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IN REPLY REFER TO:  
HWY-PS 2.0716

October 1, 2015

TO: THE HONORABLE KATHRYN S. MATAYOSHI  
SUPERINTENDENT  
DEPARTMENT OF EDUCATION

FROM: FORD N. FUCHIGAMI  
DIRECTOR OF TRANSPORTATION

SUBJECT: KIHEI HIGH SCHOOL  
LAND USE COMMISSION TRAFFIC CONDITIONS AND ISSUES  
KIHEI, MAUI, HAWAII, TMK NOS: (2) 2-2-002: 081 AND 083

As a follow-up to the Department of Transportation (DOT) memorandum of July 14, 2015 (HWY-PS 2.0175), we are sending you our comments on the Traffic Impact Report (TIR) and Pedestrian Route Study previously submitted by the Department of Education (DOE). Both a TIR and a pedestrian study are required by Condition No. 1 (a) and (b), Decision and Order of the Land Use Commission (LUC) Docket No. A11-794.

The DOT has the following comments:

Traffic Impact Report:

We acknowledge receipt of the DOE's submittal on November 18, 2014, of the October 2014 Revised TIR. However, we regret to inform you that the Revised TIR has not been accepted by the DOT due to the concerns as follows:

1. The DOT has reviewed the Revised TIR's Traffic Signal Warrant Study for the proposed signalization at the intersection of Piilani Highway and Kulanihakoi Street. We found that the study used warrants that were not applicable, including an incorrect assessment containing right turn volumes discussed in Item 101 of the LUC Findings of Fact.
2. The Revised TIR should also assess warrants that are relevant to the anticipated school/pedestrian crossings discussed in Item 105 of the LUC Findings of Fact. The DOT would be supportive of signalization if warrants are met in the Revised TIR.

**EXHIBIT 3**

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Pedestrian Route Study:

We acknowledge receipt of the DOE's submittal on November 18, 2014, of the 2014 Pedestrian Route Study in accordance with the LUC Docket Condition 1b. However, the DOT is not able to accept this study due to its incompleteness.

The Pedestrian Route Study needs to be comprehensive and consider preserving the existing and future integrity of Piilani Highway, which is functionally classified as a principal arterial. The analysis in the Pedestrian Route Study needs to consider all modes of travel and evaluate the proposed alternatives based on all criteria, so to make a balanced and comprehensive assessment.

We do look forward to your collaboration and submittal of a Revised TIR and Pedestrian Route Study to satisfactorily address DOT's concerns discussed above. We recommend that any further details with study revision concerns be coordinated with the DOT Highways Division.

If you have any questions, please contact Edwin Sniffen, Deputy Director, Highways Division at (808) 587-2156.

c: Christina Ruotola, Group 70  
Mr. Duane Kashiwai, DOE  
Facilities Development Branch