Honolulu, HI 96813

## **COUNTY OF MAUI**

Mr. Carl M. Kaupalolo, Fire Chief  
Department of Fire and Public Safety  
County of Maui  
200 Dairy Road  
Kahului, Maui, HI 96732

Ms. Tamara Horcajo, Director  
Department of Parks and Recreation  
County of Maui  
700 Halia Nakoa Street  
Wailuku, Maui, HI 96793

Mr. Jeff Hunt, Director  
Department of Planning  
County of Maui  
250 South High Street  
Wailuku, Maui, HI 96793-2155

Mr. Thomas Phillips, Chief of Police  
Police Department  
County of Maui  
55 Mahalani Street  
Wailuku, Maui, HI 96793-2155

Mr. Milton M. Arakawa, Director  
Dept. of Public Works and Waste Management  
County of Maui  
200 South High Street  
Wailuku, Maui, HI 96793-2155

Mr. Jeffrey Eng, Director  
Department of Water Supply  
County of Maui  
200 South High Street  
Wailuku, Maui, HI 96793-2155

Mr. Don Medeiros, Director  
Department of Transportation  
County of Maui  
2145 Kaohu Street, Suite 102  
Wailuku, Maui, HI 96793

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90 School Street  
Kahului, Maui, HI 96732

(2 copies)

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Maui Community College Library (2 copies)  
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Kahului, Maui, HI 96732

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Editor, Maui News  
P.O. Box 550  
Wailuku, Maui, HI 96793

**DISTRIBUTION TO ELECTED OFFICIALS**

Mayor Charmaine Tavares  
County of Maui  
200 South High Street, 9th Floor  
Wailuku, Maui, HI 96793

**State Senator**

Senator Shan S. Tsutsui  
District 4  
415 S. Beretania St., Room 206  
Honolulu, HI 96813

Senator Rosalyn Baker  
District 5  
415 S. Beretania St., Room 210  
Honolulu, HI 96813

Senator J. Kalani English  
District 6  
415 S. Beretania St., Room 205  
Honolulu, HI 96813

**State Representative**

Representative Joseph M. Souki  
District 8  
415 S. Beretania St., Room 433  
Honolulu, HI 96813

Representative Bob Nakasone  
District 9  
415 S. Beretania St., Room 424  
Honolulu, HI 96813

Representative Angus L.K. McKelvey  
District 10  
415 S. Beretania St., Room 315  
Honolulu, HI 96813

Representative Joe Bertram, III  
District 11  
415 S. Beretania St., Room 311  
Honolulu, HI 96813

Representative Kyle T. Yamashita  
District 12  
415 S. Beretania St., Room 402  
Honolulu, HI 96813

Representative Mele Carroll  
District 13  
415 S. Beretania St., Room 405  
Honolulu, HI 96813

**County Councilmembers**

Councilmember G. Riki Hokama  
County of Maui  
200 South High Street, 7th Floor  
Wailuku, Maui, HI 96793

Councilmember Danny Mateo  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

Councilmember Joseph Pontanilla  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

Councilmember Gladys Baisa  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

Councilmember Michael Molina  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

Councilmember Jo Anne Johnson  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

Councilmember Michelle Anderson  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

Councilmember Bill Medeiros  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

Councilmember Michael Victorino  
County of Maui  
200 South High Street, 8th Floor  
Wailuku, Maui, HI 96793

***CITIZEN GROUPS, INDIVIDUALS AND CONSULTED PARTIES***

Maui Tomorrow Foundation, Inc.  
P.O. Box 299  
Makawao, Maui, HI 96768

Friends of Haleakala National Park  
P.O. Box 322  
Makawao, Maui, HI 96768

Mr. Jeffrey Parker, Director  
Kahului Harbor Coalition  
c/o Tropical Orchid Farm, inc.  
P.O. Box 170  
Haiku, Maui, HI 96708

Department of the Corporation Counsel  
ATTN: JANE LOVELL  
County of Maui  
200 South High Street, Suite 915  
Wailuku, Maui, HI 96793

Goodsill Anderson Quinn & Stifel  
ATTN: LISA MUNGER  
P.O. Box 3196  
Honolulu, HI 96801

SIERRA CLUB - Maui Group  
P.O. Box 791180  
Paia, Maui, HI 96779

Isaac D. Hall  
Attorney at Law  
2087 Wells Street  
Wailuku, Maui, HI 96793



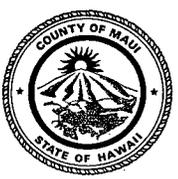
# **APPENDIX E**

## **Draft Supplemental EA Comment and Response Letters**



08.0790

CHARMAINE TAVARES  
Mayor



BRIAN T. MOTO  
Corporation Counsel  
MAR 25 11:54

**DEPARTMENT OF THE CORPORATION COUNSEL**

COUNTY OF MAUI  
200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
TELEPHONE: (808) 270-7740  
FAX: (808) 270-7152

HARBORS DIVISION

March 24, 2008

BY FACSIMILE AND BY  
U.S. MAIL

Michael Formby, Esq.  
State of Hawaii  
Department of Transportation  
Harbors Division  
79 South Nimitz Highway  
Honolulu, HI 96813

Re: Draft Supplemental Environmental Assessment of Traffic Impacts and Anticipated Finding of No Significant Impact for the 2025 Master Plan Improvements at Kahului Commercial Harbor, District of Wailuku, County of Maui

Dear Mr. Formby:

The Supplemental Draft Environmental Assessment states, at page 30, that the three study intersections operate at an acceptable level of service both with and without the Hawaii Superferry, concluding that "no mitigation is required." However, the traffic counts that included Hawaii Superferry traffic were made with mitigation measures in place at the intersection of Kaahumanu Avenue and Puunene Avenue. As noted in the Supplemental Draft Environmental Assessment at page 25,

Disembarking vehicles departing the harbor were controlled. Officers ensured that these vehicles did not block vehicles attempting to access the bank parking lot, accessing other areas in the harbor, or arriving to board the ferry. They also ensured that vehicles were not allowed to leave the harbor area if no queuing space was available on the southbound leg of Puunene Avenue.

The traffic counts conducted during the brief period that the Hawaii Superferry operated do not accurately reflect "unmitigated" conditions. Moreover, traffic counts made on only four days of

Michael Formby, Esq  
March 24, 2008  
Page two

08.0790

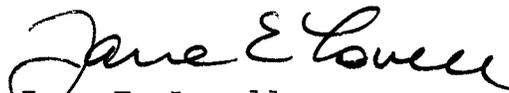
"field observations" while Hawaii Superferry was operating, as noted at page 25 of the draft, do not provide enough data to accurately predict future traffic impacts (or lack thereof.)

The Supplemental Draft Environmental Assessment does not include any analysis of parking impacts of the Hawaii Superferry's operations. The draft does not identify where ferry patrons or ferry employees will park.

These comments are intended to supplement comments provided by other departments of the County of Maui.

Thank you for the opportunity to comment on the Supplemental Draft Environmental Assessment.

