

DAVID Y. IGE
GOVERNOR OF
HAWAII



LATE



**STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

**Testimony of
SUZANNE D. CASE
Chairperson**

**Before the House Committee on
TRANSPORTATION**

**Friday, February 8, 2019
10:00 AM
State Capitol, Conference Room 423**

**In consideration of
HOUSE BILL 857
RELATING TO TRAFFIC**

House Bill 857 proposes to prohibit operating a bicycle or motor scooter within the area that includes the grounds of the State Capitol and Iolani Palace. **The Department of Land and Natural Resources (Department) appreciates the intent of this measure and offers comments as it pertains to operating a bicycle or motor scooter on the grounds of Iolani Palace.**

The Department is unaware of any incidents or issues associated with either bicycles or scooters on grounds of Iolani Palace. Therefore, absent any reported altercations, the Department is not certain of the necessity of imposing this restriction at this time.

However, the Department is in support of management actions that increase the sanctity and ambience of the experience of the viewing Iolani Palace and walking among the grounds.

As the grounds of Iolani Palace are administered by the Department's Division of State Parks and subject to Hawaii Administrative Rules, Chapter 13-146, if there is a compelling public need to impose this restriction, it can be done via the posting of signs prohibiting the activity.

Lastly, the Department notes that the grounds of the State Capitol falls under the jurisdiction the Department of Accounting and General Services.

Thank you for the opportunity to comment on this measure.

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

M. KALEO MANUEL
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
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LAND
STATE PARKS



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 8, 2019
10:00 A.M.
State Capitol, Room 423

LATE

**HB 857
RELATING TO TRAFFIC**

House Committee on Transportation

The Department of Transportation supports the intent of HB 857 with recommendations.

This bill prohibits operating a bicycle or motor scooter within the area that includes the grounds of the State Capitol and Iolani Palace.

HDOT understands the safety issues this bill tries to address. We understand from public concerns that conflicts between bikes and pedestrians occur fairly regularly. However, allowing biking within the Capital District removes conflicts between bikes and pedestrians with vehicles. Therefore, instead of banning bikes in the Capital District, HDOT recommends that bikes be required to ride in designated areas on the path. This may require the paved path to be widened to provide the necessary space for designated bike areas that do not conflict with pedestrians. This would generally be consistent with the city's plan to widen the path in the City civic center. If the paved paths on the City property and State Capital areas are widened to provide shared use paths, there would be a connectivity from South Street to Richards Street with only one point of potential conflict with vehicles.

HDOT understands that the city has been looking at the possibility of using Corporate donations to widen the paths on City property, and could extend this plan to the Capital grounds if the state is willing.

Thank you for the opportunity to provide testimony.

2019.02.06

Testimony comments submitted per **HB 857: Relating to Traffic**

Not in favor of the proposal to establish bike / **bicycle prohibition** to access and travel through the State Capitol Area / Civic Center Bike Path / Fort Street Mall Bikeway:

- The intended outcome of this measure will not be as successful, as the positive actions of enhancing the existing access with pathway improvements at pinch points/ intersections and adding stencil signage communicating where it is best to cycle safety;
- The proposed prohibition conflicts with current bike plan and the proposed City & County DRAFT Oahu Bike Plan Update which includes the Civic Center Bike Path, as a priority 1 bike path (green), as it is a critical link in the district's bikeway network;
- The pathway was originally designed and funded for the free movement of bicycle and pedestrian traffic, when the surface streets were closed to motorized through traffic almost 50 years ago as a traffic safety measure;
- Forcing bicyclists onto the adjoining higher speed and congested arterials will increase bicyclist injury and fatality rates, per the last three years the reported bicyclist injury/ fatality data: 6 incidents on King and 1 incidents on Beretania (Punchbowl to Richards);
- Cutting off access to this area will decrease bike trip use by state and city employees by cutting off access to existing bike parking racks, creating more bike-car conflicts in the adjoining parking garages as bike traffic shifts there and it will make car trips more convenient, thus undermining the State's environmental and healthy commuting objectives;
- This proposal will isolate four existing and planned Biki Stops well used by staff and visitors travelling to the state and city offices / meeting rooms; and
- The State Legislature should be creating MORE car-free zones for the safe mobility of bicyclists and pedestrians and NOT LESS; and
- It is very well known that the Hawaiian monarchy was very supportive of adopting technology and this included bicycles, as bicycles have been travelling Honolulu's streets around the Iolani Palace since 1869.

