



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

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

February 26, 2019
2:05 p.m.
State Capitol, Room 325

H.B. 857, H.D.1
RELATING TO MOTOR VEHICLE REGISTRATION.

House Committee on Judiciary

The Department of Transportation **supports** the intent of H.B. 857, H.D.1 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.

The DOT 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 Capitol District removes conflicts between bikes and pedestrians with vehicles. Therefore, instead of banning bikes in the Capitol District, DOT recommends that bikes be required to ride in a designated area on the pedestrian mall. This may require the paved path to be widened to provide the necessary space for a designated bike area that does 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's property and the pedestrian mall of the State Capitol area are widened to provide shared use paths, there would be connectivity from South Street to Richards Street with only one point of potential conflict with vehicles.

DOT 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 Capitol grounds if the State is willing.

Thank you for the opportunity to provide testimony.



Peoples Advocacy For Trails Hawai'i

PO Box 62, Kailua-Kona, Hawai'i 96745
808 -326-7284 www.pathhawaii.org

HB857 HD1 Relating to Traffic

OPPOSED

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Mission

To safely connect
the people and
places on Hawaii
Island with pathways
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Serving
the Island of Hawai'i
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PATH strongly opposes HB857 HD1 the proposal to prohibit access and travel through the State Capitol Area / Civic Center Bike Path / Fort Street Mall Bikeway and concurs with Hawaii Bikeshare's testimony regarding the conflict 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.

We agree that 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

- While we appreciate the intent of the bill to protect pedestrians, we believe that the two modes of active transportation can co-exist with the addition of proper facilities.

As the state embarks on the adoption of Vision Zero plans and strategies, we should be creating more car-free zones for the safe mobility of bicyclists and pedestrians and not taking them away.

Thank you for this opportunity to send in testimony. Please do not pass this bill, that will take us in the wrong direction in terms of multi modal transportation and an healthier, energy efficient Hawaii.


Tina Clothier
Executive Director



February 26, 2019

RE: Oppose HB 857 Relating to Traffic

Chair Lee, Vice-Chair San Buenaventura, and Members of the House Transportation Committee:

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

Blue Zones Project—Hawaii opposes HB857 HD1, 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 and is listed as a Priority 1 bike path in in the Oahu Bike Path update. 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 HD1.

Sincerely,

Peggy Mierzwa

Peggy Mierzwa
Statewide Policy Lead—Hawaii Blue Zones Project

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MacKinnon LLP

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

En Young, MBA
Sansei, Lanai

Date: February 25, 2019

To: Representative Chris Lee, Chair
Representative Joy San Buenaventura, Vice Chair
Members of the Judiciary Committee

Re: Opposition for HB 857 HD1, Relating to Traffic

Hrg: February 26, 2019 at 2:05pm at Conference Room 325

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 pedestrian mall that runs through 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>

HB-857-HD-1

Submitted on: 2/25/2019 12:30:18 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melvin Nakahata	The Bike Shop	Oppose	No

Comments:

Dear Representaives Cullen, Aquino, Har, Johanson, Yamane, Belatti, Morikawa, Woodson, and constituents,

I am in opposition to HB857, as this will force and endanger cyclists to detour onto roads that have no cycling facilites. This current thoroughfare is a convenient and safe east/west route for commuters who need to get to and from downtown Honolulu. The Oahu Bike Plan calls for this route to be widened, thus would safely accomodate pedestrians and cyclists. I urge you to reconsider your vote on this bill, and allow this route to be improved, not elliminated.

Thank you,

Mel Nakahata

The Bike Shop

HB-857-HD-1

Submitted on: 2/25/2019 1:34:01 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Lena Takashima	Hawaii Bicycle League	Oppose	No

Comments:

I oppose Bill HB 857 because the Civic Center Path provides cyclists a more safe passage to and from the downtown area. This Bill would require cyclists to ride a more stressful and hazardous route rather than improve the pathway to allow for safer shared access.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 5:45:39 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Gayle Hendrick-Messner	HBL, Red Hot Ladies Biking Club	Oppose	No

Comments:

I oppose this proposal as I am a cyclist that use this route for safety.

ADDRESS3442 Waialae Ave., Suite 1
Honolulu, HI 96816**PHONE**

808-735-5756

**FAX**

808-735-7989

EMAIL

bicycle@hbl.org

LATE**Testimony Opposing HB857**

Aloha Chair Lee, Vice Chair San Buenaventura, and esteemed members of the Committee on Judiciary:

Hawaii Bicycling League **strongly opposes HB857**, which would prohibit bicycling on Civic Center Path between Richards Street and Punchbowl 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. We thank the committee for bring up this section of path and urge that this bill be amended to provide funding for the Department of Land and Natural Resources to create a more comfortable environment for walking and bicycling by widening 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 the 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. The City's 2014 improvement project cost \$350,000 in construction and \$150,000 in design – we urge the committee to provide at least \$500,000 to complete the widening of the path.

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. I took a bicycle count Friday 2/8/19 7:45-8:45am and counted 88 bicyclists in that one hour. Imagine if the path weren't there for their use – that's 88 bicyclists put in danger by being forced to use bike lane-less sections of Beretania St or King St, or 88 bicyclists deciding to drive instead because it's become too unsafe for them to bicycle.

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



Picture of the Civic Center Path (notice the Bike Route sign at the right)



Oahu Bike Plan (2012) map of planned improvements.
1-34 is the the priority 1 project to improve the Civic Center Path

HB-857-HD-1

Submitted on: 2/25/2019 6:56:36 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Lawrence Duenas	American Diabetes Association	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/25/2019 1:01:41 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Anna Manuel	Individual	Support	No

Comments:

I am a daily bike commuter from Waikiki to downtown Honolulu. The Civic Center Path is a crucial part of my commute, and the only truly safe part of it. If cyclists were prevented from using it, I hope it would be replaced with a path equally protected from motor vehicles. Until there is a more concerted effort to educate drivers about sharing the road with cyclists, and the laws regarding cyclists, I feel as though its not a matter of when I will get hit by a car, but when. Honolulu should be making greater strides for complete streets, and adding more green bike paths, not taking away what we already have. If we are sincere about reducing our carbon output, and creating a more livable Honolulu, saving the Civic Center Path is just one of many steps we should be taking.

HB-857-HD-1

Submitted on: 2/24/2019 4:17:14 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Anukriti Hittle	Individual	Support	Yes

Comments:

Aloha Chair, Vice-Chair and Committee Members,

I am testifying in my capacity as a private citizen. This testimony does NOT represent the views of the DLNR, where my office is housed, nor the Hawaii climate change mitigation and adaptation commission, for whom I work.

I am a bicyclist. I am also a pedestrian.

Today, I am writing/speaking to you as a pedestrian—a pedestrian who was sent to the emergency room after a bicyclist crashed into me—on the Capitol campus, as I walked from bus stop to work. During the last several months as I have walked on the Capitol campus, I have been jostled by bicyclists, and seen many near misses.

As I do not relish being a victim again, I am very appreciative of the hard work the Legislature is doing to address the issue of bicycle and pedestrian traffic. As a bicyclist, I am also deeply appreciative of the work being done by the bike community to expand the use of clean and healthy transportation in Hawaii, work that contributes to improving the quality of life in Hawaii.

But, just as bikes and cars do not mix, neither do bikes and pedestrians. Cars hurt bikers, and bikers hurt pedestrians.

This measure to ban bike traffic is not the ultimate solution for mixed traffic. I respectfully ask you to consider amendments to the measure—to prevent crashes, accidents and possibly even death. I suggest three things:

1. Call for an immediate widening of paths/separate paths for bikes and pedestrians—to safety standards advocated by our bike organizations, department of transportation and national partners;
2. An immediate but temporary moratorium on bike riding in the Capitol campus—this gives bikers the option to dismount and walk their bikes for the two-three block equivalent that is the Capitol Mall— an inconvenience perhaps, but one that I as a biker could tolerate if there is a concrete promise of a better path in the near future;

3. a sunset period for the measure to end next legislative session, provided a bike path has been put into the Capitol campus.

These amendments will allow for adequate expansion of bike infrastructure, which we desperately need, provide for safety which is a government's primary concern, and hopefully, bridge the concerns of all—whether they bike, walk or drive.

I support your measure, and strongly support your intent, with the proposed amendments. I believe these amendments would allow you to create the “bridge” that is needed between bikers and pedestrians, and make life safer for everyone.

Thank you for the opportunity to comment.

HB-857-HD-1

Submitted on: 2/26/2019 12:21:41 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Claire Santos, MS, RN	Individual	Support	No

Comments:

As a regular user of the pedestrian mall area of the civic center, I am appalled at the rapid increase in the number of bicycles on what is called a pedestrian WALKway. Further, I understand that bicycle riding on sideWALKS in business areas is prohibited, yet we have both bicycle riding and BIKI stations on the sideWALKS of the civic center, in front of the capital and around The Queen’s Medical Center – all of which are business areas. The law is already being violated on sideWALKS all around these areas.

