

Maui Bicycle Alliance

Keeping Maui on the Right Path

TO: Representative Joseph Souki, Chair
Representative Linda Ichiyama, Vice Chair
Transportation Committee

FROM: Walter Enomoto, President, Maui Bicycle Alliance

MEETING DATE: February 14, 2011. 9:00AM

SUBJECT: Support for HB1510, RELATING TO RUMBLE STRIPS.

Aloha Representative Souki, Ichiyama and Transportation Committee Members;

I am writing on behalf of the 400+ Maui bicyclists who support HB1510 with additional comments.

The Maui Bicycle Alliance is a grassroots bicycling advocacy organization committed to improving conditions for bicycling in Maui County. We promote bicycling and advocate bicycle use in Maui County for health, recreation, sport and transportation purposes.

The increased use of rumble strips to alert distracted or impaired drivers can only help to reduce the chances of a head on or run off the road collisions along the Honoapiilani Highway on Maui. We feel that the numerous fatalities and past head on collisions may have been avoided or had minimized impacts if this safety feature had been present.

We would ask the committee however **not consider** amending this bill to include any rumble strips along the **shoulder of the roadway** as this may create potential safety issues for the many bicyclists who use this section of Maui's highway.

We have met with State Highway officials on Maui to discuss the implementation of rumble strips on Honoapiilani Highway and on Molokai in the past and will continue to work with them into the future to ensure that bicyclists are not negatively impacted by these safety measures.

The Federal Highway Administration has even recognized the the potential negative impacts to bicyclists by the implementation of rumble strips without adequate consideration. The FHWA website: http://safety.fhwa.dot.gov/roadway_dept/policy_guide/t504035.cfm#effects states:

- a. The FHWA fully supports the following statement from the 1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities:

"Rumble strips or raised pavement markers are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of 0.3 m (1 ft) from the rumble strip to the traveled way, 1.2 m (4 ft) from the rumble strip to the outside edge of paved shoulder, or 1.5 m (5 ft) to adjacent guardrail, curb or other obstacle."

- b. Rumble strips should only be installed when an adequate unobstructed width of paved surface remains available for bicycle use. To aid a bicyclist's movement to the left of a shoulder rumble strip when needed to avoid debris, make turns or avoid other shoulder users, some states provide periodic gaps of 3.0 m (10 ft) to 3.6 m (12 ft) between groups of the milled-in elements throughout the length of the shoulder rumble strip. A study by one state recommends a gap of 3.6 m (12 ft) between milled-in elements of 8.5 m (28 feet) to 14.6 m (48 feet). Other states have specified 3.0 m (10 ft) gaps between 3.0 m (10 ft) milled-in elements.
- c. Small stones, sand and other debris often collect on roadway shoulders. Usually the air turbulence caused by passing traffic will keep the portion of the shoulder closest to traffic relatively clear of such debris. For this reason, most bicyclists prefer to ride on that portion of the shoulder nearest to traffic to avoid debris. To provide a clear area beyond the rumble

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strip for bicycle travel, highway maintenance agencies should periodically sweep shoulders along identified bicycle routes and other routes of high bicycle usage.

- d. Recent studies by two states attempted to develop modified rumble strip designs that would be more acceptable to bicyclists. The principle adjustments to the milled-in strip elements considered were reduced depth, reduced width and changes to the center-to-center spacing. Also, several types of raised elements have been tested and evaluated. These studies are identified in references m. and n. in paragraph 10. Both studies concluded that a reasonable compromise between maximum warning to errant motorists and tolerable discomfort to bicyclists were reduced-depth, milled rumble strips.

In closing, we support this bill and the funding request for the implementation of centerline rumble strips only along Honoapiilani Highway.

We would also like to thank you representative Souki and Representative McKelvey for introducing this measure to help increase the safety on one of our main highways.

Mahalo for the opportunity to testify on this measure.