Very truly yours,



Jane E. Lovell  
Deputy Corporation Counsel

cc: Belt Collins Hawaii, Ltd.  
2153 North King Street, Suite 200  
Honolulu, HI 96819  
(BY FAX AND MAIL)

HARBORS DIVISION

08 MAR 25 AM 1:54

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5975.08

April 10, 2008

Ms. Jane E. Lovell  
Deputy Corporation Counsel  
County of Maui  
200 South High Street  
Wailuku, Hawaii 96793

Dear Ms. Lovell:

Subject: Draft Supplemental Environmental Assessment (EA) of Traffic Impacts and Anticipated Finding of No Significant Impact for 2025 Master Plan Improvements at Kahului Commercial Harbor

Thank you for your letter dated March 24, 2008, providing comments on the above-referenced document (Draft Supplemental EA). We appreciate your interest in the environmental review process.

In response to your comments regarding the accuracy of predicted future traffic, we wish to clarify that the traffic analysis, i.e., the assessment of intersection Level of Service (LOS), was based on the following:

1. Actual traffic counts conducted in April 2007.
2. Adjustment of the April 2007 counts with ambient annual growth factors to reflect 2008 conditions.
3. Adjustments to account for Hawaii Superferry (HSF) operations, assuming average daily demand at 110 vehicles per sailing and peak day demand at 153 vehicles per sailing.

Please be advised that the LOS analysis was not based on the observations of traffic conditions conducted in January 2008. As stated on page 24 of the Draft Supplemental EA, the January 2008 observations were part of a separate study, and the findings (which were not based on actual traffic counts but instead provided a qualitative aspect) were not incorporated into the LOS analysis. The observational data, insufficient for LOS analytical purposes, focused on the general flow of traffic during ferry loading and unloading, including the efficacy of traffic

Ms. Jane E. Lovell  
Page 2  
April 10, 2008

HAR-EP  
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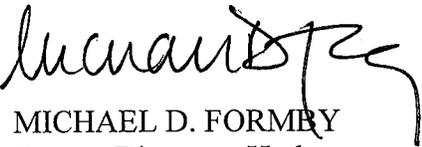
control measures that you mention in your letter. However, we included the findings of the January observations in the Draft Supplemental EA in part because the Court and the parties wanted to know how the ferry operations were actually affecting traffic around the harbor.

The purpose of the Draft Supplemental EA was to assess traffic impacts associated with projects proposed in the *Kahului Commercial Harbor 2025 Master Plan EA* (November 2005). The proposed action analyzed in the Draft Supplemental EA was limited to short-term harbor improvements described in the original EA, i.e., projects expected to be completed within a 10-year timeframe:

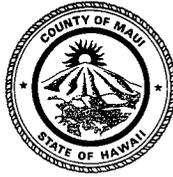
1. Pier 1 extension.
2. Pier 1 waterline.
3. New Pier 4.
4. Puunene storage yard improvements (Note: The Puunene storage yard improvements were completed in September 2007, and the Pier 1 waterline is currently in design.).

Hence, the scope of the EA did not include an analysis of HSF parking impacts. This issue could be addressed in the *Statewide Large Capacity Ferry Environmental Impact Statement* being prepared in accordance with Act 2 because this document will assess the impacts of ferry operations.

Very truly yours,

  
MICHAEL D. FORMBY  
Deputy Director - Harbors

CHARMAINE TAVARES  
MAYOR



08.0789

NEAL A. BAL  
Interim Chief

**COUNTY OF MAUI**  
**DEPARTMENT OF FIRE AND PUBLIC SAFETY**

200 DAIRY ROAD  
KAHULUI, MAUI, HAWAII 96732  
(808) 270-7561  
FAX (808) 270-7919

March 20, 2008

HARBORS DIVISION  
MAR 25 AM 11:51

Mr. Michael Formby  
State of Hawaii, Department of Transportation  
Harbors Division  
70 South Nimitz Highway  
Honolulu, Hawaii 96813

Dear Mr. Formby:

**SUBJECT: DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT OF  
THE TRAFFIC IMPACTS FOR THE 2025 MASTER PLAN  
IMPROVEMENTS AT KAHULUI COMMERCIAL HARBOR**

We have had an opportunity to review the subject document dated February 12, 2008 prepared by Belt Collins Hawaii Ltd. The document specifically covers the traffic impacts and its relation to the environment and the community.

It does not appear that the proposed traffic at the entrance (exterior) to Kahului Commercial Harbor will affect the operations of our department drastically if the police officers remain. The Hawaii Superferry (HSF) would probably be responsible for the highest point of congestion at any one time. The assumption that 110 vehicles will be off loaded on a daily basis could be of some concern to emergency vehicles in the area. However, the implementation of police officers at the intersection of Kaahumanu Avenue and Puunene Avenue has been a pleasant addition to allow the flow of traffic to move. The police department appears to be doing an excellent job in this area and would be an asset to emergency response vehicles in the vicinity. We highly recommend that the police officers continue to control outside harbor traffic. We would like to point out that accessibility to all areas of the Harbor needs to be capable of handling emergency vehicles. Gates and other devices to prevent access need to be discussed with assisting emergency agencies.

We do have some concerns about the interior harbor in general and would like to share these comments with you.

Mr. Michael Formby  
March 20, 2008  
Page 2

The harbor property belongs to the State of Hawaii, Department of Transportation (DOT). Our department does not have any jurisdiction concerning the upholding and enforcement of the fire code, as adopted by the County of Maui, within the State Harbor boundaries.

It is our understanding that we are not authorized to issue a notice of violation, warning or summons to violators of the fire code within the State of Hawaii jurisdiction. However, we are also required to inspect the harbor regularly and provide the DOT with written documentation. We appear to be the first responders to many emergency services that are requested within the harbor area and would like to reduce our first responders risk as much as possible. It is very difficult to send in our personnel and be unaware of what is being stored pier side.

We would like to request that a meeting be held with the harbor staff and associated shippers to share some ideas that we have to make it somewhat safe for emergency responders. I would assume that designated areas have been established for certain cargo. This information would be very valuable in written form and shared with emergency response personnel. Hazardous materials designations would be specifically important.

The future harbor expansion is impressive on paper and the use of the harbor is projected to increase. Has the State of Hawaii looked at the possibility of having specific personnel available for shipboard fire fighting duties? Maui County fire fighters have performed shipboard fire fighting duties in the past. Will the state be offering training or any type of financial assistance to Maui County to accomplish this much needed training?

Who will be responsible for the control and mitigation of any hazardous materials incidents that may occur on the Kahului harbor property that belongs to the State of Hawaii?

Who is responsible to extinguish and/or contain fires that may occur within the Kahului Harbor property that belongs to the State of Hawaii?

Who is responsible to perform necessary fire inspections on State of Hawaii buildings and facilities within the Kahului Harbor area?

Who is responsible to coordinate and implement the incident response plan in Kahului Harbor? Who is the Incident Commander?

What happened to the Clean Island Council agency that previously was located at Kahului Harbor? Why did they leave?

08.0789

Mr. Michael Formby  
March 20, 2008  
Page 3

As noted above, accessibility to all areas of the Harbor shall be capable of handling emergency vehicles. Gates and other devices to prevent access needs to be discussed with assisting emergency agencies.

A number of abandoned fuel lines are located underground at and near Kahului Harbor. These lines are occasionally dug up or contain residual product that have summoned emergency responses in the past. How is the State going to handle the removal or mitigation of these fuel lines?

