



Sierra Club Hawai'i Chapter

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HOUSE COMMITTEE ON FINANCE

February 25, 2013, 3:30 P.M.
(Testimony is 2 pages long)

TESTIMONY IN SUPPORT OF HB 1080 HD1

Aloha Chair Luke and Members of the Committee:

The Sierra Club, Hawaii Chapter, with over 10,000 dues paying members and supporters statewide, *supports* HB 1080 HD1. This bill would require the establishment of alternate bikeway projects when the original project may be unfeasible.

Bikeway funding is an investment in the health of both Hawaii's residents and environment. Consider:

Safety. Honolulu unfortunately ranks high nationwide in pedestrian deaths. While there has been a decline in bicycle/pedestrian accidents nationwide, Hawai'i has witnessed an increase in our death rate from bicycle/pedestrian accidents. At 5.7 deaths per million of our population, our rate is over twice the national average. Worse, of our total traffic deaths, over 25% are cyclists and pedestrians, again about twice the national rate. Roughly 80% of car/bicycle accidents are the fault of the automobile operator.

Traffic Congestion. Some facts from Boulder Colorado, where a Transportation Management Plan that included enhanced bike/pedestrian facilities was implemented about 20 years ago. Both pedestrian trips and bike trips increased by over 10%, while car use diminished by 14% (growth in bus use accounts for the rest). Consider the potential in Honolulu, where our weather is conducive to outdoor activities year round. Many residents have indicated a desire to use bicycles for some part of their trip needs, if only there were safe facilities to do so. Despite lacking such facilities here in Honolulu, 5.7% of us walk or bike to work, 1.6 times the national average. Consider the untapped potential to economically reduce automobile use while still meeting transportation demand, if only safe facilities were available.

Public Health. One third of us are overweight or obese. This sad fact reflects, among other life style factors, the long-term consequences transportation decisions made in the past. We have not provided facilities for people to walk and ride bikes safely in our communities, where trips of 1/4 to 1/2 mile are entirely feasible on foot, and 3 mile or more on bicycles, if it were only perceived to be safe.

Please support the use of bikeway funding -- which is already required by law -- to ensure we move forward with reasonable and smart projects.

Mahalo for the opportunity to testify.

FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 24, 2013 1:12 PM
To: FINTestimony
Cc: chad@hbl.org
Subject: Submitted testimony for HB1080 on Feb 25, 2013 15:30PM

HB1080

Submitted on: 2/24/2013

Testimony for FIN on Feb 25, 2013 15:30PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Taniguchi	Hawaii Bicycling League	Support	Yes

Comments: The Hawaii Bicycling League (HBL) supports this bill and pleads with DOT to change its position from oppose to support. Why is DOT kicking and screaming to oppose bicycle friendly projects that could be the greatest hallmark of this administration? With Governor Abercrombie supporting healthier choices in drinks get people healthy, maybe there should be some coordinated thinking between DOT and DOH. Healthy diet and healthy transportation choices go together like poi, poke, walking, running, bicycling, surfing and swimming. With all due respect to the experienced people who run DOT, please change your attitude and outlook for the betterment of the majority of people in Hawaii. People will walk and bike if it is safe for them. If DOT is concerned that highway revenue will decrease because of walking, biking, and electric vehicles, please be thinking progressively about how to deal with such shortfalls, and focus on enhancing active transportation choices. It is up to our Legislative representatives, who are in touch with where our people to set policy that will turn Hawaii into a healthier society on all levels. HBL pushed for the existing language several years ago and expected that DOT would do as the law required. However, DOT has not done enough to support bicycling infrastructure and the additional language is needed for DOT compliance. To be fair to DOT there were years when it planned to have the Leeward Bike Path listed to use the 2% funding requirement, but additional requirements by DLNR delayed the Leeward Bike Path project, and DOT listed the Kahana bridge as a bike project. When HBL called DOT on it, DOT admitted that the bridge was not a bike project. DOT should have worked with HBL and others to look for alternative bikeway projects then. It would help if DOT would hire a state bike and pedestrian coordinator as it is required to do. This position has been vacant for 3+ years!!! Meanwhile DOT staff do not give bikeway projects enough priority. As the world economy moves to less dependence on fossil fuels by necessity, changes must happen on the ground to support the thousands of people who want to bicycle but feel it is unsafe to do so. Putting resources now, before it is too late, into bicycling infrastructure is the key to a healthier, safer community, with more money to spend on important things like housing and education, rather than burning oil money every day on our congested streets. Please help change DOT's thinking now by passing this bill and making it law. Hawaii Bicycling League pledges to do a better job of being a watchdog to make sure DOT actually follows the law. Thank you for hearing and passing this bill! Sincerely yours, Chad Taniguchi
Executive Director, Hawaii Bicycling League

