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IN REPLY REFER TO:

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

February 22, 2017  
1:25 p.m.  
State Capitol, Room 225

**S.B. 389**  
**RELATING TO TRANSPORTATION**

Senate Committee on Transportation and Energy

The Department of Transportation (DOT) **opposes** S.B. 389 to establish speed limits for Route 3000, also known as the Lahaina Bypass, for the following reasons:

1. The 2.32 miles of the partially completed Lahaina Bypass was constructed based on a design speed of 35 or 55 miles per hour. The safety features such as guardrail end treatments, roadway curves, stopping sight distances, intersection sight distances, etc. were designed to meet this design speed in accordance with national standards. The setting of speed limits above the design speed of 35 miles per hour (mph) between milepost 3.26 and Keawe Street decreases safety for all roadway users and increases liability risk to the State.
2. Raising the speed limit from 45 mph to 55 mph for 1.34 miles results in less than 20 seconds in travel time savings. This may not provide the incentive for more motorists to use the Lahaina Bypass versus staying on Honoapiilani Highway. In addition, the higher speed limit has the potential to increase crashes and crash severity.
3. SB 389 will create abrupt speed transition zones approaching Keawe Street and Hokiokio Street. Motorists will have to transition from 40 mph to 20 mph on Keawe Street and from 45 mph to 25 mph approaching Hokiokio Street in the same distance meant for a 10 mph speed reduction. A safe speed transition zone requires reducing the higher speed limit gradually by 10 mph increments. In this situation, additional speed reduction zones will be needed that would shorten the 55 mph zone and decrease the travel time benefit.
4. In developing areas, statutory speed limits decrease the DOT's flexibility to appropriately set speed limits and could delay construction permit approvals when the roadway environment changes due to development of adjacent lands, increases in the number of pedestrians and/or bicyclists, and/or higher volumes of cross street traffic.

Thank you for the opportunity to provide testimony.

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Friday, February 17, 2017 2:22 PM  
**To:** TRE Testimony  
**Cc:** victor.ramos@mpd.net  
**Subject:** \*Submitted testimony for SB389 on Feb 22, 2017 13:25PM\*

**SB389**

Submitted on: 2/17/2017

Testimony for TRE on Feb 22, 2017 13:25PM in Conference Room 225

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Victor K. Ramos	Maui Police Department	Support	No

Comments:

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Friday, February 17, 2017 11:42 AM  
**To:** TRE Testimony  
**Cc:** owen@hawaii.edu  
**Subject:** Submitted testimony for SB389 on Feb 22, 2017 13:25PM

**SB389**

Submitted on: 2/17/2017

Testimony for TRE on Feb 22, 2017 13:25PM in Conference Room 225

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Owen Miyamoto	Individual	Oppose	No

Comments: Speed is one of the major contributors to highway fatalities. For our small island state, speeds in excess of 45 miles per hour are dangerous and unnecessary. I urge the bill be removed from further consideration.

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