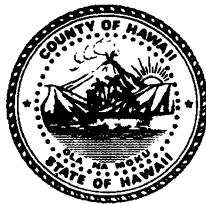


C. Kimo Alameda, Ph.D.
Mayor



Reed K. Mahuna
Interim Police Chief

William V. Brilhante Jr.
Managing Director

County of Hawai`i

POLICE DEPARTMENT

349 Kapi`olani Street • Hilo, Hawai`i 96720-3998
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January 31, 2026

Senator Lorraine R. Inouye, Chair
Senator Brandon J.C. Elefante, Vice Chair
And Members
Committee on Transportation
State Capitol
415 South Beretania Street
Honolulu, HI 96813

Dear Senators Inouye and Elefante and Committee Members,

RE: SENATE BILL 2008 RELATING TO STATEWIDE TRAFFIC CODE
DATE: FEBRUARY 3, 2026
TIME: 3:00 P.M.
PLACE: CONFERENCE ROOM 229 & VIDEOCONFERENCE

The Hawaii Police Department (HPD) respectfully submits testimony of **non-support** for Senate Bill No. 2008, Relating to Statewide Traffic Code.

HPD supports lowering the speed limit on Daniel K. Inouye (DKI) Highway for the reasons described in Section 1 of the Bill. Speeding and excessive speeding remain constant challenges for law enforcement whose mission is to help preserve the safety of our roadways.

However, as currently written, this bill removes the current speed limit of 40 miles per hour beginning near the Pohakuloa training area entrance and ending near the entrance to Gilbert Kahele Recreation area (formerly known as Mauna Kea County Park). Should this language be removed, HPD is concerned that the entrances/exits at the intersections may not have sufficient acceleration, deceleration and merge lanes, to safely allow for traffic traveling at 55 miles per hour.

This draft also removes the deceleration areas as Daniel K. Inouye Highway approaches Mamalahoa Highway (Route 190) at its northwest end.

SENATE BILL 2008 RELATING TO STATEWIDE TRAFFIC CODE

DATE: FEBRUARY 3, 2026

TIME: 3:00 P.M.

PLACE: CONFERENCE ROOM 229 & VIDEOCONFERENCE

Page 2

HPD recommends retaining this part of the current statute: "...provided that the speed limit shall be forty-five miles per hour or any other speed limit as determined pursuant to sections 291C-102, 291C-104 or 291C-105, beginning at the Pohakuloa training area and ending one half mile east of the Mauna Kea County Park entrance." HPD further recommends language that provides for the deceleration area as the highway approaches Mamalahoa Highway.

The specific locations on Daniel K. Inouye Highway which would be impacted and their current corresponding speed limits are as follows:

- DKI Highway 4.5 mile marker to the 7 mile marker = 40 mph
- DKI Highway 33.5 mile marker to the 35.5 mile marker = 40 mph
- DKI Highway 50.5 mile marker to the intersection with Highway 190 = 45 mph

HPD believes applying a 55 miles per hour speed limit across the entire length of the highway may lead to unsafe roadway conditions and therefore cannot support this bill in its current form.

Respectfully,



REED K. MAHUNA
INTERIM POLICE CHIEF

SB-2008

Submitted on: 1/29/2026 8:11:46 AM

Testimony for TRS on 2/3/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Megan Blazak	Individual	Support	Written Testimony Only

Comments:

Honorable Chair Inouye, Vice Chair Elefante, and Members of the Committee,

As a constituent of Senate District 4 in Hilo, I strongly support this measure. There have been more than 5 fatal accidents on Saddle Road in the last 2 years. Saddle Road is not engineered for high speeds like highways on the U.S. mainland. The State needs to make the road safer. A posted speed of 55 mph throughout the highway would help address known hazards of Saddle Road that include:

1. The road does not have a center median preventing cars from crossing the center line.
2. The road does not have proper reflectors or signage to alert drivers to hazards, especially on the east side of the highway where there is steep downhill grade and sharp curved sections from Mauna Kea access to Kaumana.
3. The road has blind hills with areas that allow cars to pass slow moving traffic in the oncoming lane.
4. The road has many wild animals that are a traffic hazards.
5. The road has frequent foggy and rainy conditions that significantly reduce visibility.
6. We have many drivers on that road who are visitors and are not familiar with the route.
7. The road does not have adequate overhead streetlighting.

We know that drivers tend to travel on all public roads above posted speed limits, so lowering the speed limit to 55 mph may cause drivers to travel at a lower speed and ultimately make the road safer. For these reasons, please pass this measure. Thank you.

SB-2008

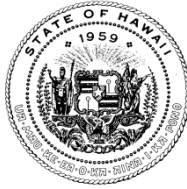
Submitted on: 2/2/2026 9:49:30 AM

Testimony for TRS on 2/3/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Larry Veray	Individual	Support	Written Testimony Only

Comments:

This is a reasonable established maximum speed of 55 mph for Dan Inouye Hwy but should be established on all federally funded highways where it is safe to drive at this speed. It is time to integrate technology on our highways to enforce this speed with a totally automated process like Australia did for their highways. I support SB2008.



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

Tuesday, February 3, 2026
3:00 PM
State Capitol, 229

LATE

SB2008
RELATING TO STATEWIDE TRAFFIC CODE

Senate Committee on Transportation

The Hawaii Department of Transportation (HDOT) supports Senate Bill 2008, which establishes 55 miles per hour as the maximum speed limit on all parts of the Daniel K. Inouye Highway.

HDOT notes that speed limits on state highways are generally informed by traffic engineering studies and safety analyses, which consider roadway design, traffic volumes, operating speeds, crash history, and surrounding conditions. HDOT also notes that the current 60-mile-per-hour speed limit on certain segments of the Daniel K. Inouye Highway was established through legislative action, rather than through the standard administrative speed-setting process.

From an engineering perspective, speed management typically incorporates a buffer between a roadway's design speed and its posted operating speed to account for real-world driving behavior and safety margins. For portions of the Daniel K. Inouye Highway, the roadway design speed is 60 miles per hour, meaning the existing 60-mile-per-hour posted speed operates at the design limit, with no buffer available to accommodate changing traffic conditions or elevated crash risk.

Given current crash trends, documented excessive speeding, and the severity of high-speed collisions along this corridor, HDOT recognizes the need to recalibrate speeds to

better align with safety outcomes. Establishing a consistent 55-mile-per-hour speed limit will help reduce speed differentials, improve driver expectancy, and lower the likelihood and severity of serious and fatal crashes.

HDOT appreciates the Legislature's focus on roadway safety and believes this measure represents a reasonable, safety-focused approach to addressing speeding-related risks on the Daniel K. Inouye Highway.

Thank you for the opportunity to submit comments on this bill.