

JAN 24 2013

A BILL FOR AN ACT

RELATING TO ADEQUATE HIGHWAY REQUIREMENTS.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that traffic congestion
2 on the H-1 freeway is listed in some studies as among the worst
3 in the United States. At some times in some sections of the
4 freeway, it is the worst in the nation.

5 The legislature also finds that environmental impact
6 studies conclude that when all of the housing projects now
7 planned for leeward and central Oahu are fully built, even with
8 rail, traffic flow on the freeway will be reduced to level of
9 service "F" at the majority of studied intersections on the H-1
10 freeway. Level of service "F" is described as "standstill" and
11 "gridlock".

12 The legislature further finds that leeward and central Oahu
13 commuters are spending more than one hour each way traveling the
14 roughly twenty miles to and from their workplace, and that Oahu
15 Metropolitan Planning Organization studies show that this travel
16 time will increase between one-half hour and one hour in each
17 direction over the next twenty years even with rail.



1 The negative impact on quality of life of Hawaii's citizens
2 caused by this additional commuting time is unacceptable. It
3 will hurt family life, workplace productive levels, and personal
4 well-being.

5 SECTION 2. Chapter 264, Hawaii Revised Statutes, is
6 amended by adding a new section to be appropriately designated
7 and to read as follows:

8 "§264- Adequate highway capacity requirement. (a) The
9 transportation system of each county shall provide adequate
10 highway capacity for major peak-hour commuting to work in county
11 business districts.

12 (b) Beginning on the effective date of this Act, no new
13 subdivision or housing development project shall commence above-
14 ground construction in a county until the director of
15 transportation certifies to the governor that adequate highway
16 capacity exists for major peak-hour commuting to work in the
17 county's business district; provided that adequate capacity
18 shall be at a minimum of level of service D.

19 (c) For purposes of this section:

20 "Business district" shall have the same meaning as in
21 section 291C-1.



1 "Level of service D" means a level of service that
2 approaches unstable flow with tolerable operating speeds being
3 maintained, though considerably affected by changes in operating
4 conditions. At this level of service, drivers have little
5 freedom to maneuver, and comfort and convenience are low;
6 however, these conditions can be tolerated for short periods of
7 time.


8 "New subdivision or housing development project" means any
9 housing project that has yet to begin above-ground physical
10 construction of housing."


11 SECTION 3. New statutory material is underscored.

12 SECTION 4. This Act shall take effect upon its approval.

13

INTRODUCED BY:



Clarence K. Washburn




S.B. NO. 1343

Report Title:

Adequate Highway Capacity Requirement; Highways; Housing

Description:

Requires the director of transportation to certify to the governor that adequate highway capacity exists in a county's business district at a minimum of level of service D before any construction of a new subdivision or housing development project can commence in the county.

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