

Honolulu, Hawaii

March 22, 2007

RE: S.B. No. 152  
S.D. 2  
H.D. 1

Honorable Calvin K.Y. Say  
Speaker, House of Representatives  
Twenty-Fourth State Legislature  
Regular Session of 2007  
State of Hawaii

Sir:

Your Committee on Transportation, to which was referred S.B. No. 152, S.D. 2, entitled:

"A BILL FOR AN ACT RELATING TO TRANSPORTATION,"

begs leave to report as follows:

The purpose of this bill is to improve Hawaii's bikeway system by:

- (1) Removing the limitation placed on the Director of Transportation that allows for the earmarking of two percent of federally eligible moneys from the State Highway Fund (Fund) for bikeways;
- (2) Clarifying the use of moneys in the Fund for bicycle lanes, bicycle paths, bicycle routes, and bikeways;
- (3) Specifying that a minimum of two percent of federally eligible moneys, along with any other available Fund moneys, be used for:
  - (A) The establishment of bicycle paths; and
  - (B) The installation of signage and safety devices along bicycle lanes and bicycle routes;



- (4) Requiring that the Department of Transportation (DOT) include representatives of the bicycling community in their decision-making process to determine where to:
  - (A) Establish bicycle lanes, paths, and routes; and
  - (B) Place signage and safety devices along bicycle lanes and bicycle routes;and
- (5) Requiring any mass transit system to include appropriate accommodations for bicycle lanes, bikeways, bicycle routes, and bicyclists in general.

The Hawaii Bicycling League, Kauai PATH, Kokua Kalihi Valley, and several concerned individuals testified in support of this bill. DOT opposed this bill.

Bicycling has the benefits of lessening traffic congestion, lowering repair and maintenance costs of Hawaii's roadways, and improving the overall air quality of our state, as well as the health of our citizens. While bicycling is fast becoming a favored mode of transportation, especially in light of high fuel costs, there are a number of safety concerns bicyclists face on our roads each day. Ensuring a coordinated and continuous bikeway system, as well as increasing the number of bikeways, bicycle lanes, bicycle paths, and bicycle routes through the use of federal and Fund moneys, will help improve bicycling safety.


While your Committee understands the concerns raised by DOT that this measure reduces some of the flexibility necessary for proper and safe highway design, the benefits of increasing bicycling as a viable mode of transportation deserves further consideration. Accordingly, your Committee has amended this bill by changing its effective date to July 1, 2012, to facilitate further discussion.

Technical, nonsubstantive amendments were also made for clarity, consistency, and style.



As affirmed by the record of votes of the members of your Committee on Transportation that is attached to this report, your Committee is in accord with the intent and purpose of S.B. No. 152, S.D. 2, as amended herein, and recommends that it pass Second Reading in the form attached hereto as S.B. No. 152, S.D. 2, H.D. 1, and be referred to the Committee on Finance.

Respectfully submitted on  
behalf of the members of the  
Committee on Transportation,



JOSEPH M. SOUKI, Chair



