

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. 2517
RELATING TO BICYCLE COMMUTING

Senate Committee on Transportation

The Department of Transportation (DOT) offers **comments** to S.B. 2517, which seeks to require the DOT to have an unspecified percentage of commuting trips be by bicycle or e-bike by 2030.

The DOT is supportive of efforts to reduce vehicle miles traveled (VMT) and greenhouse gas emissions as evidenced by the Department's initiatives to promote telework, rideshare, public transit, electric vehicle adoption and green building technologies. S.B. 2517 claims the promotion of bicycle and e-bikes would address the DOT's ground transportation goals without discussion of the limitations of bicycle use for economically disadvantaged individuals that cannot afford to live within the urban core. It also neglects to consider how we provide choices to our residents and visitors without impacting much needed services in the rest of the program areas.

The DOT is concerned that the bill solely correlates increasing bicycle mode share with decreasing VMT. There are many strategies that the DOT pursues towards VMT reduction including Transportation Demand Management, public transit, rideshare, alternative work schedules, telework, broadband deployment, infrastructure development to incentivize access to jobs outside of the urban core, and other similar initiatives. It is also not feasible for everyone to bicycle based on length of trip distance, purpose of trip (e.g., transporting kids, tools, and/or groceries), physical capability, profession, etc. Additionally, reducing VMT not only requires choices in mode of travel, but choices in terms of destination for reaching goods, services, housing, and employment centers.

The DOT Complete Streets Policy requires that we provide facilities for users of all ages, abilities, and preferred modes, including vehicles, bicyclists, pedestrians, transit riders, freight, and emergency services. In implementing projects, the DOT policy requires incorporation of bicycle and pedestrian improvements in all transportation

projects, as well as implementing standalone bicycle and pedestrian projects. This ensures that we can implement bicycle and pedestrian improvements efficiently and effectively and that the needs of all users are considered when implementing projects.

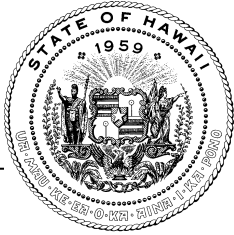
The DOT continues to support bicycle and pedestrian mode options and has an existing bicycle and pedestrian program and Complete Streets policy. We identify needs and implement projects consistent with those programs and policies. The DOT has increased bikeway miles by 53% between 2003 and 2020, and another 14% between 2020 and early 2022. As demonstrated by our annual Bikeway Projects and Expenditures legislative report, the DOT has exceeded its requirement to expend 2% of eligible federal monies on bikeway expenditures each year. These improvements were implemented all while improving roadway and bridge conditions, increasing vehicular and transit capacity, and reducing fatalities during a time when all other states experienced significant increases in highway deaths.

In addition, according to the 2018 Benchmarking Report on Bicycling and Walking in the United States, Hawaii is already #7 out of 50 states for the combined percentage of workers who bike and/or walk to work. The Benchmarking Report lists Hawaii as #6 for walk to work and #10 for bike to work. Between 2010 and 2019, biking to work has remained at 0.5% nationally, and most states remained the same or decreased in their overall percentages of workers who bike to work.

The DOT recommends that the legislature continue to support its direction in “plusing up” the system for all users. Increasing capacity, safety, and accessibility for all users of the system, as indicated by data, to ensure we can support Hawaii’s goals of the future without sacrificing quality of life today.

Finally, the definition of the term “bicycle” in the Hawaii Revised Statutes (HRS) includes electric bicycles or e-bikes; therefore, we request that references to e-bikes be removed from the bill text for clarity and consistency with the HRS.

Thank you for the opportunity to provide this testimony.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

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Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
SENATE COMMITTEE ON TRANSPORTATION

Tuesday, February 10, 2022
Time 3:00 PM
State Capitol, Via Videoconference

**COMMENTS
SB 2517
RELATING TO BICYCLE COMMUTING.**

Chair Lee, Vice Chair Inouye and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments on Bill No. SB 2517 which establishes a goal for the Department of Transportation to have an unspecified percentage of commuting trips be by bicycle or e-bike by 2030.

HSEO's comments are guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy.

Electric bikes are significantly more cost effective and better for the environment than gas powered motor vehicles and provide a zero-emission technology that is accessible to a broader range of Hawaii residents than passenger vehicles.

Emissions from transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tonnes of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. For Hawaii to meet its statutory target in Chapter 225-P "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045", planning and implementation of clean transportation alternatives are essential.