I have personally experienced, on nearly a daily basis, bicyclists riding rapidly through groups of people on the civic center WALKway, weaving in between us as if we’re objects in a bicycle racing obstacle course. That is very dangerous and it can be terrifying for the pedestrian. Some of us are hearing or vision-impaired, or have mobility restrictions, and are either unaware of the bicycle’s presence or unable to get out of the way. Sometimes the bicycles are coming straight at us with extremely bright headlights flashing in our eyes. There is no justification for subjecting us to this treatment. Why should we be terrorized and jumping out of the way on what was a peaceful sideWALK? Why are pedestrians being forced to accommodate those who not only jeopardize our safety, but who swear at us and splash us by riding through rain puddles next to us?

I have tried appealing to Hawaii Bicycling League, hoping for better education of cyclists regarding pedestrian safety and overall etiquette, but its members respond to my posts by name-calling and verbal abuse, and by insisting that pedestrians should get out of their way. I beg to differ. I’ve been an avid bicyclist for many years and I cannot allow the bicycling community to have sunk to a level where they righteously scream swear words at pedestrians while brushing past them or hitting them with handlebars and taking off. This has gone too far. Please clear the WALKway for the pedestrians by supporting HB857 HD1.

HB-857-HD-1

Submitted on: 2/25/2019 11:06:17 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

Skateboarders and scooters treat this area like it's a roadway. They are dangerous to the pedestrians using the sidewalks.

HB-857-HD-1

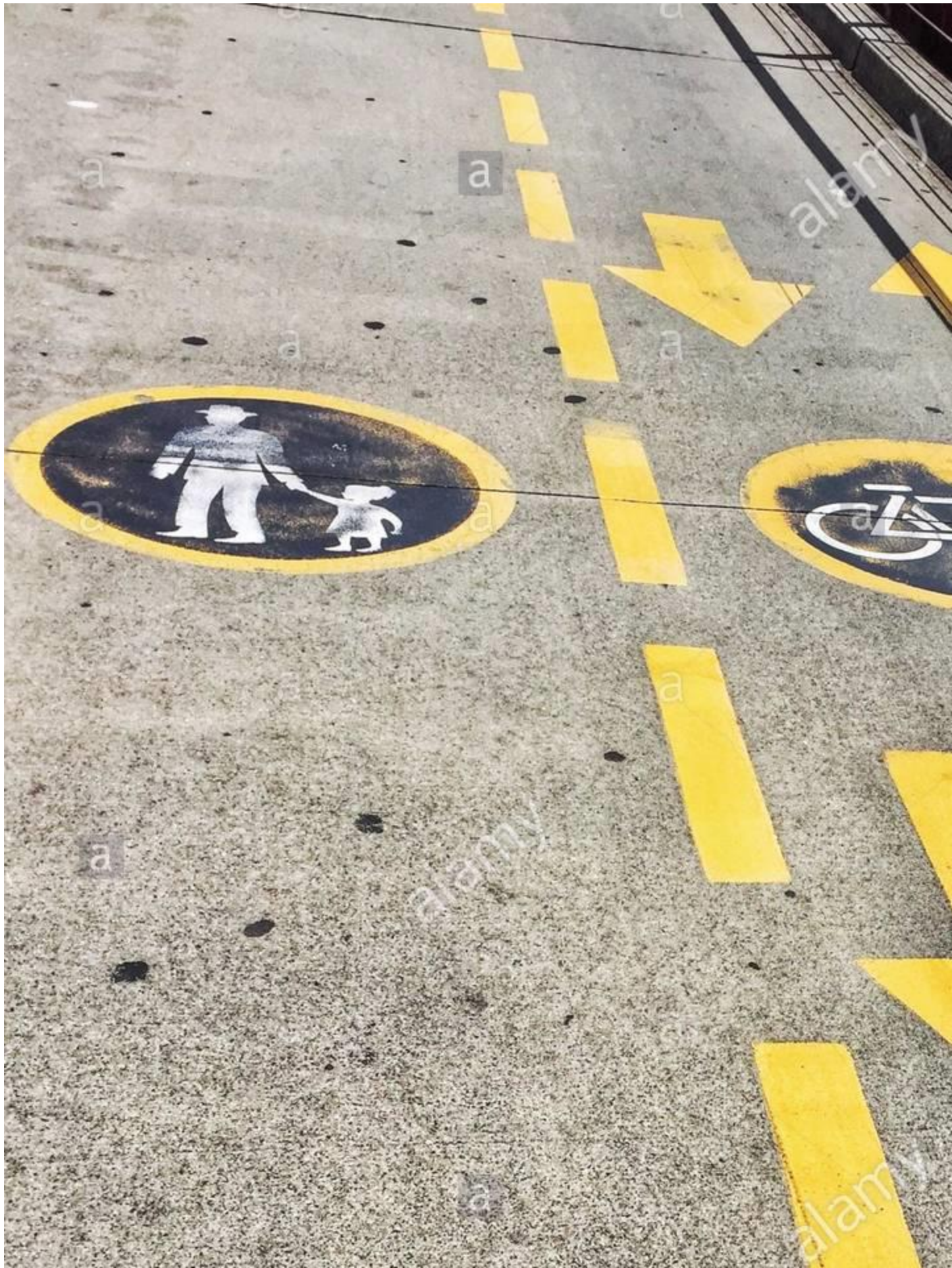
Submitted on: 2/25/2019 2:54:43 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ashley Sherman	Individual	Oppose	No

Comments:

Busy roads around the state capitol are overcrowded and unsafe for bicyclists to be using on a daily basis. Bicyclists should be allowed to use the pathways around the capitol because they are a safe and uncrowded alternative to riding on a street with no established bike lane. Beyond that, children enjoy using this pathway to play on their bicycles and scooters- and children do not belong on the busy main roads either. I propose that rather than banning a very popular biking pathway, the state invest in expanding the existing walkways and painting boundary lines on the cement- one side for bicyclists and one side for pedestrians walking. In all honesty, however, as someone who uses this pathway daily, I really don't think the current shared (bicycle/pedestrian) walkway is an issue and I don't think this bill should have been introduced to begin with. Attached is an example of a shared pathway for pedestrians and bicycles.



HB-857-HD-1

Submitted on: 2/25/2019 11:54:33 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Anthony Chang	Individual	Oppose	Yes

Comments:

Aloha Chair Lee and other members of the House Committee on the Judiciary

I stand in opposition to HB857. As a resident of Downtown Honolulu since 2002, who travels the majority of distance each week walking, who has worked at the Capitol and Honolulu Hale previously, walking on and off those grounds regularly, this bill is a step in the wrong direction.

In my life I've had 2 members of my family struck by a car, one was maimed and the other died. Ever since I've been studying pedestrian safety and transportation. Studies have shown that giving incentives to transportation other than cars makes areas safer. While not a bicyclist myself, I support making it easier to bicycle.

This bill would make the area more dangerous, not safer. Please vote against this bill or amend it to improve the Civic Center Bicycle Path. If you have any further questions, feel free to ask.

Thank you for your time

Anthony Chang
1245 Maunakea St. #2310
Honolulu, HI 96817

HB-857-HD-1

Submitted on: 2/25/2019 10:32:02 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Stanley S Shiraki	Individual	Oppose	Yes

Comments:

Don't Ban It! Improve It!

HB-857-HD-1

Submitted on: 2/22/2019 5:17:30 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Wendy Arbeit	Individual	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/23/2019 11:45:34 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Robin Hart	Individual	Oppose	No

Comments:

I've been cycling in this town for 20 years. I always give the right of way to pedestrians. Riding between the Capital and the Palace is how I get home to my building in Chinatown, for years. It's a lovely way to go, and because there are no cars, it is safer than Beretania, which has no bike lane at all and is choke full of buses and cars. Please do not prohibit bikes! Instead, designate a path--there are two, after all. One along the Palace fence, and the other by the Capital's waterway.

HB-857-HD-1

Submitted on: 2/23/2019 6:27:55 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Mike Wildberger	Individual	Oppose	No

Comments:

This bill moves the capitol in the exact opposite direction it should be going. Bicycles should be accommodated and encouraged not prohibited.

HB-857-HD-1

Submitted on: 2/23/2019 8:37:32 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ramona Hussey	Individual	Oppose	No

Comments:

Please do not BAN bike riders on the mall. We want to ENCOURAGE alternative transportation in Honolulu, not discourage it. It would be so easy to differentiate between bikers and pedestrians with designated bike paths or walking paths thru the Capitol Mall. I urge a NO vote on this bill.

HB-857-HD-1

Submitted on: 2/24/2019 11:22:00 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Suzanne Skjold	Individual	Oppose	No

Comments:

Aloha,

I would fully support to ban ONLY motor scooters, but not bicycles. This is too broad, and is only putting many bicycle users in danger, not reducing danger overall.

Most bike riders are courteous and careful and should not be forced into a dangerous situation due to the actions of a few.

Please oppose and kill this misguided and overreaching bill.

Suzanne Skjold

HB-857-HD-1

Submitted on: 2/24/2019 3:22:36 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Colby Takeda	Individual	Oppose	No

Comments:

I strongly oppose HB857 HD1. Biking promote individual and community well-being, clean transportation options, and age-friendly communities. The proposed bill sets a presedence that such transportation modes are unwelcomed and increases use of motor vehicles, which emits harmful greenhouse gasses and poses added threats to all road users.

HB-857-HD-1

Submitted on: 2/24/2019 9:41:30 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

H.B. 857 prohibiting bicycles and motor scooters traffic within the state capitol area should be backed up with a study to see where is the most hazardous area to prohibit this. I have not heard of any accidents happening within this area. Was this bill introduced based on one incident? I work downtown and have walked in and around the capitol every day and have not ever had an issue with a bicyclist or a motor scooter.

