

**From:** [DBEDT LUC](#)  
**To:** [Hakoda, Riley K](#)  
**Subject:** FW: [EXTERNAL] 11/04 LUC Agenda Item #A11-794 (Kihei High School)  
**Date:** Monday, November 2, 2020 3:52:42 PM

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FYI and post

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**From:** Andrew Beerer <[andrew@alohabydesign.com](mailto:andrew@alohabydesign.com)>  
**Sent:** Monday, November 02, 2020 2:44 PM  
**To:** DBEDT LUC <[dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)>  
**Subject:** [EXTERNAL] 11/04 LUC 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 or further deferred until a later date.

Keep the condition.

The Land Use Commission needs to defer this motion.

There should be no decision regarding this condition, at least until the DOE/DOT has secured funding for a roundabout.

There is currently no confirmed funding for a roundabout.

If the condition was waived, and roundabout funding does not become available, it could revert to the worse case scenario - standard intersection with no underpass/GSPC. That would undermine all efforts of the LUC and the community.

There is no need to rush to judgement.

There is currently \$1.25M in secured fy2021 funding for GSPC design.

While the DOE and DOT work towards confirming future funding for a roundabout, let the community and DOE use the GSPC design funding to vet an underpass or other GSPC solution, we

also need to get some updated pedestrian/traffic numbers, etc.

The current Fehr & Peers pedestrian/traffic study submitted by DOE uses bad data to establish that only a small population of students would walk to school.

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. That is a huge area, spanning North and Central Kihei from Kaiwahine Street to Welakahao Street, and would include a large majority of students who would likely access the high school as pedestrians. Far more than the 20% number justified in the Fehr & Peers study.

If no progress can be made by the time school looks ready to open, and DOE is applying for occupancy permits, then that would be the appropriate time to review/amend the condition to a later date.

This condition is the only leverage our community has to ensure that a proper safe intersection and safe student crossing is funded and built.

Please listen to the cries of the community. Through the long process of building this school, we have been derailed, delayed, ignored, shortchanged and scapegoated -multiple times. We are volunteer community representatives who simply seek assurance that we can fund and develop a safe and efficient intersection with pedestrian crossing that will not cripple our highway or put children in harms way.

Please do not be in a rush to crush this essential condition and discourage our years of hard work in the name of safety and smart community design.

Thank you.

Sincerely,

Kihei High School Action Team

Andrew Beerer

President

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