We are neutral as to the proposed restrictions on moped and e-scooter access to the Civic Center Bike Path, since the pathway was never designed as a moped / scooter facility and the existing surrounding arterial roadway network serves these faster motorized private vehicles well.

Todd Boulanger
Executive Director
Bikeshare Hawaii (aka Biki)

todd@bikesharehawaii.org
914 Ala Moana Blvd.,
Honolulu HI 96814



February 8, 2019

RE: Oppose HB 857 Relating to Traffic

Chair Aquino, Vice-Chair Hashimoto, and Members of the Transportation Committee:

Mahalo for the opportunity to provide testimony in opposition to HB857 Relating to Traffic.

Blue Zones Project—Hawaii opposes HB857, which would prohibit bicycling in the State Capitol Area. This measure is inclusive of the path that runs between the Capitol and Iolani Palace from Punchbowl to Richards, connecting the path from the Civic Grounds to Hotel Street. This route, an extension of the Civic Center path, is marked as an existing bike path in the City and County of Honolulu 2012 Bike plan. Prohibiting bicyclists from this area and forcing them onto the high-volume roads of Beretania and King Streets would put numerous people at serious risk by forcing them into roads, where no marked bike lanes exist.

The number of cyclists continues to rise, positively affecting overall health and well-being. People are much more likely to bike ride when and where they feel safe. The further from fast moving traffic, the safer the rider becomes. Creating a comfortable and safe environment for all users of the path is important. There is the opportunity to widen the paved part of this identified area to be inclusive of all users.

If safety for all is the goal, forcing bikers into busy roads with automobiles directly conflicts with that goal. Collaborative work among the stakeholders can result in solutions that will uplift safety and increase rates of bike ridership.

Mahalo for this opportunity to testify in opposition of HB331.

Sincerely,

A handwritten signature in black ink that reads "Peggy Mierzwa".

Peggy Mierzwa
Statewide Policy Lead—Hawaii Blue Zones Project

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JoAnn Tsark, MPH
John A. Burns School of
Medicine, Native Hawaiian
Research Office

En Young, MBA
Sansei, Lanai

Date: February 7, 2019

To: Representative Henry Aquino, Chair
Representative Troy Hashimoto Vice Chair
Members of the Transportation Committee

Re: Opposition for HB 857, Relating to Traffic

Hrg: February 8, 2019 at 10:00am at Conference Room 423

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Opposition to HB857**, which prohibits bike use or motor scooter within the State Capitol and Iolani Palace grounds.

Adding prohibitions to existing bikeways create an unnecessary barrier that impedes the implementation of the current Oahu Bike Planⁱⁱ and Complete Streets law.

The Civic Center Bike Path is listed as a Priority 1 bike path in the Oahu Bike Plan Update. HIPHI is concerned that the removal of an existing bike path will discourage users from participating in active transportation. In addition, it increases the risk for bicycle injuries and fatalities by requiring bicyclists to go on busier streets such as Beretania and King.

HIPHI Supported the Complete Streets law passed by the legislature in 2009 and the Complete Streets law (Bill 26) passed by the Honolulu City Council in 2012. HRS §264-20.5 currently requires both the state and county to adopt a complete streets policy that “seeks to reasonably accommodate convenient access and mobility for all users of the public highways.... including pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities.” Complete Streets benefits all communities by accommodating everyone in the public that use multiple forms of transportation, improve safety, promoting better health, creating stronger economies, providing more choices, and helping out the environment.

The Complete Streets law was passed to provide safe mobility for all users and HB 857 is a step backward in the State and City and County of Honolulu's efforts to improve health and physical activity for Hawai'i residents.

HIPHI respectfully requests the committee to defer this measure.

Mahalo,



Trish La Chica, MPA
Policy and Advocacy Director

ⁱ Created by the legislature in 2012, the Obesity Prevention Task Force is comprised of over 60 statewide organizations, and works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents. The Hawai'i Public Health Institute (HIPHI) convenes the Task Force and supports and promotes policy efforts to create a healthy Hawai'i.

Hawai'i Public Health Institute is a hub for building healthy communities, providing issue-based advocacy, education, and technical assistance through partnerships with government, academia, foundations, business, and community-based organizations.