Honesty, I think the bike lane along King street in front of Straub Hospital is more accident prone than the capitol. People just don't pay attention when they are walking and/or driving. Alot of these accidents are due to people just being impatient. **Many are not necessarily alcohol related either.** Driving on H1 west bound; **I see how drivers are on the road and alot are texting, putting on make up or reading papers and driving!! You can easily spot these impatient drivers who cut in and out of lanes to get ahead. Additionallhy, majority of pedestrians are still looking at their cell phones when they are crossing the sidewalks. Some just go right out on the street when the light is red. I believe it is the attitude of the people that are increasing these accidents.**

Please rethink this bill and do not base this based on one experience. Please use a similar bill to ban areas that are truly hazardous and more accident prone and see what HPD statistics show.

HB-857-HD-1

Submitted on: 2/25/2019 8:05:52 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kelsie Cajka	Individual	Oppose	No

Comments:

I strongly oppose bil HB857. Hundreds of people use the bike path near the Capitol on a daily basis and this bill suggests putting rides on roads where there are no safe bike paths. There are much better solutions than to not allow riders on this path including widening the path, having clear signage and working on a long term solution to create a connected bike path before closing down a major connection in the County Bike Path.

HB-857-HD-1

Submitted on: 2/25/2019 8:49:47 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kirstin Kahaloa	Individual	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/25/2019 9:00:06 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Laksmi M Abraham	Individual	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/25/2019 10:16:25 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kaimana Brummel	Individual	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/25/2019 10:21:42 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rob Haak	Individual	Oppose	No

Comments:

I use the bicycle path frequently. I can understand why motor scooters would be banned, but banning bicycles is counterproductive.

HB-857-HD-1

Submitted on: 2/25/2019 10:21:59 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Tiffany Coke	Individual	Oppose	No

Comments:

Aloha all,

I am a bike commuter who uses the King Street bike lane daily. I connect to downtown/Richards St by biking across from the Honolulu Hale grounds bike lane and through the section makai of the Capital. I oppose HB857 as a safe route is needed for bike commuters and this is currently the only option. I'd prefer that the King St lane be extended and that there is a section marked on Beretania for bikers as well. I would also prefer if the sections used between the Capital and 'Iolani Palace were larger and there was a space for bikers and a separate space for pedestrians. Until any of those options are realized, I would encourage legislators to address any issues of sharing this space through education of bikers with regard to the rights of pedestrians. I oppose taking away this bike path until safe alternatives are available.

Thank you,

Tiffany Coke (zip: 96813)

HB-857-HD-1

Submitted on: 2/25/2019 10:22:22 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
MARIBELL PABALAN	Individual	Oppose	No

Comments:

Aloha,

As a cyclist, I ride throught the State Capitol's Civic Grounds everyday to get to my workplace. While I understand the safety concerns pedestrians have regarding bikes and scooters in the pathway, I **strongly oppose HB857 HD1.**

The civic grounds are a safe and critical route for cyclists to get to their destinations. I feel that insteading of outright banning bikes and scooters that the environment must be enhanced to allow these items as well as the general walking public to get along. Some things instead of a ban law to consider:

- Stronger biker/pedestrian hygiene. (Ring the bell if you're behind a pedestrian to let them know you're coming)
- Move the planters on the ewa end of the capitol and extend the narrow path.
- Paint a designated area green like the King St. bike path.
- Increased signage indicating pedestrian areas and bike areas.

Mahalo for the opportunity to testify.

Maribell Pabalan

Resident

HB-857-HD-1

Submitted on: 2/25/2019 10:22:46 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Joseph Duax	Individual	Oppose	No

Comments:

I am opposed to this bill as it will force bicyclists to ride in heavy car traffic on either Beretania or King.

HB-857-HD-1

Submitted on: 2/25/2019 10:23:15 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
S. Schroeder	Individual	Oppose	No

Comments:

â– The Civic Center Path is the primary bikeway that connects Downtown with everything east^a of Downtown and there are no other safe cycling options.

â–^aProhibiting bicycling on the Civic Center Path would do two things:

â–^a(1) Force people to cycle 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)

â–^a(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.

â–^aThe path should be improved, not eliminated for use.

HB-857-HD-1

Submitted on: 2/25/2019 10:27:31 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melanie S Lander	Individual	Oppose	No

Comments:

Please consider investing in this area so that both bikers and pedestrians have safe and clearly defined routes to work, reducing user conflicts and increasing the utility of the area. Mahalo.

HB-857-HD-1

Submitted on: 2/25/2019 10:28:30 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I am surprised and saddened when hearing about this bill. When the solution could be making it easier, safer, and more convenient for pedestrians and people that choose to bicycle to work, for health, or recreation, instead this bill does the exact opposite. I strongly oppose this bill. We need MORE places for people to bicycle and walk, not less. Auwe.

Please do the right thing and say no to this bill.

Mahalo nui loa.

HB-857-HD-1

Submitted on: 2/25/2019 10:36:09 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Franz Weber	Individual	Oppose	No

Comments:

This is part of the bikeway network, and crucial for cyclists. Cyclists are allowed on side walks, there is no good reason to prohibit cyclists from using this path.

HB-857-HD-1

Submitted on: 2/25/2019 10:42:03 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

This bill is a solution in search of a problem. The Honolulu Police Department has zero reports of collisions involving a bicycle on the areas between the capitol and the palace. This route is the only safe one for cyclists to arrive downtown from the east. The alternate routes on King St and Beretania St have had several serious collisions involving a bicycle. Honolulu should be adding, not removing, safe routes for bikes.

HB-857-HD-1

Submitted on: 2/25/2019 10:44:19 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sharleen Andrade	Individual	Oppose	No

Comments:

I oppose this bill as it would remove safe access for commuters via bicycle to areas in this community. I work in the area and often will use a Biki bike share to get to meetings etc. This route option allows me to not use my vehicle and this route allows me to safely get to my destination.

Why are legislators knowingly put bicycle commuters into harms way?

I do agree that mopeds should not be allowed, these vehicle travel in speeds excess of 15mph which is dangerous mix with pedestrians and bike commuters. Mopeds can travel with the usual vehiclar traffic.

Do the right thing and NOT pass this bill.

HB-857-HD-1

Submitted on: 2/25/2019 10:44:34 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Trudy Horimoto	Individual	Oppose	No

Comments:

Aloha Committee Members:

I don't oppose prohibiting motor scooters through this area; however, please do not prohibit bicycles in this area as it is absolutely necessary to allow bicycles for safety reasons. There are no safe/protected bicycle lanes in this area. After these safe/protected bicycle lanes are in place for this area, then I wouldn't oppose the ban.

Mahalo,

Trudy Horimoto

HB-857-HD-1

Submitted on: 2/25/2019 10:45:11 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I use the bicycle path by the Capitol on a daily basis. There is no viable alternative for bicyclists traveling from the downtown area to anywhere east of downtown. If this measure passes, it will make my daily bicycle commute more dangerous. We should be passing measures to encourage citizens to choose bicycling over driving.

HB-857-HD-1

Submitted on: 2/25/2019 10:47:02 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I am 61 years old and reside in Honolulu's Chinatown. Twice weekly I commute to Kaiser Permanente Medical Office at the corner of King St and Pensacola for treatments. I am always cautious of and polite to pedestrians. The Civic Path area is the only safe option for bicycle commuting between Chinatown and the King St bicycle lane.

Banning bicycle travel through the civic area would be endangering as there are no other safe or legal options to get the King St bicycle lane. If bicycling commuting was banned through the civic area I would be forced to drive my car twice a week to the Kaiser Permanente office.

Instead of banning bicycles, a low-cost and logical bicycle route should be created through the civic area.

respectfully,

Robert J Greenberg

phone 808-989-0086

email bob@gberg.net

HB-857-HD-1

Submitted on: 2/25/2019 10:54:09 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Zack Stoddard	Individual	Oppose	No

Comments:

Banning bikes from the civic center path is a horrible idea! It will force bikes onto Beretania and King, way more dangerous. The path should be improved - make it into one wide path with lines separating bikers from walkers instead of two narrow paths. The path could be lined with mango trees! The nasty, expensive capitol building pools should be changed into a lo'i as well at the same time. Thank you!

HB-857-HD-1

Submitted on: 2/25/2019 10:56:59 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Leslie Fleming	Individual	Oppose	No

Comments:

It is short sighted to ban bicycles on this Civic Center pathway. It is the main thoroughfare for cyclists coming from the East and crucial to keeping those cyclists safe. If the motivation behind this bill is to keep the pathway safe for pedestrians, a better solution would be to create marked, dedicated areas for pedestrians and cyclists, to keep them both safe. We need to encourage a multi-modal transportation system in order to make Honolulu and safe and sustainable city. This pathway supports these goals.

HB-857-HD-1

Submitted on: 2/25/2019 10:57:40 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John Bravender	Individual	Oppose	No

Comments:

This proposal would disrupt a major bicycle route through downtown, one that connects the Civic Center bike path with the Hotel Street transit corridor. According to a Civil Beat investigation , neither HPD or the state Department of Public Safety had records of any incidents between in the past 3 years. This bill is based on one anecdotal account yet doesn't consider the normal interactions that occur every day.

