



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
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IN REPLY REFER TO:

January 27, 2010

## TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 1972

Committee on Transportation

The Department of Transportation (DOT) cannot support this bill as we believe that the proposed restriction in HB 1972 will prohibit necessary turning movements by commercial and transit vehicles that have a gross vehicle rating of 26,001 pounds or more. The restrictions would apply to roadways such as Ala Moana Boulevard, Nimitz Highway, King Street, Beretania Street and many other roadways on Oahu. The commercial and transit vehicles that have gross vehicle ratings of 26,001 pounds or more, including The Bus and tour buses, utilize these roadways that would require left turns from the left lane to travel to their destinations. The proposed restriction would require the driver of these types of vehicles to violate the traffic law in order to execute a left turn movement.

Additionally, multi-lane roadways split directions with only one lane allowed to go forward in one direction from the far left-most lane. Such a condition currently exists on the H-1 freeway westbound, approaching the H-1/H-2 junction. When the zipper lane is deployed, only the far left-most westbound lane is allowed to proceed toward Ewa. The proposed restriction would not allow commercial and transit vehicle with gross vehicle ratings of 26,001 pounds or more to proceed toward Ewa and Campbell Industrial Park because they would be prohibited from using the far left-most lane of the H-1 freeway, westbound. Again, this proposed restriction would require the driver of these types of vehicles to violate the traffic law in order to access the H-1 freeway westbound at this location.

This kind of restriction has been utilized on various modern interstates in a few jurisdictions. However, implementing this restriction on Oahu's interstates, the most congested of which were built prior to today's modernized design and access restrictions for interchange proximities, would create more hazardous driving conditions by congesting the right two lanes with larger, slower moving vehicles making egress of smaller vehicles from the interstate making lane transitions more difficult and shortening sight distances to already short urban on-ramps. The end result may actually be a slower traffic flow rather than what is intended to help improve traffic flow.



January 27, 2010

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION  
ON HB 1972 RELATING TO THE STATEWIDE TRAFFIC CODE**

Thank you Chair Souki and committee members. I am Gareth Sakakida, Managing Director of the Hawaii Transportation Association (HTA) with over 400 transportation related members throughout the state of Hawaii.

Hawaii Transportation Association opposes this bill.

Commercial motor vehicles pay more taxes and fees than other vehicles do and should not be offered less capacity on the roads and highways, unless a reduction in those taxes and fees become part of this proposal.

Commercial vehicles deliver everywhere and cannot be prohibited from making left turns, and a vehicle needs to be in the left lane to execute a left turn whether it be at an intersection or mid-block.

Being in the left lane is not always necessitated by a left turn. There are instances of freeway off ramps being accessed via the left lane: Aiea and Pearlridge going West; Mililani going East.

Exemptions are also necessary when the vehicle is traveling around obstructions in the road, or when executing a maneuver in response to an approaching emergency vehicle.

Thank you.