ⁱⁱ Available at:

<http://hhf.maps.arcgis.com/apps/View/index.html?appid=edb13f5208314d94842bf0380bff4cf6&extent=-158.3866,21.2813,-157.5076,21.6813>

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Testimony Opposing HB857

Aloha Transportation Chair Aquino, Vice Chair Hashimoto, and esteemed members of the Committee on Transportation:

Hawaii Bicycling League **strongly opposes HB857**, which would prohibit bicycling in “State Capitol Area” inclusive of the existing Civic Center Path between Punchbowl Street and Richards Street.

The well-used Civic Center Path provides a crucial walking and biking connection from Honolulu Hale to Hotel Street – serving as the only dedicated bikeway that connects Downtown Honolulu to areas east. The Civic Center Path was included as a priority 1 project for widening in the Oahu Bike Plan (2012). The City Department of Transportation Services completed the widening between Alapai Street and Punchbowl Street in 2014. The Civic Center Path between Punchbowl Street and Richards Street is state owned. The state needs to do its part to create a more comfortable environment for walking and bicycling by a project to widen the existing path or paths along the makai, mauka, or central sections of the Civic Center Path. We urge that a two-way bike path to be at least 10 feet wide, and a shared walking and biking path be widened to a minimum of 16 feet. Then there will be few and manageable conflicts between people walking and biking, as is seen between Alapai St and Punchbowl St on the City section.

HB857 as written would not be in keeping with the state's Complete Streets policy to provide access to all users and would endanger countless cyclists. Prohibiting bicycling on a section of the Civic Center Path would block the safest route between Downtown Honolulu and areas to the east, forcing people on bikes to use King Street and Beretania Street, neither of which have dedicated bicycle facilities in this area. The bicycle injury statistics (from Department of Health) show the danger in these sections of King Street and Beretania Street (in the 1-block area): King Street had 6 serious bicycle injuries (requiring EMS response) and Beretania Street had 1 serious bicycle injury in the 10 years 2008-2017. If the only safe route that exists were suddenly made unavailable, many would simply choose to stop bicycling which would have a ripple effect of negative impacts that would create more congestion and strains on parking in and around Downtown and movement further away from achieving the state’s environmental goals.

Thank you very much for considering the comments of Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Daniel Alexander (808-275-6717, Daniel@hbl.org) or Chad Taniguchi (808-735-5756, chad@hbl.org).

Ride and Drive Aloha,

Daniel Alexander
Co-Executive Director
Hawaii Bicycling League

Chad Taniguchi
Director Emeritus
Hawaii Bicycling League

HB-857

Submitted on: 2/6/2019 3:24:23 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jessica Fernandez	Individual	Support	No

Comments:

HB-857

Submitted on: 2/6/2019 4:44:08 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lawrence Duenas	Individual	Oppose	No

Comments:

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa aka Bike Mom
808-395-3233

HEARING: 10 a.m. Friday, February 8, 2019

SUBJECT: HB857, Relating to Traffic – **OPPOSED**

Aloha Chair and Committee Members,

Thank you for allowing me the opportunity to provide testimony on HB857, which would ban bike riding in the area bounded by Richards, Beretania, Punchbowl and King Streets.

The current Oahu Bike Plan includes a bike route that goes through this block. **It is the recommended route for novice bike riders. I therefore oppose this bill and ask you to vote “no.”**

Here's the link to the current map:

<http://hidot.hawaii.gov/highways/files/2013/02/BikeMapOahu-Edward-2009.pdf>

HB-857

Submitted on: 2/7/2019 7:39:00 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Noelle Wright	Individual	Oppose	No

Comments:

Aloha Committee Members,

While I do agree that operating motor scooters should be prohibited within the identified area, I strongly oppose the prohibition of operating bicycles. The State Capitol Grounds and Iolani Palace are located within Downtown Honolulu, a dense area where multimodal transportation choice should be encouraged. If the State wants to encourage other transportation modes, thereby reducing GHG emissions and contributing to climate change adaptation, policies like this will likely detract from people using bikes. Furthermore, this policy unfairly targets those whose only mode, likely due to financial reasons, is a bicycle. For these reasons, I hope you consider opposing this bill.

Thank-you in advance for the opportunity to comment.

Mahalo,

Noelle Wright

HB-857

Submitted on: 2/7/2019 9:39:02 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Diane Dohm	Individual	Oppose	No

Comments:

I oppose prohibiting people bicycling in the state capitol area. This area provides a safe off-street path between Hotel Street and the King Street protected bicycle lane past Alapai. Currently there are no safe on-street bicycle routes in this area of King Street, Richards Street, Beretania, and Punchbowl. If safe, separated/protected bicycle lanes are installed in this area, then this prohibition would be more acceptable.