There are more actual collisions between cars and pedestrians in crosswalks. By the logic in this bill, you should ban cars instead.

HB-857-HD-1

Submitted on: 2/25/2019 10:58:20 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Nicholas Blank	Individual	Oppose	No

Comments:

Please keep this vital link open for cyclists. There is ample room for a bike path with pedestrian traffic in this wide section and it is the main link to the down town for cyclists. I walk it often and have never had a conflict with a bike.

HB-857-HD-1

Submitted on: 2/25/2019 10:59:50 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
JONATHAN LOTT	Individual	Oppose	No

Comments:

This proposed ban is the wrong way to address the issue. I oppose the bill as written. Conflict between cyclists and pedestrians can be avoided in this space via design and fairly minor and inexpensive changes. Noisy gasoline-engine scooters should be banned there, obviously, so the bill needs a rewrite or deferral.

Jonathan Lott

cyclist and pedestrian commuter through this area

HB-857-HD-1

Submitted on: 2/25/2019 11:00:04 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kevin Wilcock	Individual	Oppose	No

Comments:

I find it unbelievable that members of the State Legislature would create Bill HB 857 which proposes banning bicycling in the civic center area along the common pedestrian bike / multimodal path benind the State Capitol. I am very opposed to this measure that prohibits the use of bicycles along this multi-modal path. I choose to bike rather than use my car for transportation in downtown Honolulu. I travel using this safe path on daily basis to commute to and from work, because I find this path safer than alternatives such as biking on South Beretania and South King Streets. This proposal, if enacted would severely impact my ability to safely use my transportation mode of choice. Please DO NOT forward this bill. Please focus your efforts on measures that support increased biking and walking in a safe manner.

HB-857-HD-1

Submitted on: 2/25/2019 11:08:18 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Joy Loudermelt	Individual	Oppose	No

Comments:

I oppose HB857. I am a pedestrian who travels this path daily and have never had any safety concerns related to bicycles. This is a primary bikeway into downtown Honolulu. There is plenty of room for bikes and pedestrians to safely share this space. Improve the path don't take it away.

HB-857-HD-1

Submitted on: 2/25/2019 11:07:39 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Laurel Wong	Individual	Oppose	No

Comments:

Thank you for the opportunity to submit testimony online against HB857 HD1, which proposes banning bicycling and motorized scooters through the Capitol area. As a bicyclist who depends on cycling to get to work efficiently and affordably, eliminating this thoroughway would put a lot more people at risk by pushing them to use Beretania or King Street to traverse the downtown area.

While I absolutely understand the danger of mixing pedestrians and bicyclists on the same pathways, this space is wide enough to be able to reasonably accommodate both bicyclists and pedestrians. I will also admit that I have seen extremely fast cyclists weave through the area, irritating pedestrians and also raising their anxiety that they were clipped off without knowing there was a cyclist coming up fast behind them. I have seen why pedestrians would like to ban bicyclists from this area (though I have never seen a collision). However, if any of those pedestrians were cyclists, they would understand that bicyclists (especially the occasional ones who don't have great balance or skill) should not be put on our roads where there is no bike lane.

I have biked in Honolulu for almost nine years (from my home in Manoa to the airport and to downtown where I used to work). It is frustrating as a cyclist to add extra mileage (and time) to my route just so I can be safe and keep off main roads where bikes can cause serious congestion. It is also gratifying to have small havens where there is protection from automobile drivers who are in a rush to get through traffic, so thank you to the city and to Mayor Caldwell for the bike lanes.

Please consider demarcating walkways for pedestrians and a path for bicyclists through the Capitol area to permit both a reasonably safe crossroads for all. A police presence to sporadically enforce community safety will also make a big impact to support pedestrian safety against bikes. Please consider alternatives and think outside the pedestrian-only mindset, while voting against HB857 HD1. Thank you.

HB-857-HD-1

Submitted on: 2/25/2019 11:24:06 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John Barile	Individual	Oppose	No

Comments:

I strongly oppose restricting bicycle use on the Civic Center Path. The Civic Center Path is a critical portion of the bikeway network. If anything, this path needs to be expanded to best accommodate bicycles and pedestrians alike.

HB-857-HD-1

Submitted on: 2/25/2019 11:26:36 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Chien-Wen Tseng	Individual	Oppose	No

Comments:

Hi,

I've been extremely appreciative of the protected bike lanes and would like to see MORE protected lanes, not less, especially around the Kakaako, downtown, Capitol area.

I'm a state employee who works in Kakaako. Buying a parking permit at work would cost \$1200 a year. Biking is a really good alternative, and I'd like to see our leaders continue to move forward for safer biking/pedestrian lanes.

If needed, please expand the Civic Center Path to make it safer for bikers and pedestrians to use, rather than banning bikes - that's just a step backwards in all that's been achieved the last few years.

Mahalo.

HB-857-HD-1

Submitted on: 2/25/2019 11:27:24 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Molliane Gotter	Individual	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/25/2019 11:41:03 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Brian Huffman	Individual	Oppose	No

Comments:

I am an avid bicycle rider and walker! I value both means of transportation. It is short-sighted to ban bicycles on the capitol and Iolani palace paths. These are necessary and well used thoroughfares for urban cyclists and walkers. The two can use the space harmoniously and safely. I urge you to oppose this legislation.

Regards,
Prof. Brian R. Huffman

HB-857-HD-1

Submitted on: 2/25/2019 11:33:52 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Elizabeth Winternitz	Individual	Oppose	No

Comments:

I am a lifelong Hawai'i resident — and senior citizen — who lives downtown and frequently walks or bikes on this important connector route. To reduce the potential for bicycle/pedestrian conflict, widen the paved portion of the path. There's plenty of room to do so. Banning users from this public path would force bicyclists onto King or Beretania, dangerous because neither has any bicycle accommodation for this section between Richard St and Punchbowl. The bicyclists would then be forced onto the sidewalk, which is illegal, and dangerous for both cyclists and bicycles. This feels punitive to bicyclists and astoundingly short-sighted, particularly given the State's committed to reducing our reliance on fossil fuels.

HB-857-HD-1

Submitted on: 2/25/2019 11:43:54 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Bradley Nixon	Individual	Oppose	No

Comments:

I oppose this bill specifically because I believe the solution is to make use of the 2 paths and the grass strip between the Capitol and the State Archives/Library/Iolani Palace area into a bikeway and a pedestrian walkway. As others have pointed out, this route is a key enabler for bicyclists to ride to work and school.

In general, I oppose legislation that will have such a large impact on an activity the City is actively trying to support, bicycle commuting, without a master plan and instead by the complaint of a single person or persons.

A larger issue is the unsafe activity of riders who "buzz" pedestrians, no matter where they are. An even larger issue is the lack of enforcement of laws we already have.

HB-857-HD-1

Submitted on: 2/25/2019 12:02:32 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Johanna Wren	Individual	Oppose	No

Comments:

Aloha,

I live in Chinatown and often bike to retail shops, restaurants, and other businesses in the Kaka'ako, Ala Moana, and University area. Being able to bike on Hotel street and connect from there to the bike path through the Honolulu Hale and Frank Fasi park and onto the King street protected bike lane without having to bike on King Street or Beretania is crucial. The stretch of King Street and Beretania around the Capitol and Iolani Palace are highly trafficked with cars and busses and the asphalt is in bad condition and riddled with potholes, making it very unsafe to bike there. I am forced to swerve around potholes and often have to bike in center lanes due to the left turn lanes, making me feel exposed and unsafe, and disrupting traffic flow. Being able to bike through the Capitol grounds is much safer and less of a disturbance to traffic on King and Beretania. With the high pedestrian and bike fatality Honolulu experience, expanding a network of bike routes should be promoted, not having them removed. I agree that the Capitol grounds are not a great multiuse space for pedestrians and bicyclists, but widening the path and making it a safe multiuse space is the solution. Eliminating bike traffic on the Capitol grounds will only lead to endangering bicyclists and dissuading people from leaving the car at home and discourage the use of alternative and environmentally friendly transportation. Please modify the path to accommodate pedestrians and bicyclists safely, do not ban bicyclists from the Capitol grounds.

Regards,

Johanna

HB-857-HD-1

Submitted on: 2/25/2019 12:11:31 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jerry Shi	Individual	Oppose	No

Comments:

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

I Jerry Shi strongly opposes HB857, which would prohibit bicycling in “State Capitol Area” inclusive of the existing Civic Center Path between Punchbowl Street and Richards Street.

Why HB857 is a bad idea

â– The Civic Center Path is the primary bikeway that connects Downtown with everything east^a of Downtown.

â–^aProhibiting 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

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

â–^aWe need more safe places for people to bike, not less!

HB-857-HD-1

Submitted on: 2/25/2019 12:17:07 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
steve villiger	Individual	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/25/2019 12:19:59 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I support an urban infrastructure that makes safe cycling possible.

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

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

â–ª (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)

â–ª (2) Lead to fewer people bicycling = more driving, more congestion, more pollution, more parking problems, etc

â–ª The Oahu Bike Plan includes widening the Civic Center Path as a priority 1 project - the path should be improved, not eliminated for use (see OBP map below).

