

Mike Galizio

From: James_Kauhi/FACILITIES/HIDOE@notes.k12.hi.us
Sent: Wednesday, March 2, 2016 2:37 PM
To: Mike Galizio
Cc: Derek_Inoshita/SUPT/HIDOE@notes.k12.hi.us;
Dann_Carlson/OSFSS/HIDOE@notes.k12.hi.us;
Bruce_Ellerman/PART/HIDOE@notes.k12.hi.us
Subject: Draft Oahu Regional Transportation Plan 2040 - Consultation with Stakeholders

Aloha Mike,

My name is James Kauhi. I am the Director of Student Transportation Services at the Department of Education. Your message and invitation to comment on the draft Oahu Regional Transportation Plan 2040 was referred to me and my team for review. We'd like to thank you for the opportunity to comment on your draft plan.

The Student Transportation Services Branch (STSB) of the Department of Education is responsible for procuring, overseeing and managing home-school-home transportation services for some 35,000 general education and about 3,000 Special Needs students state-wide each day. This involves the use of about 664 school bus vehicles, with about 302 of them located on Oahu Island, 163 on Hawaii Island, 115 on Maui, 64 on Kauai and 20 on Molokai. Generally speaking, these buses are on our streets and roads for about 2 hours each morning between roughly 6:00 - 8:00 am and another 2 hours each afternoon between 2:00 - 4:00 pm.

While our primary concern is the safe and efficient transport of these 38,000 students via school buses, we are equally concerned about the other approximately 138,000 students in Hawaii who do not use the school bus as their primary source of transportation. As a result, we would encourage the Oahu Metropolitan Planning Organization to consider prioritizing pedestrian walk paths and crosswalks near or around school sites. While my agency does not currently enjoy management and oversight of such matters, we are very much aware of how such conditions can affect the health and welfare of students who have no other choice but to walk to and from school.

Further, we would encourage the Organization to consider heightened pedestrian crosswalk safety solutions that pose minimal traffic impediment such as elevated walkway crossings strategically located near school zones. This would not only improve pedestrian safety but do so in a manner that minimizes traffic disruption, particularly at high traffic intersections where vehicles are often prevented from making left or right turns when pedestrians are present in crosswalks.

Finally, with respect to identification of other stakeholders/interested parties, the STSB would encourage the Organization to include our school bus contractor partners as well as other bus charter and transit companies who have significant interests on this matter. Clearly, their businesses are impacted by the roadways and traffic in Hawaii, and they may have valuable input and suggestions to offer about how to improve traffic flow and roadway safety in Hawaii. For school bus operators, I will be glad to provide you with a list of our Oahu island vendors if you need it.

Thank you again for allowing us the opportunity to contribute to your vision. Good luck!

Sincerely,

James A. Kauhi
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Office of School Facilities and Support Services

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