

DEPARTMENT OF PLANNING  
 COUNTY OF MAUI  
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BEFORE THE LAND USE COMMISSION  
 OF THE STATE OF HAWAII

In the Matter of the Petition of:	)	Docket No. A11-794
	)	
DEPARTMENT OF EDUCATION (DOE),	)	DEPARTMENT OF PLANNING, COUNTY
STATE OF HAWAII	)	OF MAUI'S SUPPLEMENT TO ITS
	)	POSITION STATEMENT ON
To Amend the Agricultural Land Use	)	DOE'S REQUEST FOR THE ISSUANCE OF
District Boundaries into the Urban Land Use	)	WRITTEN FINDINGS AS TO ITS AUGUST
District for Approximately 77.2 acres of land	)	20, 2020 MOTION TO AMEND THE LAND
at Kihei, Maui, Hawaii, Maui Tax Map Key	)	USE COMMISSION'S (LUC) FINDINGS OF
Nos. 2-2-002:081 and 083.	)	FACT, CONCLUSIONS OF LAW AND
_____	)	DECISION AND ORDER FILED JULY 29,
	)	2013

**THE DEPARTMENT OF PLANNING, COUNTY OF MAUI'S SUPPLEMENT TO ITS POSITION STATEMENT ON DOE'S REQUEST FOR THE ISSUANCE OF WRITTEN FINDINGS AS TO ITS AUGUST 20, 2020 MOTION TO AMEND THE LUC'S FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION AND ORDER FILED JULY 29, 2013**

To further support the Maui County Planning Department (Department)'s Position Statement in support of the DOE's request for the issuance of written findings as to its Motion to Amend the LUC's Finding of Fact, Conclusions of Law and Decision and Order filed July 29, 2013, the Department is submitting additional information to aid the State Land Use Commission (LUC) in its consideration of the Petitioner's Request and Motion.

At the last LUC meeting, Commissioner Okuda mentioned various studies on grade-separated pedestrian crossings (GSPCs), one of which was titled, "Pedestrian Crossing Guidelines for Texas" and is attached as **Exhibit A**. In this report, GSPCs are said to be most beneficial given the following circumstances: "where there is moderate to high pedestrian demand to cross a freeway or expressway; where there is a large number of young children (i.e., particularly near

schools) who must regularly cross a high-speed, high-volume roadway; on streets having high vehicle volumes and high pedestrian crossing volumes and where there is an extreme hazard for pedestrians (e.g., on wide streets with high-speed traffic and poor sight distance); and where one or more of the conditions stated above exists in conjunction with a well-defined pedestrian origin and destination (e.g., residential neighborhood across a busy street from a school, a parking structure affiliated with a university, or apartment complex near a shopping mall)" (p. 46). The Department notes that in the case of the Kihei High School location, the need for a GSPC is supported, as it will meet the aforementioned criteria by at least full site build-out in 2028, if not earlier. According to Fehr and Peers, who conducted a pedestrian analysis and also prepared the Traffic Impact Assessment Report (TIAR), one of the warrants of a GSPC is that there are approximately 100 pedestrians within the highest four-hour period, which in this case is from 1:30-5:30 p.m. By site built-out, approximately 20 percent of students, or 333 students, are estimated to walk to school, which warrants a GSPC. In addition, in this case, there are a large number of children who must regularly cross a high-speed, high-volume roadway. Across the highway in close proximity, there are a number of residential subdivisions with prospective students who would attend the school and thus regularly cross the highway. Piilani Highway, in this area, is a two-way, four-lane principal arterial highway that extends north-south, with a posted 40 mile per hour (mph) speed limit. The highway has high vehicle volumes and high pedestrian crossing volumes and is an extreme hazard for pedestrians. According to the Fehr and Peers study, another warrant for a GPSC is that traffic volume consists of 7,500 vehicles within the highest four-hour period. By 2028, the number of vehicles will almost double to 15,500 vehicles within the four-hour period or more than 55,000 vehicles per day. Currently, there is no pedestrian crossing volume to measure; but, the highway is wide with four lanes total, so there are two lanes each way with vehicles traveling at a high-speed of 40 mph; additionally, residents will attest that the posted 40 mph speed limit is regularly exceeded. By 2028, there are plans to further widen the highway by six lanes, per Fehr and Peers. In addition, one or more of the conditions or warrants stated above exists, in conjunction with a well-defined

