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

February 6, 2019  
10:00 a.m.  
State Capitol, Room 423

**H.B. 756  
RELATING TO TRANSPORTATION**

House Committee on Transportation

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

1. For SECTION 1 relating to uniform standards and specifications, we have the following comments:
  - a. 19-5-128 Hawaii Administrative Rules (HAR) 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 19-5-128 HAR, the DOT and Counties are required to conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
  - b. 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.
  
2. We request SECTION 2(a) to read as follows:
  - (a) The department of transportation of a county shall consider the following factors when setting maximum speed limit pursuant to 291C-102:
    - (1) An engineering study conducted for the road whose maximum speed is being set. The engineering study should include an analysis of the current speed distribution of free-flowing vehicles.
    - (2) Any other factors prescribed by the Federal Highway Administration's Manual on Uniform Traffic Control Devices, as amended.

3. We request SECTION 2(b) to read as follows:

(b) As used in this section, "engineering study" means a survey of highway and traffic conditions in accordance with methods determined by the department of transportation for use by state and local authorities. An engineering study shall consider the following factors:

- (1) Roadway characteristics such as, but not limited to, shoulder condition, grade, alignment, sight distance, and lane widths.
- (2) Roadside development and environment such as:
  - a. Number and types of side road access such as signalized or unsignalized intersections, driveways, and roundabouts.
  - b. Pedestrian activity and facilities;
  - c. Parking practices and activity; and
  - d. Type of bicycle accommodations and facilities;
- (3) Motor vehicle crashes resulting in deaths or injuries; and
- (4) Prevailing speeds as determined by traffic engineering measurements.

Thank you for the opportunity to provide testimony.



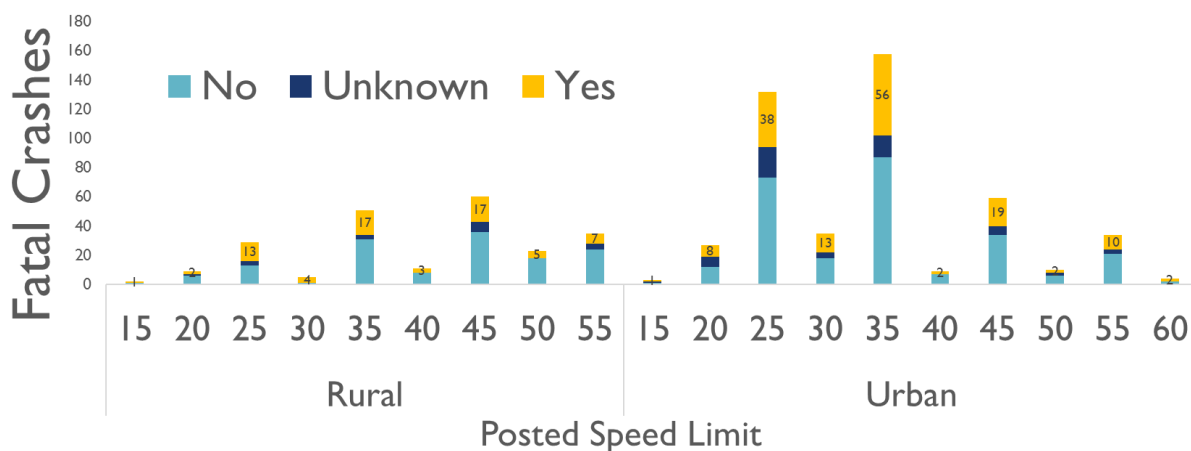
Subject: Support HB756

Dear Chair Henry J.C. Aquino, Vice Chair Troy Hashimoto, and members of the House 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.

2016 analysis by Fatality Analysis Reporting System (FARS) ranks Hawaii as the 5<sup>th</sup> worst in the nation for speed-related driving fatalities.<sup>1</sup> 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 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.



<sup>1</sup> [https://icsw.nhtsa.gov/nhtsa/fars/speeding\\_data\\_visualization/](https://icsw.nhtsa.gov/nhtsa/fars/speeding_data_visualization/)

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

HB756 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.hawaiihsps.com](http://www.hawaiihsps.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.*

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