To address transportation emission the HSEO engages with stakeholders to implement policies and programs to help reduce the energy intensity of mobility. To support the implementation of VMT reduction and active transportation strategies the HSEO collaborated with the State Climate Change Mitigation and Adaptation Commission on a grant from the United State Climate Alliance to fund a Vehicle Miles Travelled and Active Transportation Specialist. The position will support HSEO's collaboration with Hawaii Department of Transportation and other state and county agencies on development and implementation of strategies to reduce vehicle miles travelled (VMT) through mode-shift, active transportation, and other associated means.

A coordinated effort is needed amongst a wide range of stakeholders to make meaningful progress in transitioning the transportation sector. The HSEO will continue to work with relevant agencies and stakeholders to support the goals of Chapter 225-P and take holistic actions to achieve the decarbonization of the transportation sector.

HSEO defers to the appropriate agency on fiscal and administrative impacts.

Thank you for the opportunity to testify.



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION
Thursday, February 10, 2022 — 3:00 p.m.

Ulupono Initiative supports SB 2517, Relating to Bicycle Commuting.

Dear Chair Lee and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono supports SB 2517, which establishes a goal for the Department of Transportation (DOT) to have an unspecified percentage of commute trips be by bicycle or e-bike by 2030.

It is imperative that Hawai'i increase its share of active transportation for its health, climate and energy, and cost-of-living crises.

- **Health** – As cited in the Hawai'i Physical Activity and Nutrition plan, nearly 60 percent of Hawai'i adults and 14 percent of high school youths are overweight or obese. Over \$470 million in state medical costs are attributed to obesity.¹ Increasing overall opportunities to access bicycling and other forms of active transportation can be transformative.

Climate and Energy – The International Council on Clean Transportation (ICCT) report outlined that we needed to invest more in active transportation infrastructure in order to meet our climate and clean energy goals. Combined with transit-oriented development, it was anticipated that these types of commitments could achieve 23 MGY in energy savings, approximately 31-37 percent of the recommendations needed to achieve our goals in 2030 within the transportation sector.²

Cost of living – Our 2020 Vehicle Economy Study outlines the significant direct and indirect costs of our vehicle economy. Households in Hawai'i with two cars are usually spending \$16K in direct private costs, but also are paying in public costs an additional \$24K per year.³ Combined households bear the burden of over

¹ https://hhsp.hawaii.gov/assets/pdf/HHSP_PAN_Plan_WEB.pdf

² https://energy.hawaii.gov/wp-content/uploads/2011/09/Final_TransEnergyAnalysis_8.19.15.pdf

³ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

\$40K/year, around 51 percent of pre-tax median household income. In addition, recent Eno Foundation analysis noted that most of the recent inflation over the past year, is due to vehicle ownership and operation. “[a]uto-related costs in December 2021 were 23.0 percent higher than in December 2021, and 9.2 percent above December 2019.” Providing convenient, affordable, healthy transportation options can help reduce our costs of living.⁴

Increasing bicycling as a healthy, climate-friendly, and affordable option only helps our communities.

The 2019 report card from the League of American Bicyclists ranks Hawai‘i as 38th in terms of bicycling friendliness, ranking behind places with worse weather and longer distances like Washington, Minnesota, Massachusetts, and New York. One of their explicit recommendations was to adopt a goal for biking prevalence.⁵ In addition, our own Healthy Hawai‘i Plan 2030 calls out the need for both state and county mode-share goals.⁶ We commend Hawai‘i DOT for the new Bike Refresh and for its commitment to multimodal options in the draft Hawai‘i State Transportation Plan 2045⁷, but believe more is needed regarding bicycling and other forms of active transportation.

In line with the Healthy Hawai‘i Plan, we recommend that this legislation set the following mode share goals as reported in the American Community Survey (ACS):

- % bicycling (2019 ACS 1-year Estimates: .6%)
- % walking ((2019 ACS 1-year Estimates: 4.6%)
- % public transportation (2019 ACS 1-year Estimates: 5.4%)⁸

Currently these add up to 10.6% across the state, but can be as high as 50% in some urban communities like Kalihi.⁹ A modest increase in each mode and goal could be very powerful.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

⁴ <https://www.enotrans.org/article/cost-of-driving-drives-cost-of-living-increases/>

⁵ [https://bikeleague.org/sites/default/files/BFS%20Report%20Card 2019 Hawaii.pdf](https://bikeleague.org/sites/default/files/BFS%20Report%20Card%202019%20Hawaii.pdf)

⁶ https://hhsp.hawaii.gov/assets/pdf/HHSP_PAN_Plan_WEB.pdf

⁷ <https://jacobs.maps.arcgis.com/apps/MapSeries/index.html?appid=e28c0631f49740038000571945c45d2c>

⁸ <https://data.census.gov/cedsci/table?q=%20S0801&g=0400000US15&tid=ACST1Y2019.S0801>

⁹ https://www.honolulu.gov/rep/site/dts/Kalihi_Final_Community_Meeting_2021-10-26_FINAL-compressed.pdf

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February 10, 2022

3:00pm

State Capitol Teleconference

SB 2517

**Relating to Bicycle Commuting
SUPPORT**

Senate Committee on Transportation

Aloha Chair Lee and Members of the Senate Transportation Committee,

The Hawaii Bicycling League supports Senate Bill 2517. This asks the Hawaii Department of Transportation to set a goal for a percentage of commuting trips to be made by bike and e-bike by 2030.