There are a few operational improvements that need to be addressed with our department and other agencies. I believe these items can be worked out. Please feel free to contact Captain Val Martin at 244-9161 if there are any questions or concerns.

Sincerely,



NEAL A. BAL  
Interim Fire Chief

CC: Captain Val Martin,  
Fire Prevention Bureau

HARBOR DIVISION

MAR 25 AM 5:1

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5975.08

April 10, 2008

Mr. Neal A. Bal, Interim Fire Chief  
County of Maui  
Department of Fire and Public Safety  
200 Dairy Road  
Kahului, Hawaii 96732

Dear Mr. Bal:

Subject: Draft Supplemental Environmental Assessment (EA) of Traffic Impacts and Anticipated Finding of No Significant Impact for 2025 Master Plan Improvements at Kahului Commercial Harbor

Thank you for your letter dated March 20, 2008, providing comments on the above-referenced document (Draft Supplemental EA). The analysis in the Draft Supplemental EA is limited to traffic impacts associated with the following short-term harbor improvements, i.e., projects expected to be completed within a ten-year timeframe:

1. Pier 1 extension.
2. Pier 1 waterline.
3. New Pier 4
4. Puunene storage yard improvements (Note: The Puunene storage yard improvements were completed in September 2007, and the Pier 1 waterline is currently in design.).

We will share your observations regarding Police Department control of Hawaii Superferry (HSF) generated traffic with the project manager in charge of the *Statewide Large Capacity Ferry Environmental Impact Statement*.

The future harbor expansion referred to in your letter is analyzed in a separate environmental document: the *Kahului Commercial Harbor 2030 Master Plan and Draft Environmental Impact Statement* (December 2007). We appreciate your questions and concerns regarding harbor operations, including the training of personnel for shipboard fire fighting, control and mitigation

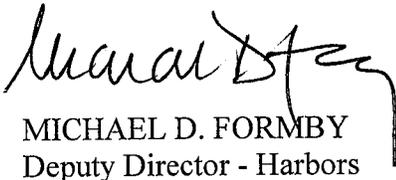
Mr. Neal A. Bal  
Page 2  
April 10, 2008

HAR-EP  
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of hazardous materials incidents, containing fires on harbor property, fire inspections, coordination and implementation of an incident response plan for the harbor, status of the Clean Island Council, emergency vehicle access, and abandoned fuel lines. Operational improvements can be addressed collaboratively, and we welcome your invitation to hold a meeting with harbor staff and users so you may share ideas referenced in your letter. Copies of your letter and this response are being provided to Mr. Stephen Pfister, Maui District Manager, to follow up with you.

We appreciate your interest in the environmental review process.

Very truly yours,



MICHAEL D. FORMBY  
Deputy Director - Harbors

CHARMAINE TAVARES  
Mayor



08.0793

TAMARA HORCAJO  
Director

ZACHARY Z. HELM  
Deputy Director

(808) 270-7230  
Fax (808) 270-7934

**DEPARTMENT OF PARKS & RECREATION**

700 Hali'a Nako'a Street, Unit 2, Wailuku, Hawaii 96793

March 24, 2008

State of Hawaii  
Department of Transportation, Harbors Division  
**Attention: Michael D. Formby**  
79 South Nimitz Highway  
Honolulu, Hawaii 96813-4898

HARBORS DIVISION

MAR 27 P 1:47

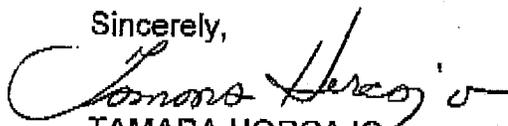
**SUBJECT: Request for Comments on Draft Supplemental Environmental Assessment of Traffic Impacts and Anticipated Finding Of No Significant Impact for the 2025 Master Plan Improvements at Kahului Commercial Harbor, Wailuku, Maui, Hawaii**

Dear Mr. Formby:

The Parks Department has reviewed the Draft Supplemental Environmental Assessment of Traffic Impacts and Anticipated Finding Of No Significant Impact for the Kahului Commercial Harbor 2025 Master Plan Improvements and has no comments at this time.

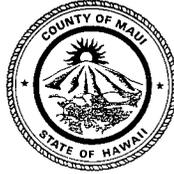
Thank you for the opportunity to review and comment on this matter. Please feel free to contact me or Mr. Patrick Matsui, Chief of Parks Planning and Development, at 270-7387 should you have any other questions.

Sincerely,

  
TAMARA HORCAJO  
Director

xc: Patrick Matsui, Chief of Parks Planning & Development

CHARMAINE TAVARES  
Mayor  
JEFFREY S. HUNT  
Director  
COLLEEN M. SUYAMA  
Deputy Director



08.0791

08 MAR 24 10:52

COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

HARBORS DIVISION

March 20, 2008

Mr. Michael D. Formby  
State of Hawaii  
Department of Transportation  
Harbors Division  
70 South Nimitz Highway  
Honolulu, Hawaii 96813

Dear Mr. Formby:

**SUBJECT: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT ASSESSMENT COMMENTS FOR THE PROPOSED 2025 MASTER PLAN IMPROVEMENTS AT KAHULUI COMMERCIAL HARBOR, LOCATED AT KAHULUI, DISTRICT OF WAILUKU, COUNTY OF MAUI, HAWAII; TMK(S): (2) 3-7-001:021 & 022; (2) 3-7-008:002, 003, 004, & 006; (2) 3-7-010:002, 003, 006, 013, 015, 021, 022, 024, 026, 027, 028, 030, 032 & 034 (EAC 2008/0009)**

The County of Maui Department of Planning (Department) is in receipt of the above-referenced document for the proposed Kahului Commercial Harbor 2025 Master Plan Improvements. The Department understands the proposed action includes the following short-term improvements (within the next ten (10) years):

- Pier 1D (pier 1 extension);
- Pier 1 waterline;
- New Pier 4 (angled configuration), which is to be constructed in phases as funds become available; and
- Structural pavement, access bridge and utilities at Puunene Yard.

Mr. Michael D. Formby  
March 20, 2008  
Page 2

HARBORS DIVISION

The Department further understands the following:

- Belt Collins Hawaii Ltd. is the consultant for the project. State of Hawaii Department of Transportation, Harbors Division, is the Applicant;
- The Supplemental Environmental Assessment (SEA) is being prepared to evaluate potential traffic impacts of improvements to Kahului Commercial Harbor;
- A Final Environmental Assessment and FONSI for the 2025 Master Plan EA dated November 2005 were signed on the date of November 28, 2005. This document was found by the Court to be "inadequate with respect to the subject matter of traffic impacts";
- The Court vacated the FONSI on December 23, 2005; and
- The SEA only covers potential traffic-related impacts.

