

Hakoda, Riley K

From: Mary Trotto <Mary.Trotto@liu.edu>
Sent: Tuesday, September 8, 2020 2:53 AM
To: DBEDT LUC
Subject: [EXTERNAL] testifying on Agenda Item VII (A11-794 STATE OF HAWAII, DEPT. OF EDUCATION – (Kihei High School) (Maui)) for the agenda on 09/10/2020 @ 9am
Attachments: request for an underpass for the new Kihei HS.docx

Please see the attached letter as my written testimony on the Kihei HS underpass.

Thank you

Submitted by Dr Mary

10 Upena Lane

Kihei Maui HI 96753

With warmest aloha,

Dr. Mary

To: Land Use Commission

From: Dr Mary Trotto, member of the KCA board

September 7, 2020

LUC Agenda Item # A11-794 09-10-20

Under/Overpass to Kihei High School

My testimony is in support of maintaining the condition in the 2013 EIS that “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.

For the reasons listed below I believe the underpass would be a better choice.

The underpass would be cheaper to complete,

Would allow for more accessibility by both walking and biking,

Would be easily ADL compliant and

Would be used by the students, in an interview with Senator Roz Baker, she noted that there were overpasses in Oahu for students, they were expensive and rarely used by the students.

The underpass already exists but at this time is just a dirt path under Piilani Highway.

The underpass needs to be made useable under most normal conditions found for the majority of the year in Kihei. Please see Randy Wagner’s written testimony as to the practical design of the underpass. Rapid water runoff through the gulch, which would be where the underpass is to be constructed, is a rare event in Kihei.

During a major storm, where the underpass would most likely be impassable, the likelihood would also be that the school would probably be closed due to other factors such as loss of electricity at the school due to the major storm event, and impassible roads along South Kihei Road which would reduce accessibility for teachers and staff to be able to arrive at the school from their homes.

The last time such a major storm event happened in Kihei where gulches became flooded and water raged down into Kihei was 1980. Other minor storms have occurred since 1980 until 2020 but their impact on the pass ability of the gulches have been negligible.

For the reasons above, please agree to provide an underpass for the students to use before the opening of the first phase of the new Kihei High School.

Hakoda, Riley K

From: Andrew Beerer <andrew@alohabydesign.com>
Sent: Monday, September 7, 2020 9:12 PM
To: DBEDT LUC
Subject: [EXTERNAL] 9/10 Agenda Item #A11-794 (Kihei High School)

The Kihei High School Action Team submits the following written testimony in **opposition** to the state Department of Education's (DOE) request to amend the existing Order in this matter to eliminate the condition "requiring 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. And should be re-re-affirmed today.

The roundabout does not replace the need for grade separated crossing.

We appreciate the DOT listening to community input and moving forward to implement a roundabout. Although this roundabout is much safer than a traditional signalized intersection, it still requires everyone to cross at-grade. The roundabout (or any other at-grade treatment) at this intersection, does not replace the requirement for a grade separated crossing.

The Kihei High School Action Team working with 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.

Our first priority is SAFETY for all students, families, faculty and visitors who will be accessing the high school. We must collectively look at how we can minimize vehicle-pedestrian strikes and fatalities at the campus entrance.

A secondary priority is to maintain an efficient flow of traffic. The roundabout and underpass together are the two best ways to accomplish these goals.

A roundabout slows speeds to a non-lethal level, while keeping traffic flowing. An easy-to-use, already existing underpass encourages people not to cross at the highway, helps connect our community and minimizes pedestrians trying to cross the highway at-grade.

After a mere 7 years since the original condition, the DOE has now realized that when dealing with grade separated crossings: ALL of their studies and paid consultants as well as the community, disfavor and discredit expensive overpasses that do not get used. Yet, ALL of these same studies, consultants and community representatives recommended looking at the already existing underpass at Waipuilani Gulch.

The DOE has pigeon-holed themselves, partially due to a stubborn DOT that has refused to look at the recommended underpass as a pedestrian bikeway. After 7 years of consultants telling them so, it's clearly time for the DOT and DOE to start doing the engineering studies on the Waipuilani gulch underpass.

