

MAR 14 2007

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## SENATE RESOLUTION

REQUESTING THE DEPARTMENT OF TRANSPORTATION TO CREATE AND IMPLEMENT A TRAFFIC CONGESTION REDUCTION PLAN, A TRAFFIC FLOW IMPROVEMENT PLAN, AN INFRASTRUCTURE MAINTENANCE AND IMPROVEMENT PLAN, AND A SAFETY ENHANCEMENT PROGRAM.

1 WHEREAS, the Legislature finds that the State's worsening  
2 transportation problems are imposing substantial costs on the  
3 State's residents and businesses; and

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5 WHEREAS, traffic congestion in the State's major  
6 metropolitan areas has worsened over time; and

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8 WHEREAS, traffic congestion diminishes air quality and  
9 safety; undermines the State's economic health, its residents'  
10 quality of life, and prosperity; and perpetuates poverty; and

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12 WHEREAS, the absence of a specific and concrete plan by the  
13 State to address traffic congestion ensures that traffic  
14 congestion will continue to worsen; and

15  
16 WHEREAS, the State must act to minimize traffic congestion  
17 in order to contribute to the economic growth of the State and  
18 to the well-being and safety of all the State's residents; now,  
19 therefore,

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21 BE IT RESOLVED by the Senate of the Twenty-fourth  
22 Legislature of the State of Hawaii, Regular Session of 2007,  
23 that the Department of Transportation is requested to create and  
24 implement a traffic congestion reduction plan to apply to all  
25 counties; and

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27 BE IT FURTHER RESOLVED that the Department of  
28 Transportation is requested to adopt an objective to provide  
29 freeway and arterial level of service E, as defined in the  
30 Highway Capacity Manual 2000 edition of the Transportation  
31 Research Board, at ninety-nine per cent of the intersections on  
32 all islands, while they operate under normal conditions during  
33 peak periods of traffic; and

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1 BE IT FURTHER RESOLVED that the Department of  
2 Transportation is requested to adopt interim objectives that  
3 improve the level of service for at least ten miles of urban  
4 arterial streets of freeways per year; and

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6 BE IT FURTHER RESOLVED that the Department of  
7 Transportation is requested to propose a cost-effective plan to  
8 achieve the long-term and interim objectives at the lowest  
9 possible cost, with the principal purpose of the plan to be to  
10 identify the roadway resources and strategies that would need to  
11 be implemented to achieve the long-term and interim traffic  
12 congestion reduction objectives, and to include cost estimates  
13 and the cost per reduced-delay-hour compared to the status quo  
14 case for the achievement of the long-term and interim traffic  
15 congestion reduction objectives; and

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17 BE IT FURTHER RESOLVED that the traffic congestion  
18 reduction plan should not include the use of tolling or road  
19 pricing except for capacity expansion and no lanes currently  
20 operating without tolls shall be converted to tolling or road  
21 pricing; and

22  
23 BE IT FURTHER RESOLVED that to the maximum extent feasible,  
24 the Department of Transportation is requested to apply a cost-  
25 per-delay-hour standard in project evaluation within each of the  
26 counties and the costs include only actual proposed monetary  
27 expenditures by the State or other organizations making actual  
28 monetary expenditures with respect to the projects under  
29 consideration; and

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31 BE IT FURTHER RESOLVED that in all project planning, the  
32 Department of Transportation is requested to consider the cost-  
33 per-reduced-delay-hour as a factor in decision making and  
34 require the use of the cost-per-delay-hour factor in any major  
35 project planning by any authority, agency, or jurisdiction  
36 receiving transportation funding from the State; provided that  
37 major projects include any project with a projected cost of  
38 \$10,000,000 or more; and

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40 BE IT FURTHER RESOLVED that the Department of  
41 Transportation is requested to re-evaluate all major projects  
42 two years after completion to ascertain actual delay  
43 improvements and actual benefits and costs; and

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1 BE IT FURTHER RESOLVED that the Department of  
2 Transportation is requested to create and implement a traffic  
3 flow improvement plan and to provide an effective incident  
4 management plan that reduces annual incident congestion delay by  
5 at least twenty-five per cent by June 30, 2012; and

