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IN REPLY REFER TO:

HWY-PS 2.5214

July 18, 2017

Planning Section Rec'd

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TO: DUANE Y. KASHIWAI  
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FROM: FORD N. FUCHIGAMI  
DIRECTOR OF TRANSPORTATION

SUBJECT: KIHEI HIGH SCHOOL  
TRAFFIC AND PEDESTRIAN STUDIES AND IMPROVEMENTS  
KIHEI, MAUI  
TMK: (2) 2-2-002:081

The Hawaii Department of Transportation (HDOT) reviewed the Traffic Impact Analysis Report (TIAR) (by Wilson Okamoto, Updated October 2014), and the Pedestrian Route Study/Grade-Separated Pedestrian Crossing (GSPC) Study for the Kihei High School (KHS) to be constructed in Kihei, Maui, mauka of Piilani Highway, State Route 31, at Kulanihako'i Street.

The review was conducted to satisfy Decision and Order, Docket A11-794, July 29, 2013, condition 1(a): "*The TIAR shall be revised and accepted by DOT prior to Petitioner executing a contract for the design of Phase I of the Project*" and 1(b): "*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*".

The HDOT has been coordinating with the Hawaii Department of Education (HDOE) and is satisfied that the stated portions of condition 1(a) and 1(b) have been adequately addressed. The HDOE has assured the HDOT that HDOE will continue to cooperate to address traffic impacts and other subparts of Condition 1, as applicable.

The HDOT expects that the above agreement will be consistent with the following understandings:

The GSPC study was supplemented by a review by Fehr & Peers (F&P) with respect to whether the GSPC, pedestrian traffic, and road conditions would meet various applicable warrants for a GSPC. The result of the F&P review was that a GSPC would not meet applicable warrants during Phase I of the KHS though the F&P review suggested that a GSPC may meet applicable warrants during Phase II of the KHS. No pedestrian crossing measures for Phase I were proposed by F&P; the HDOT assumes F&P recommends the traffic signal will accommodate an at-grade crossing and that a median pedestrian refuge will be installed for Phase I.

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Prior to Phase II, the GSPC warrants should be re-evaluated and if met then a GSPC should be funded and provided by the HDOE.

The TIAR included a traffic signal warrant study that was not acceptable to the HDOT due to including Signal Warrant 3, Peak Hour, which was not considered applicable in this situation. However, the study indicated that a signal was warranted under Signal Warrant 2, 4-Hour Vehicular Volume.

Per the TIAR, KHS shall implement the recommendations for improvements as described and listed in the TIAR (Wilson Okamoto, September 2011, Revised April 2012, Updated October 2014) which would include but not be limited to:

1. Provide a left-turn and shared through/right-turn on the west-bound approach to the Piilani Highway and Kulanihakoi Street intersection.
2. Provide a channelized north-bound deceleration and acceleration lane for Kulanihakoi Street on Piilani Highway at the intersection.
3. Provide a south-bound channelized left-turn lane on Piilani Highway.
4. Provide two east-bound lanes on Kulanihakoi Street departure from Piilani Highway.
5. Provide a left-turn and a shared through/right-turn lane on the east-bound approach to Piilani Highway.
6. Provide a traffic signal system at the intersection of Piilani Highway and Kulanihakoi Street.

Note that all improvements shall be consistent, applicable highway design standards, and approved by the HDOT.

If there are any questions, please contact Ken Tatsuguchi, Engineering Program Manager, Highways Division, Planning Branch, at (808) 587-1830. Please reference file review number PS 2014-252.