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

HB-857-HD-1

Submitted on: 2/25/2019 12:35:51 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Larry Dahm	Individual	Oppose	No

Comments:

Please do not prohibit bicycles from use of the civic center pass thru. I often cycle from home west on the King St bike way, thru civic center, and on to my job on Dillingham. I am respectful of pedestrians and assemblies near Queen Lilioukalani. It seems like there are two parallel paths that could be used to separate walkers & cyclist. Please do not prohibit. Thanks for your understanding. LD

HB-857-HD-1

Submitted on: 2/25/2019 12:37:46 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

This is a primary bike route to downtown, and connects the city bike-lane system to Hotel street. Improvements should be made to provide for both bicycles and pedestrians. I use the mall for both bicycle riding and pedestrian use, and I have never felt threatened by a cyclist. I strongly support cycling use for this area, and think the state should do more to support cycling in the city. This is a chance for the state to do its part to support cycling.

HB-857-HD-1

Submitted on: 2/25/2019 12:55:19 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Renee Kinchla	Individual	Oppose	No

Comments:

The current mall is narrow, but is the primary link that allows people to safely get from downtown to the alapai bus station. I commuted on it for several years (as a pedestrian and on bike), and it's much safer than traveling along king st near the post office (where there are multiple conflicts with bus stops, or through iolani palace (tour buses).

Why not widen the old sidewalks that are currently in use to allow for safe bike and pedestrian access? Or is this a simple ticket/cash grab ?

HB-857-HD-1

Submitted on: 2/25/2019 1:10:16 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

Aloha,

I commute daily between downtown and mid-town. This is my path of safety. Please consider not only opposing this bill, but widening the path for the user of bikers.

A reminder that the data show _no_ pedestrian accidents on the path - but instead on the neighboring streets.

Dr. Kim Falinski

HB-857-HD-1

Submitted on: 2/25/2019 1:11:45 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
june chee	Individual	Oppose	No

Comments:

Aloha Chair Lee and members of the committee,

My name is June Chee and I am constituent that lives you district in Waikiki. I like at the entrance of Waikiki near the convention center and work downtown near the Capitol building. I bike to and from work 5 days a week and use my bike/biki to often get around in the evening during the weekend. I enjoy biking for many reasons and think it is one of the most ideal ways to get around urban Honolulu. Especially if you live/work in the waikiki and downtown districts.

The passageway on the grounds of the State Capitol and Iolani Palace is currently the safest passageway for the one block stretch into downtown. I am writing to **oppose HB857, HD1** which is trying to prohibit bikers from using the "pedestrian mall that abuts the grounds of the State Capitol and Iolani Palace" this is a major passageway for bikers and pedestrians and should not prohibit bikers for using this passageway until there is a safer, **designated** bike pathway for the one block stretch. Share the road Arrows are not adequate on busy, high speed streets like Beretania or King.

Please vote against HB 857.

Mahalo for your time and consideration.

June Chee

HB-857-HD-1

Submitted on: 2/25/2019 1:17:07 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

Hi, I am a local resident, born and raised in Pearl City, currently live in Manoa. I have enjoyed cycling many places on this island, including to and from work every day on our wonderful bike lanes, for about 2 years. I can say from experience that the decision a long time ago to allow cyclists to ride thru the capitol corridor was the right one, and I use that corridor any time I need to get to down town. Before the King St bike lane I used Young St. I have taken routes from east to west as far north as Nehoa, down thru Beretania, Kapiolani, Queen, and Nimitz, and I have to say, once you are past Ward Ave, going toward downtown, the capitol corridor is by far the safest. Many cyclists do not take these alternate routes because, quite frankly, they are not safe. So if this capitol route is close to cyclists, there could very well be more cyclists on narrow sidewalks (as opposed to this wide path), which would be worse for both cyclists and pedestrians. If additional regulations, striping, and/or signage is needed to address the safety concerns of any users of this corridor, I would respectfully request a thoughtful discussion on how to make this work be held. Thanks. RW

HB-857-HD-1

Submitted on: 2/25/2019 1:41:07 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Euan Beer	Individual	Oppose	No

Comments:

Rather than banning the use of bicycles why don't we create a safe use for both bikes and pedestrians? The route between the Capitol Building and Iolani is a key route with no easy alternative. It would simply force bikes into other more crowded pedestrian areas increasing the risk of injuries.

Create a mixed use path, clear deliniation and make Honolulu a safer, bike and pedestrian friendly place.

HB-857-HD-1

Submitted on: 2/25/2019 2:11:07 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Germaine Salim-Hagihara	Individual	Oppose	No

Comments:

February 25, 2019

Bill: HB 857

My name is Germaine Salim and I am representing myself. I am writing in OPPOSITION to HB 857, specifically the banning of the operation of a bicycle or moped within the state capitol area including the main branch of the Hawaii State library.

I oppose this legislation because I believe it is unsafe and also a poor solution. It is counter to the city and state plans for safe pedestrian and bicycle access. I understand that there is some concern about pedestrian and bicycle interface around the capitol. I agree that the sidewalks in the area are poorly designed for use. I ask that instead of banning bicycles, that work is done to improve this space for pedestrian and bicycle sharing. The pathways around the Capitol and Iolani palace should be widened, and marked to show where bicycles and pedestrians should traverse.

I believe that banning bicycles in this area will funnel bicycles on Beretania (awkward and dangerous), down Punchbowl to Queen street or another parallel street. Worse yet, a bicycle may ride on the sidewalk on King street. These are all less safe and counterintuitive options than properly demarcating where bicycles and pedestrians should go within the existing preferred path. It seems that this legislation is proposed without a safe and adequate alternative route.

It is my impression that Honolulu city and Hawaii State has been trying to move towards "greener" transportation options, TOD developments, reducing VMT, Vision Zero initiatives – all policies that recognize the many impacts of increased traffic congestion. In this context, I am deeply disappointed that this bill regarding alternative transportation goes against our city's goals for more vibrant urban spaces and safer means of travel.

thank you for considering my testimony.

HB-857-HD-1

Submitted on: 2/25/2019 2:15:57 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ava Fedorov	Individual	Oppose	No

Comments:

Please do not take away crucial bike pathways and send Honolulu backwards!

HB-857-HD-1

Submitted on: 2/25/2019 2:28:45 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
sherwood c conant	Hawaii Bicycling League	Oppose	No

Comments:

Hawaii needs to add safer roadways for pedestrians and bicyclist, not take them away. Although contested on the roads, pedestrians and bicyclist should have the right of way. When you take away our right of way in this situation, the precedent/process will continue. Perhaps more emphasis should be placed on utilization of the police department to be more visible on our roadways. If drivers knew that officers were staking out areas, and enforcing our traffic laws, perhaps a safer, more respectful road condition would persist. Please continue to support our alternative methods of travel, not disable them. Sincerely

HB-857-HD-1

Submitted on: 2/25/2019 2:29:15 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I am writing to express my disapproval of HB857 that will ban bicycles from the area between the State Capitol and Iolani Palace. This is an important and safe bicycle route that links Downtown Honolulu to areas east. A wide pathway exists from Alapai past the Frank Fasi Bldg and Honolulu Hale and runs through this area to link up with the bicycle route on Hotel St.

As it exists currently, there are only narrow footpaths going through the area. This area needs pathway improvements to meet the standard set on the Honolulu Hale side—not the banning of bicycles.

The proper solution would be to improve infrastructure so all users can get through safely.

HB-857-HD-1

Submitted on: 2/25/2019 3:00:38 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Janet Lau	Individual	Oppose	No

Comments:

I am a city employee and strongly oppose House Bill 857 (and HD1). I bicycle through the mall in front of the Hawaii state capitol building all the time to get to Chinatown and Downtown. It is the perfect link to get to Hotel Street which is bus and bike-only.

The path in front of the capitol building is narrow so it is difficult for bicyclists and pedestrians to maneuver around each other. Sometimes, I ride on the grassy area to avoid pedestrians, and once I fell off my bicycle because there was a hole in the grass.

The House should appropriate funds to improve safety of the path for pedestrians and bicyclists by widening the paved path, using markers to indicate bike and pedestrian areas, and removing the vehicle loading/storage area at the grassy ewa end near Richards Street, which is a terrible use of the (public) space.

See below photo for an example of signage for a wide sidewalk to be safely shared between bikes and pedestrian traffic. Seen on the Hawthorne bridge in Portland, Oregon.



February 25, 2019

Aloha Representative Chris Lee, Chair and representative Joy A. San Buenaventura, Vice-Chair and members of the Judiciary Committee,

Re: HB857, Relating to Traffic – Opposed

Hearing: Judiciary Committee, Room 325, Feb 26, 2019, 2:05 PM

Perhaps I read an earlier version of this bill that mentioned that not that many people rode bicycles in Hawaii even though the weather is nice. I hope this was removed when committee members realized that people probably don't ride bicycles on Oahu due to the lack of safe facilities. This is certainly the case for me.

I didn't buy a car until I moved to Hawaii 25 years ago. I had lived in Michigan and Japan and rode my bicycle everywhere. If the snow got too deep, I walked or took public transportation. I was 40 pound lighter. I was pretty shocked to find Hawaii so car-oriented. I didn't feel safe riding my bike so close to cars and purchase a car. I also bought a foldable bicycle that fits in the trunk.