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7 BE IT FURTHER RESOLVED that the plan should reduce delays  
8 caused by congestion on roadways that are scheduled for  
9 improvement projects by an average of ten per cent per year; and

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11 BE IT FURTHER RESOLVED that the plan should reduce delay  
12 caused by congestion in construction work zones by ten per cent  
13 per year; and

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15 BE IT FURTHER RESOLVED that the Department of  
16 Transportation is requested to create and implement a statewide  
17 infrastructure maintenance and improvement program; and

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19 BE IT FURTHER RESOLVED that the statewide infrastructure  
20 maintenance and improvement program should maintain annually at  
21 least eighty per cent of the State's road surface in acceptable  
22 ride quality condition as measured by the International  
23 Roughness Index; and

24  
25 BE IT FURTHER RESOLVED that the statewide infrastructure  
26 maintenance and improvement program should maintain annually all  
27 bridges identified as weight restricted or structurally  
28 deficient, or both, so that no adverse effect arises from their  
29 safe use by emergency vehicles, school buses, and vehicles  
30 serving the area economy; and

31  
32 BE IT FURTHER RESOLVED that the statewide infrastructure  
33 maintenance and improvement program should provide for repair of  
34 all reported potholes located in roadways within one day of the  
35 receipt of notification ninety-eight per cent of the time except  
36 during emergencies and adverse weather; and

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38 BE IT FURTHER RESOLVED that the Department of  
39 Transportation is requested to create and implement a statewide  
40 safety enhancement program; and

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42 BE IT FURTHER RESOLVED that the statewide safety  
43 enhancement program should, for the period up until June 30,  
44 2016, reduce the:



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2 (1) Injury rate, as measured by injuries per 100,000,000  
3 vehicle miles traveled, by an average of two per cent  
4 per year; and  
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6 (2) Number of injuries by 1.5 per cent per year; and  
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8 BE IT FURTHER RESOLVED that the statewide safety  
9 enhancement program should, for the period up until June 30,  
10 2016, reduce the:

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12 (1) Fatality rate, as measured by fatalities per  
13 100,000,000 vehicle miles traveled, by an average of  
14 two per cent per year; and  
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16 (2) Number of fatalities by 1.5 per cent per year; and  
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18 BE IT FURTHER RESOLVED that the Department of  
19 Transportation is requested to develop emergency preparedness  
20 plans, including regional evacuation plans, to respond to  
21 natural disasters, incidents related to homeland security, and  
22 serious disruption of major arteries due to infrastructure  
23 failure or serious traffic accidents; and  
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25 BE IT FURTHER RESOLVED that the Department of  
26 Transportation is requested to work cooperatively with the  
27 College of Engineering of the University of Hawaii in the  
28 creation of a transportation research center and transportation  
29 programs that integrate engineering education with congestion  
30 mitigation and safety improvements in the State; and  
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32 BE IT FURTHER RESOLVED that the Department of  
33 Transportation is requested to submit a written report annually  
34 to this body no later than twenty days prior to the start of  
35 each Regular Session, which shall be a public document that  
36 shall be posted on the Department of Transportation's internet  
37 website and retained for a minimum of twenty-five years; and  
38

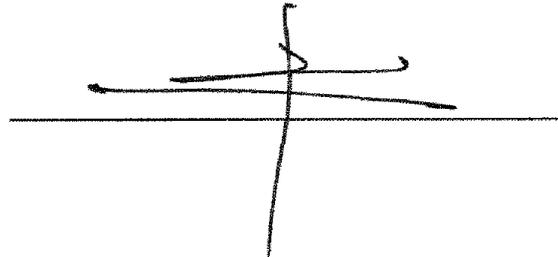
39 BE IT FURTHER RESOLVED that certified copies of this  
40 Resolution be transmitted to Governor, the Director of



1 Transportation, and the Dean of the College of Engineering of  
2 the University of Hawaii.

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OFFERED BY:

A handwritten signature is written over a horizontal line. The signature consists of a vertical stroke on the right side, a horizontal stroke across the middle, and a horizontal stroke extending to the left from the vertical stroke. There are some additional scribbles above the horizontal stroke.