

Testimony of
GLENN M. OKIMOTO
DIRECTOR

Deputy Directors
FORD N. FUCHIGAMI
RANDY GRUNE
AUDREY HIDANO
JADINE URASAKI

IN REPLY REFER TO:

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

February 19, 2014
9:15 a.m.
State Capitol, Room 211

S.B. 2488
RELATING TO TRAFFIC SAFETY

Senate Committee on Ways and Means

The Department of Transportation (DOT) **opposes** S.B. 2488 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:

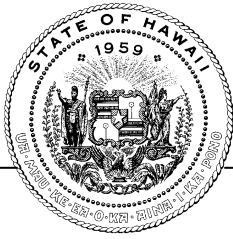
- Maintain sufficient sight distance for motorists to safely enter and exit all project roadways.
- Provide sufficient turning radii at all project roadways to avoid or minimize vehicle encroachments to oncoming traffic lanes.
- Provide an exclusive right-turn lane and shared left-turn and through lane 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.



**OFFICE OF PLANNING
STATE OF HAWAII**

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

NEIL ABERCROMBIE
GOVERNOR

JESSE K. SOUKI
DIRECTOR
OFFICE OF PLANNING

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <http://planning.hawaii.gov/>

Statement of
JESSE K. SOUKI
Director, Office of Planning
before the
SENATE COMMITTEE ON WAYS AND MEANS

Wednesday, February 19, 2014
9:15 AM
State Capitol, Conference Room 211

in consideration of
SB 2488
RELATING TO TRAFFIC SAFETY.

Chair Ige, Vice Chair Kidani, and Members of the Senate Committee on Ways and Means.

The Office of Planning offers the following comment on Senate Bill 2488 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.

From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: mmmahalo2000@aol.com
Subject: Submitted testimony for SB2488 on Feb 19, 2014 09:15AM
Date: Monday, February 17, 2014 7:34:52 PM

SB2488

Submitted on: 2/17/2014

Testimony for WAM on Feb 19, 2014 09:15AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Mike Moran	Kihei Community Association	Support	No

Comments: February 18, 2014 Senator Rosalyn H. Baker Hawaii State Capitol Room 230 Honolulu, Hawaii 96813 Re: Bill SB 2488 Traffic Signal at intersection of Pi'ilani Highway and Kulanihako'i Dear Senator Baker, Thank you for looking out for the interests of safety in Kihei and for inquiring about support for Bill SB 2488 from the Kihei Community Association. Our Planning Committee has discussed the bill and we recognize the need for traffic control and safety at this location. We support the intent of the bill and appreciate funding for this intent. It is our understanding that traffic engineer Dan Burden is developing solutions for the intersection with special regard to student safety. We believe it is wise to wait until his report and recommendations are complete before determining the exact design of the intersection. His recommendation may be something other than a traffic signal. A great way to reflect and leave options open would be to change the title of the bill to reflect "Traffic Control" in place of "Traffic Signal". The Kihei Community Association has a long history of working with progressive thinking traffic engineers to cost-effectively enhance the beauty and function of our community. Kihei is undergoing profound change as growth resumes. In addition to the high school, the Upcountry Highway intersection is coming as well as major residential developments at the High Tech Park and off Kaiwahine and major commercial developments off Pi'ikea and at the Pi'ilani Promenade. Each of these developments will substantially increase traffic and require new/modified intersections as well as consideration of bike/pedestrian paths mauka of the Pi'ilani Highway. KCA is on record as supporting roundabouts wherever they make sense. The demands on the Pi'ilani Highway and adjacent road system make it essential to consider alternatives to more signals, more start/stop traffic and more potential for accidents. Thank you for your service to our community. Sincerely, _____ Mike Moran President Kihei Community Association

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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