HB-857

Submitted on: 2/7/2019 11:05:13 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Hawkins Biggins	Individual	Oppose	No

Comments:

Aloha,

Please continue to allow bikes on the Civic Center Path. This city is in need of more bike paths, not less. This will help ensure bike safety and encourage communiting with bikes.

Mahalo,

Hawkins Biggins

HB-857

Submitted on: 2/7/2019 11:28:10 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lori McCarney	Individual	Oppose	No

Comments:

I find it unbelievable that anyone would propose banning bicycling in the civic center area. I am very opposed to this measure that prohibits the use of bicycles in an area that is safe for people who bike.

I choose to bike rather than use my car for transportation in downtown Honolulu. I travel using the paths and wide sidewalks in the area on a semi-daily basis, because I find them safer than alternatives. As a senior citizen who is concerned about climate change and my health and the health of others in our community, this proposal if enacted would severely impact my ability to safely use my transportation mode of choice.

It's very confusing to see the House propose various measures to address climate change, vision zero, affordability, health and more, while concurrently proposing legislation that discourages the use of bicycles.

Please DO NOT forward this bill. It would be a huge step backwards for our community. Instead, please center your efforts on measures that support increased biking and walking.

HB-857

Submitted on: 2/7/2019 11:39:46 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Mitchell La Puente	Individual	Oppose	No

Comments:

There are no other places to ride bikes to downtown. I would like to see the sponsors of this bill ride bike on king and beretania streets. This bill is essentially banning bikes from getting to the downtown area

HB-857

Submitted on: 2/7/2019 12:07:45 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Dabney Gough	Individual	Oppose	No

Comments:

I strongly oppose HB857. As a downtown resident and bike commuter, I rely on the network of dedicated and off-road cycle paths, including those in the Capitol area, to safely get to where I am going. A cycle network is only as good as its connectivity, and the Capitol/Palace corridor is essential to get downtown, safely away from the fast moving, multidirectional vehicle traffic in that area. Without such paths I am much less likely to use my bike, which is the most environmentally friendly mode of transport and frees up parking in the already congested downtown area. (In other words, if you make it easy for me to ride my bike, it even benefits those who continue to drive). Please do not let this bill pass.

HB-857

Submitted on: 2/7/2019 12:09:52 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Molly Mamaril	Individual	Oppose	No

Comments:

HB-857

Submitted on: 2/7/2019 12:31:50 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Micah Mizumoto	Individual	Oppose	No

Comments:

HB-857

Submitted on: 2/7/2019 12:45:10 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jason	Individual	Oppose	No

Comments:

Hi,

As someone who commutes to work from Makiki to Downtown daily, I am highly opposed to this new bill. The bike paths through the Civic Center are what connect the existing infrastructure in place between the Beritania bike lane and the King Street protected bike path to Downtown and into Hotel Street.

If you're coming into town on Beritania, you have the bike lane up until Alapai street where you can then cross the street towards the Fasi building and use the existing bike path across the state capital and directly to Hotel street. From there, you're into the heart of downtown. If you no longer allow bikes to take that route, then they will be forced to remain on Beritania which is a problem for cyclists as they cross Punchbowl. The right lane is a right turn only, and the left lane is a left turn only. So you're forcing cyclists into the middle lanes of Beritania to cross Punchbowl if they want to proceed towards downtown and eventually get to Hotel Street.

If you're coming into town via the King Street protected bike lane, the same issue exists.

The solution is to expand the path and markings so that it is clear how pedestrians and bikes can share the ample space that currently exists. Riding into downtown is a very practical way to commute to work given the high costs of parking and the traffic involved in downtown. Hindering people from riding and forcing them to drive for fear of safety not only increases traffic, but increases the demand for parking which then leads to parking vendors to increase their costs due to supply and demand. Everyone loses.

HB-857

Submitted on: 2/7/2019 12:50:53 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Tim Crowley	Individual	Oppose	No

Comments:

A major City Bike Path goes through the capital grounds. This is used for countless citizens and tourists to commute and for pleasure biking. Banning bikes from this path is a bad idea that makes using a bike in Honolulu more dangerous.

