



Kihei Community Association

"e mālama pono"...dedicated to protecting,  
sustaining and enhancing our 'āina, kai and 'ohana



To: Land Use Commission

Date: September 2, 2020

Re: LUC Agenda Item # A11-794 09-10-20  
Under/Overpass to Kihei High School

The Kihei Community Association (KCA) has long advocated for a safe intersection design for the new Kihei High School at Pi'ilani Hwy and Kulanihakoi St. We are laser-focused on designing an intersection and campus access that promotes the highest level of safety and efficient traffic flow. The roundabout and underpass together are the two best ways to maximize this.

Kihei Community Association is asking the LUC to once again reaffirm its previous rulings: requiring inclusion of an underpass or overpass before the school will open.

KCA appreciates that the state Department of Transportation (DOT) has acknowledged that a four-lane roundabout with HAWK pedestrian signals and right hand turn-out lanes is the best solution to keep the intersection safe and traffic moving at a reduced speed.

As a condition of the original EIS in 2013, the State Land Use Committee "requires that a pedestrian overpass or underpass be constructed before the opening of the first phase of Kihei High School". This ruling was re-affirmed by the LUC in 2019.

In accordance with the affirmed condition, KCA continues to advocate for a pedestrian underpass at Waipuilani gulch where there is already a tall clearance and wide breadth of land. This solution has been recommended in the original Kihei High School EIS and numerous pedestrian/traffic studies that have followed.

The most recent pedestrian/traffic studies conducted for this intersection recommend using the existing underpass while disfavoring the construction of an overpass as they are expensive and rarely used.

The Department of Education (DOE) has pigeon-holed itself by only looking at an expensive overpass and not pursuing the Waipuilani Gulch underpass option as recommended. This may be partially due to the stubbornness of the DOT to not look at underpasses as pedestrian walkways.

Now that the DOT has confirmed that the intersection will be a roundabout, the DOE is seeing this as an opportunity to circumvent the original condition to provide a safe overpass or underpass. The DOE clings to outdated data and says the underpass or overpass is not warranted. This is incorrect.

KCA encourages the LUC to stand firm in its ruling to require a grade separated pedestrian crossing (GSPC). KCA also encourages DOE and DOT to work on the already existing underpass at Waipuilani gulch. This is the path forward, literally. Safety remains our utmost concern.

