

1 § -2 **Major metropolitan traffic congestion reduction**

2 **objectives.** (a) The traffic congestion reduction program shall
3 apply to all counties.

4 (b) Long-term traffic congestion reduction objective. The
5 department of transportation shall adopt an objective to provide
6 freeway and arterial level of service E, as defined in the
7 Highway Capacity Manual 2000 edition of the Transportation
8 Research Board. Level of service E should be expected at
9 ninety-nine per cent of the intersections on all islands, while
10 they operate under normal conditions during peak periods of
11 traffic. Effective use of "traffic toolbox" techniques shall be
12 made including measures such as ramp metering, freeway widening,
13 urban underpasses, and integrated traffic signal coordination.
14 Capital intensive measures such as new high occupancy toll or
15 other managed lanes and tunnels shall also be considered.

16 (c) Interim traffic congestion reduction objectives. The
17 department of transportation shall adopt interim objectives that
18 improve the level of service for at least ten miles of urban
19 arterial streets of freeways per year.

20 (d) Traffic congestion reduction plan. The department of
21 transportation shall propose a cost-effective plan to achieve
22 the long-term and interim objectives at the lowest possible



1 cost. The principal purpose of the plan shall be to identify
2 the roadway resources and strategies that would need to be
3 implemented to achieve the long-term and interim traffic
4 congestion reduction objectives. The plan shall include cost
5 estimates and the cost per reduced-delay-hour compared to the
6 status quo case for the achievement of the long-term and interim
7 traffic congestion reduction objectives.

8 (e) Preservation of free (gas tax-financed) roads. The
9 traffic congestion reduction plan shall not include the use of
10 tolling or road pricing except for capacity expansion. No lanes
11 currently operating without tolls shall be converted to tolling
12 or road pricing.

13 (f) Reduced-delay-hour standard. To the maximum extent
14 feasible, the department of transportation shall apply a cost-
15 per-delay-hour standard in project evaluation within each of the
16 counties. Costs shall include only actual proposed monetary
17 expenditures by the State or other organizations making actual
18 monetary expenditures with respect to the projects under
19 consideration.

20 (g) Project evaluation. In all project planning, the
21 department of transportation shall consider the cost-per-
22 reduced-delay-hour as a factor in decision making. The



1 department of transportation shall require the use of the cost-
2 per-delay-hour factor in any major project planning by any
3 authority, agency, or jurisdiction receiving transportation
4 funding from the State. Major projects shall include any
5 project with a projected cost of \$10,000,000 or more. While the
6 program is focused appropriately on highway improvements, any
7 improvement that is less costly per reduced-delay-hour than the
8 highway improvement in the same corridor shall be fundable under
9 this program. All major projects shall be re-evaluated two
10 years after completion to ascertain actual delay improvements
11 and actual benefits and costs.

12 **§ -3 Statewide traffic flow improvement plan.** (a)
13 Incident management. The department of transportation shall
14 provide effective incident management that reduces annual
15 incident congestion delay by at least twenty-five per cent by
16 June 30, 2012.

17 (b) Congestion delays. The plan shall reduce delays
18 caused by congestion on roadways that are scheduled for
19 improvement projects by an average of ten per cent per year.

20 (c) Construction-related delays. The plan shall reduce
21 delay caused by congestion in construction work zones by ten per
22 cent per year.



1 **§ -4 Statewide infrastructure maintenance and**
2 **improvement program.** (a) Pavement conditions. This program
3 shall maintain annually at least eighty per cent of the State's
4 road surface in acceptable ride quality condition as measured by
5 the International Roughness Index.

6 (b) Bridge safety and maintenance. The plan shall
7 maintain annually all bridges identified as weight restricted or
8 structurally deficient, or both, so that no adverse effect
9 arises from their safe use by emergency vehicles, school buses,
10 and vehicles serving the area economy.

11 (c) Pothole repair. The plan shall provide for repair of
12 all reported potholes located in roadways within one day of the
13 receipt of notification ninety-eight per cent of the time except
14 during emergencies and adverse weather.

15 **§ -5 Statewide safety enhancement program.** (a) Reduce
16 the number of injuries and the injury rate. For the period up
17 until June 30, 2016, the department of transportation shall
18 reduce the:

19 (1) Injury rate, as measured by injuries per 100,000,000
20 vehicle miles traveled, by an average of two per cent
21 per year; and

22 (2) Number of injuries by 1.5 per cent per year.



1 (b) Reduce the number of fatalities and the fatality rate.

2 For the period up until June 30, 2016, the department of

3 transportation shall reduce the:

4 (1) Fatality rate, as measured by fatalities per
5 100,000,000 vehicle miles traveled, by an average of
6 two per cent per year; and

7 (2) Number of fatalities by 1.5 per cent per year.

8 (c) Develop statewide transportation emergency
9 preparedness plan. The department of transportation shall
10 develop emergency preparedness plans, including regional
11 evacuation plans, to respond to natural disasters, incidents
12 related to homeland security, and serious disruption of major
13 arteries due to infrastructure failure or serious traffic
14 accidents.

15 **§ -6 Partnership with academia.** (a) The objectives of
16 this chapter cannot be achieved if there are not enough
17 engineers to carry out the congestion and transportation
18 improvement tasks. The department of transportation, all the
19 counties, and engineering firms throughout the State have been
20 severely affected by the shortage of engineers for over ten
21 years. Hawaii is the only state without a university



1 transportation research center to engage academic and student
2 engineers with transportation problems.

3 (b) The department of transportation shall work
4 cooperatively with the college of engineering of the University
5 of Hawaii in the creation of a transportation research center
6 and transportation programs that integrate engineering education
7 with congestion mitigation and safety improvements in the State.

8 § -7 **Annual reporting.** The department of transportation
9 shall submit a written annual report to the legislature, which
10 shall be a public document that shall be posted on the
11 department's internet website and retained for a minimum of
12 twenty-five years."

13 SECTION 2. There is appropriated out of the general
14 revenues of the State of Hawaii the sum of \$, or so much
15 thereof as may be necessary for fiscal year 2007-2008, and the
16 same sum, or so much thereof as may be necessary for fiscal year
17 2008-2009, shall be expended by the department of transportation
18 for the purposes of this Act.

19 SECTION 3. This Act shall take effect upon its approval,
20 provided that section 2 shall take effect on July 1, 2007.

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INTRODUCED BY: Calle Muf
Rida T. R. Cabanilla

Report Title:

Transportation; Traffic Congestion Reduction

Description:

Requires department of transportation to implement traffic congestion reduction plans, a statewide traffic flow improvement plan, a statewide infrastructure maintenance and improvement program, and a traffic safety enhancement plan. Requires partnering with academia. Requires annual reports.