When the King Street pathway was built I was so thankful, and I know that bicycle ridership increased. This is standard result around the world. A key finding in a study that had compiled 521 reports from 221 sources in 17 countries found increases from 8 to 40% in bicycle ridership after cities created safer places for residents to cycling.¹

Even more importantly: the study found that cities that promoted bicycling, walking and public transportation had higher levels of mental health and wellbeing among its citizenry and that these factors **lead to increased economic growth**.

I'm sorry that you are considering banning bicycles from around the capitol. It is one of my favorite places to ride my bike. Coming up from Hotel Street, through Chinatown and Downtown, easily sharing the roadway with buses, then entering an even safer place under the watchful eye of Queen Lili'uokalani, and being surrounded by the Hawaii State Capitol, Iolani Palace, the State Library – crossing over to park, and passing Honolulu Hale and the Fasi Municipal Building and then hitting the King Street bike path to the shops beyond. Whew! I admit to tearing

¹ "Building Bike-Friendly Communities is Good for Economies", Danielle Mueller, (<https://www.bicycling.com/rides/a20022571/building-bike-friendly-communities-is-good-for-economies/>)

up thinking this route may be taken away. It truly feeds my soul to have this long ride through such an historic and beautiful area.

I'm sorry that some bicyclists have made folks feel uncomfortable in this area. I'm all about safety, but know there are ways to address each issue – not enact an overall ban. Years ago I successfully pushed for a law to require helmets for cyclists 16 years old and younger. While hard to enforce, even HPD recognized that it drew attention to the need for safety measures for young cyclists. If there are issues about bicycle use around the capitol, I encourage you to find solutions for those issues. Know that it's difficult to define "bicyclist" as a group because there are so many different types of them; e.g., the commuter, the fitness trainer, the recreationalist, to mention a few. Among these groups, there are many different age and skill levels.

I'm encouraging baby steps – or better yet, tricycle rides. There is a dedicated group of cyclists you could consult with to determine the best way to make this area safer for all. While I can't be in your chambers today, I know that there will be members of the Hawaii Bicycling League. Please table this bill and begin a dialogue.

With deepest respect and appreciation for your kind consideration,



Anni C. Peterson
808-987-0185
1351 `A`ala Street, Apt 103
Honolulu, Hawaii 96817

LATE

HB-857-HD-1

Submitted on: 2/25/2019 3:45:33 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sery Berhanu	Individual	Oppose	No

Comments:

Aloha Chair Lee, Vice Chair San Buenaventura and esteemed members of the Committee.

I, Sery Berhanu, strongly oppose HB857. Prohibiting the operation of bicycles from the Civic Center Path is a regressive step. The Civic Center Path is the only bikeway that allows bicyclist to safely travel to and from Downtown. There are no other safe options. Bicyclist will be forced to bike on Beretania Street, where there are no bikeways, and subsequently put their lives in danger. Those that do not want to risk their lives will certainly stop biking. In an era where we are striving for environmental awareness banning bicycles, which are alternate modes of transportation to the automobile, will undoubtedly increase traffic congestion, increase automobile emissions, and increase pollution.

Banning bicycles from the Civic Center Path is not only an unconscious decision against the lives of bicyclists and the environment, but it is also against the Oahu Bike Plan which calls for the widening of the Civic Center Path as a key project. The Civic Center Path should be improved to accommodate both pedestrians and bicyclists.

Thank you,

Sery Berhanu

LATE

HB-857-HD-1

Submitted on: 2/25/2019 4:09:22 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

LATE

HB-857-HD-1

Submitted on: 2/25/2019 4:39:37 PM
Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Daphne Manago	Individual	Oppose	No

Comments:

My name is Daphne Manago and I'm in opposition of HB857. Please do not ban the City Clvic path. We shouldn't be removing bike paths but adding more or improving existing paths. I think it's important to keep cyclists off the streets if possible and the City Civic path does that. Let's make the path wider so all cyclists and pedestrians can feel comfortable on the path. Thank you.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 4:43:41 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
amy ammen	Individual	Oppose	Yes

Comments:

Honolulu has made much progress on connected streets for Bikes. It has encouraged so many people to bike because they feel more protected. This reduces traffic and promotes health and social relationships But we have a LONG way to go. DO NOT discourage this progress by banning access is one of our most user-friendly and safe areas. I regularly bike this route. My experience is that bikers and pedestrians alike are polite and aware.

HB-857-HD-1

Submitted on: 2/25/2019 4:54:34 PM

Testimony for JUD on 2/26/2019 2:05:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
Roger Debreceeny	Individual	Oppose	No

Comments:

I oppose the proposed banning of cycle traffic around the Capitol building. There are several issues with this proposal:

1. It will force cyclists onto neighboring streets, in a busy environment. This is more dangerous for both cyclists and drivers.
2. It will send completely the wrong message from the Legislature. Rather than a message that promotes alternatives to driving, it will send a message that indicates that the Legislature are opposed to alternative forms of local transportation.
3. The City and County of Honolulu has done excellent work in recent years to provide for cyclists in the city core -- this move would be completely counter to this work.

Rather than ban cyclists, the Legislature would be better to provide for separated bike and walking paths around the Capitol. The Legislature should be seen as progressive on multi-modal transportation, not as regressive.

Look for solutions to problems, not just knee-jerk bans!

Sincerely

Roger Debreceeny (Dr)

LATE

HB-857-HD-1

Submitted on: 2/25/2019 4:55:44 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Nick Takacs	Individual	Oppose	No

Comments:

Why HB857 is a bad idea

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

â–^aProhibiting bicycling on the Civic Center Path would do two things:

â– (1) Force people to bike on King St and Beretania St on these sections that have NO bike lanes
a 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)

â– (2) Lead to fewer people bicycling = more driving, more congestion, more pollution, more
a parking problems, etc

â– The Oahu Bike Plan includes widening the Civic Center Path as a priority 1 project - the path
a should be improved, not eliminated for use (see OBP map below).

â–^aWe need more safe places for people to bike, not less!

HB-857-HD-1

Submitted on: 2/25/2019 5:11:45 PM

Testimony for JUD on 2/26/2019 2:05:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
John Goody	Individual	Oppose	No

Comments:

This bill is contrary to the State's expressed Complete Streets concept, to make most destinations accessible for walking and bicycling. The measure is discriminatory to bicyclists, and will impose dangerous conditions upon those who chose to use a bicycle to get to/ from downtown to destinations in the Diamondhead direction, rather than add to traffic congestion by using a car. The Civic Center Path is a key through route for cyclists going to city hall as well as to the capital. It is unclear what concerns would justify discriminatory banning of cyclists from this space, but if mixing pedestrians and cyclists in the same space is the issue, it can be managed in a more justifiable and equitable manner by expanding the path and delineating separate spaces for each, or by establishing a speed limit for cyclist.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 5:25:01 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kiana Otsuka	Individual	Oppose	No

Comments:

Aloha,

I'm writing in opposition of HB857 HD1. The Civic Center Path is the primary bikeway that safely connects Downtown. According to the Hawaii Bicycling League, 88 bicyclists use the path in one-hour (Count done on February 8th, 2019 7:45AM-8:45AM). This often includes myself. I use the bikeway to go to meetings for work, to explore different local businesses for lunch and/or dinner.

I am a recent urban bicyclist, who has taken to bicycling in urban Honolulu more often because of the increase in protected bike lanes and safe pathways, like the Civic Center path, that makes me feel safer and more secure while bicycling. Prohibiting bicycling on the Civic Center Path would force people to bike on King Street and Beretania Street, where some sections have no bikelanes. Cars are moving very fast on both streets, and would make me and other bicyclists feel unsafe. This runs the risk of reducing the number of people bicycling, and potentially increasing the number of people who choose to drive. We don't need any more cars on the road with our traffic congestion, the negative consequences associated with car emissions, and limited parking in the area.

Additionally, the Oahu Bike Plan includes widening the Civic Center Path, as a priority 1 project, which acknowledges the importance and popularity of the Civic Center Path.

In conclusion, I oppose HB857 HD1 as it will make me, and many others feel less safe while biking in downtown.

Mahalo,

Kiana

LATE

HB-857-HD-1

Submitted on: 2/25/2019 5:47:41 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I am an Oahu cyclist. I use my bicycle to commute to work, run errands, and it is my primary method of exercise. Whenever possible I ride in protected bike lanes for the safety of myself and motorists.

One of the safest cycling areas on the island is the path through the Civic Center and down Hotel Street. The absence of cars makes it a comfortable area to ride through. This fact helps to promote cycling through the downtown area. It is also an essential artery through the downtown area. Without that path cyclists will be forced to ride on the rough and congested Beretania or on the sidewalk and against traffic on King. Neither of those is a safe or pleasant option. Forcing cyclists to choose one of those paths will do one of three things: put cyclists at risk on an unsafe road, force people to give up cycling, or create a "cycling criminal class" who uses the path anyhow. No one wants to accept any of those choices. We want a safe area for cycling to promote health, affordable transportation and the opportunity to be outdoors on our beautiful island. None of those are options when driving a car.

The best choice is a dedicated cycling path through the plaza. A dedicated path will protect citizens on bikes as well as on foot. It will also show our that our local government recognizes and supports the need to make transportation choices that promote good health and sustainability.

HB-857-HD-1

Submitted on: 2/25/2019 5:51:42 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Jennifer Yamanuha	Individual	Oppose	No

Comments:

Please preserve and expand safe bicycle usage for our downtown community. Riding on King and Beretania is dangerous for bikers and drivers alike. Biking promotes health, lessens traffic, and gets people connected. Let's do what we can to support it! Mahalo!