In its petition, the DOE clings to the flimsiest of data, an outdated traffic study from 2015 based on a previous traffic study from 2010. The study estimated a school opening in 2018 across from "low density" neighborhoods. This data is obsolete and plainly ignores nearby developments of the past 5-years, including a 200-unit affordable apartment complex right across the highway from the school. The traffic study is riddled by bad data - suggesting ridiculously low estimates of student pedestrians. The DOE commissioned traffic study only measures pedestrian students coming from a ".5 mile radius", whereas the DOE bussing policy reads, "students in Grades 6-12 must reside 1.5 miles or more, from the school within their attendance area to qualify for regular school bus service." So obviously there would be pedestrians coming from a 1.5 mile radius instead. This is simply bad work and horrible data done by consultants who are not familiar with our community and its needs.

The Kihei High School Action Team is asking the LUC to once again reaffirm its previous rulings: requiring inclusion of an underpass or overpass before the school will open.

Sincerely,

Kihei High School Action Team
Andrew Beerer
President
andrew@alohabydesign.com
808-283-8600

Hakoda, Riley K

From: Therese Klaty <klatytherese@gmail.com>
Sent: Monday, September 7, 2020 6:33 PM
To: DBEDT LUC
Subject: [EXTERNAL] Testimony on 09/10/2020 @ 9am Agenda Item VII (A11-794 STATE OF HAWAII, DEPT. OF EDUCATION – (Kihei High School) (Maui))

As a resident of Kihei, I am providing written testimony on 09/10/2020 @ 9am Agenda Item VII (A11-794 STATE OF HAWAII, DEPT. OF EDUCATION – (Kihei High School) (Maui))

It is critical to the safety of future students that the state keep the requirement for a grade-separated pedestrian crossing at Kihei High School. I live at 35 Alania Place, which is a side street off Kulanihakoi, directly below the Kihei High School site. Traffic on the Piilani highway at Kulanihakoi is heavy throughout the day and regularly exceeds speed limits. At other crossings on the highway that already have traffic signals, the pedestrian crossings are dangerous. It has been less than four years since 16 year old Hannah Simmons was killed in a hit and run at the marked crosswalk at the traffic signal at Kaiwahine and Piilani Highway. The grade-separated crossing was found to be necessary in a previous study. Nothing has changed that would suddenly make it acceptable to put our students at this high risk of being killed on their way to and from school. The state has already failed the children of South Maui by taking decades to begin building the Kihei High School. Do not fail this community by taking short cuts or sacrificing the safety of students to save money or time on the project.

Therese Klaty
35 Alania Place
Kihei, HI 96753

To: Land Use Commission
From: Randy Wagner, AIA, LEED AP, Chair KCA Design Review Committee
September 7, 2020

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

My testimony is in support of maintaining the condition in the 2013 EIS that “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.

Simply put, people already use a pathway under the highway in the Waipuilani Gulch. See attached photo. Yesterday I walked this path. The current pathway leads through the center of the gulch as is shown in the photo.

When the new high school opens students will use the existing path. That is not an ideal condition. A new raised pathway that is built up about 4-5 feet above the existing grade adjacent to the north side of the gulch will be much safer. This is what our students need. It will be out of the floodway for most rain conditions. It should be well lit and should have a railing. It should be designed so that pedestrians and cyclists can use it simultaneously. And it should connect to a pathway that leads to the school parallel to and back from the highway. Red bollards can indicate if there are flood conditions that must be avoided as is done in other places in Kihei. I guarantee that this will be a highly used access to the new school.



Consider the relative risks:

1. There is no question that there is a risk of a pedestrian being hit by a car crossing the highway at the intersection entry to the high school. Fortunately the DOT has wisely chosen to implement a roundabout with proper pedestrian signals. That is however still not without any risk. Many students who live makai of school will cross the roundabout intersection on foot or on bikes.
2. Clearly a grade separated crossing such as an underpass would eliminate the risk of a pedestrian or cyclist being hit by a vehicle. With the proper measures like elevation of the path above the flood level and other safety features such as bollards and occasional supervision, the risk of someone drowning is minimal. The risk of injury to students walking to high school in current conditions is greater than with a properly designed pathway. Many students who live makai of school will choose to walk under the highway with or without a formal pathway.

