

**TESTIMONY BY:**

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DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
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**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097



February 5, 2020  
1:15 P.M.  
State Capitol, Room 225

**S.B. 2590**  
**RELATING TO TRAFFIC**

Senate Committee on Transportation

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The Department of Transportation (DOT) **supports intent with concerns** S.B. 2590 permitting a bicyclist to proceed through an intersection from a right turn only lane if they cannot safely merge into the traffic lane.

Our concerns are as follows:

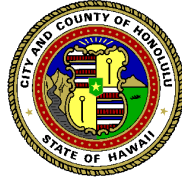
1. Allowing this movement by a bicyclist statewide will add conflicts to the intersection and reduce overall roadway safety. Under the appropriate situation, this movement could be allowed such as where there are no vehicles turning on red and adequate space for a bicyclist to merge. However, these situations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

Thank you for the opportunity to provide testimony.

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

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WES FRYSZTACKI  
DIRECTOR

JON Y. NOUCHI  
DEPUTY DIRECTOR

**LATE**

TESTIMONY TO THE  
SENATE COMMITTEE ON TRANSPORTATION (PSM)

FEBRUARY 5, 2020  
1:15 PM

**IN SUPPORT OF  
SB 2590 – RELATING TO TRAFFIC**

Chair Inouye, Vice Chair Harimoto, and Members of the Committee:

The Department of Transportation Services is in support of this measure, and other measures that increase safety for all users of our roads, including bicyclists.

Oahu is home to a vibrant and growing bicycling community with riders from a wide range of ages, backgrounds, skill levels, and abilities. The City and County of Honolulu, through its 2019 Bike Plan Update, aims to achieve the following:

- To encourage and promote bicycling as a safe, convenient, and pleasurable means of travel;
- To enhance cooperation between roadway users;
- To increase the mode share of bicycle trips; and
- To be recognized by the League of American Bicyclists as a gold level Bicycle-Friendly Community.

Programs and policies that support bicycling are critical to increasing bicycle ridership and building a culture of bicycling. This measure aligns with our goals as it increases safety for bicyclists and changes the law to accommodate a safe practice that is already commonplace.

Thank you for consideration of this measure and for the opportunity to provide this testimony.



Kauai Path, Inc. :: P. O. Box 81 :: Lihue, HI 96766  
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www.KauaiPath.org  
news@kauaipath.org

a registered 501 (C) 3 non-profit, EIN 27-3343903

February 4, 2020

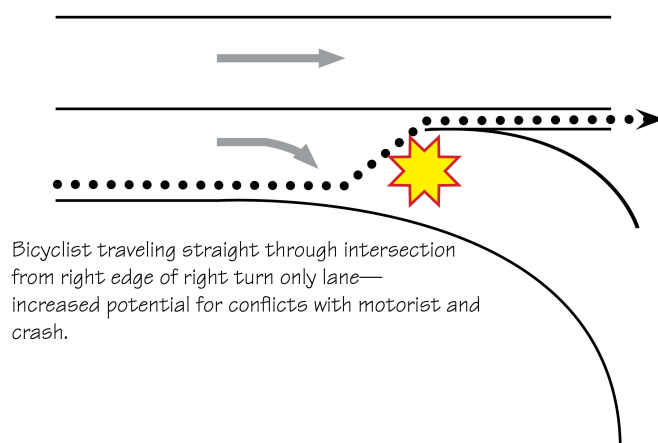
COMMITTEE ON TRANSPORTATION  
Senator Lorraine R. Inouye, Chair  
Senator Breene Harimoto, Vice Chair

**Subject: Support for SB 2590 Relating to Traffic**

Aloha Committee on Transportation Members,

Kauai Path is an educational non-profit advocating for multi-modal transportation improvements on Kauai, in Hawaii, and in the US.

One aspect of our educational program is teaching student and adult bicyclists the concepts of "vehicular bicycling," which is based on the assertion that bicyclists fare best when they act and are treated as the operators of vehicles. Hawaii's laws classify bicycles as vehicles, but our roadways frequently lack adequate provisions for bicyclists to safely travel among motor vehicles.