pedestrian origin: the residential subdivisions west (makai) of the school and the Kihei High School destination. The Fehr and Peers study concluded that while traffic volumes and pedestrian use estimations may not currently warrant a GSPC, one will be warranted by 2028, and the need for GSPC should be viewed for the long-term.

Another report mentioned by Commissioner Okuda was "Quantifying the Benefits of Separating Pedestrians and Vehicles," which is attached as **Exhibit B**. In this study, advantages of below- and above-grade pedestrian crossing systems were provided. The advantages of below-grade structures can include protection from sun and inclement weather; such crossings also do not obstruct the urban landscape; the structure can be expanded incrementally if needed and vehicle circulation is improved. Advantages of above-grade systems can include a direct path that is more convenient, a visually pleasing vantage point, the possibility for expansion, and improved vehicle circulation. (Exhibit B, Page 7)


The State Department of Transportation (DOT) is intending to construct a roundabout at the Piilani Highway/Kulanihako'i Street intersection; however, as per the Walkable and Livable Communities Institute's "Safe Routes to Kihei High School Study: Pedestrian Route Study" previously filed with the LUC, roundabouts hold speeds of 15 to 20 mph. Drivers traversing the highway in this area would have to significantly reduce their speed, from 40 mph to 15-20 mph. While roundabouts can increase capacity by 30 percent, pedestrians awaiting to cross are at the whims of drivers, and if the vehicle is traveling at speeds greater than 20 mph, this will pose a significant risk to students/staff.

In addition, because of the four lanes of the existing highway, the roundabout will need to be a multi-lane roundabout with multi-lane entry legs that require pedestrians to cross multiple lanes of uncontrolled vehicle traffic. There is an increasing risk that a pedestrian could be struck by a vehicle in the adjacent and far lanes because of limited visibility. Also, in the TIAR, the DOT has said that they are not supportive of a multi-lane roundabout. If the roundabout were to be single-lane, current traffic will not only have to slow, but also merge into a single lane.

The construction of an underpass may not require the lifting of the highway in the areas of the nearby gulches, where an underpass could be located at less cost. The Department believes that excavation can be conducted to achieve the 10 feet of vertical clearance necessary. According to Fehr and Peers, a 16-foot-wide pathway would be necessary, the slope cannot exceed 8.33 percent, and five-foot deep landings must be provided for every 30 inches of ramp rise. The gulches have elevation changes that are gentle enough to provide a GSPC that meets these specifications, and there is a sufficient amount of public right-of-way to meet warranted ramps on either side of Piilani Highway. If an underpass is the agreed upon alternative, the Petitioner will need a plan to monitor the crossing in the event of adverse weather events, and to keep pedestrians safe from any criminal activity occurring in this sheltered area; the Kihei community would likely be willing to assist in this regard, given their strong support of an underpass security measures such as lighting will be advisable. In addition, Special Management Area review by the Maui Planning Commission will be necessary, with review from the Department of Land and Natural Resources State Historic Preservation Division; approvals from the Army Corps of Engineers may also be required.

As mentioned in its previous Position Statement, the Department cannot support the removal of the D&O condition requiring a GSPC. However, the Department can support the DOE's Request for an Issuance of Written Findings by the LUC, and a resolution of the matter as soon as possible.

DATED: Wailuku, Hawaii, SEPTEMBER 7, 2021.

  
MICHELE MCLEAN, AICP  
Planning Director  
Department of Planning

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