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GOVERNOR OF
HAWAII



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STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

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Testimony of
SUZANNE D. CASE
Chairperson

Before the House Committee on
FINANCE

Tuesday, February 27, 2018
11:00 AM
State Capitol, Conference Room 308

In consideration of
HOUSE BILL 2267, HOUSE DRAFT 1
RELATING TO THE STATE HIGHWAY ENFORCEMENT PROGRAM

House Bill 2267, House Draft 1 proposes to establish the State Highway Enforcement Program and related fund within the Department of Transportation, and establish a parking violation surcharge to be imposed by courts in addition to other penalties and fines for parking violations on state highways. **The Department of Land and Natural Resources (Department) supports this measure provided that its passage does not replace or adversely impact priorities indicated in the Executive Supplemental Budget request.**

Hā'ena State Park and Nāpali Coast State Wilderness Park, at the end of Kūhiō Highway on Kaua'i's north shore are currently experiencing record numbers of visitors. Hā'ena State Park has been the subject of a lengthy master planning process which proposes park improvements and management measures to improve the quality and management of the park visitor's experience and mitigate the impacts of park visitors on the local community. Limited parking along the State highway which traverses and terminates within the park does not accommodate demand, and visitors park illegally, both within and for long stretches outside of the park. This results in constricting the highway, often making it impossible for emergency vehicles to navigate. During the master planning process, members of the community expressed extreme dissatisfaction with the traffic and parking impacts attributed to the State Park. Expanding parking within the park is precluded by the extensive natural and cultural resources that must be preserved.

Additionally, this measure allows for the counties, who typically provide the enforcement in these areas through their local police departments, to collect a fair share of the revenue to help offset their costs. Current fines are also too low to be an effective deterrent to illegal parking.

The Department is in strong support of this and any measure that alleviates pressures from park visitation and creates both a revenue stream and a safer situation. This measure, if enacted, along with a proposed Kaua'i North Shore shuttle, will go a long way toward mitigating a long-festering problem, and will likely have a similar effect on other communities Statewide.

Thank you for the opportunity to comment on this measure.

Bernard P. Carvalho Jr.
Mayor



Michael A. Dahilig
Director of Planning

Wallace G. Rezentes Jr.
Managing Director

Ka'aina S. Hull
Deputy Director of Planning

PLANNING DEPARTMENT
County of Kaua'i, State of Hawai'i
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Testimony before the House Committee on Finance
HOUSE BILL 2267 Relating to the State Highways Enforcement Program

February 27, 2018 at 11:00 A.M.
Conference Room 308

By Michael A. Dahilig
Director of Planning, County of Kaua'i

Chair Luke, Vice Chair Cullen, Honorable Members of the Committee:

The County of Kauai Planning Department supports HB 2267, which establishes a state highway enforcement program fund to be distributed to county police departments for the enforcement of illegal parking along State highways.

County police are responsible for enforcement of illegal parking, yet resources are limited to address this issue. In some areas, such as near Hā'ena State Park on the North Shore of Kaua'i, illegal parking along the historic Kuhio Highway has become so egregious as to cause serious concerns for safety, emergency response, evacuation, and the protection of sensitive environmental and cultural resources.

This bill will provide financial resources to allow the County to enforce illegal parking, to protect the safety of Kaua'i residents and visitors, and to protect sensitive resources that we all value.

Thank you for the opportunity to testify on this matter.

Douglas Meller
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Honolulu, Hawaii 96813
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Testimony Opposing HB 2267, HD 1, Relating to the State Highway Enforcement Program

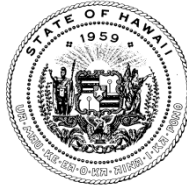
Submitted to House Committee on Finance
11 AM, February 27, 2018 Hearing in Conference Room 308

Thank you for the opportunity to present my concerns. I oppose HB 2267, HD 1. I don't think it should be state policy to harass locals and tourists who want to see Hawaii's scenic amenities and use Hawaii's beaches and trails. I think the Legislature and HDOT should respond to public demand and provide safe parking in appropriate places along state highways. Unfortunately, unlike nearly every other state, it currently is not state policy to provide pullouts and parking along state highways.

I fully understand the need to reasonably regulate public use of state highways. However, incremental proliferation and aggressive enforcement of NIMBY no-parking signs along rural state highways is NOT reasonable or necessary.

I am retired now, but while I worked for HDOT I proposed and drafted bills to protect HDOT and its contractors and agents (e.g. police) from liability when they summarily cleared obstructions from the highway ROW which affected traffic operations or directly compromised public safety. (I still think that would be good idea, but HDOT gave up on the concept after HDOT bills were amended to explicitly make HDOT liable for failing to remove obstructions.) Legislative veterans might also recall that I drafted and personally lobbied for the much-maligned now-repealed session laws to authorize use of cameras and mailed traffic citations to enforce traffic laws on state highways. (In hindsight, I now realize that public safety is better protected by ensuring that some vehicles are not recklessly weaving or moving much faster than others.)

DAVID Y. IGE
GOVERNOR



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

February 27, 2018
11:00 AM
State Capitol, Room 308

H.B. 2267, H.D. 1
RELATING TO THE STATE HIGHWAY ENFORCEMENT PROGRAM.

House Committee on Finance

The Department of Transportation (DOT) **supports** this bill which adds an illegal parking surcharge into a DOT unnamed special fund to enforce illegal parking laws and establishes the DOT State Highway Enforcement Program.

With adequate funding for this new enforcement program, the DOT can better enforce laws prohibiting the stopping, standing, or parking of vehicles where the stopping, standing, or parking is dangerous to those using the highway or where the stopping, standing, or parking of vehicles would interfere unduly with the free movement of traffic.

Thank you for the opportunity to provide testimony.

Testimony by:

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO: