



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

March 12, 2024
10:30 a.m.
State Capitol, Room 312 & Videoconference

S.B. 3242, S.D. 1
RELATING TO TRANSPORTATION

House Committee on Transportation

The Hawaii Department of Transportation (HDOT) **supports** S.B. 3242, S.D. 1 which 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, S.D. 1 also removes the requirement for an engineering study when reducing the maximum speed limit within one mile of a school.

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.

S.B. 3242, S.D. 1 will allow flexibility when lowering speeds within one mile of a school, which is necessary for safety.

Thank you for the opportunity to provide testimony.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

03/12/24 10:30AM

CR 312 & Videoconference

SB 3242 SD1

Relating to Transportation

Dear Chair Todd, Vice Chair Kila, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **strongly supports SB 3242 SD1** which requires each department or county agency having jurisdiction over roads, highways, or similar infrastructure to evaluate high-risk or dangerous corridors or intersections and plan strategies for mitigation. SB 3242 SD1 also provides that an engineering study is not required to be considered when setting maximum speed limits within one mile of a school.

This bill would help support our goal of reducing traffic related deaths and serious injuries to zero by 2050. We also appreciate the focus on removing additional barriers to providing safety enhancements in areas within one mile of a school which focuses further on vulnerable road users and prioritizes the safety of our keiki.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP) that encourages and promotes a safe and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.



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HOUSE COMMITTEE ON TRANSPORTATION
Tuesday, March 12, 2024 – 10:30AM

Hawai'i Bicycling League Supports SB 3242, Relating to Transportation

Aloha Chair Todd, Vice Chair Kila, and Committee Members,

My name is Travis Counsell, and I am the Executive Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

Hawai'i Bicycling League supports 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 and 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.

Identifying and implementing solutions in these high risk or dangerous corridors is particular of interest to vulnerable users, people who walk, bike, and roll on our streets. Our State is committed to Vision Zero, where we see zero traffic fatalities or serious injuries, and this measure will help us work towards that goal.

Mahalo for the opportunity to provide testimony. Please support SB 3242 and help create safer streets for all.

Ride Aloha,

Travis L. Counsell
Executive Director
Hawai'i Bicycling League

Testimony of Kiana Otsuka in Support

Committee on Transportation

March 12, 2024 at 10:30AM

Conference Room 312

SB 3242 SD1

Relating to Transportation

Dear Chair Todd, Vice Chair Kila, 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 SD 1**, 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. It also 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 pedestrian 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

SB-3242-SD-1

Submitted on: 3/12/2024 7:43:55 AM

Testimony for TRN on 3/12/2024 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Chad K Taniguchi	Individual	Support	Written Testimony Only

Comments:

Allowing speed limits to be reduced near schools without engineering studies will help improve safety overall. Like the speed humps that have reduced dangerous speeding, lower speed limits coupled with enforcement will save lives.

An example of where this would work is at Kalaniana'ole and Ulupii near Maunawili school, Kailua.