The original LUC condition should be maintained. The improvements needed for an underpass are far less than an overpass requires. Please ensure a sensible solution can be implemented. A well designed underpass in conjunction with roundabout will allow the safest access possible for the students and others who will be using the new Kihei High School. Together they will create a beautiful asset in our community.

Mahalo for your consideration.

To: Land Use Commission
From: Randy Wagner, AIA, LEED AP, Chair KCA Design Review Committee
September 7, 2020

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

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Mahalo for your consideration.

We are submitting this written testimony **opposing the DOE's request** to amend the order given by your body that would eliminate the requirement that either an overpass or underpass be constructed crossing Pi'ilani Hwy. and used as a safe route to the new high school.

As you know, Pi'ilani Hwy. is a fast-moving major artery in south Maui. Vehicular speeds often exceed 50 and 60 miles per hour and red lights are often ignored. Both pedestrian and vehicular fatalities occur all too frequently.

The majority of the population in Kihei live makai of Pi'ilani Hwy. while the high school is mauka. One cannot expect teens to use good judgment and put safety first when needing to get to the other side of the highway in time for class.

The easiest, cheapest and most useful option is a finished trail/pathway that accommodates pedestrians, bikes and other wheeled modes of transportation. Kihei has an easily accessible gulch at Waipuilani that would deposit students at the southern end of the campus. In its natural state it is already used to cross under Pi'ilani Hwy. On the very rare occasion that it may be dangerous due to rushing water, it can be closed. But let's not forsake the 99% of the time when we can keep our children off the highway for this 100 year event. Studies show that overpasses are rarely used.

The DOE has been given an ample number of years to prepare for this condition. Parents and the community want our children to be as safe as possible. It's up to the adults to provide that for them. Anything less than a safe access to school is a failure on our part.

Thank you for your time and consideration.
Patricia and Jefferson Stillwell, 227 Kamakoi Loop, Kihei, HI 96753



Before Construction



After Construction

Hakoda, Riley K

From: Natalia Hussey-Burdick <n.hussey@capitol.hawaii.gov> on behalf of Rep. Tina Wildberger <repwildberger@capitol.hawaii.gov>
Sent: Friday, September 4, 2020 6:18 PM
To: DBEDT LUC
Subject: Testimony for 09/10/2020 Agenda Item VII
Attachments: 2020.09.04 LUC Testimony Re KHS Underpass.pdf

Aloha,

Please confirm receipt of Representative Wildberger's testimony (attached) for 09/10/2020 Agenda Item VII: A11-794 STATE OF HAWAII, DEPT. OF EDUCATION – (Kihei High School) (Maui) Consider Petitioner State of Hawaii, Dept. of Education's Motion to Amend the Land Use Commission's Findings of Fact, Conclusions of Law and Decision and Order Filed July 29, 2013

Mahalo nui,

Natalia Hussey-Burdick

Office Manager
Office of Representative Tina Wildberger, 11th District
Hawaii State Capitol
415 S. Beretania Street, Room 327
Honolulu, HI 96813
(808) 586-8525
n.hussey@capitol.hawaii.gov



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September 04, 2020

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Re: Agenda September 10, 2020 Item VII Action: A11-794 STATE OF HAWAII, DEPT. OF EDUCATION – (Kihei High School) (Maui). *Consider Petitioner State of Hawaii, Dept. of Education's Motion to Amend the Land Use Commission's Findings of Fact, Conclusions of Law and Decision and Order Filed July 29, 2013.*

Aloha Chair Scheuer and Commissioners,

My community has been advocating for an underpass at Waipuilani Gulch since at least 2010, if not earlier. This area would provide safe passage for the students and staff of Kihei High School, and nearby Kihei Charter School, as well as the broader community when connected to a community-wide network of bike paths and walkways.

Based on community input, the 2012 Environmental Impact Statement(EIS) for KHS suggested "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 Piilani 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."

