



TESTIMONY BY:

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

February 10, 2022
3:00 p.m.
State Capitol, Teleconference

S.B. 2299
RELATING TO TRAFFIC

Senate Committee on Transportation

The Department of Transportation (DOT) **supports with concerns** S.B. 2299 permitting a bicyclist to proceed through an intersection from a right turn only lane if they cannot safely merge into the traffic lane.

Our concerns are as follows:

1. Allowing this movement by a bicyclist statewide will add conflicts to the intersection and reduce overall roadway safety. Under the appropriate situation, this movement could be allowed such as where there are no vehicles turning on red and adequate space for a bicyclist to merge. However, these situations must be considered on a case-by-case basis.
2. The Director of Transportation and counties in their respective jurisdiction can allow this movement where possible through installation of traffic-control devices.

Thank you for the opportunity to provide testimony.

SB-2299

Submitted on: 2/7/2022 2:25:04 PM

Testimony for TRS on 2/10/2022 3:00:00 PM

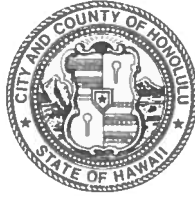
Submitted By	Organization	Testifier Position	Remote Testimony Requested
Christy Cowser	Testifying for Hawaii Dept. Of Transportation	Oppose	Yes

Comments:

DOT HWY support staff on SB2299

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

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RADE K VANIC
INTERIM CHIEF

RICK BLANGIARDI
MAYOR

OUR REFERENCE JS-LC

February 10, 2022

The Honorable Chris Lee, Chair
and Members
Committee on Transportation
State Senate
Hawaii State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Lee and Members:

SUBJECT: Senate Bill No. 2299, Relating to Traffic

I am James Slayter, Acting Major of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD opposes Senate Bill No. 2299, Relating to Traffic.

The HPD opposes the proposal that would permit a bicyclist to proceed through an intersection from a right turn only lane if they cannot safely merge into the thru traffic lane, provided they signal their intention to merge left. The proposal also permits a bicyclist to proceed in a right turn only lane when approaching an intersection, even if they do not intend to turn right provided that they do not pass a stopped vehicle and that they exercise reasonable safety when passing a moving vehicle.

Being that the right turn only lane is designated for all vehicles (including bicycles) to turn right, pedestrians and other vehicles may not be prepared for a bicyclist to continue forward from this lane. This situation could cause confusion that would increase the potential for a collision.

We believe it would be safest for all vehicles, including bicyclists, to utilize the roadways as they were designed.

The Honorable Chris Lee, Chair
and Members
February 10, 2022
Page 2

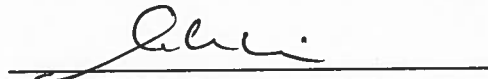
The HPD urges you to oppose Senate Bill No. 2299, Relating to Traffic, and we appreciate the committee's consideration of these concerns. Thank you for the opportunity to testify.

Sincerely,



James Slayter, Acting Major
Traffic Division

APPROVED:



Rade K. Vanic
Interim Chief of Police

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February 10, 2022

3:00 PM

State Capitol Teleconference

SB 2299

Relating to Traffic

SUPPORT

Senate Committee on Transportation

Hawaii Bicycling League strongly supports SB 2299 to improve bicyclist and motorist safety.

There are several situations where moving left out of a Right Turn Only lane would put bicyclists, and motorists, at risk. A prime example is on Kalaniana'ole Highway going either direction between Kahala and Hawaii Kai. The shoulder bike lane frequently becomes a right turn only lane. If a bicyclist was proceeding straight in the shoulder bike lane, current law requires them to merge left into a traffic lane when they encounter a Right Turn Only Lane. On this stretch of road, it is not uncommon for vehicles to be moving at speeds up to 50 mph.

- Moving out once into a traffic lane would be dangerous to both bicyclists and motorists.
- Frequently moving in and out of these lanes to obey current law would further increase the danger as bicyclists pop in and out of what is a bike lane, quite unpredictably.
- Vehicles turning right have a clear view of bicyclists in front of them, reduce their speed for a turn, and are fewer in number than through-traffic vehicles.

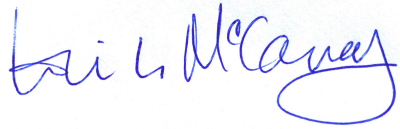
The League of American Bicyclists' Model "Where to Ride Law" considers these situations. Their model law balances the safety of bicyclists with faster-than-bicyclist traffic flow and allows a bicyclist to make a safe choice. In this instance:

Approaching an intersection where right turns are permitted and there is a dedicated right turn lane, in which case a bicyclist may ride on the left-hand side of such dedicated lane, even if the bicyclist does not intend to turn right.

I've attached a photo of a bike lane that includes a right turn only lane to illustrate this situation and the need for SB 2299.

Thank you for the opportunity to provide testimony.

Sincerely,



Lori McCarney
Executive Director





Promoting Healthy Lifestyles through Cyclovias

Honolulu, HI 96825

808-395-3233

TO: Members of the Senate Committee on Transportation

HEARING: 3 p.m. Thursday, February 10, 2022

SUBJECT: SB2299, Bicyclists and Right-Turn-Only Lanes - **SUPPORT**

Cycle On Hawaii **strongly supports SB2299**, which would allow bicyclists to go straight through right-turn-only lanes (RTOLs) as long as they provide a proper signal, do not pass a stopped vehicle and exercise reasonable safety when passing a moving vehicle. Cycle On Hawaii is a 501(c)(3) organization that supports Safe Routes to School, Open Streets and other cycling-related activities.

