

Traffic Emergency Zone Declaration

Daniel K. Inouye Highway (Route 200),
Mile Posts 5.5 to 28

Agenda

- Traffic Emergency Zone
 - What is a traffic emergency zone?
 - What does the establishment of a traffic emergency zone do?
 - Why is HDOT declaring DKI Highway a traffic emergency zone?
- Mitigation
 - Short-term mitigations
 - Long-term mitigations

Traffic Emergency Zones

[§264-1.5] Emergency powers; traffic emergency zones. (a) Notwithstanding any law to the contrary, if the governor or state director of transportation, in the case of a state highway, or the mayor of a county or the county director of transportation, in the case of a county highway, determines that substantial endangerment to public health and safety is or is highly likely to be caused by the temporary closure of, or the lack of adequate access to an area by, a county highway or a state highway as defined under section 264-1(a), which requires immediate action, the governor or state director of transportation, in the case of a state highway, or a mayor of a county or the county director of transportation, in the case of a county highway, without a public hearing, may designate the area to be a traffic emergency zone, and may take any action that may be necessary until access to the designated area has been established. The designation shall fix a place and time, not later than twenty-four hours after the designation, for a hearing to be held before the state director of transportation, or the county director of transportation.

- Hawaii Revised Statutes Section 264-1.5 authorizes the Governor or the State Director of Transportation to designate a state highway as a “traffic emergency zone.”
- This allows for expedited procurement and waives certain permitting requirements.



Fatal Crashes 2021 – June 4, 2026

Between 2021 and June 4, 2026, there have been 10 fatal crashes resulting in 13 people killed.

Planned short-term actions facilitated through the TEZ:

- In-lane thermoplastic rumble strips and additional curve ahead chevron signs before curves and downhill areas to provide drivers feedback of road changes
- Open Graded High Friction surface course in areas between mile posts 16 and 19 and 10 to 16 where surface water runs on the roadway
- Wet weather road striping
- Installation of speed safety cameras to issue warnings to those traveling more than 11 miles over the posted speed limit set by Hawaii Revised Statute §291C-106



Potential Long-Term

1. Full Divided Highway Conversion

Convert the corridor to a fully divided 4-lane highway (2 lanes each direction) with a physical median separation

2. Four-Lane Undivided

Add an additional lane to maintain two lanes each direction

3. Install Concrete Median Barrier Within Existing Footprint

Install concrete barrier with minimal widening by narrowing lanes/shoulders

4. High-Tension Cable Median Barrier Within Existing Footprint

Install cable barrier in median/center separation area

5. Restriping of Highway for Alternate Direction Passing Lanes

Number of lanes in each direction periodically alternate between 1 and 2 so each direction has passing lanes

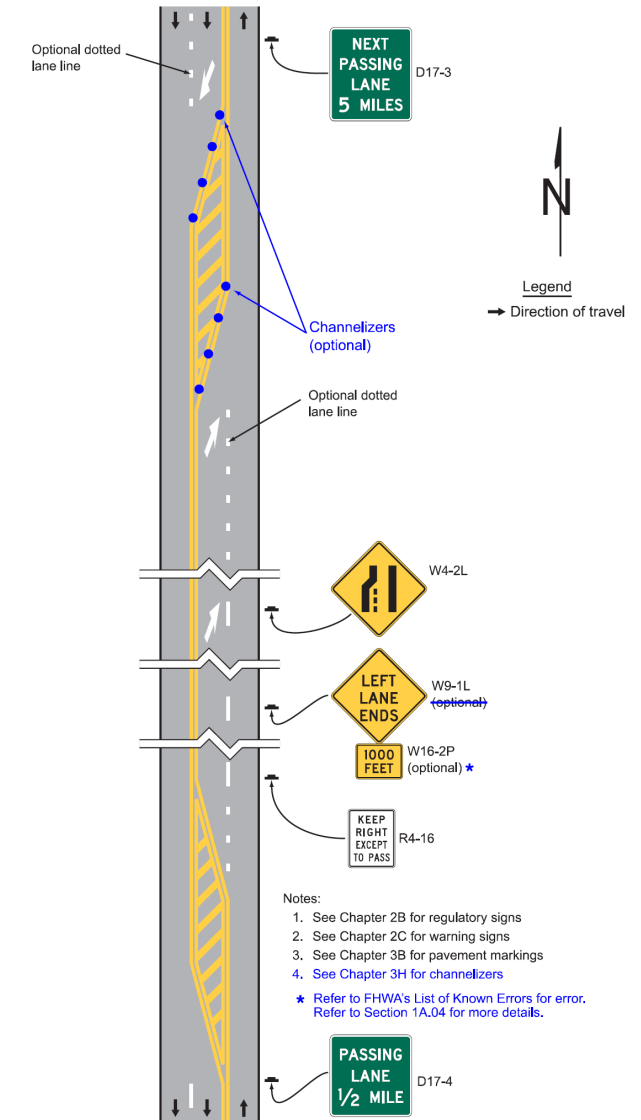
6. Provide Striped Median

Narrow travel lanes and provide striped median for separation

7. Speed Management / Automated Enforcement

Potential future speed camera enforcement, targeted enforcement zones, dynamic speed feedback systems

Figure 2D-27. Example of Signing for an Intermittent Passing Lane



Questions?