
HOUSE RESOLUTION

URGING THE HAWAII COMMUNITY DEVELOPMENT AUTHORITY TO CREATE AND
MAINTAIN A BIKE PATH THROUGH THE HONOLULU DOWNTOWN AREA.

1 WHEREAS, bicycling supports and enhances physical health in
2 an outdoor environment through exercise and recreation; and
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4 WHEREAS, bicycling provides a convenient, effective, and
5 alternative form of transportation that helps reduce traffic
6 congestion and parking requirements; and
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8 WHEREAS, bicycling is an environmentally-friendly activity
9 that does not rely on the consumption of fossil fuels and
10 produces no pollution; and
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12 WHEREAS, the State of Hawaii's position supporting
13 bicycling is reflected in its plans, including the 1996 Hawaii
14 State Plan, the 2002 Hawaii Statewide Transportation Plan, and
15 the 2003 Bike Plan Hawaii, a plan that has an overall goal to
16 establish bicycling as a safe and convenient mode of
17 transportation for residents and visitors throughout the State;
18 and
19

20 WHEREAS, dedicated bikeways are safer for bicyclists and
21 Hawaii had the second highest average annual fatality rate for
22 bicyclists in the country from 2001-2005; and
23

24 WHEREAS, bicycling is great for small businesses through
25 downtown such as cafes and restaurants; and
26

27 WHEREAS, good weather conditions year-round make it
28 possible to commute to various locations by bicycle; and
29

30 WHEREAS, bike lanes do the following:
31

- 32 (1) Helps define road space and promotes a more orderly
33 flow of traffic
34



- 1 (2) Encourages bicyclists to ride in the correct direction
- 2 with the flow of traffic
- 3
- 4 (3) Gives bicyclists a clear place to be so they are not
- 5 tempted to ride on the sidewalk
- 6
- 7 (4) Reminds motorists to look for cyclists when turning or
- 8 opening car doors, and
- 9
- 10 (5) Signals motorists that cyclists have a right to the
- 11 road and reduces the chance that motorists will stray
- 12 into cyclists' path of travel; and
- 13

14 WHEREAS, a comparison of crash ratios of all types in major
15 cities has shown that cities with higher bicycle use have lower
16 traffic crash rates of all types than cities with lower bicycle
17 use; and

18
19 WHEREAS, in a national study comparing streets with bike
20 lanes and those without, several important observations were
21 made such as:

- 22
- 23 (1) Wrong-way riding was significantly lower on the
- 24 streets with bike lanes
- 25
- 26 (2) In approaching intersections, 15 percent of cyclists
- 27 on streets without bike lanes rode on the sidewalks,
- 28 vs. 3 percent on the streets with bike lanes, and
- 29
- 30 (3) On streets with bike lanes, 81 percent of cyclists
- 31 obeyed stop signs, vs. 55 percent on streets without;
- 32 and
- 33

34 WHEREAS, it is the purpose of HCDA to supplement
35 traditional community renewal methods by promoting and
36 coordinating public and private sector community developments;
37 and; now, therefore

38
39 BE IT RESOLVED by the House of Representatives of the
40 Twenty-fifth Legislature of the State of Hawaii, Regular Session
41 of 2009, that the Hawaii Community Development Authority is



1 requested to create and maintain a bike path through the
2 Honolulu downtown area; and

3
4 BE IT FURTHER RESOLVED that certified copies of this
5 Resolution be transmitted to the Hawaii Community Development
6 Authority and the Governor.
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8

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