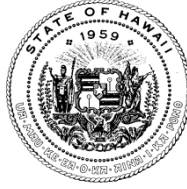


SB 795

RELATING TO THE STATEWIDE TRAFFIC CODE.

Prohibits certain large vehicles of more than 10,000 pounds from being driven on the far left lane of any roadway having three or more lanes, with certain exceptions. Establishes a fifty-five mile per hour speed limit for trucks having a gross vehicle weight rating in excess of 10,000 pounds.



Testimony by:
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February 13, 2017
1:20 p.m.
State Capitol, Room 225

S.B. 795
RELATING TO THE STATEWIDE TRAFFIC CODE

Senate Committees on Commerce, Consumer Protection, and Health
& Transportation and Energy

The Department of Transportation (DOT) **opposes** the intent of SB 795 to prohibit certain large vehicles of more than 10,000 pounds from using the left-most lane on any roadway with three or more lanes and to establish a maximum truck speed limit of 55 miles per hour. Although SB 795 has the potential to improve traffic flow and increase safety, the DOT has the following concerns on a blanket lane use restriction:

1. Section 291C-49(3) H.R.S. already provides the authority necessary to restrict lane use through official signing.
2. Although this kind of restriction has been utilized on various rural interstates in a few jurisdictions, implementing this restriction for all roadways having three or more lanes is not appropriate. Most roadways on Oahu were built prior to today's modernized design and access management criteria. Closely spaced ramps (less than 2 miles apart), intersections and driveways reduce the creation of gaps necessary for vehicles to merge, weave, enter and change lane comfortably. S.B. 795 will create more challenging conditions for all roadway users by congesting the right lanes with larger, slower moving vehicles making lane transitions more difficult. The end result may actually be a slower traffic flow rather than what is intended to help improve traffic flow and safety.
3. Studies have shown that truck lane restrictions applied at appropriate sites can produce the marginal benefits for non-trucks of increased speeds and reduced delays, however this could be at the expense of reduced speeds and increased delays for trucks which results in an overall economic loss. The change in average speeds are typically in the order of 1 or 2 miles per hour.

4. In the design of pavement structures, truck wheel loads based on anticipated truck volumes are distributed equally among all lanes. SB 795 will have a significant impact on decreasing the life cycle of existing pavements and result in a considerable increase in construction and maintenance costs.
5. Different speed limits for cars and trucks is known as differential speed limits (DSL) while the same speed limits for cars and trucks is known as uniform speed limits (USL). The research on DSL has generally been inconsistent with some states demonstrating higher fatality rates and others exhibiting lower rates as compared to states with USL. The link between differential speed limits and safety is not well established and the research on the subject has not demonstrated any definitive evidence that supports the safety case for or against DSL.
6. Currently, there are 7 states with DSL laws. Since 2009, 4 states have transitioned to USL. One of the reasons states have transitioned from DSL to USL has been due to the fact that USL has been shown to reduce the variance in travel speeds, which may in turn reduce the risk of traffic crashes and resultant injuries/fatalities.

Thank you for the opportunity to provide testimony.

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 7, 2017 10:49 AM
To: TRE Testimony
Cc: mendezj@hawaii.edu
Subject: *Submitted testimony for SB795 on Feb 13, 2017 13:20PM*

SB795

Submitted on: 2/7/2017

Testimony for TRE/CPH on Feb 13, 2017 13:20PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Support	No

Comments:

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From: mailinglist@capitol.hawaii.gov
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To: TRE Testimony
Cc: jamesjtz@aol.com
Subject: *Submitted testimony for SB795 on Feb 13, 2017 13:20PM*

SB795

Submitted on: 2/8/2017

Testimony for TRE/CPH on Feb 13, 2017 13:20PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
James Gauer	Individual	Support	No

Comments:

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