LATE

HB-857-HD-1

Submitted on: 2/25/2019 7:35:21 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Susan J. Wurtzburg	Individual	Oppose	No

Comments:

I am a keen biker, walker, and runner. Please leave this route (Civic Center Path) open for bicycles. This path is an important connecting route for bikers.

Mahalo,

Susan J. Wurtzburg, Ph.D.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 7:44:08 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I strongly oppose this bill to prohibit operating a bicycle with in the state capital mall. This Civic Center multi-use path allows cyclist to connect from / to the South St and King St protected Bike Lanes from / to China Town and beyond. Instead of prohibiting the use of the path the State should look at funding the building seperate bike lanes and pedestrian lanes. I can not believe this is even a bill. Our government should be looking at ways to make our live better not restricing use of our transportation options.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 7:56:53 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

LATE

HB-857-HD-1

Submitted on: 2/25/2019 7:59:54 PM
Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Joel van Allen	Individual	Oppose	No

Comments:

In the 12 years that I've lived and bicycled in Honolulu, I have never seen a bicycle/pedestrian related accident in that park, nor have I seen any personal altercations related to careless bicycling. To approve this bill would leave the end of the King St. greenway heading west a dead end for riders who aren't comfortable or confident enough to sweep into the insane traffic of Alapai, or they'd have to ride on the sidewalk, which endangers everyone.

You approved bicycling infrastructure that has made this city almost nice to ride in without owning life insurance; follow through with a solution that incorporates some advice from HBL as you have in the past, and this city (this planet, for crying out loud) will be a little greener and happier.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 8:01:46 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sarah Kunkel	Individual	Oppose	No

Comments:

Aloha,

I am writing in opposition to passage of this bill. I have been thrilled over the last several years to see Honolulu prioritizing the expansion of alternative transportation infrastructure. Making alternative modes of transportation more accessible reduces the burden of traffic, improves our individual mental and physical health, and reduces our impact on the environment when such choices are determining our future on this earth.

I have been a bicycle commuter for a year and a half, a choice I made almost exclusively based on the existence of the King Street protected bike lane, the Civic Center Path, and the bike-and-bus streets of Chinatown. Without these pathways, I never would have felt safe enough to change from car commuting to bicycle commuting. It is confusing, then, to see our city government attempt to take steps backwards in what had been a very successful implementation of strategies for a more bicycle friendly city. I strongly urge you to improve the Civic Center Path to make it useful and practical for the widest array of users, not to ban bicyclists.

Mahalo for your attention,

Sarah Kunkel

LATE

HB-857-HD-1

Submitted on: 2/25/2019 8:06:18 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Anson Okimoto	Individual	Oppose	No

Comments:

I oppose HB857 which would prohibit bicycling in the State Capitol Area/Civic Center Bike Path/Fort Street Mall Bikeway. As a regular weekday bicycle commuter along this pathway, I have noticed an increase in bicycle traffic as a result of the State and City's efforts to encourage bike ridership.

Rather than reversing our direction and sending bike riders back onto our streets, I urge you to continue moving forward by creating clearly defined paths for both pedestrians and bicyclists to safely use these areas.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 8:06:38 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

I strongly oppose HB857.

Rather than trying to ban cycling on Capitol grounds, you should be seeking ways to improve transportation alternatives. Get rid of the construction fencing on the Richard Street side of the Capitol grounds (that has been there for several years) and widen the sidewalks to create a dedicated bike lane across the Capitol grounds to connect Hotel Street with the Civic Center grounds, which connects to the King Street cycle path. This approach will separate pedestrians from cyclists. And, most importantly, it will avoid having cyclists risk their lives by forcing them onto the busy streets surrounding the Capitol. This is a win-win. Please look for workable solutions instead of the "easy way out" by banning tax-paying and voting cyclists from riding safely. Cyclists are citizens too (and most also walk and drive cars).

Aloha

Richard C Keene

Keopulaulani Reelitz-Ubay

1822 Punahou St. Apt. 11, Honolulu, HI 96822 - keopu.reelitz@gmail.com - 773-758-2211

February 26, 2019

LATE

Re: Oppose HB857

Dear Committee Members:

I'm writing to strongly oppose HB857. This bill will cut off a crucial piece of a safe path for bicycles through downtown Honolulu for only a perceived threat.

The intent of this bill has been alleged to be pedestrian safety. The facts show though that none of the agencies that monitor or control the area have noted any pedestrian accidents in the space between the Capitol and Iolani Palace due to cyclists. They shared this with your colleagues in the previous hearing. The threat is not actual; it is merely perceived.

Instead of fixing a safety problem, this bill will create one.

I am a working mother of two. I live in Kaimuki. I frequently commute to work downtown by bike. I can say that eliminating the section of the bike path from Punchbowl to Richards for bicycle traffic would endanger cyclists.

For one, it would push us to King or Beretania Streets because it's illegal to ride on the sidewalk in downtown. These roads are high-traffic, high-speed thoroughfares that are dangerous for bicyclists. I am extremely comfortable riding in traffic, so please know that it says a lot that even I get anxious riding on King or Beretania in that block. Cyclists would also need to use roads like Punchbowl. I have ridden on Punchbowl and have come very close to being hit by cars numerous times and even been yelled at and harassed by motorists. The danger is not hypothetical. It is real.

This bill does not solve a problem it has a chilling effect on cyclists. What you're saying with this bill is that cyclists don't belong in downtown. And if we don't belong in downtown then that means we should be driving cars. Do you really want additional cars and even more traffic?

We need our government to support alternative modes of transportation, not discourage them. We need our government to invest in us. Instead of restricting use, improve the path. Widen the area and create designated pedestrian and bike lanes so we can coexist safely.

Respectfully,

Keopulaulani Reelitz-Ubay

Kaimuki resident, downtown working mom, devoted cyclist and perpetual pedestrian

LATE

HB-857-HD-1

Submitted on: 2/25/2019 8:41:37 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Christopher Castillo	Individual	Oppose	Yes

Comments:

I strongly oppose this measure. 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. Many cars and construction material are often placed in this area. I should be reappropriated to make a better multi-use path.

I have read that this measure was introduced because someone voiced their concerns that a bicycle almost hit them in this area. While I am concerned about this behavior, I am glad that no one was injured, because avoiding injury is often not the case in incidents involving pedestrians and cars, as our state's 43 pedestrian deaths last year can attest to. I bring this up because we can see that bicycles do not pose a threat to pedestrian safety compared to other modes of transportation. Banning cars is not the answer to real pedestrian deaths, because such a measure would be unpopular, despite the obvious danger posed by cars. Banning bicycles from the state capitol grounds is also not the answer. The real answer to pedestrian safety in Hawaii is better *infrastructure*, designed to meet the needs of all road users, including pedestrians and cyclists, and not just cars. What this multi-use path needs is a major redesign so it can be shared comfortably by all users. The design of the path on the other side of Punchbowl street is great. Signs could also be put up reminding cyclists to go slowly and yield to pedestrians. I see many cyclists engage in reckless behavior, and they may be homeless and have nothing to lose. These cyclists are a danger only to themselves, as I have not heard of them causing any injuries or fatalities, unlike other traffic accidents. For those of us who use this path for their commute, banning bikes from this indispensable connection to our bikeway network would be a huge loss to the bikability of our city and our state. It would be a huge mistake to discourage cycling in the state with the best weather in the country, especially when we are confronted with global crises like climate change, which will affect our state especially hard.

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.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 9:18:54 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Daniel C. Smith	Individual	Oppose	No

Comments:

Bicycles should not be banned from the path between Iolani Place and the Capitol. I have used it many times, always being considerate of pedestrians. Gasoline powered scooters should be banned.

Very low-power electric-assist bicycles might be permitted but only in their human-only powered mode.

A speed limit would appropriate.

Daniel C. Smith

Pearl City.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 10:44:56 PM
Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
St. Clair Mellard III	Individual	Oppose	No

Comments:

People ride bikes for all sorts of reasons: transportation, recreation, health and fitness. Oahu does not need any more cars. Every bicycle means one less car. We should encourage transit by anything other than automobile. Not make things harder.

Side Note: King Street in Stuttgart, Germany (König Straße) was closed to cars in 1977. It's almost a mile of stores. The citizens hated the idea. Same thing in Munich. Close down a street to cars? Yep, and now stores love it. Shoppers are free to shop- no cars to run over them. Of course there are multiple transit stations. Cars only great exhaust fumes. People create economic impacts. Unless every business has a drive-thru.

So, don't make it harder....make it easier! Bicycles are an important part of moving around.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 10:24:43 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Emi Thieme	Individual	Oppose	No

Comments:

Please do not move forward with this ban. This is my regular route to commute between my two offices locations by Biki. The only other option would force me to riding dangerous sections of King street. Honolulu has been finally moving in the right direction towards becoming a more bike friendly city with Biki and more bike paths, but this would be step backwards. Instead of eliminating this route, it should be widened to make it more conducive to both bikes and foot traffic.

LATE

HB-857-HD-1

Submitted on: 2/25/2019 11:49:53 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Arnold Lanting	Individual	Oppose	No

Comments:

Don't ban bicycling, improve it so all can enjoy the path!