I have attached for the record photos of students spilling out into Piilani Highway at the crosswalk near Kihei Charter School (just a mile south of the Kihei High School location), which shows the dire necessity of better pedestrian safety measures in our community. This extremely dangerous proximity of minors and high-speed traffic happens every school day:

Office of Representative Tina Wildberger

Proudly serving the 11th House District

415 S. Beretania St. Honolulu, HI 96813, Room 327

Phone: 808.586.8525 | Fax: 808.586.8529 | email: repwildberger@capitol.hawaii.gov



I agree with the points brought up in the August 05, 2020 letter from the DOT:

1. An overpass would go widely unused
2. Kulanihakoī Gulch is not a good location for an underpass (it is too narrow for drainage in the event of a storm)

Those are precisely the reasons why the Kihei community has chosen Waipuilani Gulch, to the South of Kihei High School (see map, below.)



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Kihei Community Association members have partnered with GoodFellow Brothers to survey the area and found ample height & breadth for both a raised walkway/bike path, as well as a drainage ditch in the rare event of heavy rainfall (photo below.)



Kihei has a very arid climate. Please find below a photo I took of Waipuilani Gulch during our last major rainfall event: Hurricane Douglas on July 28, 2020. Despite a designated hurricane warning and precipitation upcountry, the gulch remained dry.

Office of Representative Tina Wildberger

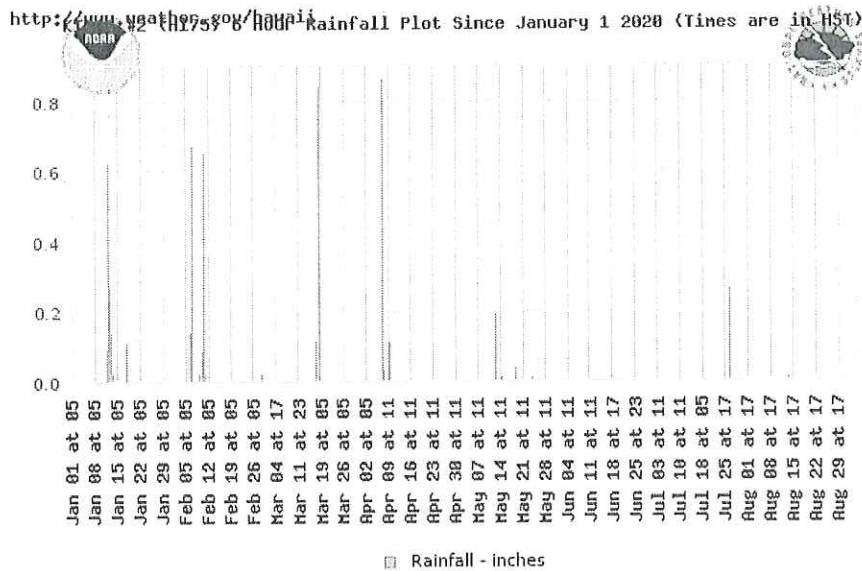
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Phone: 808.586.8525 | Fax: 808.586.8529 | email: repwildberger@capitol.hawaii.gov



This graph from the National Weather Service shows Kihei has received a maximum of roughly 0.82 inches of rainfall only two times from January 2020 until now:



I understand that some people may have security concerns, and I suspect that the bridge over Waipuilani Gulch will be a common location for mischievous high school students to break rules regardless of whether or not a formal walkway/bikeway is built there. However, if a formal

Office of Representative Tina Wildberger
Proudly serving the 11th House District
 415 S. Beretania St. Honolulu, HI 96813, Room 327
 Phone: 808.586.8525 | Fax: 808.586.8529 | email: repwildberger@capitol.hawaii.gov

bikeway/pathway is built there & opened at the same time as the school opening, it logically follows that the frequent presence of other pedestrians would actually serve as a crime deterrent rather than a crime incentive. If the school wanted to install and maintain security cameras under the bridge area, the risk of criminal activity would decrease even further, and any illegal activity could be easily tracked & addressed by calling the police as needed. Below, I have included photo of an example of another underpass on Maui that was built by the Hawaii DOT, complete with bicycle parking:



Commissioners, I beseech you to uphold your 2013 & 2019 requirement for a grade-separated pedestrian crossing, our community needs this underpass.

Mahalo,

Representative Tina Wildberger
House District 11 - South Maui
Kīhei · Wailea · Mākena