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**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
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March 13, 2019  
2:00 p.m.  
State Capitol, Room 225

**H.B. 756, H.D. 1**  
**RELATING TO TRANSPORTATION.**

Senate Committee on Transportation

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The Department of Transportation (DOT) **supports with comments** H.B. 756, H.D. 1 to adopt rules prescribing uniform standard and specifications for all traffic control devices and establishing factors to consider when setting a maximum speed limit.

For SECTION 1 relating to uniform standards and specifications, we have the following comments:

1. 19-128 Hawaii Administrative Rules (HAR) as required by 286-8 Hawaii Revised Statutes already provide rules designed to achieve uniform standards in the development and installation of a coordinated system of traffic control devices in the State. In accordance with 19-128 HAR, the DOT and Counties are required to conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
2. The Standard Highway Signs (including Pavement Marking & Standard Alphabets) book as referenced in the MUTCD, Hawaii Standard Specifications for Road and Bridge Construction and DOT Standard Plans provide specifications and details for traffic control devices installed on the State Highway System and/or Hawaii's Federal-Aid system.

Thank you for the opportunity to provide testimony.

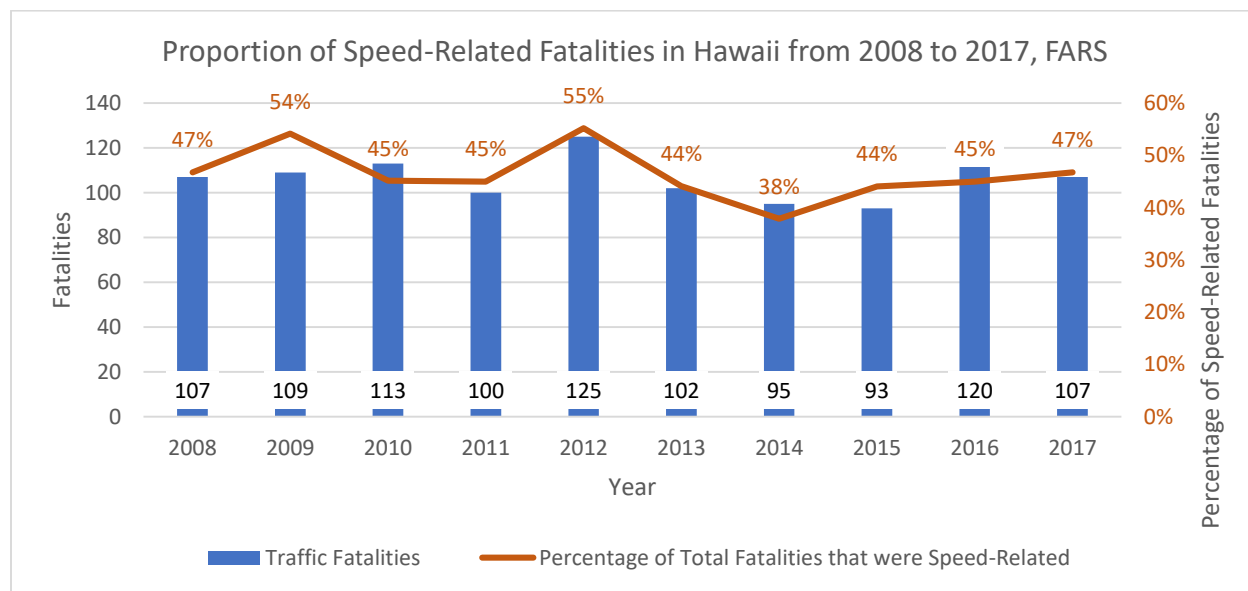


Subject: Support HB756 HD1

Dear Chair Lorraine R. Inouye, Vice Chair Breene Harimoto, and members of the Senate Committee on Transportation,

My name is Kari Benes and I am the Chair of the Hawaii Strategic Highway Safety Plan (SHSP). The Strategic Highway Safety Plan Core Committee has identified “Lowering Speed Limits” as a priority for 2019.

2017 analysis by Fatality Analysis Reporting System (FARS) ranks Hawaii as the 4<sup>th</sup> worst in the nation for speed-related driving fatalities.<sup>1</sup> In addition, over the past 10 years, almost half (46%) of Hawaii’s traffic fatalities have been speed-related.



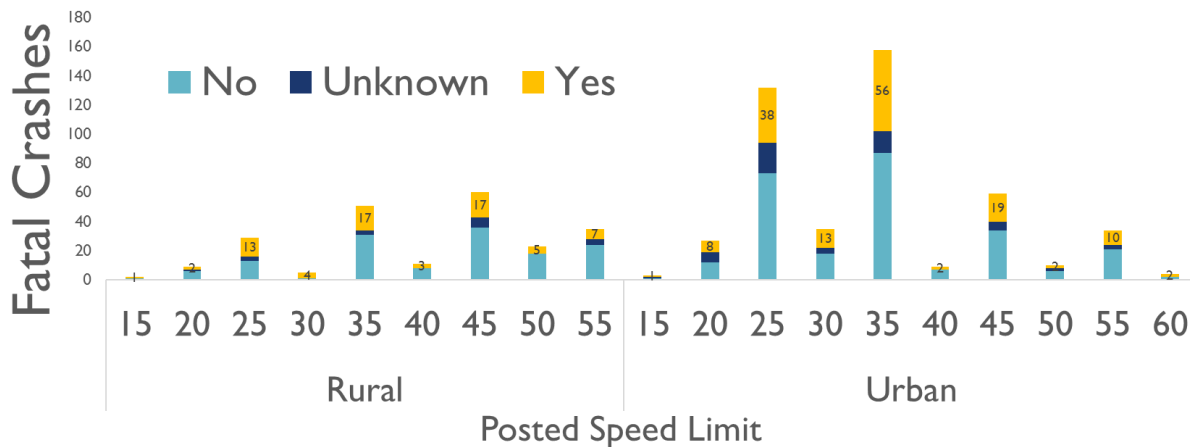
Recently through the data portion of the Strategic Highway Plan update process, the same methodology from the NTSB speed study was applied to Hawaii FARS data.<sup>2</sup> Hawaii FARS data provides useful characteristics about speed-related crashes on Hawaii’s local roads. For instance, when we compare drivers involved in speed-related crashes with land use

<sup>1</sup> <https://www.ghsa.org/resources/Speeding19>

<sup>2</sup> <https://www.nts.gov/safety/safety-studies/Documents/ss1701.pdf>

and posted speed limit, we find majority of our speed-related crashes are in our urban areas with a posted speed of 35MPH then 25MPH.

Source: FARS 2012-2016. total drivers= 704, Total drivers Speed-Related = 221.



HB756 HD1 provides a process to take into consideration this type of data in determining posted speed limits and looking at addressing speed from a comprehensive view point. Cities like Boston, Portland and New York have benefited with a state level change to setting speed limits and managing speeding.<sup>3</sup> Adjusting speed limits, speed enforcement and public communication are best practices outlined by FHWA and in NHTSA's Countermeasures That Work.

The Hawaii Strategic Highway Safety Plan's vision is that all of Hawaii's road users arrive safely at their destinations. You can help us achieve our goal of reducing yearly fatalities, by supporting this measure.

To view the Strategic Highway Safety Plan, go to [www.hawaiiishsp.com](http://www.hawaiiishsp.com)

#### Strategic Highway Safety Plan Mission

*Save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the Strategic Highway Safety Plan.*

<sup>3</sup> <https://visionzeronetwork.org/resources/safety-over-speed/>