LATE

TO: Members of the Committee on Judiciary

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

HEARING: 2:05 p.m. Tuesday, February 26, 2019

SUBJECT: HB857, HD1 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 on the pedestrian mall running between Richards and Punchbowl 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>

LATE

HB-857-HD-1

Submitted on: 2/26/2019 1:38:59 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Charles Lotsof	Individual	Oppose	Yes

Comments:

I have worked in downtown Honolulu since 1970 with the exception five years when my office was in Waterfront Plaza, commuting downtown both ways every weekday from Makiki until 1981, and since then from my current home in East Honolulu, the majority of the time, by bicycle. Twice a day I have ridden on the sidewalk between Richards Street and Punchbowl. I say "on the sidewalk" because it really is the sidewalk - the original sidewalk of Hotel Street. Only the roadway itself, which until then had accommodated automobiles and HRT busses as well bicycles, was removed to be replaced with the grass, the sadly out-of-place Plumeria planters and the Statue. I have over the years since then taken pictures of the so-called mall when it has been at its worst, with yellow grass, and for years at the ewa end, the fenced-off parking lot for the Nam Construction Company's trucks, equipment and its employees' cars, as part of my effort directed to one particular senator at least to introduce a resolution, to beautify the mall, including building a bike route along the route in question, consistent with the Bikeways Master Plan. There is no other alternative I can imagine, than a badly needed bikes-only ten foot wide bikeway.

It is a disgrace that the State Legislature and the Transportation Department have ignored the obvious, critical need for a proper bike track to downtown. If the present, woefully inadequate route that forces bikes onto the remnant Hotel Street makai sidewalk were closed to bikes, there wouldn't be any reasonably safe way for me to commute and I would probably never be able to bike to work again. I thought the State Transportation Department was trying to ensure bikes couldn't commute from East Honolulu when it realigned the mauka lanes of Kalaniana'ole Highway, so the bike lane dwindled to such a narrow width that I don't have the control it takes to stay within it. DOT didn't need my letter of protest; it just put up a "Bike Lane Narrows" sign leaving unsolved a real safety hazzard of its own creation.

If this Legislature passes this bill, it will be endorsing government agencies' engaging in he practice of solving a problem they themselves created - in the Hotel Street matter a problem it has ignored for decades - solving a traffic hazzard it created by putting up a total roadblock. And the DOT will consider that solution to be acceptable design protocol and might as well close down the Kalaniana'ole bike lane altogether. Hazzard solved. With a measure of governmental arrogance.

LATE

HB-857-HD-1

Submitted on: 2/26/2019 8:10:21 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

LATE

HB-857-HD-1

Submitted on: 2/26/2019 8:11:43 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

Aloha Representatives,

Thank-you for the opportunity to testify in strong opposition to the proposed Bill, HB857. Banning cycling from the Civic Center Path running from Iolaani Palace and the Capitol would be a regression in policies aiming to make Honolulu a safer environment friendly to all modes of transportation, including pedestrians and cyclists. It is one of the stated goals of the Hawaii State Plan (Section 226-17) to, "design, program, and develop a multi-modal system in conformance with desired growth and physical development" and to "encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation". Cutting off important cycling networks in Honolulu's urban core would effectively make cycling a less attractive means of transportation. Sustainable transportation modes, such as walking and cycling, will play a big role in helping Hawaii achieve its ambitious statewide energy goals. Therefore, it would be irresponsible to enact laws that detract people from the wanting to use modes of transportation that do not emit greenhouse gas emissions.

Thank-you in advance for your consideration of this testimony.

Mahalo,

Noelle Wright

LATE

HB-857-HD-1

Submitted on: 2/26/2019 8:12:23 AM
Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
R Siciliano	Individual	Oppose	No

Comments:

Let's improve bike paths, rather than ban them. This path way, for example, could benefit from clearer demarcation of pedestrian and cyclist usage. Banning bike paths puts cyclists at greater risk of injury and death, and continues our unsustainable reliance on cars. Let's identify the exact problem and solve it rather than create new ones. Thank you.

LATE

HB-857-HD-1

Submitted on: 2/26/2019 8:35:09 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Bruce Sanderford	Individual	Oppose	No

Comments:

I strongly oppose this legislation

LATE

HB-857-HD-1

Submitted on: 2/26/2019 8:51:23 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

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

Comments:

There is no evidence or data that supports the ban of bicycles for the safety of pedestrians. Anecdotal reasoning is no way to create policy that restricts others ability to travel safely within the urban corridor of Honolulu that is supposedly in support of multi-modal transportation options beyond the private automobile. Evidence shows that the roadways surrounding the capitol is not safe for cyclists and there have been recorded injuries in the area due to lack of safe cycling infrastructure, high rate of automobile speed and congestion. Pushing cyclists out to the surface roads with the current conditions will create measurably hazardous safety issues for them. It will be more appropriate to widen the pathway on the capitol premises for which there is much room to do so. Find a way to make that happen, as you are the decision makers for the safety and wellbeing of everyone, not just a select few.

Thank you,
Jeffrey Ohata

LATE

HB-857-HD-1

Submitted on: 2/26/2019 9:08:03 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Meredith Speicher	Individual	Oppose	Yes

Comments:

To Honorable Saiki and the representatives,

I oppose this bill. As a priority 1 project for our bicycle infrastructure, the pono practice would be to complete this project if there is any concern over pedestrian safety. It is very difficult to park and work within this area, which requires creative solutions to get around. Taking away an existing, safe, and convenient way to efficiently get to important places, such as the capitol, will increase hazards and dangerous conditions for people riding bikes, walking, and will increase congestion. Most of us do not have the privilege of having guaranteed parking near the capitol. Please help us safely get to the capitol by allowing us to bike on safe infrastructure. If there is any concern over safety, please complete the planned, priority 1 bike project and separate out the bike riders from the pedestrians. Don't increase the chances of injury and death by allowing only unsafe and inconvenient options for people riding bikes. This would greatly increase the dangers to both drivers and people in bikes or other means of transportation. Please protect our people, do not put them in dangerous circumstances. Please do the right action, make it safe for all users.

Sincerely,

Meredith Speicher

LATE

HB-857-HD-1

Submitted on: 2/26/2019 9:20:49 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Tyler McMahan	Individual	Oppose	No

Comments:

I have been a bicycle commuter for over ten years in Honolulu, and have used this path intensively. I have never even come close to having any type of accident in this area. Were it not for this path, I'd have to spend money I don't have on a car and parking. This ban is unthinkable considering the state of parking and traffic downtown. The surrounding streets are completely unsafe for cyclists. Why build the beautiful King St. cycle track, then prohibit bike use a couple blocks from downtown? It makes no sense. Cycle commuting is quiet, green, and healthy; it fights stress, pollution, obesity, and traffic. Cyclists and pedestrians around the world share spaces far smaller than this. Let's malama the `aina and set a good example for our keiki: promote cycle commuting in Honolulu.

LATE

HB-857-HD-1

Submitted on: 2/26/2019 9:41:38 AM

Testimony for JUD on 2/26/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrew Tang	Individual	Oppose	No

Comments:

Aloha,

While this bill raises a valid concern, the solution is to embrace the success of (non-vehicular) intermodal transportation, and improve our public space to address this critical need to accommodate pedestrians and cyclists in a safe and cohesive manner. Just as the adjacent City Civic grounds has widened their paths to accommodate more ped and bicycle traffic, the right thing to do is to improve this area and work with adjacent stakeholders to create better connectivity that includes public space that provide better shade and protection for pedestrians, and better defined bicycle and pedestrian zones. This path represent a critical link in the intermodal transportation network of the City, connecting improved bicycle facilities on the Diamond Head side like the King Street bicycle lanes, to the Ewa side, a federal-sponsored City transportation mall on Hotel Street, a designated route for busses, pedestrians, and bicycles. To conclude, it would be a mistake to ban bicycles on this critical urban link, the only one that provides a safe route for cyclists to ride into downtown from the urban core. Instead, embrace this as a "placemaking" opportunity to think about how to better utilize this very active non-vehicular traffic portion of the Capitol public space, and begin a conceptual design and vision-study to begin a capital (Capitol) improvement project process.

Thank you for your consideration.

Andrew Tang

HB-857-HD-1

Submitted on: 2/26/2019 11:52:01 AM

Testimony for JUD on 2/26/2019 2:05:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
Carissa Holley	Individual	Oppose	No

Comments:

Banning bike riding on the Capitol Mall is actually part of a county bike path. It would force bikers to ride on either Beretania or King Streets, where there are no bike lanes and lots of traffic. It will stop many folks from riding. Between 7:30-8:30 am, there are 88 bikers in this area. This number shows that there are cars off the roads, which shows that the solutions are working to create a more bike friendly area to help alleviate traffic.

I strongly oppose taking away safe riding options for bikers, as this will increase traffic. There are better solutions than banning biking from an area. We need signage and work on widening the path.

The legislature shouldn't be making this type of decision in a small area which will negatively impact several hundred people daily.

HB-857-HD-1

Submitted on: 2/26/2019 12:19:40 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Megan Tabata	Individual	Oppose	No

Comments:

HB-857-HD-1

Submitted on: 2/26/2019 2:44:00 PM

Testimony for JUD on 2/26/2019 2:05:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
cheryl sanderford	Individual	Oppose	No

Comments:

I strongly oppose this proposal