
A BILL FOR AN ACT

RELATING TO TRANSPORTATION PLANNING.

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

1 SECTION 1. The legislature finds that Hawaii's over
2 dependence on the personal automobile for transportation
3 encourages low-density suburban sprawl that reduces the State's
4 supply of valuable conservation and agricultural lands; leads to
5 high levels of traffic and parking congestion; makes inefficient
6 use of limited public rights of way; increases transportation
7 energy use, greenhouse gas emissions and air pollution;
8 increases travel distances and household transportation costs;
9 crowds out other modes of transportation such as walking,
10 biking, and public transit; decreases mobility and access to
11 jobs and services for those who are unable to or cannot afford
12 to drive; and contributes to sedentary lifestyles that increase
13 obesity rates and healthcare costs.

14 The legislature further finds that increasing the supply
15 and quality of non-automobile transportation options in Hawaii's
16 communities helps preserve valuable conservation and
17 agricultural lands by encouraging compact development; reduces



1 traffic and parking congestion; makes more efficient use of
2 limited public rights of way; decreases transportation energy
3 use, greenhouse gas emissions, and air pollution; decreases
4 travel distances and household transportation costs; increases
5 mobility and access to jobs and services, particularly for low-
6 income residents and those who are unable to drive; increases
7 road safety for all users; and promotes active transportation
8 leading to healthier communities and reduced healthcare costs.

9 The legislature additionally finds that Hawaii's existing
10 transportation and land-use planning processes primarily focus
11 on accommodating ever increasing automobile demand, thereby
12 perpetuating the automobile-centric status quo, and are not
13 adequately addressing the mobility needs of the State's
14 communities. The legislature also finds that a focus on a more
15 balanced mode share, or percentage of travelers using a
16 particular form of transportation, could increase mobility for
17 all residents of Hawaii and visitors while minimizing
18 transportation costs and impacts.

19 The purpose of this Act is to:

- 20 (1) Update the objectives and policies for statewide
21 transportation facilities planning to include a



1 statewide mode share target of more than half of all
2 ground transportation trips statewide by walking,
3 biking, mass transportation and other alternatives to
4 personal automobiles by or before the year 2040; and
5 (2) Direct the counties and metropolitan planning
6 organizations to incorporate aggressive mode share
7 targets into all future updates of county general,
8 land-use, and transportation-related plans in order to
9 help achieve the State's 2040 mode share target.

10 SECTION 2. Section 226-2, Hawaii Revised Statutes, is
11 amended by adding three new definitions to be appropriately
12 inserted and to read as follows:

13 "Mode share" means the ratio or percentage of trips made
14 by any one mode or form of transportation, such as private
15 passenger vehicles, public transportation, walking, or bicycles.

16 "Other alternative modes" include taxis, ride hailing and
17 vanpool services, carsharing, bikeshare, and any autonomous
18 mobility services which may be developed in the future.

19 "Personal automobiles" means individually owned cars,
20 trucks, sports utility vehicles, motorcycles, motorized mopeds,
21 and scooters."



1 SECTION 3. Section 226-17, Hawaii Revised Statutes, is
2 amended to read as follows:

3 "§226-17 Objectives and policies for facility systems--
4 transportation. (a) Planning for the State's facility systems
5 with regard to transportation shall be directed towards the
6 achievement of the following objectives:

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

11 (2) A statewide transportation system that is consistent
12 with and will accommodate planned growth objectives
13 throughout the State [-]; and

14 (3) Balanced multi-modal ground transportation systems in
15 which more than half of all ground transportation
16 trips are by walking, biking, mass transportation, and
17 other alternatives to personal automobiles by or
18 before the year 2040.

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



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- 1 (1) Design, program, and develop a multi-modal system in
2 conformance with desired growth and physical
3 development as stated in this chapter;
- 4 (2) Coordinate state, county, federal, and private
5 transportation activities and programs toward the
6 achievement of statewide objectives;
- 7 (3) Require all counties and metropolitan planning
8 organizations to incorporate aggressive transportation
9 mode share targets into all updates of county general
10 plans, metropolitan planning organization plans, and
11 all other community development, land-use, or
12 transportation-related plans adopted pursuant to
13 county general plans beginning in 2017. County and
14 metropolitan planning organization mode share targets
15 shall be developed in five-year increments for the
16 years 2025 to 2040 and should be sufficiently
17 aggressive as to ensure achievement of the statewide
18 mode share target;
- 19 ~~[(3)]~~ (4) Encourage a reasonable distribution of financial
20 responsibilities for transportation among
21 participating governmental and private parties;



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1 ~~[(4)]~~ (5) Provide for improved accessibility to shipping,
2 docking, and storage facilities;

3 ~~[(5)]~~ (6) Promote the development of a [reasonable] level
4 and variety of mass transportation services that
5 ~~[adequately meet statewide and community needs,]~~
6 ensures frequent, fast, reliable, comfortable, and
7 convenient service in each community;

8 ~~[(6)]~~ (7) Encourage transportation systems that serve to
9 accommodate present and future development needs of
10 communities;

11 ~~[(7)]~~ (8) Encourage a variety of carriers to offer
12 increased opportunities and advantages to interisland
13 movement of people and goods;

14 ~~[(8)]~~ (9) Increase the capacities of airport and harbor
15 systems and support facilities to effectively
16 accommodate transshipment and storage needs;

17 ~~[(9)]~~ (10) Encourage the development of transportation
18 systems and programs which would assist statewide
19 economic growth and diversification;

20 ~~[(10)]~~ (11) Encourage the design and development of
21 transportation systems sensitive to the needs of



1 affected communities and the quality of Hawaii's
2 natural environment;

3 ~~[(11)]~~ (12) Encourage ~~[safe and convenient]~~ the design and
4 development of high quality pedestrian and bicycle
5 facilities so that walking and bicycling are safe,
6 comfortable, and convenient in each community, in
7 order to increase the use of these low-cost, energy-
8 efficient, non-polluting means of transportation;

9 ~~[(12)]~~ (13) 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~~[,]~~ with policies that encourage the use of
14 walking, bicycling, and mass transportation and
15 shorter travel distances for all; and

16 ~~[(13)]~~ (14) Encourage diversification of transportation
17 modes and infrastructure to promote alternate fuels
18 and energy efficiency."

19 SECTION 4. Statutory material to be repealed is bracketed
20 and stricken. New statutory material is underscored.

21



1 SECTION 5. This Act shall take effect on July 1, 2017.

2

INTRODUCED BY:

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JAN 24 2017



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Report Title:

Transportation Planning; Mode Share; County and Municipal Planning

Description:

Requires county and municipal planning organizations to incorporate transportation mode share targets into county and municipal plans.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