As part of Safe Routes to School, we promote and participate in Bike to School Day in May. One of the routes goes from Hawaii Kai into Niu Valley and Aina Haina. The route includes several RTOLs. By law, bicyclists are required to get into the regular travel lane and then proceed through the intersection if they do not want to turn right. (See attached.) This is not only challenging, but sometimes scary and dangerous, especially for students. In our observation, most bicyclists go straight through RTOLs, even though it's against the law, because it's safer.

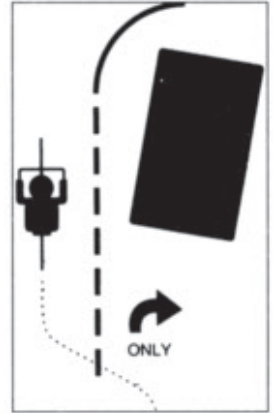
Please pass SB2299, so bicyclists no longer have to choose between their safety and following the law.

Sincerely,

Natalie Iwasa, President

Cycle On Hawaii is a 501(c)(3) charitable organization founded in 2012 by a group of advocates for bicyclists. Managed and directed entirely by volunteers, Cycle On Hawaii organizes community events such as Bike and Walk to School Days, cyclovias, bike rodeos for children, bike contests and parades, and educational workshops and presentations on Safe Routes to School.

- When travelling slower than the normal speed of traffic, ride as close to the right edge as practicable. On one-way roads, it is legal to ride on the left edge.
- Bicyclists may move into the travelway when making a left turn, avoiding hazards in the roadway, moving the same speed as traffic or if it is too narrow for a bicycle and motor vehicle to safely share a lane.
- On the roadway, bicyclists must ride single file. They may ride two abreast on a bicycle lane or path if it is wide enough not to impede traffic.
- Obey all traffic signs and signals. Bicyclists caught violating traffic laws are subject to the same penalties as drivers.
- **Follow lane markings. Move out of a right-turn-only lane if you are going straight through.**
- If you ride at night you must have a headlight and rear reflector. A rear light and pedal reflectors are recommended, as well as light-colored clothing.
- Don't carry passengers unless the bicycle is equipped to do so.
- Bicycles are not allowed to ride on the sidewalk in business districts. In other areas, bicyclists may ride on the sidewalks provided they stay at 10 MPH or less and always yield the right-of-way to pedestrians.



Safety Tips

- Wear a bicycle helmet every time you ride. Although you may not be legally required to wear a helmet, it is a good idea. You don't have to be going fast or far to risk serious head injuries.
- Be predictable. Don't do anything that would surprise drivers, such as swerve in and out of parked cars or traffic.
- Look behind you, and make sure it is clear, before making a left turn or moving into the travelway. Also, let motorists know what you are doing by using proper hand signals for turning and stopping.
- Don't ride too close to parked cars. Leave at least 3 feet so that if the driver suddenly opens the door you won't be hit. Also be alert for cars that may be pulling out into the road.
- Don't wear headphones when riding. You need to hear the traffic around you and be alert to what is going on. This includes watching the road for potholes, broken pavement and slippery surfaces.
- Make sure your bicycle is safe. Before you ride make sure the brakes work, the seat and handlebars are tight and the tires are properly inflated and in good shape.
- Be visible. Wear bright-colored clothes when you ride. Do not assume that drivers see you, even if you make eye contact. Elicit a response from the driver, so you are sure that you are seen.
- Choose the best way to turn left. Experienced bicyclists will make a left turn like a motor vehicle: signal, move into the center of the lane turning left when it is safe to do so and complete the turn. Others may opt to cross like a pedestrian: ride to the crosswalk, walk their bicycle across the intersection, continue riding from there.
- Don't pass vehicles on the right. Drivers may not expect or see you when you ride pass them on the right. When stopped in traffic, it is safer and more courteous to take your place in line.



Todd Boulanger,
Executive Director

Ranked
as a Top US
Bikeshare Service
by NACTO
since 2017

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Submitted to
The Committee on Transportation
Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
08 February 2022



Bikeshare Hawaii (BSH) is Honolulu's Bikeshare System (aka Biki) and has generated almost 5 million cycling trips statewide by over 300,000 cyclists during the last five years, the majority of our member riders (70%) do not see themselves as 'cyclists' but as customers of the public roadway network.

BSH submits the following comments on and supports the current version of this Senate Bill currently under discussion by the Hawaii State Legislature's Committee on Transportation (10 February):

SB 2299: Relating to Traffic

BSH supports the adoption and implementation of SB 2299 which will 'legalize' a common and safe traffic movement [cyclists proceeding straight ahead in a marked / signed right turn lane] that many bicyclists have to utilize on roadways that do not provide for a dedicated marked bike lane or bike box approaching an intersection. Additionally, this change also helps improve pedestrian safety by shifting more cyclist traffic from utilizing sidewalks at arterial intersections.

But, the adoption of this rule should only be seen as an interim measure until all deficient arterials and highways – those with proposed bike lanes on county and state bike plans – are upgraded to provide cyclists with dedicated facilities [and supporting bike traffic signal phases as required]; as it is not a complete solution for most high volume and high speed roadway facilities for accomplishing the long term physical activity, traffic safety, mode shift and climate objectives of county and state agencies.

Note: the AAA of North America currently recommends cyclists utilize this type of movement at intersections without dedicated bikeway enhancements.

<https://exchange.aaa.com/safety/bicycle-safety/on-the-road/>

Mahalo,

A handwritten signature in black ink that reads "Boulanger".

Todd Boulanger,
Executive Director