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FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Saturday, February 23, 2013 2:40 PM
To: FINTestimony
Cc: frank@itbhawaii.com
Subject: Submitted testimony for HB1080 on Feb 25, 2013 15:30PM

HB1080

Submitted on: 2/23/2013

Testimony for FIN on Feb 25, 2013 15:30PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Frank W Smith	Island Triathlon & Bike, Inc.	Support	No

Comments: I think it's a sad commentary of where our DOT is when we have to resort to a measure like HB 1080 to force them to do something so beneficial to the citizens of Hawaii. When will we give cycling infrastructure the proper attention it deserves. Mahalo,

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FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 24, 2013 11:25 AM
To: FINTestimony
Cc: bsager42@gmail.com
Subject: Submitted testimony for HB1080 on Feb 25, 2013 15:30PM

HB1080

Submitted on: 2/24/2013

Testimony for FIN on Feb 25, 2013 15:30PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Bill Sager	Individual	Support	No

Comments: Support HB1080 Complete streets make our communities safer for pedestrians and bicyclists. They make communities more friendly and invite visitors to stay a while. One of the problems in implimenting the Complete Street program is that DOT can simply ignore the requirement when implementation of a complete street is not practical for a particular maintenance project. HB1080 will require DOT to mitigate this failure by selecting another location where complete streets can be implemented. This is a good thing because it will allow DOT to focus on their highest priority complete streets projects.

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FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 24, 2013 11:35 AM
To: FINTestimony
Cc: jw102475@gmail.com
Subject: Submitted testimony for HB1080 on Feb 25, 2013 15:30PM

HB1080

Submitted on: 2/24/2013

Testimony for FIN on Feb 25, 2013 15:30PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Jared A. Washkowitz	Individual	Support	No

Comments: I am writing in strong support of this bill. I bicycle commute regularly from East Honolulu to downtown and would love to see more bike lanes or sharrows. It makes sense for bike lanes to be considered on every new project re-paving etc. Doesn't mean they have to be added on every single project but it should at least be given fair consideration. More bike lanes = more bikers = a better city. Cities like boston and miami that were once considered non-bike friendly have made huge strides in recent years and Honolulu can do the same... Mahalo !

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FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Saturday, February 23, 2013 11:13 AM
To: FINTestimony
Cc: jgoody@hawaii.rr.com
Subject: Submitted testimony for HB1080 on Feb 25, 2013 15:30PM

HB1080

Submitted on: 2/23/2013

Testimony for FIN on Feb 25, 2013 15:30PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
John Goody	Individual	Support	No

Comments: This bill is very important in moving Hawaii forward in personal transportation. DOT has not been proactive in implementing complete streets; this bill requires them to do so, which otherwise will not happen. Blkeways are more cost efficient in passenger miles travelled than roadways, and we are well below the level in miles of bikeways per capita than other comparable regions. For public health, to reduce congestion, reduce use of imported fuel, and reduce greenhouse gas emissions, please pass this bill. Thank you, John Goody

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FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Friday, February 22, 2013 10:45 PM
To: FINTestimony
Cc: tabraham08@gmail.com
Subject: *Submitted testimony for HB1080 on Feb 25, 2013 15:30PM*

HB1080

Submitted on: 2/22/2013

Testimony for FIN on Feb 25, 2013 15:30PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Troy Abraham	Individual	Support	No

Comments:

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