



**LATE**

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'  
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 12, 2024  
3:01 P.M.  
State Capitol, Room 225 & Videoconference

**S.B. 3242  
RELATING TO TRANSPORTATION**

Senate Committees on Public Safety and Intergovernmental and Military Affairs, and  
Transportation and Culture and the Arts

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The Hawaii Department of Transportation (HDOT) **supports** S.B. 3242 which removes the requirement for an engineering study when reducing the maximum speed limit within one mile of a school. S.B. 3242 also requires agencies to define and regularly perform evaluations to identify high risk or dangerous corridors and intersections, and plan strategies for mitigation, prioritizing changes that maximize safety and separate vehicles from vulnerable users such as pedestrians and bicyclists.

S.B. 3242 will allow flexibility when lowering speeds within one mile of a school is necessary for safety.

The HDOT currently uses a comprehensive safety management process for all roadway users that includes both a traditional crash-based approach, as well as a complementary systemic safety approach. The HDOT is also developing a Safety Analytics Platform to enhance current analytics. These efforts allow HDOT decision makers and practitioners to make better informed decisions and implement safety countermeasures or investments faster.

In addition, safety is addressed in every HDOT project that is implemented, and we support creating and maintaining a transportation system that provides safe mobility for all modes and users. We have reported on our robust educational, enforcement and engineering programs which we implemented to successfully save lives over years. We meet regularly with the four counties and metropolitan planning organizations to discuss project implementation, safety focus, and opportunities for funding from the Infrastructure Investment and Jobs Act funding and programs, including discretionary grant opportunities for safety such as Safe Streets and Roads for All.

Thank you for the opportunity to provide testimony.

**LATE**

**SB-3242**

Submitted on: 2/12/2024 9:05:07 AM

Testimony for TCA on 2/12/2024 3:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Michael Ferreira	Individual	Support	Written Testimony Only

Comments:

Aloha,

Far too often it is the requirement of an engineering study when common sense would dictate that having decreased speeds near schools and roads with pedestrian crosswalks are nearby and without traffic calming measures. An example of that is Makakilo Drive which has a number of accidents including fatalities and pedestrain fatalities due to the removal of crosswalks but not lowering the speed limit is in place. Support.

Michael Ferreira

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**Testimony of Kiana Otsuka in Support**

**Committee on Transportation and Culture and the Arts**

**Committee on Public Safety and Intergovernmental and Military Affairs**

**February 12, 2024 at 3:01PM**

**Conference Room 224**

**SB 3242**

**Relating to Transportation**

Dear Chairs Lee and Wakai, Vice Chairs Inouye and Elefante, and Committee Members,

My name is Kiana Otsuka, and I am a Transportation Planner whose expertise is in walk, roll, bike, and transit. I am writing in strong **support of SB 3242**, which requires departments or county agencies responsible for roads, highways, or similar infrastructure to evaluate high risk or dangerous corridors or intersections and plan strategies for mitigation. Provides that an engineering study is not required to be considered if the Department of Transportation decreases maximum speed limits within one mile of a school.

I am particularly supportive of Section 3 that requires departments and county agencies responsible for roads, highways, and similar infrastructure shall define and regularly perform evaluations to identify high risk or dangerous corridors and intersections, based on relevant statistics including crashes, injuries, fatalities, or similar measures. And when identified as a high risk or dangerous corridor or intersection by a department or county agency, plans to address safety and allow access for all users in the corridor or intersection shall be developed and prioritized for implementation. In addition, when rehabilitation or other changes to a high risk or dangerous corridor or intersection are planned or implemented by a department or county agency, priority shall be given to changes that maximize safety and provide access to separated or protected infrastructure

that separates vehicles from pedestrians, persons on bicycles and mobility devices, and other vulnerable users.

As someone who walks, bikes, uses transit, and drives, it's important to me that we prioritize the safety of our most vulnerable road users when planning and designing our transportation infrastructure. This is especially important, as our transportation fatalities are on the rise, particularly the number of people who are killed while walking. Hawaii also consistently has one of the highest kūpuna fatality rates in the country. I urge you to pass this bill so that we can make more decisive changes in the way we plan and build our transportation infrastructure and save lives.

Thank you for the opportunity to provide testimony on this measure.

Mahalo,

Kiana Otsuka