HB-857

Submitted on: 2/7/2019 1:10:05 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lisa Dau	Individual	Oppose	No

Comments:

Please don't take away bike paths. This is a nice area for bike riders to travel through, instead of the roadway, to get to Chinatown. Instead of taking away a bike path, widen it to provide more opportunities for safe bike riding.

Thank you

Lisa Dau

HB-857

Submitted on: 2/7/2019 1:18:18 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Rudolpho Navor	Individual	Oppose	No

Comments:

There are NO OTHER BIKE PATHS in the Capitol area. If I understand this proposed bill correctly, Cyclists or "anything" with wheels should ride or use the sidewalk, where MOST of the pedestrian traffic are. I cycle early morning to avoid traffic and to be courteous to motor vehicles and use this path EVERY DAY. The concern is, why let Homeless people occupy this place (unsafe and unsanitary) but cyclists or "anything" with wheels who spend less than 1 minute to get through this path are now a threat to this area? Why is it that as much we would like to cut down on motor vehicle traffic and promote alternative transportation (healthy alternative) that idiots in the House and/or Senate come up with items that are IRRELEVANT and DOES NOT help the community? Who was stupid enough to even think this idea?

HB-857

Submitted on: 2/7/2019 2:31:15 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jeffrey Gaskell	Individual	Oppose	No

Comments:

I am a regular cyclist and am shocked to hear that there's a proposal to ban bicycles in the Civic Center area. This stretch is a relaxing connection between Hotel St and Makiki via Thomas Square or the Protected Cycle Track on King St.

I'm always courteous around pedestrians with my bell and only ride at slow speeds.

If anything, I could see adding a dedicated bicycle path to provide increased separation from pedestrians, but in the meantime I'm happy to go slow and give pedestrians ample space.

Mahalo.

HB-857

Submitted on: 2/7/2019 2:49:11 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lois Langham	Individual	Oppose	No

Comments:

We need more, not less, bikeable areas in the city. I can see prohibiting motorized vehicles but bicycles can be safely operated in this area. This is an area in a congested motorized traffic area and a link to other bikeable areas. More safe bike paths and less motor vehicles should be promoted. Bikes take less space to ride and park and don't pollute. Don't close this area to bicycles!

HB-857

Submitted on: 2/7/2019 3:09:31 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Richard C Keene	Individual	Oppose	No

Comments:

I strongly oppose HB857.

Our State and its elected officials are confronted with many issues including transportation options, health of our citizens and the relatively recent concerns about climate change and sea level rise. More people on bicycles can have a positive impact on each of these issues.

I work and live in downtown Honolulu. I walk or ride a bike across Capitol grounds several times each week. I have never seen an accident - or even a near accident - involving a bicycle on Capitol grounds.

Rather than banning bicycles on Capitol grounds, our elected officials should looking for ways to encourage bicycle ridership.

One idea would be to get rid of the fenced costruction zone on Capitol grounds near Hotel Street and then create a dedicated bike lane across the Capitol grounds from Richards Street to Punchbowl. That would separate bicycles from pedestrians and would further encourage bicycle ridership.

Please be LEADERS for our community. Look for solutions rather than bans.

Aloha,

Richard C Keene

HB-857

Submitted on: 2/7/2019 3:21:41 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Martin Bayer	Individual	Oppose	No

Comments:

Aloha,

As a frequent user of the Civic Center Bike Path I can attest to the fact that it needs to be widened in order to make the area more comfortable for both cyclists and pedestrians. I fear that bike traffic will be prohibited through that area as it will force cyclists to choose a more dangerous route into downtown. Riding through the Civic Center onto Hotel Street is one of the safest and comfortable cycling routes we have on the island. Anywhere a cyclist can ride out of reach of automobiles is an area that should be protected and promoted for cycling. A larger path will not only make transiting through the area more comfortable for cyclists and pedestrians, it will help to promote the use of bicycles by residents and visitors. We need to promote cycling on Oahu for the health and well being of our island as well as its peoples. Please consider the option to widen the path and understand that preserving the area as a multi use path serves the greater good.

HB-857

Submitted on: 2/7/2019 3:27:15 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Robert Duffer	Individual	Oppose	No

Comments:

This is a very poorly thought out rule. Please do not include bicycles and human powered devices. It sends the wrong message about health, freedom, ecology and the legislature. It falls on the draconian side of needless rules and heavy-handedness. A legislature passing a rule to restrict public freedom in the specific area where legislators walk appears very self-serving.