Based on the foregoing, the Department provides the following comments:

1. The Land Use Designations for the project area are as follows:
  - a. State Land Use – Urban and Conservation
  - b. Community Plan (Wailuku-Kahului) – HI
  - c. County Zoning – M-2 and Interim
  - d. Other – Located within the Special Management Area (SMA)  
(These have not been verified by County ZAED)
2. Although the project site is located within the County's SMA, an SMA permit is not required as the Department of Transportation, Harbors Division, can exempt themselves under Chapter 266, HRS;
3. The County is currently in the process of reviewing and adopting a County Wide Policy Plan. This policy plan is expected to be adopted by County Council in early 2009. Review the draft of the policy plan and provide comments in your Supplemental EA. Please contact John Summers in the Long Range Planning Division for the most recent copy of the draft policy plan (808-270-7214);

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'08 MAR 24 AIO 53

Mr. Michael D. Formby  
March 20, 2008  
Page 3

HARBORS DIVIS

4. The Supplemental EA should include Transportation Demand Management Measures for the project which can be utilized to reduce or mitigate traffic impacts;
5. Traffic mitigation efforts and methods to decrease traffic congestion, as well as roadway improvements for both the automobile and the pedestrian, should be addressed to the satisfaction of the Maui Police Department; and
6. In recent news, the cruise lines stated that service within the Hawaiian Islands has been decreased. They also stated that they are relocating their existing ships elsewhere. Reportedly, from a high of six cruise ships in the past, only one cruise ship visits Maui today. The DEIS should address the anticipated future visits and the need for future improved facilities for an industry that appears to be declining in visit numbers.

Thank you for the opportunity to comment. If you require further assistance, contact Joseph Prutch, Staff Planner, at [joseph.prutch@mauicounty.gov](mailto:joseph.prutch@mauicounty.gov) or at 270-7512.

Sincerely,



JEFFREY S. HUNT, AICP  
Planning Director

JSH:JMP:bg

c: Colleen M. Suyama, Deputy Planning Director  
Clayton I. Yoshida, AICP, Planning Program Administrator  
Joseph M. Prutch, Staff Planner  
Don Medeiros, County Department of Transportation  
Project File  
General File  
K:\WP\_DOCS\PLANNING\EAC\2008\0009\_DOTHarborImprovements\CommentLtr.doc

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5975.08

April 10, 2008

Mr. Jeffrey S. Hunt, AICP  
Planning Director  
County of Maui Department of Planning  
250 South High Street  
Wailuku, Hawaii 96793

Dear Mr. Hunt:

Subject: Draft Supplemental Environmental Assessment (EA) of Traffic Impacts and Anticipated Finding of No Significant Impact for 2025 Master Plan Improvements at Kahului Commercial Harbor

Thank you for your letter dated March 20, 2008, providing comments on the above-referenced document (Draft Supplemental EA). We appreciate your interest in the environmental review process. We have the following responses to your comments:

1. We acknowledge the land use designations for the project area as stated in your letter.
2. We acknowledge that a Special Management Area permit is not required.
3. We reviewed the most recent draft of the *County of Maui 2030 General Plan Update, Countywide Policy Plan* (January 2008), provided by Mr. John Summers. This document sets forth broad goals, objectives, and policies in the form of a comprehensive policy plan to the year 2030. We understand that the County will rely on the Countywide Policy Plan as the basis for developing the Maui Island Plan as well as the detailed community plans. As the subject Draft Supplemental EA is project-specific and the Countywide Policy Plan is fairly broad in scope, we find that the Policy Plan has general relevance. The proposed action evaluated in the Draft Supplemental EA is consistent with Maui County's objective to improve opportunities for affordable, efficient, safe, and reliable ocean transportation (under the goal to diversify transportation options). The applicable policy is to provide for improved capacity at shipping, docking, and storage facilities. Expanding/extending the piers at Kahului Commercial Harbor and improving the Puunene Yard help to further this policy.

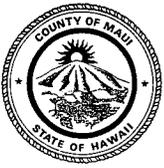
Mr. Jeffrey S. Hunt  
Page 2  
April 10, 2008

HAR-EP  
5975.08

4. The traffic impact assessment reports contained in the Draft Supplemental EA did not disclose any traffic impacts that require mitigation. Therefore, no transportation demand management measures are needed.
5. The traffic impact assessment reports contained in the Draft Supplemental EA revealed no significant impacts associated with the short-term improvements proposed in the *Kahului Commercial Harbor 2025 Master Plan*. Comments received from the County of Maui Police Department focused on the *Kahului Commercial Harbor 2030 Master Plan and Draft Environmental Impact Statement (EIS)*, rather than the proposed action evaluated in the subject Draft Supplemental EA. Those comments will be addressed in the 2030 Master Plan and Final EIS.

Very truly yours,

  
MICHAEL D. FORMBY  
Deputy Director - Harbors



rs 08.0747



# POLICE DEPARTMENT COUNTY OF MAUI

**CHARMAINE TAVARES**  
MAYOR

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

**THOMAS M. PHILLIPS**  
CHIEF OF POLICE

**GARY A. YABUTA**  
DEPUTY CHIEF OF POLICE

OUR REFERENCE  
tj  
YOUR REFERENCE

February 28, 2008

Mr. Michael D. Formby  
Deputy Director - Harbors  
State Dept. of Transportation  
Harbors Division  
79 South Nimitz Highway  
Honolulu, HI 96813-4898

HARBORS DIVISION  
08 MAR -3 P 3:18

Dear Mr. Formby:

**SUBJECT:** Request for Comments on the Draft Supplemental Environmental Assessment of Traffic Impacts and Anticipated Finding of No Significant Impacts for the 2025 Master Plan Improvements at Kahului Commercial Harbor, Maui

This is in response to your letter dated February 22, 2008, requesting comments on the above subject.

We have reviewed the application for this project. Please refer to a copy of the to/from submitted by Sergeant Stephen Orikasa of our Wailuku Patrol District.

Thank you for giving us the opportunity to comment on this project.

Sincerely,

Assistant Chief Wayne T. Ribao  
for: Thomas M. Phillips  
Chief of Police

c: Mr. Jeffrey Hunt, Planning Dept.

Enclosure

08 MAR -3 P3:19

**COPY**

rs 08.0747

**TO :** THOMAS PHILLIPS, CHIEF OF POLICE, COUNTY OF MAUI  
HARBORS DIVISION

**VIA :** CHANNELS

**FROM :** STEPHEN ORIKASA, ADMINISTRATIVE SERGEANT,  
 WAILUKU PATROL DIVISION

**SUBJECT :** RESPONSE TO REQUEST FOR COMMENTS ON THE DRAFT  
 SUPPLEMENTAL ASSESSMENT OF TRAFFIC IMPACTS AND  
 ANTICIPATED FINDING OF NO SIGNIFICANT IMPACTS FOR  
 THE 2025 MASTER PLAN IMPROVEMENTS AT THE KAHULUI  
 COMMERCIAL HARBOR, MAUI

*CONCUR WITH  
 SGT. ORIKASA  
 CAPT. RANDO  
 AC Wayne [Signature]  
 04/28/08*

This communication is submitted as a response to a request for comments, on the Draft Supplemental Assessment of Traffic Impacts and Anticipated Finding of No Significant Impacts for the 2025 Master Plan Improvements at the Kahului Commercial Harbor, Maui, from State of Hawaii, Department of Transportation, Harbors Division, Deputy Director, Michael D. Formby.

This response is in alignment with the response submitted by this officer on 12/27/07 regarding the Draft Environmental Impact Statement for the Kahului Commercial Harbor 2030 Mast Plan.

