

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 01, 2012 9:47 AM
To: TRNtestimony
Cc: chad@hbl.org
Subject: Testimony for HB2760 on 2/1/2012 9:00:00 AM

Testimony for TRN 2/1/2012 9:00:00 AM HB2760

Conference room: 309
Testifier position: Oppose
Testifier will be present: Yes
Submitted by: Chad Taniguchi
Organization: Hawaii Bicycling League
E-mail: chad@hbl.org
Submitted on: 2/1/2012

Comments:

I am testifying for the Hawaii Bicycling League.

Multiuse paths should be restricted to nonmotorized transportation -- walking, jogging, running, skateboards, baby carriages and bicycles.

Mopeds by virtue of their speed would be dangerous on off-road multiuse paths, in addition to creating noise where people are generally trying to have a peaceful and calm way to get from one place or another or to relax and exercise.

I understand that moped riders may be concerned about their own safety on the public roads. Bicyclists also have the same concerns on the public roads. The way to address road safety concerns is to make the roads safer through better enforcement.

The answer is not bring motorized machinery and "road dangers" to multiuse paths. Mahalo.

LATE TESTIMONY

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa, aka Bike Mom
Honolulu, HI 96825
808-395-3233

HEARING: 9 a.m. Wednesday, February 1, 2012

SUBJECT: HB 2760 Traffic Safety - No Mopeds in Bike Paths (Support with Changes)

Aloha Chair and Committee Members,

Thank you for allowing me to provide testimony on HB 2760 which would prohibit mopeds from using bike paths in certain situations. Bike paths are often also used by pedestrians, skateboarders and other users who appreciate the fact that the paths are separate from roadways. Sometimes these paths are narrow, such as the Malaekahana Bike Path in Laie, which is eight feet wide, and the new path behind the Alapai Transit Station, which is ten feet wide. Neither of these paths meets federal guidelines for width, although it is noted that the path in Laie is on private property.¹

Motorized vehicles should not be allowed on these paths because of the conflict they create with those going much slower. Therefore, I support this bill with the following changes.

Recommended Changes for Mopeds in Bike Paths

On page 1, line 9, please remove "or moped."

On page 3, line 3, please remove the period after "lanes," delete "and" and insert "Mopeds," so that the line reads "drivers shall use such bicycle lanes. Mopeds shall not use bicycle . . ."

Recommended Change for Mopeds in Bike Lanes

Currently moped drivers are required to use bike lanes if present. This causes conflict with bicyclists who are also in the bike lane, especially when traffic is heavy, and moped drivers have a difficult time getting in the regular travel lane to pass. Therefore, please also consider adding language that would allow moped drivers to use the traffic lane when they are traveling the speed limit or the speed of traffic. This change would apply to page 1, lines 5 and 12, and page 3 line 3.

¹ According to the U.S. Department of Transportation, Federal Highway Administration, shared use paths should be ten feet wide with two feet of graded area on each side of the path. (A minimum of eight feet may be used when paths have limited use.) When usage of the path is expected to be heavy, however, such as in the downtown area, the recommended width is 12 to 14 feet with 2 feet of graded area on each side. The guidelines are available at <http://www.fhwa.dot.gov/environment/sidewalk2/sidewalks214.htm>.