Since there is no justification provided for this change we are left to wonder who it serves and why it's an issue to control.

If the rule was made specific to electric/gas motor powered vehicles of any kind and left bicycles and human powered devices off, I could support it. And it should include ALL Hawaii spaces where people are commonly walking, not just the areas frequented by legislators.

HB-857

Submitted on: 2/7/2019 4:13:48 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Rebecca Price	Individual	Oppose	No

Comments:

Oahu, in my opinion, has created more problems by not building bike lanes ahead of providing Biki Stations. It is not safe to bike on any street in Hawaii at all, and now you want to take a designated pathway from the cyclists who are just trying to be safe. This is a terrible idea. You want real solutions? Start by building more bike lanes. Make the pathways that are currently available wider to allow for both cyclists and pedestrians. Do not take away the very small amount of safe spaces we have to ride on. Since moving here in October, I have heard more and more about pedestrians and cyclists being hit by cars. The city and state should be more invested in keeping EVERYONE safe. One great way to do that is to avoid taking away the limited amount of safe spaces we have currently to cycle on and creating more actual bike lanes, not just shared bike lanes, for us to use.

HB-857

Submitted on: 2/7/2019 4:32:00 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Christopher Castillo	Individual	Oppose	No

Comments:

I strongly oppose this measure because there is currently no alternative in place for those who commute by bicycle to safely travel across town. I personally ride my bike every day from Kalihi to UH Manoa using this path for part of my journey. There are serious flaws with this path, especially around the stair areas, where the pavement is only a couple feet wide. This path needs major improvements, or a new path for bikes needs to be constructed straight through the grassy areas.

It is not fair that state legislators who do not live in the area would introduce a measure to ban bicycles through one of the only cross-town bike routes. This path needs to be improved, and/or serious alternatives to cross-town cycling need to be put in place to reduce reliance on this path. Currently, there is no bike path going East along this entire corridor, and the one in place that goes through the capital is one of only a few bike paths that are separated completely from traffic in the entire city. Banning bikes from this area would eliminate such a safe route for cyclists. As a cyclist who uses this path for his daily commute, the reasons listed above are why I strongly oppose this measure.

HB-857

Submitted on: 2/7/2019 5:12:45 PM

Testimony for TRN on 2/8/2019 10:00:00 AM



Submitted By	Organization	Testifier Position	Present at Hearing
Ruston Utu	Individual	Support	No

Comments:

This area is lined with very important monuments and statues. It is very disrespectful to see bikes and segways speeding past or resting against the statue of our beloved Queen.

LATE

HB-857

Submitted on: 2/7/2019 5:21:06 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jonathan Agno	Individual	Oppose	No

Comments:

Oppose solely for the fact of closing off the area between the state capitol and Iolani palace of bicycles.

I use this area to cycle from my residence to areas downtown and back safely, and I have not seen or witnessed any action that would seem cycling in this area to be dangerous for either pedestrian or cyclist. It is a vital route for transportation when I commute to work, which would force me to divert to Beretannia, which is a much more dangerous route.

If anything, there should be specific markings on the ground to denote proper cyclist usage, caution signs for both cyclist and pedestrian, and better lighting to assist commuters during darker hours.

LATE

HB-857

Submitted on: 2/7/2019 5:48:55 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Kim	Individual	Oppose	No

Comments:

I use this bike path all the time. It is the only safe way to connect from Kaka'ako to Nu'uano and downtown. Please don't take it away! If anything - can you make it better, so that it is meant for bikes? There is no other way around this spot - Queen is dangerous (and mean - people want to go fast downtown), Beretania is dangerous and King is dangerous.

The Civic Center Path is the primary bikeway that connects Downtown with everything east of Downtown

Prohibiting bicycling on the Civic Center Path would do two things:

1. Force people to bike on King St and Beretania St on these sections that have NO bike lanes and a history of safety issues (in the last 10 years the 1-block of King St and Beretania St had 6 and 1 serious bicycle injuries, respectively)
2. Lead to fewer people bicycling = more driving, more congestion, more pollution, more parking problems, etc

The Oahu Bike Plan includes widening the Civic Center Path as a priority 1 project – the path should be improved, not eliminated for use.

We need more safe places for people to bike, not less!

