

HCR 121

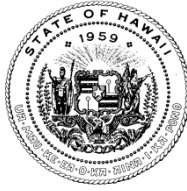
Department of Transportation; Traffic;
HOV Lanes; Zipper Lane

Submitted on: 3/16/2017

Testimony for TRN
Mar 16, 2017 11:15am
Conference Room 423

SUBMITTED BY: RUSTON UTU
POSITION: IN SUPPORT
(will not be present at hearing)

LATE



Testimony by:
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IN REPLY REFER TO:

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March 17, 2017
11:15 a.m.
State Capitol, Room 423

H.C.R. 121
REQUESTING THE DEPARTMENT OF TRANSPORTATION TO TAKE IMMEDIATE
STEPS TO ADDRESS TRAFFIC CONGESTION FACED BY WEST OAHU
COMMUTERS, WHICH HAS REACHED EMERGENCY LEVELS.

House Committee on Transportation

The Department of Transportation (DOT) **supports the intent of H.C.R. 121.** However, we have the following concerns:

The DOT has been focusing the limited capacity and congestion funds available on travel through H-1 that also assists the West Side motorists.

1. H-1 improvement project added 1 lane West bound from Halawa to Waiawa during peak travel times.
2. Additional lane added in the Zipper
3. Shoulder lane from Kualakai to Kunia
4. Increased time availability of shoulder and Zipper lanes in the AM & PM peaks
5. Modified HOV hours to remove offpeak restrictions
6. Nanakuli Contraflow

In addition, we will be doing:

1. Additional lane from Moanalua Freeway to Aiea Shoulder Westbound
2. Kahekili additional lane & potential contraflow
3. West bound pavement repair and widening

Therefore, immediate steps have already been taken and will continue.

HDOT cannot allow use of the Zipper by single occupancy vehicles in non-emergency situations. Since federal funding was utilized in the construction of the zipper lane, the DOT is required to comply with the provisions in Title 23 of the United States Code (U.S.C.), Section 166 relating to High Occupancy Vehicle (HOV) facilities. Federal law allows exceptions to the minimum two occupants per vehicle requirement for motorcycles, bicycles, public transportation vehicles, and alternative fuel vehicles. Other single occupant vehicles may be allowed to use a HOV lane provided the operator of the vehicle pays a toll charge. At this time, the DOT does not have the

authority and available resources to establish, manage, operate and maintain a toll program. In addition, the Federal Highways Administration has denied a previous request to allow single occupant vehicles without paying a toll charge.

The DOT has expressed support of constructing a westbound shoulder lane between Kunia Road and Kualakai Parkway. If additional funds are not available, the work will be prioritized appropriately as indicated in our Executive Biennium Budget.

The DOT opposes extension of the zipper lane. Based on the Zipper Lane extension study, the benefit to cost ratio to extend the Zipper Lane to Kualakai Parkway was 0.17. This was primarily because of the estimated construction cost of \$46.9 million, impacts to H-1 westbound traffic due to the reduction in lanes, and a diminishing benefit of entering the Zipper Lane earlier, which at times is already over capacity along the one lane section.

Thank you for the opportunity to provide testimony.