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February 9, 2021
3:05 P.M.
State Capitol, Room 224 via video conference

S.B. 574
RELATING TO BICYCLE LANES

Senate Committee on Transportation

The Department of Transportation (DOT) offers **comments** to this bill. S.B. 574 requires the DOT to create a development plan to widen shoulders on state highways with designated bike lanes to at least three feet in width, with exceptions.

The Highways Division has an existing bicycle and pedestrian program. This program includes Bike Plan Hawaii, DOT's bicycle master plan, which integrates bicycle facilities into the State Highway System by assessing needs, consulting with the public and stakeholder groups, and recommending the type and location of bicycle facilities (e.g., shoulder bikeways, bicycle lanes, and shared use paths). The design of the bicycle facilities follows national standards and best practices for facility widths. The typical width for bike lanes are 5 feet. Therefore, the DOT has concerns that by requiring shoulders in addition to bike lanes this bill would create redundant facilities and facilities inconsistent with Bike Plan Hawaii. In addition, similar to most State Departments of Transportation, the DOT faces the challenge that the needs of the State Highway System greatly outweigh resources. Therefore, the DOT is also concerned that this bill would not make the most effective use of its scarce resources.

Thank you for the opportunity to provide testimony.

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February 8, 2021

Hawaii State Senate Transportation Committee

RE: SB 574 Hawaii Bicycling League SUPPORTS

Aloha Committee Members,

The [Bike Plan Hawaii 2003](#) lists 100.7 miles of signed shared road statewide with 30.1 miles on Oahu. At the time of the Bike Plan Hawaii's publication (8/2003) there were 63.8 miles of signed shared road statewide currently under construction with 18.8 miles on Oahu. The plan lists 391.1 miles that are candidates for shoulder bikeways with only 28.1 miles for Oahu. Of the seven projects listed as candidates for shoulder bikeways on Oahu only 1.29 miles has been completed

Fort Barrette Rd was recently repaved without an adequate continuous shoulder lane.

Farrington Hwy Kapolei to Pearl City: Much of it was repaved without an adequate continuous shoulder lane.

North Shore Oahu numerous locations lack any shoulders. Roadway is in poor condition, shoulders are worse. Work to remedy roadway needs to include appropriate infrastructure for bicyclists to travel safely. Due to traffic congestion on North Shore roads, more people are opting to bike. Creating a safer environment for biking will help ease traffic congestion.

Insufficient shoulders for bicyclists cause them to move, often unexpectedly, in and out of traffic lanes. Bill SB 574 will help remedy that. We appreciate your support.

Sincerely,

A handwritten signature in blue ink that reads 'Lori L. McCarney'. The signature is fluid and cursive, with the first name 'Lori' and last name 'McCarney' clearly legible.

Lori L McCarney

Executive Director



LATE

SB-574

Submitted on: 2/9/2021 1:24:38 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Taniguchi	Testifying for Hawaii Bicycling League	Support	No

Comments:

SB574 aims to cure some serious and dangerous conditions on state highways, such as between Waimanalo to Makapuu, and places on the north shorth shore where some road shoulders are 3-12 INCHES wide. Please pass this bill as amended.

Focusing on DOT shoulders, which generally have speeds in the 35mph+ range, four foot shoulders are preferred and safer (see page 19 at https://www.honolulu.gov/rep/site/dts/bike_docs/OBP_2019_AppendixA_DesignToolkit.pdf)

We suggest changing the language of this bill to read:

"The purpose of this Act is to require the department of transportation to create a development plan to widen shoulders on state highways [delete "with designated bike lanes"] to at least four [delete "three"] feet in width, with exceptions.

SECTION 2. The department of transportation shall create a development plan to ensure that, to the greatest extent feasible, [delete "whenever a bike way is designated"] along a state highway that a paved shoulder at least four [delete "three"] feet in width shall be included; provided that exceptions may be made for sections of a state highway that cross a bridge or run alongside a natural obstruction that would make a four [delete "three"]-foot wide shoulder infeasible."

note: If it is the purpose of this bill to focus on DOT road shoulders, the term "bike lane" should be deleted. The term "bike lane" is an official highway term, and is usually 5-6 feet wide. (The desirable width of a bike lane adjacent to a curb is 6 feet exclusive of the gutter; the minimum width is 5 feet (4 feet may be acceptable in highly constrained locations). The width of a bike lane adjacent to parking should be 6 feet; a width of 5 feet should only be used in areas with highly constrained widths. page 11 at https://www.honolulu.gov/rep/site/dts/bike_docs/OBP_2019_AppendixA_DesignToolkit.pdf).

SB-574

Submitted on: 2/8/2021 1:56:29 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

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

Comments:

I support this measure to require DOT to create a plan to widen the shoulders on State highways when the roadway is designated as a bike route. I can only speak of my experience on Oahu. One only has to review the [2019 Oahu Bike Plan Update](#) interactive map and find there are very few miles designated as shoulder lane roadways or signed shared roadways under state ownership, especially in central, north shore, and windward Oahu. Unfortunately, I have been unable to find a list or map of the current state-owned bike facilities on any of the islands besides the Oahu Bike Plan. Using the information available, of the 28.1 miles designated as candidates for shoulder bikeways on the [Bike Plan Hawaii 2003](#), only 1.29 miles has been completed. One only has to ride recently repaved roadways to find that they do not have adequate or continuous shoulder lanes. In my experience Fort Barrette Rd, Farrington Hwy, Kapolei to Pearl City.

This bill could go so much farther requiring an inventory of paved shoulders and the plan to increase their widths, requiring that a paved shoulder of 4 feet be installed when the roadway is being repaved. The Bike Plan Hawaii 2003 states that the AASHTO Bike Guide specifies a minimum width of 4 feet for paved shoulders but allows for less if the conditions do not allow for it.

Please move this bill to passaged.

LATE

SB-574

Submitted on: 2/8/2021 5:42:18 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

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

Comments:

Support. Riding a bike on state highways is a life-threatening proposition. Separated pathways for bicycles would be best, but wide shoulders would help.