
A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

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

1 SECTION 1. Most streets, roads, and highways are designed
2 almost exclusively for increasingly large numbers of motor
3 vehicles, even though one third of all Americans do not drive
4 due to age, medical condition, ability, lifestyle, legal status,
5 or other factors. There has been very little emphasis placed on
6 safety and choices for pedestrians, bicyclists, persons with
7 disabilities, children, seniors, users of public transportation,
8 movers of commercial goods, and people who cannot afford a car.
9 As a result, Hawaii has one of the highest rates of injury and
10 death for pedestrians and bicyclists in the nation. We also
11 suffer because, as fewer people bike and walk, Hawaii's public
12 health and safety deteriorates while treatment costs rise for
13 conditions associated with reduced physical activity, including
14 obesity, heart disease, lung disease, and diabetes.

15 In addition, traffic congestion in Hawaii has been rising.
16 Studies show that increasing the number of lanes for automobiles
17 actually causes more congestion within a short period of time
18 (i.e., less than five years). Increasing congestion causes



1 people to spend more time in their vehicles, and thus less time
2 being productive at work and/or at home with their families.
3 Congestion also increases the amount of money spent on oil as
4 drivers sit in traffic for longer periods of time.

5 Hawaii's heavy and increasing reliance on driving affects
6 our economy in other ways as well. Driving makes up a large
7 amount of our total fossil fuel use. Hawaii has one of the
8 highest prices for gasoline in the nation and workers here spend
9 a large percentage of their disposable income on transportation
10 to and from work. Because we are heavily dependent on foreign
11 oil, the more we spend on oil, the less we are able to spend on
12 business in Hawaii. As prices fluctuate, our economy is subject
13 to dramatic price shocks that can destabilize and shut down
14 important businesses, including agriculture.

15 Our dependence on oil also affects our security, and our
16 use of oil contributes to carbon emissions and deterioration of
17 our environment.

18 In 1999, the United States Department of Transportation
19 issued guidance calling on all state transportation agencies to
20 make walking and bicycling a routine part of their planning
21 design, construction, operations, and maintenance activities.
22 Recent opinion polls found that fifty-two per cent of Americans



1 want to bicycle more, and fifty-five per cent would prefer to
2 drive less and walk more. Here in Hawaii, voters expressed
3 their overwhelming support to increase bicycling options when
4 over seventy per cent voted in favor of the city and county of
5 Honolulu charter amendment 8.

6 Many states have responded to these issues by implementing
7 policies, such as "complete streets" to accommodate all
8 travelers, including pedestrians, bicyclists, persons with
9 disabilities, children, older adults, movers of commercial
10 goods, and people who cannot afford cars. "Complete streets
11 principles" refer to transportation laws, policies, and
12 principles at the state, county, or federal level that ensure
13 (1) all users of the transportation system, including
14 pedestrians, bicyclists, movers of commercial goods, and people
15 who cannot afford a car are adequately accommodated in all
16 phases of project planning and development; and (2) the safety
17 and convenience of all users are considered in all phases of
18 project planning and development.

19 The purpose of this Act is to ensure that all state
20 transportation planning, design, construction, reconstruction,
21 and any other change of any transportation facility implement
22 complete streets principles to build a comprehensive,



1 integrated, and connected transportation network that
2 accommodates multi-modal needs in a manner that is appropriate
3 to rural, suburban, or urban contexts.

4 SECTION 2. Section 226-17, Hawaii Revised Statutes, is
5 amended to read as follows:

6 "§226-17 Objectives and policies for facility systems--
7 transportation. (a) Planning for the State's facility systems
8 with regard to transportation shall be directed towards the
9 achievement of the following objectives:

10 (1) An integrated multi-modal transportation system that
11 services statewide needs and promotes the efficient,
12 economical, safe, and convenient movement of people
13 and goods [-]; and

14 (2) A statewide transportation system that is consistent
15 with and will accommodate planned growth objectives
16 throughout the State.

17 (b) To achieve the transportation objectives, it shall be
18 the policy of this State to:

19 (1) Design, program, and develop a multi-modal system in
20 conformance with desired growth and physical
21 development as stated in this chapter;



- 1 (2) Coordinate state, county, federal, and private
2 transportation activities and programs toward the
3 achievement of statewide objectives;
- 4 (3) Encourage a reasonable distribution of financial
5 responsibilities for transportation among
6 participating governmental and private parties;
- 7 (4) Provide for improved accessibility to shipping,
8 docking, and storage facilities;
- 9 (5) Promote a reasonable level and variety of mass
10 transportation services that adequately meet statewide
11 and community needs;
- 12 (6) Encourage transportation systems that serve to
13 accommodate present and future development needs of
14 communities;
- 15 (7) Encourage a variety of carriers to offer increased
16 opportunities and advantages to interisland movement
17 of people and goods;
- 18 (8) Increase the capacities of airport and harbor systems
19 and support facilities to effectively accommodate
20 transshipment and storage needs;



- 1 (9) Encourage the development of transportation systems
2 and programs [~~which~~] that would assist statewide
3 economic growth and diversification;
- 4 (10) Encourage the design and development of transportation
5 systems sensitive to the needs of affected communities
6 and the quality of Hawaii's natural environment;
- 7 (11) Encourage safe and convenient use of low-cost, energy-
8 efficient, non-polluting means of transportation;
- 9 (12) Coordinate intergovernmental land use and
10 transportation planning activities to ensure the
11 timely delivery of supporting transportation
12 infrastructure in order to accommodate planned growth
13 objectives; and
- 14 (13) Encourage diversification of transportation modes and
15 infrastructure to promote alternate fuels and energy
16 efficiency.

17 (c) Commencing July 1, 2009, it shall be the policy of
18 this State to update and revise all existing transportation
19 planning documents to incorporate complete streets principles
20 upon any substantive revision of any plan or construction
21 project.



1 (d) It shall be the policy of this State that priority, in
2 terms of funding and construction, shall be given to all new
3 capital improvement projects involving state highways that
4 either establish or implement complete streets principles;
5 provided that this priority shall not supersede the priority of
6 another capital improvement project involving highways where the
7 enabling legislation for the other project specifically grants
8 it higher priority. For any transportation project that has not
9 incorporated complete streets principles because planning and
10 funding for the project occurred prior to July 1, 2009, the
11 department of transportation shall incorporate complete streets
12 principles into the project and it shall be presumed that the
13 necessary changes in the project will have no significant
14 environmental impact and no additional environmental review
15 shall be required. In the event that the department of
16 transportation determines that there is a bona fide significant
17 environmental impact or the changes in the project are not
18 feasible, the department may move forward with the planned
19 project without complying with complete streets principles.

20 For the purposes of this section:

21 "Complete streets" means roadways that accommodate all
22 travelers, including pedestrians, bicyclists, persons with



1 disabilities, older adults, transit users, and movers of
2 commercial goods to enable all users to use the roadway safely
3 and efficiently.

4 "Complete streets principles" means transportation laws,
5 policies, or principles at the state, county, or federal level
6 that ensure that:

7 (1) All users of the transportation system, including
8 pedestrians, bicyclists, persons with disabilities,
9 older adults, transit users, and movers of commercial
10 goods are adequately accommodated in all phases of
11 project planning and development; and

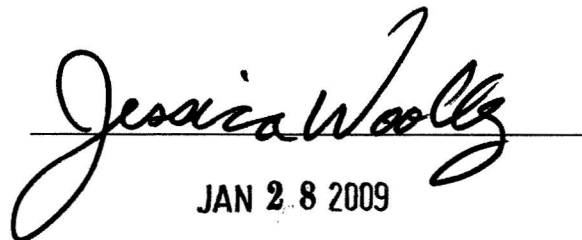
12 (2) The safety and convenience of all users are considered
13 in all phases of project planning and development."

14 SECTION 3. Statutory material to be repealed is bracketed
15 and stricken. New statutory material is underscored.

16 SECTION 4. This Act shall take effect on July 1, 2009.

17

INTRODUCED BY:


JAN 28 2009



Report Title:

Highways; Complete Streets

Description:

Ensures that all state transportation planning, design, construction, reconstruction, and any other change of any transportation facility implements complete streets principles.