Setting a goal can help HDOT identify and implement strategies to *meet* the goal. HDOT is in the best position to improve safety conditions for bicycling on our highways, both urban and rural. Improving safety on our highways could compel many non-bicyclists to more seriously consider riding a bike to and from work. Nearly 60% of people don't bike for personal safety concerns.

The growing interest in e-bikes will further stimulate interest in bike commuting, but that growing interest will be stifled if current personal safety concerns remain high.

Thank you for the opportunity to provide testimony.

Sincerely,

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

Lori McCarney
Executive Director



February 10, 2022

**TESTIMONY BEFORE THE SENATE COMMITTEE ON TRANSPORTATION
ON SB 2517 RELATING TO BICYCLE COMMUTING**

Thank you Chair Lee and committee members. I am Gareth Sakakida Managing Director of the Hawaii Transportation Association (HTA) with over 350 members involved with the commercial ground transportation industry.

HTA opposes setting a commuting percentage for a specific mode.

A substantial population of our industry's employees live in West Oahu. These families are efficient so rather than incurring the expense for multiple vehicles many typically make multiple stops for family members as they commute to work.

Students heading for schools in town, and spouses who work in concentrated employment areas have too far to travel to timely utilize solo modes.

Each family can best determine what works for them in their commutes. Mandating a percentage can unfairly force decisions upon the public.

Mahalo.



Todd Boulanger,
Executive Director

Ranked
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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 (59%) report using shared bicycles for their work commute trip. This number actually improved recently by 9% points over 2 years as Honolulu developed its protected bikeway lanes (PBL) as a 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):

SB2517: Relating to Bicycle Commuting

BSH supports the adoption and implementation of SB 2517 which will for the first time establish a goal for the Department of Transportation to have a [documented best practice] percentage of commuting trips [as a numerical objective] be by bicycle (including e-bikes) to meet or surpass by 2030.

Hawaii is one of the few western states (US) to not have set an objective for its goal of increasing its bike commute mode share.

Furthermore, the State should include annual reporting on the status of reaching this objective and any additional resources it will apply in the interim period if it is not on track to achieve it by 2030.

To conclude, it is difficult for any program manager or department or community to know 'where it is going' if it does not have an objective set to achieve [or fail], similar to a sailing navigator never setting a guide star for charting the progress of its current course and thus just sailing to where the winds take it...

BSH also will update its testimony on SB2517 once the "unspecified percentage" is proposed by the DOT and community.

Mahalo,

A handwritten signature in black ink, appearing to read "Boulanger".

Todd Boulanger,
Executive Director

SB-2517

Submitted on: 2/7/2022 6:22:29 PM

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

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Sonja Kass	Testifying for KauaiEV	Support	No

Comments:

2022/02/08

Dear Chair Lee and Vice-Chair Inouye,

KauaiEV is in Support of SB2517. E-Bikes and regular bikes have a much lower environmental impact and a much smaller carbon footprint in production, use and recycling. They are the preferable transportation method in cases in which they work.

It would also help alliviate congestion on the roads if more people commuted by bicycle.

Mahalo,

Sonja Kass, President KauaiEV

SB-2517

Submitted on: 2/8/2022 10:46:50 AM

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

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Chad K Taniguchi	Individual	Support	Yes

Comments:

Aloha,

If you ask a roomful of people "how many wish you could have driven more this week?", no one raises their hand. "How many wish you could have walked or biked more this week?" results in most hands going up. The key to safer streets, less global warming, and stronger public health is making alternate active transportation safe and convenient to everyone from 8 to 80 years old.

If DOT measures success by the increase in bicycle commuter trips, then it will look at more ways to make bicycle commuting safe for all.

Hawaii adopted in ~2006 a law requiring 2% of eligible federal funds to be used for bicycle transportation. SB2517 goes one step further by measuring the outcome in numbers of bicycle commuter trips.

This excellent bill is consistent with Complete Streets and Vision Zero laws recently enacted.

Please support SB2517. Let's fight Climate disruption and increase public health by ending the nearly total reliance on automobile driving for transportation. Let's put resources to encourage people to walk and bike more, and drive less.