

TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

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

March 11, 2020
1:15 PM
State Capitol, Room 225

S.C.R. 72

Requesting the Department of Transportation to evaluate Kuakini Highway between Henry Street and Kamehameha III Road on Hawaii Island and conduct a feasibility study regarding traffic reduction by widening the highway or other alternative means.

Senate Committee on Transportation

The Department of Transportation (DOT) **supports** S.C.R. 72 and offers comments. S.C.R. 72 requests that DOT evaluate Kuakini Highway between Henry Street and Kamehameha III Road and conduct a feasibility study regarding traffic reduction by widening the highway or other alternative means.

The DOT supports efforts to improve the operations and capacity of its roadways. However, the needs of the State Highway System exceed our available resources. Because of this, the DOT has identified safety and preservation projects as being the highest priority for funding. Capacity is identified as a need and potential improvements are identified in the Hawaii Long Range Land Transportation Plan (LRLTP). The recent adoption of legislation increasing the surcharge on rental cars now provides a revenue source to pursue capacity projects. The DOT is currently reviewing priorities identified in the LRLTP to identify projects to address congestion and capacity issues.

Additionally, the DOT requests clarification on the limits of the study. Kuakini Street within the limits identified by the concurrent resolution does not fall under DOT's jurisdiction from Queen Kaahumanu Highway to Henry Street. DOT previously started a study during which it was determined that widening Kuakini would require acquisitions for over 150 property owners and funding in excess of \$160 million. The DOT terminated the widening study due to infeasibility.

Thank you for the opportunity to provide testimony.

Harry Kim
Mayor

LATE



Roy Takemoto
Managing Director

Barbara J. Kossow
Deputy Managing Director

County of Hawai'i Office of the Mayor

25 Aupuni Street, Suite 2603 • Hilo, Hawai'i 96720 • (808) 961-8211 • Fax (808) 961-6553
KONA: 74-5044 Ane Keohokālole Hwy., Bldg C • Kailua-Kona, Hawai'i 96740
(808) 323-4444 • Fax (808) 323-4440

March 10, 2020

Senator Lorraine R. Inouye, Chair
Senator Breene Harimoto, Vice Chair
Committee on Transportation


Dear Chair Inouye, Vice Chair Harimoto, and Committee Members:

RE: SCR 72/SR 39 Requesting the Department of Transportation to Evaluate Kuakini Highway between Henry Street and Kamehameha III Road on Hawai'i Island and Conduct a Feasibility Study Regarding Traffic Reduction by Widening the Highway or other Alternative Means

The growing pains experienced in the Kona District are both real and the cause of great frustration. As a County, we do what we can, but much of the burden must fall on the State, given the disparity of resources. This is especially true when traffic congestion can only be alleviated by action from the Department of Transportation.

SCR 72 and SR 39 address a critical bottleneck, and your support for their approval will be appreciated.

Respectfully Submitted,


Harry Kim
MAYOR



Peoples Advocacy For Trails Hawai'i

PO Box 62, Kailua-Kona, Hawai'i 96745
808 -326-7284 www.pathhawaii.org

March 10, 2020

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Mission

To safely connect
the people and
places on Hawaii
Island with pathways
and bikeways.

Serving
the Island of Hawai'i
since 1986

IN SUPPORT OF SCR72

REQUESTING THE DEPARTMENT OF TRANSPORTATION TO EVALUATE KUAKINI HIGHWAY BETWEEN HENRY STREET AND KAMEHAMEHA III ROAD

To the Honorable Chair Inouye, Vice Chair Harrimoto, and members of the
Committee:

Peoples Advocacy for Trails Hawaii (PATH) is writing in support of SCR72
requesting the Department of Transportation to evaluate Kuakini Highway between
Henry Street and Kamehameha III Highway and conduct a feasibility study
regarding traffic reduction by widening the road or by alternative means.

We strongly recommend that DOT look at alternative means such as constructing
the Alii Parkway, long envisioned as a mid-level road to help traffic circulation in
the West Hawaii area.

If DOT concludes that the widening of Kuakini Highway is the most expedient
action, then we strongly recommend that the widening include center turn lanes,
bikelanes and sidewalks. This will ensure that the all users are able to move safely
along this important stretch of roadway.

PATH is available to participate in the feasibility study should the DOT desire
community input regarding bicycle and pedestrian multi modal transportation
needs.

Sincerely,

Tina Clothier
Strategic Projects Director

LATE



March 10, 2020

Comments on SCR72 re traffic reduction on Kuakini Hwy from Henry St to Kamehameha III Road

Aloha Chair Inouye, Vice Chair Harimoto and esteemed members of the Senate Committee on Transportation,

The Hawaii Bicycling League supports the idea of traffic reduction on our major roads. Because of limited recent and specific knowledge of Kuakini Hwy in the locations specified, these comments are made primarily based on reviewing google maps from Henry St - Kamehameha III Road. The practice of narrower 10 feet lanes on Oahu freeways has demonstrated that narrow lanes allow safe passage on our roads by increasing the attention of drivers and slowing driver speeds consistent with speed limits (rather than allowing speeding beyond posted speed limits that tends to occur with wide lanes). Simply widening or adding more wide lanes does not bring with it the safety benefits of narrower lanes.

Roadway space is important so there is room for all modes of transportation, including walking and bicycling. HBL notes that the shoulders that could be used by people walking and bicycling appear to become very narrow or disappear after Keakealani Dr. and further south by Kona Nissan and Seaview Circle area. Some of the shoulder areas could be widened by narrowing the median painted strips or adding hard medians that take up less width. Other shoulder areas could possibly be widened to provide basic safer access for people who walk and bike if the travel lanes were narrowed to 10 feet and speed limits were reduced as appropriate to accommodate the narrowed travel lanes. Everyone should have access to walk, bike and drive. Walking was the original way people travelled and has an important place today and in our future, as does bicycling for health, transportation and recreation.

As Kamehameha I, who began his historic reign on the Big Island, stated everyone has a right to be safe on our roads. The strong must protect the weak. Motor vehicles in careless hands can become dangerous weapons to other motor vehicles and vulnerable users. It is up to our government agencies who have authority over our roads to put safety of users first, and install infrastructure that will allow for safety by design, rather than depend only on the enlightened awareness and goodwill of users.

Envision Safe Streets Chad Taniguchi Director Emeritus, Hawaii Bicycling League
3442 Waiālae Ave #1, Honolulu, HI 96816 808-255-8271, chad@hbl.org

LATE

SCR-72

Submitted on: 3/11/2020 9:40:53 AM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rayne	Individual	Support	No

Comments: