



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

February 18, 2009

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 1445

COMMITTEE ON TRANSPORTATION

House Bill 1445 requires the department of transportation to incorporate shared lane markings as a new form of traffic control device.

**The Department opposes this bill.**

The Federal Highway Administration (FHWA) has established a sound process to incorporate new traffic control devices and applications in the Manual on Uniform Traffic Control Devices (MUTCD). This process involves the Federal Register rulemaking activity which encourages public involvement, innovation, and flexibility while maintaining uniformity. The success of the MUTCD depends on nationwide complete acceptance and application of the MUTCD.

Legalizing a proposed traffic control device before approval by the FHWA would appear to be circumventing their process. This would affect the integrity of the Hawaii Department of Transportation (DOT), risk the loss of federal-aid funds and increase liability for the State of Hawaii through use of a non-compliant traffic control device.

The MUTCD is the national standard governing all traffic control devices and approval of the next edition is anticipated this year. In addition, if the shared lane markings are not adopted into the next update of the MUTCD, the DOT will have to remove any installed markings to comply with federal-aid funding requirements.

February 18, 2009

The Honorable  
Chair Joseph Souki  
State Capitol  
Honolulu, Hawaii 96813

Dear Representative Souki and members of the Committee on  
Transportation  
Subject: **HB 1445 Relating to Shared Lane Markings**

I support this bill.

I have been using my bicycle as a core form of transportation in Hawaii for the last 2 years. I have noticed inconsistencies in connectivity with bike paths, bike lanes and bike routes. Shared Lane Markings are one way to help solve that problem and allow cars and bicyclists travel safely together on some of our roadways.

In January 2007, the US National Committee on Uniform Traffic Control Devices (NCUTCD) endorsed the shared lane-marking concept, and has recommended its inclusion in the US Federal Manual on Uniform Traffic Control Devices (MUTCD).

Implementing shared lane markings, also known as "sharrows", on our roadways can encourage safe behaviors from both the driver and the bicyclist. Shared lane markings are **one** example of a complete street policy design element. It should be seen as one more tool in the toolbox of good facility design. They are more aesthetically pleasing and effective than "shared road" or "bike route" signage because they:

- Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- Encourage safe passing of bicyclists by motorists,
- Reduce the incidence of wrong-way bicycling, and
- Encourage bicyclists to ride on the street opposed to on the sidewalk.

This design element is one way to assist in implementing the Hawaii Bike Plan and the Oahu Master Bike Plan.

Thank you for allowing me to testify.

Sincerely,

*Kari Benes*

A Bike Commuter and Concerned Citizen