HB-857

Submitted on: 2/7/2019 9:01:07 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Toby Beckelman	Individual	Oppose	No

Comments:

I am writing as a private citizen and urge you to oppose HB857. The Civic Center Path (that runs between Iolani Palace and the Capitol) is an essential pathway connecting cyclist to Downtown and towards S. King Street. If this bill were to pass it would force people to bike on the unprotected portion of King St. or Beretania, both of which are not safe options. Aside from there being no bike lanes, traffic is consistently at a high volume and at a high speed with drivers running red lights (ex: Punchbowl and Beretania) on a daily basis.

Hawaii needs to support active modes of transportation, like biking, in order to reduce traffic congestion, reduce carbon emissions, and support healthy and active lifestyles.

Thank you.

HB-857

Submitted on: 2/7/2019 9:11:37 PM

Testimony for TRN on 2/8/2019 10:00:00 AM



Submitted By	Organization	Testifier Position	Present at Hearing
Dana Nakasato	Individual	Oppose	No

Comments:

I am Dana Nakasato and strongly oppose this measure. I work Downtown and regularly use the BIKI bikes to get around, shop, go to doctor appointments, and exercise. Biking is a great way to enjoy being outdoors and does not add to our terrible traffic, nor does it pollute the environment. We need more dedicated bike lanes and wider paths for bikes and pedestrians, not fewer. If the measure were amended to only prohibit motorized vehicles, I could support it. The current version should not pass. Thank you.

LATE

HB-857

Submitted on: 2/7/2019 10:32:20 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Caterine Picardo Diaz	Individual	Oppose	No

Comments:

Dear committe members,

I strongly opposed this Bill because it potentially puts in danger all the people that bike that route to safely commute to Downtown.

I bike this route almost everyeve and it is the only portion of my commute, where I feel 100% safe. If agree that mopeds should be using that route, but that's not the case for bicycles. The HRS should be updated to stop considering bicycles and mopeds as similar transportation modes.

Stop creating bills without considering the impact to the community at large, without reaching out to your constituents and the organizaorgan that have expertise on thebttopics at hand. It is to my knowledge that HBL opposes this Bill.

Aloha,

Cate

HB-857

Submitted on: 2/7/2019 11:21:09 PM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Michelle K.	Individual	Oppose	No

Comments:

We need more safe places for people to bike, not less. This bill is a bad idea for people who need the state capitol area as a connection from King Street to Hotel Street.

HB-857

Submitted on: 2/8/2019 1:39:20 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
KEALA FUNG	Individual	Oppose	No

Comments:

I heavily OPPOSE this bill, because I use this pathway literally everyday on my bicycle from MÅ• kiki to go to work and back. This is one if the safest bikeways on the island, and it is absolutely crucial for cyclists, as the protected king street bike lane ends right therr. Downtown already has sich likited parking. So many people commute by bicyclr, I see them all innthe area. Instead of eliminating bikes, a more intellhgent solution would be to widen the path, and paint a lan specific for bikes. This way, pedestrians habe a safe place to walk abd cyclists have a safe place to bike, and everything is organized.

HB-857

Submitted on: 2/8/2019 8:07:03 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
jaimie chhu	Individual	Oppose	No

Comments:

As a person who avidly bikes to and from work and all other life function, unrestricted access to pathways encourages the use of a sustainable, healthy, transportation mode. The more you limit the pathways for bikes, the less incentivized people will be to travel by bike. "If it takes just as long to bike as drive then why not drive?" is what people might be asking themselves. We need to have more incentives to get people biking. This would reduce car traffic in the streets, promote a healthier, fitter lifestyle, increase happiness, and encourage sustainable transportation and reduce pollution. We have to start thinking of the environment for our further generations.

HB-857

Submitted on: 2/8/2019 8:33:37 AM

Testimony for TRN on 2/8/2019 10:00:00 AM



Submitted By	Organization	Testifier Position	Present at Hearing
Travis Counsell	Individual	Oppose	No

Comments:

HB857 is a step backwards towards complete streets and vision zero in Hawaii. Instead of finding more ways to move people by non-vehicular means, this bill aims to prohibit biking in one of the most crucial connections in downtown Honolulu. The State should instead be looking for ways to promote alternative modes of transportation and reduce our dependence on motor vehicles.

I propose this bill be reworded to support the creation of a multi-use path from Hotel Street to Punchbowl St. When this portion of Hotel St was converted into a multi-use non-motorized linear park, the City took this as an opportunity to remove the old road and sidewalks, and reinstall a wide path, which they are actively improving currently. The State however simply poured topsoil over the pavement and planted grass. Leaving the narrow sidewalks as the main paths. This has created unnecessary conflict areas between people walking and biking, and ultimately led to this misdirected bill.