Traffic mitigation efforts should be carried out to include this growth, and possible future mitigation issues. Roadway improvements including widening, dividers, control signals and timing throughout the impact area needs to be strongly considered to minimize congestion. I would also suggest the State of Hawaii Department of Transportation, Harbors Division work in conjunction with the County of Maui's Public Transit coordinators and providers as another aspect in decreasing traffic congestion.

The increase in pedestrian traffic along all surrounding roadways should include adequate set backs and/or separate dedicated walking paths, corridors and overpasses. Pedestrian safety is an existing concern as the increases are already apparent in the existing harbor area from day to day operations.

One concern I would like to focus on is the under Appendix B, Kahului Harbor 2030 Master Plan Traffic Study November 2007, References Appendix A: Intersection Lane Configurations, 4. Puunene Avenue and Kaahumanu Avenue. The future conditions with mitigation depicts Puunene Avenue with two left turn lanes (inner and middle lanes) and a combined straight and right turn lane (outer lane). This idea was visited and constructed in 2007 under an order in Wailuku District Court by the Honorable Judge Joel August.

The creation of the inner left turn lane was much too short, causing congestion within the middle left turn lane. Creating the inner left turn lane with a short pocket only eliminated the space in which vehicles could be stored while awaiting the left turn onto Kaahumanu Avenue (refer to depiction under existing conditions). It also caused confusion and safety issues among motorist who did not recognize the signage and changes, and continued to turn left from Puunene Avenue onto Kaahumanu Avenue from the outer lane. This action also eliminated one lane in the southerly direction on Puunene Avenue between Kaahumanu Avenue and the entrance/exit of the Bank of Hawaii.

In October of 2007 representatives from the Maui Police Department and the State of Hawaii, Department of Transportation, Highways Division, met with Judge Joel August and concerns of the changes were impacting public safety were addressed. It was ultimately decided to reconstruct the lanes to its original configuration. The idea of an additional lane at this intersection will work, but only with widening of the roadway. Eliminating any lanes will only create further congestion.

Respectfully submitted for your review.

Stephen T. Orikasa E#716  
Administrative Sergeant/Wailuku Patrol Division  
02/27/08 @ 1030 Hours

HARBORS DIVISION

08 MAR -3 P 3:19

THE TRAFFIC CONFIGURATION DEPICTED  
IN THE KAHAHUMANU HARBOR 2030 MASTER PLAN  
HAS PROVEN THAT IT CREATES MORE PROBLEMS.  
IT WOULD BE A HUGE MISTAKE TO REIMPLEMENT  
THE SUGGESTED CONFIGURATION.

John P. [Signature] 02/27/08 @ 1545

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5975.08

April 10, 2008

Assistant Chief Wayne T. Ribao  
County of Maui Police Department  
55 Mahalani Street  
Wailuku, Hawaii 96793

Dear Assistant Chief Ribao:

Subject: Draft Supplemental Environmental Assessment (EA) of Traffic Impacts and Anticipated Finding of No Significant Impact for 2025 Master Plan Improvements at Kahului Commercial Harbor

Thank you for your letter dated February 28, 2008, providing comments on the above-referenced document (Draft Supplemental EA). We appreciate your interest in the environmental review process.

We wish to clarify that in compliance with the Court order described in section 1.1 of the Draft Supplemental EA, it addressed traffic impacts associated with projects proposed in the *Kahului Commercial Harbor 2025 Master Plan EA* (November 2005). Hence, the proposed action analyzed in the Draft Supplemental EA is limited to short-term harbor improvements described in the original EA, i.e., projects expected to be completed within a ten-year timeframe:

1. Pier 1 extension.
2. Pier 1 waterline.
3. New Pier 4.
4. Pu'unene storage yard improvements (Note: The Pu'unene storage yard improvements were completed in September 2007, and the Pier 1 waterline is currently in design.).

The short-term harbor projects are separate from those covered in the *Kahului Commercial Harbor 2030 Master Plan and Draft Environmental Impact Statement (EIS)* (December 2007). We referenced the traffic study performed for the 2030 Master Plan EIS because some of the

Assistant Chief Wayne T. Ribao  
Page 2  
April 10, 2008

HAR-EP  
5975.08

traffic counts conducted for that study were used for the Draft Supplemental EA analysis. Your comments relating to the 2030 Master Plan Draft EIS will be addressed in the Final EIS.

Finally, the traffic impact assessment report contained in the Draft Supplemental EA revealed no significant impacts associated with the short-term harbor improvements proposed in the *Kahului Commercial Harbor 2025 Master Plan*. Therefore, no mitigation measures are required and a Finding of No Significant Impact will be declared for this document.

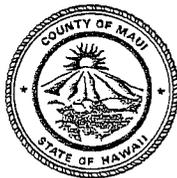
Very truly yours,



MICHAEL D. FORMBY  
Deputy Director of Harbors

08.0780

CHARMAINE TAVARES  
MAYOR



DON A. MEDEIROS  
Director  
WAYNE A. BOTEILHO  
Deputy Director  
Telephone (808) 270-7511  
Facsimile (808) 270-7505

DEPARTMENT OF TRANSPORTATION

March 19, 2008

COUNTY OF MAUI  
200 South High Street  
Wailuku, Hawaii, USA 96793-2155

Mr. Michael Formby  
BELT COLLINS HAWAII LTD.  
2153 North King Street, Suite 200  
Honolulu, Hawaii 96819-4554

HARBORS DIVISION  
MAR 24 AM 9:38

**Subject: Kahului Commercial Harbor 2025 Master Plan and Draft Environmental Impact Statement with consideration to the Kahului Commercial Harbor 2030 Master Plan which is mentioned in the Act 2 Environmental Impact Statement.**

Dear Mr. Formby,

Thank you for the opportunity to comment on this project.

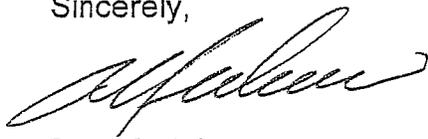
**Alternate B in 2030 Harbor Master Plan is the Current Condition in 2025 Harbor Master Plan minus the floating barge and ramp:** This location has the least impact on the Maui Bus System because the nearest walkable existing bus stop is currently able to handle the current disembarking passengers from the interisland ferry and cruise ships. Note that the current condition is based on the fact that the ferry system is *not* running at maximum capacity. If the proposed ferry were to operate a full capacity of 866 passengers, where a large majority of them do not disembark with an automobile, then those people would overflow our nearest walkable bus stop. There is no reason to believe that our nearest walkable bus stop would not be used by those persons seeking transportation needs while on Maui. The proposed second trip a day would be just as disruptive to the nearest walkable bus stop.

The following comment deals with Alternative A in the **2030 Harbor Master Plan which is mentioned in Act 2 of the Environmental Impact Statement:** This option would cause the need for an onsite bus stop. The location of the bus stop would be best away from the departing and boarding automobile traffic, yet allow reasonable walking distance for disembarking interisland ferry passengers. A bus stop should include a bus turn around.

Mr. Michael Formby  
March 19, 2008  
Page 2

Please feel free to contact me at (808) 270-7511 should you have any questions,  
or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Medeiros", written in a cursive style.

