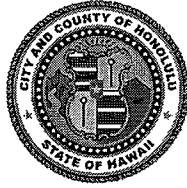


DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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R21.3.208

May 12, 2022

DEPT. COMM. NO. 433

The Honorable Scott Saiki, Speaker
and Members of the House
House of Representatives
415 South Beretania Street, Room 431
Honolulu, Hawaii 96813

Dear Speaker Saiki and Members of the House:

This is in response to House Concurrent Resolution No. 78 (2021) requesting the Department of Transportation Services (DTS) of the City and County of Honolulu to conduct a traffic safety analysis regarding the implementation of traffic calming systems throughout State House District 38. We previously testified that while the DTS supports traffic calming where justified, a comprehensive traffic safety analysis throughout State House District 38 would require an inordinate amount of manpower and staff time. While we are capable to studying specific sites or sections of roadways, we do not have the capacity to analyze the entire district. Such a task would require consultant services and funding. We have, however, completed our study along the roadways specified in the resolution which included Kahuanui Street, Paiwa Street, Waipahu Street (between Kahuanui and Mahoe streets), Loaa Street, and Aiki Street. The results of our study, which included obtaining traffic surveys, a review of the traffic collision history, and site inspections, is provided below along with recommendations.

Kahuanui Street: Kahuanui Street is a two-lane collector roadway which services two directions of traffic between Paiwa and Waipahu streets. We previously installed shoulder/parking lanes along Kahuanui Street between Kahuanani and Paiwa streets as a measure to narrow the travel way and encourage speed compliance. Our study found speeding still occurring along Kahuanui Street between Kahuawai and Kahuapili streets. However, our review of the area's traffic collision history did not find any trends related to speeding. Our next step will be to gain community support for implementing the next tier of traffic calming measures, such as speed tables to address

speeding along this stretch. If there is a strong majority of support for such a project, we will program funding to implement such a project. In the interim, we will maintain signs in the area and request the assistance of the Honolulu Police Department to monitor the area for speeding violations and to consider placing a speed feedback trailer along Kahuanui Street.

Paiwa Street: Paiwa Street commences at Farrington Highway and dead-ends at Central Oahu Regional Park. The portion of Paiwa Street which we studied was based on past complaints between Waipahu Street and Farrington Highway. This portion of Paiwa Street serves as a collector for the area and is primarily a two-lane roadway serving traffic in both directions. The speed survey found that speeding is occurring in both directions along Paiwa Street in the vicinity of Waipahu District Park. A review of the area's traffic collision history found that there were several incidents along Kahuanui Street, however, a majority of them involved intoxicated drivers which are not considered correctable-type crashes. As such, we will issue a work order (reference Paint & Sign Work Order 22230) (PSWO 22230) to the Department of Facility Maintenance (DFM) to install a shoulder/parking lane on both sides of Paiwa Street between Kahuailani and Kahuamoku streets and narrow the travel way from 20 feet to 10 feet in each direction. Street parking will be retained while the narrowing effect should help to deter speeding in the area. In addition, the distance pedestrians are required to cross in conflict with motorists will be reduced at the marked crossings along Paiwa Street. We will also maintain signs in the area and in the interim request the assistance of the Honolulu Police Department (HPD) to monitor the area and consider placing speed feedback trailers on Paiwa Street in the vicinity of Waipahu District Park. For status of PSWO 22230, please contact the DFM at 768-3621 or 768-3622.

Waipahu Street (between Kahuanui and Mahoe streets): This portion of Waipahu Street serves as a minor arterial for the Waipahu area and is primarily a two-lane roadway serving traffic in two directions. The speed survey found that there is speeding occurring along Waipahu Street in both directions. A review of the area's traffic collision history did not reveal any trends related to speeding within the past three years. We will program the installation of speed feedback signs on Waipahu Street between Mahoe and Kahuanui streets under a future capital improvement project pending availability of funds. In the interim, we will maintain signs in the area and request assistance from the Honolulu Police Department to monitor the area and to consider placing speed feedback trailers on Waipahu Street between Mahoe and Kahuanui streets. Waipahu Street serves as a minor arterial through the Waipahu community, and the installation of raised crosswalks would not be appropriate for this classification of roadway.

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Loaa Street: Loaa Street is a local, two-lane roadway serving two directions of traffic from Haaa Street then loops around near the intersection of Aiki Street. The speed survey found that the majority of motorists are traveling below the posted speed limit. Based on site observations, the lower speeds may be attributed to the heavily used on-street parking along both sides of the street, which somewhat provides a traffic calming effect. We will, however, maintain signs in the area.

Aiki Street: Aiki Street is a two-lane roadway serving two directions of traffic from Kupuna Loop and Loaa Street and serves as a connector road between the Village Park and Waipahu communities. The speed survey found that there is speeding occurring along Aiki Street in both directions. However, a review of the area's traffic collision history did not find any trends related to speeding in the area. As such, as an initial measure, we will maintain signs, including several Speed Limit signs, along Aiki Street and request the assistance of the HPD to monitor the area for violations and to consider placing speed feedback trailers.

Thank you for this opportunity to respond to House Concurrent Resolution No. 78. Should you have any questions, please contact me at 768-8303.

Very truly yours,



J. Roger Morton
Director