Embrace complete streets, don't ban bicycling.

HB-857

Submitted on: 2/8/2019 8:42:10 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
David Smith	Individual	Oppose	No

Comments:

The corridor makai of the capitol is a critical bike commuting route. It should be enhanced to include both pedestrians and bicycles and other non-motor vehicle transport

HB-857

Submitted on: 2/8/2019 8:51:40 AM

Testimony for TRN on 2/8/2019 10:00:00 AM



Submitted By	Organization	Testifier Position	Present at Hearing
Mark Garrity	Individual	Oppose	No

Comments:

Dear members of the Committee,

I am opposed to HB857. which would prohibit the use of a bicycle on Capitol grounds. If I understand correctly, that would prohibit people from riding a bicycle on the designated bicycle path connecting downtown with Honolulu Hale and the Fasi Municipal building. This route is a safe and popular route for people to travel by both bicycle and walking. Instead of prohibiting bicycles, may I recommend that you widen the existing path, and potentially create separate areas for people walking and people riding bicycles? That would be a much better solution. Thank you for the opportunity to testify.

Sincerely,

Mark Garrity

HB-857

Submitted on: 2/8/2019 8:56:51 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Craig Petty	Individual	Oppose	No

Comments:

I oppose this bill. Biking directly correlates to moving naturally, and more people are likely to ride if they feel safe. If biking is prohibited in this area, it would force bikers onto Beretania and King Streets, where there are no bike lanes

This is also marked as a BIKE PATH in the 2012 Bike Plan.

HB-857

Submitted on: 2/8/2019 9:29:36 AM

Testimony for TRN on 2/8/2019 10:00:00 AM



Submitted By	Organization	Testifier Position	Present at Hearing
David Nash	Individual	Oppose	No

Comments:

This is a critical corridor for people who ride bicycles. It connects Hotel st with the king st bike path.

With a little bit of reorganization with paint the users of this corridor would be better able to share the area.

Also lolani Palace is the people's palace and locals and visitors alike like to ride their bikes to and through the beautiful grounds. Closing cyclists out of this area is unthinkable.

Lastly it would be a waste of the police's time to enforce a no-ride ban around the capital. This is the people's land and many of us choose to use bicycles to reach the capitol.

Lawmakers should be focusing on how to get more people to use bicycles to reach the capital and the People's palace instead of trying to ban them.

Thank you,

David Nash

HB-857

Submitted on: 2/8/2019 9:56:43 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Hilson Reidpath	Individual	Oppose	No

Comments:

This is a step backwards in the development of the city's bike infrastructure - why would legislators want to make it more difficult for cyclists to move about the city when we already face so many dangers simply trying to commute to work or ride home? I encourage the lawmakers who put forth this legislation to try and ride a bicycle on Berentania, Richard and King street and see how pleasant an experience it is before they decide to take the ability this path away.

HB-857

Submitted on: 2/8/2019 10:06:57 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Patrick Murphy	Individual	Oppose	No

Comments:

By taking this path away it will move bicycles into the path of vehicle traffic, which we all know is extremely dangerous in Hawaii. Please keep all paths open for bicycles and pedestrians to keep Oahu safe for non vehicular traffic. We need to make Hawaii more pedestrian and bipsyle friendly.

HB-857

Submitted on: 2/8/2019 10:28:09 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Dane Gonsalves	Individual	Oppose	No

Comments:

Honorable Representatives,

I hereby submit testimony in **opposition** of this bill. I humbly ask that you please reconsider the enormous impact this will have on myself and thousands of bicyclists who rely on this path on a daily basis. The Capitol area, combined with the Frank Fasi Civic Center, provide an important, safe link between the Central Business District and Kaka'ako. We've all experienced the recent increase in bicyclists in the area since bikeshare was introduced to Honolulu. There certainly are safety considerations that need to be taken, especially on the busy path between the Capitol building and I'olani Palace, however an outright ban is not the solution. Instead, the city and the state should collaborate to create dedicated biking paths that separate pedestrian and bicycle traffic and mitigation efforts to address areas where bicyclist and walkers come in contact. Please do not take away such an important linkage from an increasing number of people who want to make contentious commuter decisions that reduce greenhouse emissions, make Hawai'i more self-sustainable, and help the state realize it's goals for energy independence.