Don Medeiros

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5975.08

April 10, 2008

Mr. Don A. Medeiros, Director  
Department of Transportation  
County of Maui  
200 South High Street  
Wailuku, Hawaii 96793-2155

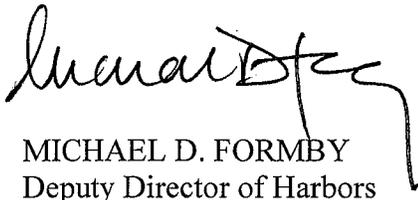
Dear Mr. Medeiros:

Subject: Draft Supplemental Environmental Assessment of Traffic Impacts and  
Anticipated Finding of No Significant Impact for 2025 Master Plan  
Improvements at Kahului Commercial Harbor

Thank you for your letter dated March 19, 2008, providing comments on the above-referenced document. We appreciate your interest in the environmental review process.

After reviewing your letter, we believe that your comments more appropriately applies to the *Kahului Commercial Harbor 2030 Master Plan and Draft Environmental Impact Statement (EIS)* (December 2007). They may also be relevant to the *Statewide Large Capacity Ferry EIS*, which is currently in the initial stages of preparation. To assure that your comments regarding bus transit are addressed, we have forwarded a copy of your letter to the respective project managers of both EIS projects.

Very truly yours,



MICHAEL D. FORMBY  
Deputy Director of Harbors

'08 MAR -7 P2:23

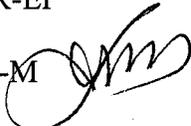
HARBORS DIVISION

State of Hawaii  
Department of Transportation  
**MEMORANDUM**

STP 8.2792

**TO:** HAR-EP

**DATE:** MARCH 5, 2008

**FROM:** STP-M 

**SUBJECT:** KAHULUI COMMERCIAL HARBOR  
REQUEST FOR COMMENTS ON THE DRAFT SUPPLEMENTAL EA OF  
TRAFFIC IMPACTS AND ANTICIPATED FONSI FOR THE 2025 MASTER  
PLAN IMPROVEMENTS  
HAR-EP 5856.08 LTR DATED FEBRUARY 22, 2008

---

STP provides the following comments on the subject transmittal and report covering traffic impacts:

1. We learned that HWY staff might not have received copies of the subject report. If HWY staff were not included in your distribution, we recommend copies be sent to HWY-P, HWY-M and HWY-T for their review and comments, especially because the subject matter is on traffic mitigation and roadway improvements.
2. STP consolidated comments from HWY and AIR staff for the 2030 Kahului Master Plan and provided them to HAR staff in memo STP 8.2757 dated January 31, 2008. The 2030 Master Plan contained a traffic study (TIAR) dated November 2007.

HWY staff had several concerns about the statements and representations regarding traffic made in said TIAR and Master Plan.

3. The subject report contained the same November 2007 TIAR found in the 2030 Master Plan, but with a February 7, 2008 supplement noted as Appendix A.

It appears the February 7, 2008 supplement does not address all the concerns raised by the HWY staff as noted in the STP 8.2757 memo, however, we defer to HWY-P, HWY-M and HWY-T to make that determination and provide HAR Division with any other comments and concerns HWY staff may have regarding the traffic and highway issues.

4. STP cited in STP 8.2757 some points on traffic related to the adequate accounting of traffic from the various land development projects in and around Kahului. Of particular concern, as mentioned by STP, is the need to reflect the total impact from the accumulation of the full and highest build-out from each of the development projects.

c: HWY-P, -M, -T -- w/extract  
STP(DS)

DS:km

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
**MEMORANDUM**

**TO:** STP  
**THRU:** HAR-E  
**FROM:** HAR-EP (Fred Pascua)

**DATE:** April 10, 2008

**SUBJECT:** DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (EA) OF TRAFFIC IMPACTS AND ANTICIPATED FINDING OF NO SIGNIFICANT IMPACT FOR 2025 MASTER PLAN IMPROVEMENTS AT KAHULUI COMMERCIAL HARBOR – LOG NO. STP 8.2792

---

Thank you for your memorandum dated March 5, 2008, providing comments on the above-referenced document (Draft Supplemental EA). We have the following responses to your comments:

1. The Draft Supplemental EA was sent to the Department of Transportation. We regret that it might not have been forwarded to HWY staff. As soon as we received your memorandum, we sent copies to HWY-P, HWY-M, and HWY-T for their review.
2. We acknowledge that you provided consolidated DOT comments on the *Kahului Commercial Harbor 2030 Master Plan and Draft Environmental Impact Statement*.
3. The November 2007 Traffic Impact Assessment Report (TIAR) prepared for the 2030 Master Plan and EIS was included in the appendix of the subject Draft Supplemental EA. Traffic data from the TIAR was used in the Draft Supplemental EA and updated to provide 2008 baseline data. The comments submitted by HWY staff in the STP 8.2757 memo will be addressed in the process of finalizing the 2030 Master Plan and EIS. For your information, we have not received any comments from HWY staff on the subject Draft Supplemental EA.
4. Regarding various land development projects in and around Kahului, and as explained in the Draft Supplemental EA, the traffic study was based on traffic counts adjusted with ambient annual growth factors to reflect 2008 conditions. The growth factors were developed from the Maui island-wide transportation demand forecasting model developed for the County of Maui as part of a long-range transportation planning effort for the entire island. Long-range transportation planning takes into account specific land uses in transportation analysis zones, and translates those land uses into estimates of traffic generated along identified arterials such as Ka'ahumanu Avenue. Hence, new developments and redevelopment projects in the harbor vicinity and region were incorporated into the traffic analysis.

DW

08.0792

(FAX - THIS PAGE ONLY)

To:  
HDOT Harbors  
Attn: Deputy Director Michael Formby  
Fax 808 587-3652

**Subject: Comments on the DEIS of Traffic Impacts and FONSI for the 2025 Master Plan at Kahului Commercial Harbor**

3-21-08

From:  
Jeffrey Parker  
Director, Kahului Harbor Coalition  
P.O. Box 170  
Haiku, HI 96708  
Tel: 808 572-8569  
Fax: 808 572-8917

HARBORS DIVISION

08 MAR 24 P2:09

Dear Mr. Formby,

Please consider this letter to be the comments of the Kahului Harbor Coalition on the DEIS of Traffic Impacts and FONSI for the 2025 Master Plan at Kahului Commercial Harbor. We appreciate the opportunity to comment.

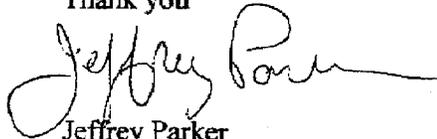
The Memo and analysis done by Kaku and Associates looks at traffic conditions in Mid-January (Jan. 20 2008 through Jan. 23<sup>rd</sup>). This is a period when Superferry ridership was low, nowhere near the anticipated numbers of vehicles and passengers hoped for by the Superferry management (110 vehicles each way and 460 passengers each way). Instead we see that while the number of vehicles was significant on Jan 21 2008, the passenger count was very low (combined total of 94 passengers on both the Oahu to Kahului run and the return Kahului to Oahu run.)