Respectfully submitted,

Mike Moran, President  
Kihei Community Association







Waipuilani Gulch underpass on July 26, 2020 – The day of Hurricane Douglas



KCA and Goodfellow Bros. inspect Waipuilani Gulch underpass





KCA and Goodfellow Bros. inspect Waipuilani Gulch underpass



Existing underpass and pedestrian pathway at Waipuilani Gulch

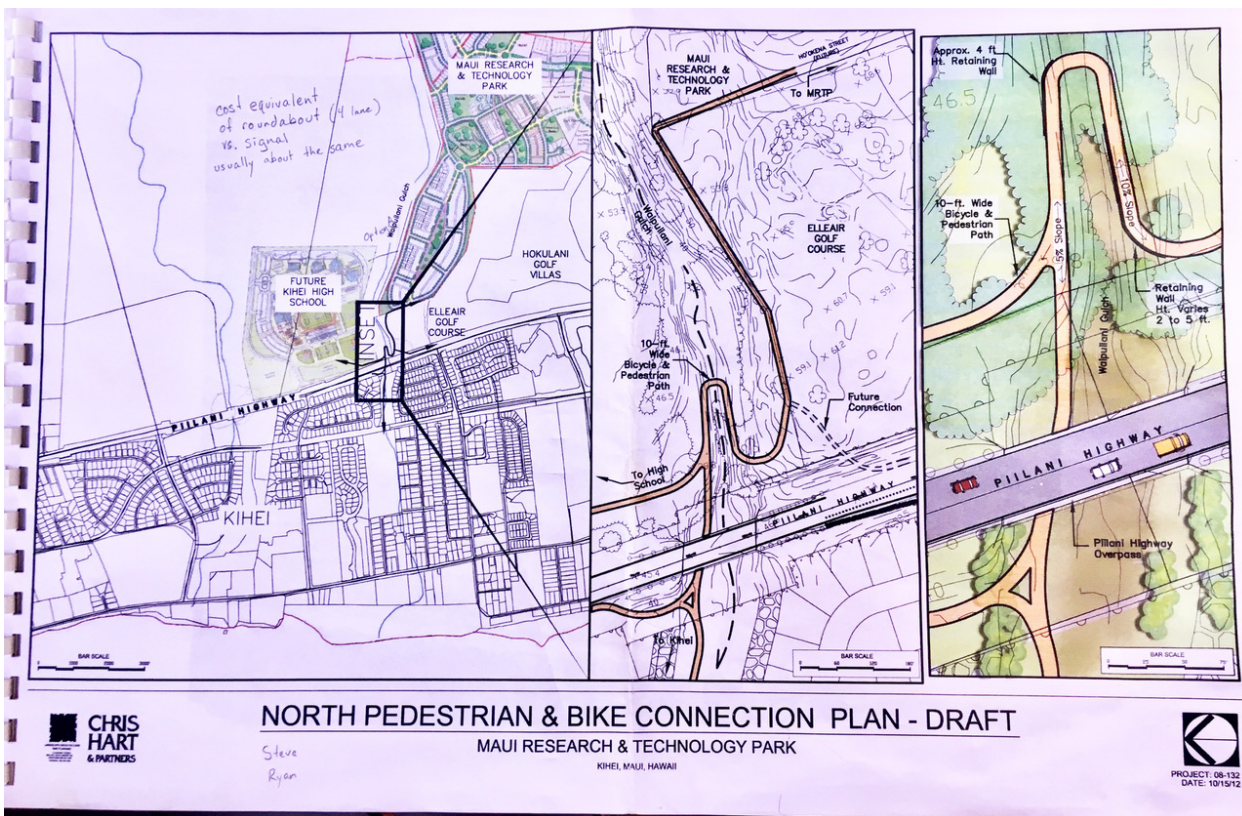


**KĪHEI HIGH SCHOOL**  
**Draft Final Environmental Impact Statement**

does not suggest that they are superior treatments to traffic signals. Pedestrians will avoid bridges due to the effort to climb three flights of stairs to an elevation high enough to bridge across the highway and to return to street grade on the other side. Also such a bridge needs to be handicap accessible, requiring very long ramps to serve wheelchair users. Use of such a facility is virtually always disappointing. Tunnels have less construction issues, but they can result in security issues related to darkness and require maintenance to prevent accumulation of broken glass and litter. They are often closed due to security and maintenance issues following construction. A more appropriate grade separation treatment may be the development of a greenbelt bikeway and recreational trail that would follow the watercourse that passes under Pi'ilani Highway south of the intersection. This would be a facility appropriate for consideration in evaluating plans for a bikeway network west of Pi'ilani Highway for the entire community, and is a community-wide planning issue.

