

MAR 14 2007

S.R. NO. 58

SENATE RESOLUTION

REQUESTING THE DEPARTMENT OF TRANSPORTATION TO CREATE AND
IMPLEMENT A TRAFFIC CONGESTION REDUCTION PLAN, A TRAFFIC
FLOW IMPROVEMENT PLAN, AN INFRASTRUCTURE MAINTENANCE AND
IMPROVEMENT PLAN, AND A SAFETY ENHANCEMENT PROGRAM.

1 WHEREAS, the Legislature finds that the State's worsening
2 transportation problems are imposing substantial costs on the
3 State's residents and businesses; and
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5 WHEREAS, traffic congestion in the State's major
6 metropolitan areas has worsened over time; and
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8 WHEREAS, traffic congestion diminishes air quality and
9 safety; undermines the State's economic health, its residents'
10 quality of life, and prosperity; and perpetuates poverty; and
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12 WHEREAS, the absence of a specific and concrete plan by the
13 State to address traffic congestion ensures that traffic
14 congestion will continue to worsen; and
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16 WHEREAS, the State must act to minimize traffic congestion
17 in order to contribute to the economic growth of the State and
18 to the well-being and safety of all the State's residents; now,
19 therefore,
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21 BE IT RESOLVED by the Senate of the Twenty-fourth
22 Legislature of the State of Hawaii, Regular Session of 2007,
23 that the Department of Transportation is requested to create and
24 implement a traffic congestion reduction plan to apply to all
25 counties; and
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27 BE IT FURTHER RESOLVED that the Department of
28 Transportation is requested to adopt an objective to provide
29 freeway and arterial level of service E, as defined in the
30 Highway Capacity Manual 2000 edition of the Transportation
31 Research Board, at ninety-nine per cent of the intersections on
32 all islands, while they operate under normal conditions during
33 peak periods of traffic; and
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1 BE IT FURTHER RESOLVED that the Department of
2 Transportation is requested to adopt interim objectives that
3 improve the level of service for at least ten miles of urban
4 arterial streets of freeways per year; and

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6 BE IT FURTHER RESOLVED that the Department of
7 Transportation is requested to propose a cost-effective plan to
8 achieve the long-term and interim objectives at the lowest
9 possible cost, with the principal purpose of the plan to be to
10 identify the roadway resources and strategies that would need to
11 be implemented to achieve the long-term and interim traffic
12 congestion reduction objectives, and to include cost estimates
13 and the cost per reduced-delay-hour compared to the status quo
14 case for the achievement of the long-term and interim traffic
15 congestion reduction objectives; and

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17 BE IT FURTHER RESOLVED that the traffic congestion
18 reduction plan should not include the use of tolling or road
19 pricing except for capacity expansion and no lanes currently
20 operating without tolls shall be converted to tolling or road
21 pricing; and

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23 BE IT FURTHER RESOLVED that to the maximum extent feasible,
24 the Department of Transportation is requested to apply a cost-
25 per-delay-hour standard in project evaluation within each of the
26 counties and the costs include only actual proposed monetary
27 expenditures by the State or other organizations making actual
28 monetary expenditures with respect to the projects under
29 consideration; and

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31 BE IT FURTHER RESOLVED that in all project planning, the
32 Department of Transportation is requested to consider the cost-
33 per-reduced-delay-hour as a factor in decision making and
34 require the use of the cost-per-delay-hour factor in any major
35 project planning by any authority, agency, or jurisdiction
36 receiving transportation funding from the State; provided that
37 major projects include any project with a projected cost of
38 \$10,000,000 or more; and

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40 BE IT FURTHER RESOLVED that the Department of
41 Transportation is requested to re-evaluate all major projects
42 two years after completion to ascertain actual delay
43 improvements and actual benefits and costs; and
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1 BE IT FURTHER RESOLVED that the Department of
2 Transportation is requested to create and implement a traffic
3 flow improvement plan and to provide an effective incident
4 management plan that reduces annual incident congestion delay by
5 at least twenty-five per cent by June 30, 2012; and

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7 BE IT FURTHER RESOLVED that the plan should reduce delays
8 caused by congestion on roadways that are scheduled for
9 improvement projects by an average of ten per cent per year; and

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11 BE IT FURTHER RESOLVED that the plan should reduce delay
12 caused by congestion in construction work zones by ten per cent
13 per year; and

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15 BE IT FURTHER RESOLVED that the Department of
16 Transportation is requested to create and implement a statewide
17 infrastructure maintenance and improvement program; and

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19 BE IT FURTHER RESOLVED that the statewide infrastructure
20 maintenance and improvement program should maintain annually at
21 least eighty per cent of the State's road surface in acceptable
22 ride quality condition as measured by the International
23 Roughness Index; and

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25 BE IT FURTHER RESOLVED that the statewide infrastructure
26 maintenance and improvement program should maintain annually all
27 bridges identified as weight restricted or structurally
28 deficient, or both, so that no adverse effect arises from their
29 safe use by emergency vehicles, school buses, and vehicles
30 serving the area economy; and

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32 BE IT FURTHER RESOLVED that the statewide infrastructure
33 maintenance and improvement program should provide for repair of
34 all reported potholes located in roadways within one day of the
35 receipt of notification ninety-eight per cent of the time except
36 during emergencies and adverse weather; and

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38 BE IT FURTHER RESOLVED that the Department of
39 Transportation is requested to create and implement a statewide
40 safety enhancement program; and

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42 BE IT FURTHER RESOLVED that the statewide safety
43 enhancement program should, for the period up until June 30,
44 2016, reduce the:

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(1) Injury rate, as measured by injuries per 100,000,000 vehicle miles traveled, by an average of two per cent per year; and

(2) Number of injuries by 1.5 per cent per year; and

BE IT FURTHER RESOLVED that the statewide safety enhancement program should, for the period up until June 30, 2016, reduce the:

(1) Fatality rate, as measured by fatalities per 100,000,000 vehicle miles traveled, by an average of two per cent per year; and

(2) Number of fatalities by 1.5 per cent per year; and

BE IT FURTHER RESOLVED that the Department of Transportation is requested to develop emergency preparedness plans, including regional evacuation plans, to respond to natural disasters, incidents related to homeland security, and serious disruption of major arteries due to infrastructure failure or serious traffic accidents; and

BE IT FURTHER RESOLVED that the Department of Transportation is requested to work cooperatively with the College of Engineering of the University of Hawaii in the creation of a transportation research center and transportation programs that integrate engineering education with congestion mitigation and safety improvements in the State; and

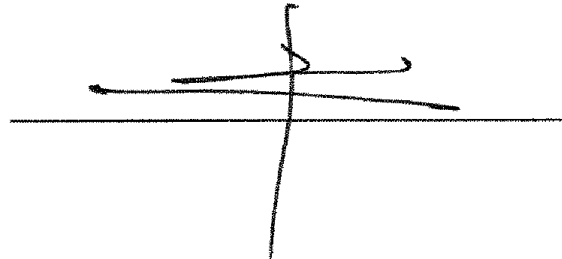
BE IT FURTHER RESOLVED that the Department of Transportation is requested to submit a written report annually to this body no later than twenty days prior to the start of each Regular Session, which shall be a public document that shall be posted on the Department of Transportation's internet website and retained for a minimum of twenty-five years; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to Governor, the Director of



1 Transportation, and the Dean of the College of Engineering of
2 the University of Hawaii.
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OFFERED BY:

A handwritten signature, possibly reading "S. J.", is written over a horizontal line.