Then we see that on January 22 2008, very low vehicle count (total 83 vehicles from the two voyages combined) and extremely low passenger count (total 31 from the two voyages combined).

Our conclusion is that if the number of vehicles and passengers continues to be low (should the Superferry ever resume operations), then the analysis of Kaku and Associates might be satisfactory – and so the 2025 DEIS might be satisfactory.

**HOWEVER, if the Superferry operation actually achieves its previously anticipated numbers of vehicles and passengers (110 vehicle, 460 passengers) or exceeds those numbers up to its capacity (260 vehicles and 800 passengers), then the January analysis of Kaku and Associates would definitely not be adequate and therefore the DEIS would also be inadequate.**

Thank you



Jeffrey Parker  
Director, Kahului Harbor Coalition

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5975.08

April 10, 2008

Mr. Jeffrey Parker, Director  
Kahului Harbor Coalition  
P. O. Box 170  
Haiku, Hawaii 96708

Dear Mr. Parker:

Subject: Draft Supplemental Environmental Assessment (EA) of Traffic Impacts and Anticipated Finding of No Significant Impact for 2025 Master Plan Improvements at Kahului Commercial Harbor

Thank you for your letter dated March 21, 2008, providing comments on the above-referenced document (Draft Supplemental EA). We appreciate your interest in the environmental review process.

In response to your comments regarding the accuracy of predicted future traffic, we wish to clarify that the traffic analysis, i.e., the assessment of intersection Level of Service (LOS), was based on the following:

1. Actual traffic counts conducted in April 2007.
2. Adjustment of the April 2007 counts with ambient annual growth factors to reflect 2008 conditions.
3. Adjustments to account for Hawaii Superferry (HSF) operations, assuming average daily demand at 110 vehicles per sailing and peak day demand at 153 vehicles per sailing.

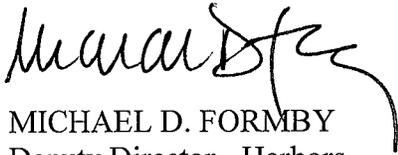
Please be advised that the LOS analysis was not based on the observations of traffic conditions conducted in January 2008. As stated on page 24 of the Draft Supplemental EA, the January 2008 observations were part of a separate study, and the findings (which were not based on actual traffic counts but instead provided a qualitative aspect) were not incorporated into the LOS analysis. The observational data, insufficient for LOS analytical purposes, focused on the general flow of traffic during ferry loading and unloading, including the efficacy of traffic control measures that you mention in your letter. However, we included the findings of the

Mr. Jeffrey Parker  
Page 2  
April 10, 2008

HAR-EP  
5975.08

January observations in the Draft Supplemental EA in part because the Court and the parties wanted to know how the ferry operations were actually affecting traffic around the harbor.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael D. Formby", with a stylized flourish at the end.

MICHAEL D. FORMBY  
Deputy Director - Harbors

08.0795

# MAUI TOMORROW FOUNDATION, INC.

## Protecting Maui's Future

March 24, 2008

HARBORS DIVISION

08 MAR 24 10:43

Judith  
Michaels  
*President*

Rob  
Parsons  
*Vice President*

DOT – Harbors Division  
Hale Awa Ku Moku Building  
79 South Nimitz Highway  
Honolulu, HI 96813-4898

Attention: Deputy Director Mike D. Formby

Trip  
Lynch  
*Treasurer*

### **Analysis of Draft Environmental Assessment of Traffic Impacts and Anticipated Finding of No Significant Impact for the 2025 Master Plan Improvements at Kahului Commercial Harbor, District of Wailuku, County of Maui**

Maury  
King  
*Secretary*

Taken at face value this report is difficult to classify. It attempts to deal singularly with two distinct issues and related problems. In the end, it answers neither adequately.

Lucienne  
de Naie

One reason for this distorted approach is easily found. Belt Collins Hawaii Ltd, its preparing consultant, was also responsible for preparation of the 2030 Master Plan and Draft Environmental Impact Statement for Kahului Harbor. And Fehr & Peers/Kaku Associates—and specifically Dick Kaku—were authors of both the November 2007 Master Plan Traffic Study and the flawed “traffic study” for the—at that time—proposed Hawaii Superferry that was rejected in July 2007 by the Circuit Court of the Second Circuit as being “inadequate with respect to the subject matter of traffic impacts”.

Lance  
Holter

As noted on page twenty-four, the Draft Environmental Assessment (DEA) also contains information about “actual traffic conditions in the vicinity of Kahului Harbor to assess traffic impacts of the HSF [Hawaii Superferry] on the local street system”.

Mark  
Sheehan

So what we have here is an attempt to lump together two separate objectives, both based on earlier shortfalls of previous traffic-related environmental assessment studies.

Ed  
Lindsey

To even consider accepting the DEA is a travesty. Even the *Maui News'* Harry Eager—usually a major cheerleader for the Superferry—belittled it:

Richard  
Michaels

#### **Assessment finds little traffic — or ferry service**

Michael  
Howden

Supplement anticipates a finding of no significant from operations

Elle  
Cochran

Irene  
Bowie  
*Executive Director*

By HARRY EAGAR

08.0795

**MAUI TOMORROW FOUNDATION, INC.****"Protecting Maui's Future"**

The supplement anticipates a finding of no significant impact from ferry operations.

Using the old environmental impact statement, the state had contended that no special mitigation measures were necessary to accommodate the ferry traffic and other displacements of traffic caused by the extensive reconfiguration of the harbor's shore side operations.

That was challenged by the Kahului Harbor Coalition and the Maui Tomorrow Foundation. August initially turned aside that protest.

However, when the state subsequently announced it was entering negotiations to purchase the Old Kahului Store and other real estate from A&B Properties, resulting in shore side reconfigurations, August held that that changed the original assessment.

The state said the acquisition was to provide new space for Young Brothers operations, not the Superferry that was displacing Young Brothers on part of Pier 2.

August said that changed matters, inasmuch as it affected traffic patterns on Kaahumanu Avenue, which is the main thoroughfare for one of the island's busiest urban areas. He imposed temporary mitigation measures and reopened the environmental assessment for the limited purpose of reassessing traffic connected with ferry operations.

Surveys were taken on four days in January when the ferry was operating. However, because of its other troubles, the ferry produced far less traffic on any of those days than even the moderate totals that were used to calculate levels of service at nearby intersections in the original finding of no significant impact.

The ferry is in dry dock and so no real-world test of traffic from the Superferry has been possible.

The supplemental environmental assessment, prepared by Belt Collins Hawaii Ltd., reports that the highest observed traffic load due to the ferry during the January surveys was 135 vehicles on the Martin Luther King Jr. holiday. That was barely more than Hawaii Superferry's old projections of an average of 110 vehicles and less than the old projected weekly peak day total of 153.

The Alakai has a capacity of 282 compact cars or a smaller number of a mixed load of larger cars and trucks.

But on the three ordinary days surveyed, the loads were only 59 to 80 vehicles. These were split about 60-to-40 between those leaving Maui for Oahu and those coming into Maui.

Officers were on hand to help smooth the traffic, and the observers found that both intersections (Kaahumanu-Puunene Avenue and Kaahumanu-Wharf Street) "operated freely without congestion."