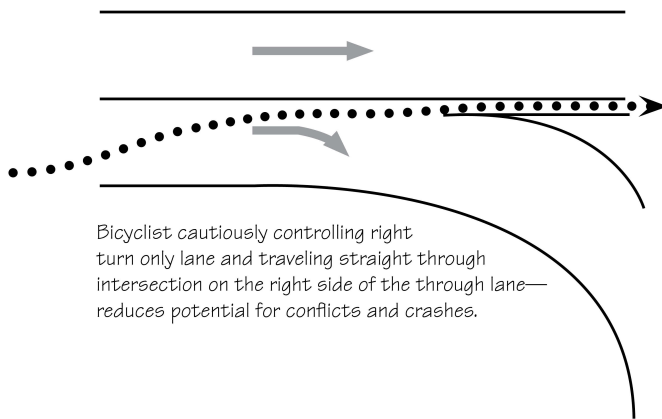
Bicyclist traveling straight through intersection from right edge of right turn only lane—increased potential for conflicts with motorist and crash.

Intersections are our roadways' most hazardous areas for all road users—motorists, pedestrians, and bicyclists alike. This bill addresses the scenario in which a roadway's intersection is striped with a through lane and a right turn only lane, and the bicyclist's destination requires travel straight through the intersection. Current law requires the bicyclist to ride as close to the right side of the travel way as practicable. In this scenario, adherence to that regulation results in potential hazardous conflicts

between the bicyclist's straight-through route on the right side of the right turn only lane and motor vehicles turning right.

Kauai residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-motorized multi-use paths.

Bicyclists will fare better by asserting their position in traffic, cautiously crossing the lane towards the left side of the right turn only lane until they can continue straight through the intersection as close as practicable to the right edge of the through lane.



Advancing SB 2590 will help resolve these potential conflicts between motorists and bicyclists. While physically separated, contiguous travel ways for these two very different transportation modes is preferable, this measure is an interim accommodation with the real possibility of preventing injuries and saving lives.

Thank you for your attention to this testimony.

Sincerely,

Tommy Noyes  
Executive Director  
Kauai Path, Inc.



*Promoting Healthy Lifestyles through Cyclovias*

Honolulu, HI 96825

808-395-3233

TO: Members of the Senate Committee on Transportation

HEARING: 1:15 p.m. Wednesday, February 5, 2020

SUBJECT: SB2590, Bicyclists and Right-Turn-Only Lanes - **SUPPORT**

Cycle On Hawaii strongly supports SB2590, which would allow bicyclists to go straight through right-turn-only lanes (RTOLs) as long as they provide a proper signal, do not pass a stopped vehicle and exercise reasonable safety when passing a moving vehicle. Cycle On Hawaii is a 501(c)(3) organization that supports Safe Routes to School, Open Streets and other cycling-related activities.

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

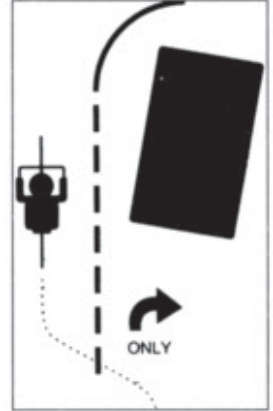
Please pass SB2590, so bicyclists no longer have to choose between their safety and following the law.

Sincerely,

Natalie Iwasa, President

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

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



### Safety Tips

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

**SB-2590**

Submitted on: 1/31/2020 2:26:33 PM

Testimony for TRS on 2/5/2020 1:15:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Luke	Individual	Support	No

Comments:

**LATE**

**SB-2590**

Submitted on: 2/4/2020 9:17:13 PM

Testimony for TRS on 2/5/2020 1:15:00 PM

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

Comments:

This bill would significantly reduce the conflict between motor vehicles and bicycles when the RTO lane present. Often the addition of the lane compresses the roadway and I have used this option to allow for an opportunity for vehicles to deal with my slower mode of transportation by allowing them to easily pass with me out of their way. Please allow this bill to become law.



TO: Members of the Senate Committee on Transportation

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

HEARING: 1:15 p.m. Wednesday, February 5, 2020

SUBJECT: SB2590, Bicyclists and Right-Turn-Only Lanes - **SUPPORT**

Aloha Chair and Committee Members,

SB2590 would allow bicyclists to go straight through right-turn-only lanes (RTOLs) as long as they provide a proper signal, do not pass a stopped vehicle and exercise reasonable safety when passing a moving vehicle. I wholeheartedly support this measure.

As the “Bike Mom,” people often complain to me about bicyclists who do not follow the law. I therefore am very conscious about our traffic laws. When it comes to RTOLs, however, I often find myself in the position of illegally riding through them, because it’s safer to do so.

In addition, my youngest son always rides straight through RTOLs, even when I’m riding with him, because he doesn’t want to take a chance on getting hit when moving into the regular travel lane.

Please pass SB2590.