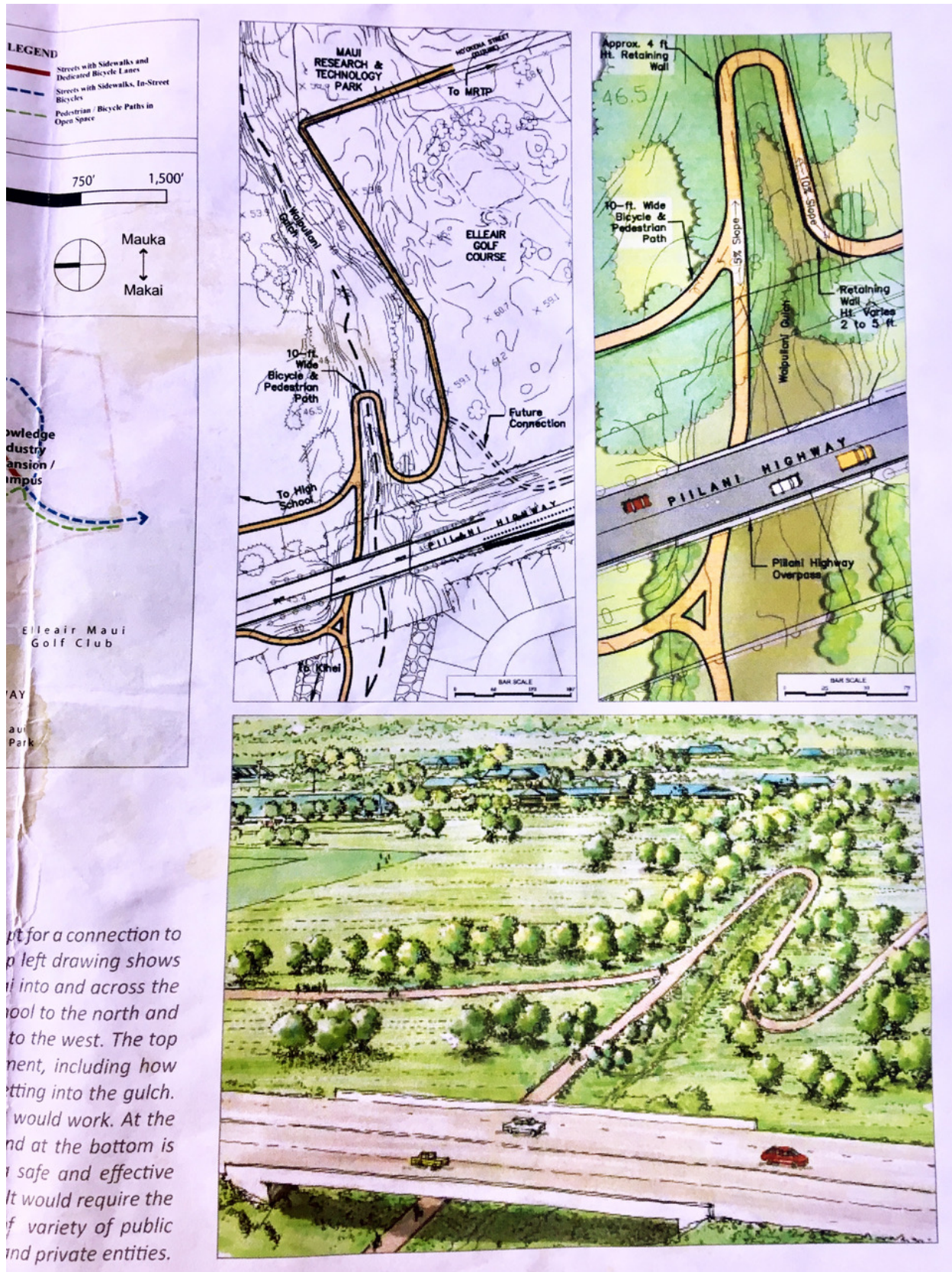
Waipuilani  
underpass  
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Waipuilani Underpass as recommended in Kihei High School Final EIS 2013



Waipuilani Underpass – Kihei HS - Pedestrian & Bike Connection Plan. Pacific Rim Land 2012





Waipuilani Underpass – Kihei HS - Pedestrian & Bike Connection Plan. Pacific Rim Land 2012



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*The Waipuilani Gulch crosses under Pi'ilani Highway with this underpass. This could make an ideal location for a high quality pedestrian and bicycle connection from to the Park and the new High School from makai.*



*Trail under an underpass in Livermore, California*



*Bicycle / Pedestrian trail in a drainage way, Denver, Colorado*

Waipuilani Underpass as recommended in Kihei High School Pedestrian Route Study by Dan Burden, as commissioned by DOE



## Examples of underpass pedestrian bikeways in gulches



A pedestrian and bike underpass along Boulder Creek. [Photo: Flickr user [ltdp](#)]  
**Boulder, CO**



**Four Sisters, IL**



**North Shore, IL**



**Hilton Head, IL**



**Lima, OH**



**Boulder, CO**



**Elsinburg, WA Before Construction**



**After Construction**