



Testimony of  
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IN REPLY REFER TO:

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

March 10, 2014  
9:30 a.m.  
State Capitol, Room 309

**S.B. 2488, S.D. 1**  
**RELATING TO TRAFFIC SAFETY**

House Committee on Transportation

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The Department of Transportation (DOT) **opposes** this bill as it is currently written. S.B. 2488 is unnecessary because the Department of Education (DOE), as part of their Land Use District Boundary amendment conditions for the proposed Kihei High School, shall install a traffic signal system when warranted at this intersection. Additionally, the DOE is required to update the traffic impact analysis report (TIAR), complete a pedestrian route study, and implement mitigation or improvements as recommended in the TIAR and pedestrian study to DOT's requirements.

The current TIAR recommends:

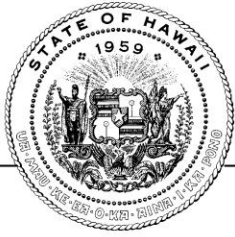
- Maintain sufficient sight distance for motorists to safely enter and exit all project roadways.
- Provide sufficient turning radii at all project roadways to avoid or minimize vehicle encroachments to oncoming traffic lanes.
- Provide an exclusive right-turn lane and shared left-turn and through lane on the access road approach from the highway school at the intersection with Piilani Highway.
- Provide a channelized northbound deceleration lane along Piilani Highway at the intersection with the access road for the high school.
- Provide a channelized northbound acceleration lane along Piilani Highway at the intersection with the access road for the high school.
- Provide an exclusive southbound left-turn lane along Piilani Highway at the intersection with the access road for the high school.
- Provide two eastbound departure lanes along the access road for the high school from the intersection with Piilani Highway.
- Modify the eastbound approach of Kulanihakoi Street at the intersection with Piilani Highway and the access road for the high school to provide an exclusive right-turn lane and a shared left-turn and through lane.
- Install a traffic signal system at the intersection of Piilani Highway with Kulanihakoi Street and the access road for the high school.

- Prepare a Traffic Management Plan for the high school to minimize the impact of school related vehicles on the surrounding roadways. This plan should address daily school and special events traffic.

The Land Use District Boundary amendment conditions for the proposed Kihei High School also require a grade separated pedestrian crossing for Piilani Highway. These improvements are to be completed by the DOE by the completion of Phase I of the high school.

The Land Use District Boundary amendment was approved by the State Land Use Commission on July 29, 2013. The DOE proposes to complete Phase I of the Kihei High School by 2018; in 2008 there was appropriated \$20 million for the planning, land acquisition, design and construction of the high school; and in 2013 there was appropriated \$130 million for the design and construction of Phase I of the high school. Phase II is estimated at \$30 million.

Thank you for the opportunity to provide testimony.



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Statement of the  
**OFFICE OF PLANNING**  
before the  
**HOUSE COMMITTEE ON TRANSPORTATION**

Monday, March 10, 2014  
9:30 AM  
State Capitol, Conference Room 309

in consideration of  
**SB 2488 SD1**  
**RELATING TO TRAFFIC SAFETY.**

Chair Yamane, Vice Chair Takayama, and Members of the House Committee on Transportation.

The Office of Planning offers the following comments on Senate Bill 2488, SD1 which provides funding for traffic signal improvements at the intersection of Piilani Highway and Kulanihako'i Street that will be the entrance to the new Kihei High School.

On July 29, 2013, the State Land Use Commission (LUC) approved the reclassification from the State Agricultural District to the Urban District of the 77.2-acre site for development of the new Kihei High School. One of the major issues discussed at the LUC hearings and in deliberations about conditions of approval was the issue of pedestrian safety. The State Department of Transportation expressed concerns about the conflicts between vehicles and pedestrians, and the overall safety of pedestrians crossing Piilani Highway, citing that vehicles on Piilani Highway often exceed the posted speed limit of 40 miles per hour.

The LUC concurred, and imposed the following condition on Petitioner Department of Education, Condition 1 (b) which provides, in part:

“Petitioner shall complete a pedestrian route study for Phase I of the Project which includes ingress and egress of pedestrians through defined location(s) approved by DOT and shall analyze compliance with the proposed warrants in FHWA/RD-84/082 (July 1984) to the satisfaction of DOT. The pedestrian route study and analysis shall be completed and approved prior to Petitioner executing a contract for the design of Phase I of the Project. Petitioner shall cause to be constructed, or ensure that there is an available above or below ground pedestrian crossing and implement such mitigation or improvements as may be required or recommended by the study and analysis to the satisfaction of DOT prior to opening Phase I of the Project.” (emphasis added)

We provide the above information for your consideration relative to the subject bill.

Thank you for the opportunity to testify.