On the Monday holiday, the report found congestion on Kaahumanu Avenue between 11 a.m. and noon but attributed that to local traffic, as all the ferry traffic had cleared by then.

The January study by Fehr & Peers/Kaku Associates was not used to recalculate the levels of service anticipated in the original environmental study.

The supplement says the January counts "offer some context regarding (Hawaii Superferry's) relative contribution to traffic in the harbor vicinity."

Pg. 2

08.0795

**MAUI TOMORROW FOUNDATION, INC.**

"Protecting Maui's Future"

To accept the DEA without criticism means also assuming the 2025-2030 Master Plan and Draft EIS for Kahului Harbor's expensive Alternatives A and B will be rubber-stamped as is. But the need for new piers and related infrastructure remains highly questionable—especially since that need is predicated upon now outdated projections of both cruise-line and interisland ferry traffic. Surely some accommodation between the No Action Alternative and Alternatives A and B can be found which is based on a more accurate projection of passenger traffic.

It was the inadequate traffic studies for that Draft EIS which were rejected by Judge August and though there's a lengthy appendix of traffic counts and estimated levels of service (LOS) that makes up the bulk of the DEA, not much—as noted above—really changes.

The DEA is hampered, again as noted in the Maui News article above, by the limited—if not strange—sailing history of the HSF. Again, as in the article:

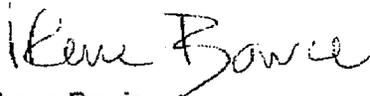
**The supplemental environmental assessment, prepared by Belt Collins Hawaii Ltd., reports that the highest observed traffic load due to the ferry during the January surveys was 135 vehicles on the Martin Luther King Jr. holiday. That was barely more than Hawaii Superferry's old projections of an average of 110 vehicles and less than the old projected weekly peak day total of 153.**

So, the highest HSF count came on a national holiday, hardly a typical day. But, given the uncertainty about if the Alakai would even operate, no one day since November's initial sailings should be seen as a hook upon which to hang a large-scale taxonomic study. Unfortunately, that's exactly what Fehr & Peers/ Kaku Associates did—which makes the resulting lack of mitigation recommendations seem foolish.

Put more bluntly, Belt Collins and Fehr & Peers/ Kaku Associates took the order from Judge August to recalculate HSF's initial bad traffic survey—which incidentally also was conducted by Fehr & Peers/ Kaku Associates—and regurgitate those findings and faulty recommendations without change.

Finally, the DEA ignores all the massive construction and rebuilding that will be going on literally across the street from the harbor; that fact alone shows how shallow the DEA is and why a NSI assessment is of no value.

Thank you,



Irene Bowie  
Executive Director

LINDA LINGLE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898

BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5975.08

April 10, 2008

Ms. Irene Bowie, Executive Director  
Maui Tomorrow Foundation, Inc.  
P. O. Box 299  
Makawao, Hawaii 96768

Dear Ms. Bowie:

Subject: Draft Supplemental Environmental Assessment (EA) of Traffic Impacts and Anticipated Finding of No Significant Impact for 2025 Master Plan Improvements at Kahului Commercial Harbor

Thank you for your letter dated March 24, 2008, providing comments on the above-referenced document (Draft Supplemental EA). We appreciate your interest in the environmental review process. We have the following responses to your comments:

1. Fehr & Peers/Kaku Associates was not involved in the traffic analysis conducted for the *Final Environmental Assessment and Finding of No Significant Impact, 2025 Master Plan Improvements, Kahului Commercial Harbor* (November 2005). This is the document that the Court found to be "inadequate with respect to the subject matter of traffic impacts." We also wish to clarify that the traffic analysis contained in the 2025 Master Plan EA was not for the proposed Hawaii Superferry (HSF). The purpose of the original EA was to evaluate impacts associated with short-term harbor improvements, i.e., projects expected to be completed within a ten-year timeframe:
  - a. Pier 1 extension.
  - b. Pier 1 waterline.
  - c. New Pier 4.
  - d. Puunene storage yard improvements (Note: The Puunene storage yard improvements were completed in September 2007, and the Pier 1 waterline is currently in design.).

2. The assessment of intersection Level of Service (LOS) was based on the following:
  - a. Actual traffic counts conducted in April 2007.
  - b. Adjustment of the April 2007 counts with ambient annual growth factors to reflect 2008 conditions.
  - c. Adjustments to account for Hawaii Superferry (HSF) operations, assuming average daily demand at 110 vehicles per sailing and peak day demand at 153 vehicles per sailing.

We included the findings of the January 2008 observations in the Draft Supplemental EA because the Court and the parties wanted to know how the ferry operations were actually affecting traffic on the ground. The Draft Supplemental EA disclosed that the January 2008 observations were part of a separate study, and the findings (which were not based on actual traffic counts but instead provided a qualitative aspect) were not incorporated into the LOS analysis. The observational data, insufficient for LOS analytical purposes, focused on the general flow of traffic during ferry loading and unloading, including the efficacy of traffic control measures. Therefore, it would have been technically impossible to recalculate LOS using the January 2008 observations.

3. We trust that you have provided comments on the *Kahului Commercial Harbor 2030 Master Plan and Draft Environmental Impact Statement (EIS)*. Regarding pier improvements, the subject Draft Supplemental EA assessed traffic impacts of a proposed extension to Pier 1, which provides berthing for large container vessels, cruise ships, and fuel barges. Cargo types at Pier 1 include fuel, sugar, autos (roll on/roll off), sand and gravel, coal, livestock, molasses, and scrap metal. Cargo operations are projected to increase; hence, there is a real need for the Pier 1 extension to accommodate the island's future cargo demand. With a decrease in cruise ship visits to Kahului Commercial Harbor, passenger traffic associated with the proposed Pier 1 improvements can be expected to decrease accordingly.
4. In response to your comment about the traffic counts conducted on a national holiday, etc., as explained above, the January 2008 observations were not traffic counts. The number of vehicles cited in the report was the number of vehicles on board during the particular sailing. Unless the purpose of a survey is to count vehicles for a specific event, traffic engineers typically avoid doing counts at times considered atypical, for example, on the first day of school after summer vacation. In any case, it is noted that the 135 vehicles on board HSF on the Martin Luther King, Jr. holiday were still within the range of 110 to 153 vehicles representing the average and the weekly peak patronage, respectively, assumed for study purposes.

Ms. Irene Bowie  
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5. Please note that Fehr & Peers/Kaku Associates did not prepare HSF's initial traffic study. That was accomplished by another consultant firm.
6. Regarding development occurring across Kaahumanu Avenue, the traffic study was based on traffic counts adjusted with ambient annual growth factors to reflect 2008 conditions. The growth factors were developed from the Maui island-wide transportation demand forecasting model developed for the County of Maui as part of a long-range transportation planning effort for the entire island. Long-range transportation planning takes into account specific land uses in what are known as transportation analysis zones, and translates those land uses into estimates of traffic generated along identified arterials such as Kaahumanu Avenue. Hence, new developments and redevelopment projects in the harbor vicinity and region were incorporated into the traffic analysis.

Very truly yours,



MICHAEL D. FORMBY  
Deputy Director of Harbors