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IN REPLY REFER TO:

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

March 21, 2018  
2:15 pm  
State Capitol, Room 225

**S.C.R. 187 / S.R. 136**

**REQUESTING THE DEPARTMENT OF TRANSPORTATION TO STUDY THE EFFECTS OF PROHIBITING TRUCKS WITH A GROSS VEHICLE WEIGHT OF TEN THOUSAND POUNDS OR MORE FROM USING THE LEFT-MOST LANE ON CERTAIN HIGHWAYS.**

Senate Committee on Transportation and Energy

The Department of Transportation (DOT) **opposes** S.C.R. 187 and S.R. 136, as a study to evaluate the effects of prohibiting certain large vehicles of more than 10,000 pounds from using the left-most lane on certain highways. This study is not necessary for the following reasons:

1. There are existing laws to facilitate efficient traffic operations for all vehicles.
  - a. Section 291C-41(b) H.R.S.  
Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.
  - b. Sec. 15-7.4(c) R.O.H.  
Whenever any roadway is clearly marked for two or more lanes of traffic moving in the same direction, no person driving a motor vehicle in the lane or lanes other than the extreme right lane shall travel at a speed which is five miles per hour or more below the maximum stated speed, e.g., below 30 miles per hour in a 35-mile-per-hour speed limit zone or below 40 miles per hour in a 45-mile-per-hour speed limit zone, except when otherwise directed by a police officer or any other persons authorized to direct, control or regulate traffic, or when a reduced speed is necessary for safe operation, or in compliance with the law.

2. A truck lane restriction is not appropriate for our roadways because of limited right of way, closely spaced access points, and low truck traffic. A 2009 study by the Louisiana Transportation Research Center and Department of Civil and Environmental Engineering at Louisiana State University found that conditions most conducive to favorable application of truck lane restrictions are freeways with three or more lanes in each direction, interchanges spaced more than two miles apart with low ramp volumes, total traffic flows greater than 1300 vehicles per hour per lane (vphpl), and truck percentages between 10 and 25 percent of the total traffic stream. Although some of our freeways would satisfy the total traffic flows of more than 1300 vphpl, our interchange spacing on the H-1, H-2 and H-201 are less than two miles apart and all our freeways have truck percentages less than 7 percent.
3. Safety is not improved on higher volume roadways with three or more lanes. A 2009 study by the Virginia Transportation Research Council found that the number of truck involved crashes was 23 percent higher than expected on interstates with three or more lanes and volumes above 10,000 vehicles per day per lane (vpdpl). The increase in crashes on the three or more lane sites, upon implementation of the restrictions may be partially attributable to increased difficulty in merging and diverging at interchanges due to increased truck volumes even in uncongested conditions. Crash impacts during congestion may increase this number even higher. On Oahu, freeways with three or more lanes carry more than 10,000 vpdpl and our closely spaced ramps already reduce the creation of gaps necessary for vehicles to merge, weave, enter and lane change comfortably. A truck lane restriction will create more challenging conditions for all roadway users by congesting the right lanes with larger, slower moving vehicles making lane transitions more difficult. This study also showed safety and operational impacts of the restriction for two-lane interstates revealed no significant benefits.
4. The life cycle of existing pavements will decrease. In the design of pavement structures, truck wheel loads based on anticipated truck volumes are distributed equally among all lanes. Concentrating trucks into certain lanes accelerates pavement damage in those lanes. For example, on a facility with four lanes in each direction, restricting vehicles from using the left-most lane is estimated to reduce the life of the pavement by 7 percent (i.e., from 20 years to 18.6 years), and restricting vehicles from using the two leftmost lanes would reduce the life of the pavement by 34 percent, or from 20 years to 13.6 years. In addition, pavement reconstruction costs will significantly increase from thicker pavement structures because truck loads are distributed among less lanes.

Thank you for the opportunity to provide testimony.



March 21, 2018

**TESTIMONY BEFORE THE SENATE COMMITTEE  
ON TRANSPORTATION AND ENERGY  
ON SR136 AND SCR187 REQUESTING THE DEPARTMENT OF TRANSPORTATION  
TO STUDY THE EFFECTS OF PROHIBITING TRUCKS WITH A GROSS VEHICLE  
WEIGHT OF TEN THOUSAND POUNDS OR MORE FROM USING THE LEFT  
MOST LANE ON CERTAIN HIGHWAYS**

Thank you Chair Inouye and committee members. I am Gareth Sakakida, Managing Director of the Hawaii Transportation Association (HTA) with over 400 transportation related members throughout the state of Hawaii.

HTA opposed the bill effecting this concept, but is not taking that stand to these resolutions.

We request that if the Department is to undertake such a study, HTA needs to directly participate in that effort.

We would like to close by reporting that one of the primary reasons for the bill was already addressed by the Department with instructional signs, but enforcement is needed to educate drivers to the situation.

Thank you.

**SR-136**

Submitted on: 3/20/2018 2:07:31 PM

Testimony for TRE on 3/21/2018 2:15:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Melodie Aduja	Testifying for Oahu County Committee on Legislative Priorities of the Democratic Party of Hawai'i	Support	No

Comments: