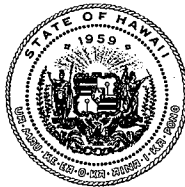


SB 2427



**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097**

IN REPLY REFER TO:

February 8, 2010

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

SENATE BILL NO. 2427

**COMMITTEE ON TRANSPORTATION, INTERNATIONAL AND
INTERGOVERNMENTAL AFFAIRS**

The Department of Transportation opposes this bill, as we believe that the proposed restriction will prohibit necessary turning movements by commercial trucks, including truck-tractors, semitrailers and pole trailers that have a gross vehicle rating of more than ten thousand pounds. The restrictions would apply to roadways such as Ala Moana Boulevard, Nimitz Highway, King Street, Beretania Street and many other roadways on Oahu. These types of commercial vehicles 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 trucks, including truck-tractors, semitrailers or pole trailers having gross vehicle rating of more than ten thousand pounds 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. That would make lane transitions more difficult and shorten sight distances to already short urban on-ramps. The end result may actually hurt traffic flow.



February 8, 2010

**TESTIMONY BEFORE THE SENATE COMMITTEE ON
TRANSPORTATION, INTERNATIONAL & INTERGOVERNMENTAL AFFAIRS
ON SB 2427 RELATING TO THE STATEWIDE TRAFFIC CODE**

Thank you Chair English 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.