A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

SECTION 1. Chapter 291C, Hawaii Revised Statutes, is
amended by adding a new section to part IV to be appropriately
designated and to read as follows:

"§291C- Traffic control devices; uniform standards and
specifications. The department of transportation, after
consultation with the counties, shall adopt rules pursuant to
chapter 91 prescribing uniform standards and specifications for
all official traffic control devices installed pursuant to this
chapter, including but not limited to stop signs, yield signs,
speed limit signs, railroad warning approach signs, street name
signs, crossing signs, any lines or markings on a roadway, and
any other sign or marking required or authorized by the Federal
Highway Administration's Manual on Uniform Traffic Control
Devices, as amended."

SECTION 2. Chapter 291C, Hawaii Revised Statutes, is
amended by adding a new section to part X to be appropriately
designated and to read as follows:
"§291C— Speed limits; factors to consider. (a) The department of transportation or a county shall consider the following factors when setting a maximum speed limit pursuant to 291C-102:

(1) An engineering and traffic survey conducted for the road whose maximum speed limit is being set; provided that the engineering and traffic survey shall be properly validated using an appropriate system, such as the Federal Highway Administration's USLIMITS2 system or its successor;

(2) The speed at which eighty-five per cent of free-flowing traffic on the road is traveling at or below; and

(3) Any other factors prescribed by the Federal Highway Administration's Manual on Uniform Traffic Control Devices, as amended.

(b) As used in this section, "engineering and traffic survey" means a survey of highway and traffic conditions in accordance with methods determined by the department of transportation for use by state and local authorities. An
engineering and traffic survey shall consider the following factors, in order of priority:

(1) Motor vehicle crashes resulting in deaths or injuries;

(2) Potential for or frequency of traffic collisions resulting in deaths or injuries;

(3) Residential density, if any of the following conditions exist on the particular portion of the highway and the property contiguous to the highway:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting the highway is occupied by thirteen or more separate dwelling houses or business structures;

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting the highway is occupied by sixteen or more separate dwelling houses or business structures; or

(C) The portion of highway is longer than one quarter of a mile but has a ratio of separate dwelling houses or business structures to the length of
the highway equal to or greater than that described by subparagraphs (A) or (B);

(4) Pedestrian and bicyclist safety;

(5) Highway, traffic, and roadside conditions not readily apparent to the driver; and

(6) Prevailing speeds as determined by traffic engineering measurements."

SECTION 3. New statutory material is underscored.

SECTION 4. This Act shall take effect upon its approval.

INTRODUCED BY: 

Mark F. Hauser

JAN 2 2 2019
**Report Title:**
DOT; Statewide Traffic Code; Traffic Control Devices; Uniform Standards and Specifications; Speed Limits

**Description:**
Requires the Department of Transportation, after consultation with the counties, to adopt rules prescribing uniform standards and specifications for all official traffic control devices placed pursuant to the Statewide Traffic Code. Specifies the factors the Department of Transportation and the counties must take into account when setting maximum speed limits on a road.

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*