
A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that the federal
2 Department of Transportation intends to modernize its planning
3 and projects throughout the country by implementing two primary
4 goals, which include equity for all communities and addressing
5 climate change. The State of Hawaii has adopted similar goals
6 including reaching one hundred per cent clean energy and a
7 carbon negative economy by 2045.

8 The legislature further finds that in addition to
9 modernizing transportation by meeting these new state and
10 national goals in Hawaii's transportation planning and projects,
11 the way people use transportation in Hawaii has already begun to
12 rapidly change. For example, the number of Hawaii's youngest
13 licensed drivers, between the ages of fifteen and nineteen, has
14 plummeted nearly forty per cent in the last twenty-five years.
15 In addition to the generational shift away from cars, today many
16 drivers are switching from traditional gas cars to modern



1 electric vehicles, with sales increasing exponentially between
2 twenty and thirty per cent each year.

3 These changes are due, in part, to increased cost of living
4 and transportation expenses. For instance, buying or leasing a
5 car also includes other fees such as monthly auto insurance
6 premiums, fuel costs, and vehicle maintenance expenses, which
7 makes owning a car the most expensive form of transportation. A
8 recent report by AAA insurance company noted that these
9 additional expenses, on average, cost each car owner an
10 additional \$8,849 per year. However, utilizing public
11 transportation, biking, walking, and living close to work can
12 significantly reduce the cost of transportation and measurably
13 improve public health. Yet, in those communities in which there
14 is no infrastructure available to travel except by car,
15 residents are forced to pay a higher cost of living expenses and
16 enjoy fewer options to improve their quality of life.

17 In Hawaii and around the country, inequitable investments
18 into infrastructure have exacerbated costs and health
19 disparities among different communities. Low-income areas
20 typically have less access to bike lanes, sidewalks, and safe
21 forms of cheaper transportation. This leaves low-income



1 households in auto-centric communities more likely to fall into
2 poverty, which is exacerbated in rural areas with no access to
3 transit and longer distances between destinations. One direct
4 outcome of this problem has resulted in drivers striking and
5 killing people who walk in low-income neighborhoods at a much
6 higher rate than in high income neighborhoods due to a lack of
7 safe infrastructure.

8 The legislature further finds that while Hawaii's progress
9 to one hundred per cent clean energy by 2045 has reduced
10 emissions and the cost of electricity for local residents by
11 decreasing a reliance on costly imported fossil fuels, vehicles
12 now account for nearly two-thirds of Hawaii's greenhouse gas
13 emissions and increasing cost to taxpayers. Today, clean
14 electric vehicles are already less expensive to operate and
15 maintain than traditional gas cars, and are now similar in
16 price. Modernizing ground transportation to support the switch
17 to electric vehicles will not only reduce long-term costs for
18 local commuters, but will also help meet Hawaii's goals to
19 eliminate fossil fuels in ground transportation and sequester
20 more greenhouse gasses than the State emits by 2045.



1 Additionally, rethinking the way Hawaii builds ground
2 transportation infrastructure will not only reduce the cost of
3 living and improve the quality of life for local residents, it
4 will also serve as an economic stimulus. Greenways, sidewalks,
5 and bike facilities have the largest return on their investment,
6 stimulating construction and economic benefits by approximately
7 seventeen to one, because of the varied nature of the work.
8 Streets with additional access to cheaper forms of
9 transportation, such as bike lanes, have also been reliably
10 shown to improve visitors and revenues at area businesses by as
11 much as forty per cent.

12 The legislature further finds that over the last century,
13 Hawaii's ground transportation was built as a car-centric
14 system, with little attention to alternatives, which has raised
15 the cost of living in the islands, impacted quality of life, and
16 resulted in some of the highest transportation-related fatality
17 rates in the nation. Merely adding lanes to reduce traffic does
18 not address Hawaii's most pressing traffic, safety, health, and
19 other issues. In fact, it can often make them worse. Studies
20 show the traffic benefits of spending tens of millions of
21 dollars adding lanes to accommodate more cars are often



1 eliminated in just a few years by additional cars incentivized
2 to take up that space. Those funds could have had a more
3 significant and longer-lasting benefit reducing traffic and
4 addressing other issues by building alternative options for
5 people to commute by improving public transportation, biking, or
6 walking, especially for those who can least afford it.

7 Accordingly, the purpose of this Act is to modernize
8 Hawaii's ground transportation infrastructure by providing
9 additional metrics, considerations, and assistance to the
10 department of transportation in order to move Hawaii forward
11 into the twenty-first century by:

- 12 (1) Reducing transportation costs to local residents;
- 13 (2) Minimizing injuries and fatalities;
- 14 (3) Improving public health and quality of life; and
- 15 (4) Addressing greenhouse gas emissions.

16 SECTION 2. Chapter 264, Hawaii Revised Statutes, is
17 amended by adding three new sections to be appropriately
18 designated and to read as follows:

19 "§264- Ground transportation facilities. (a) There
20 shall be planned for and established a contiguous network of
21 motor vehicle highways connecting communities throughout each



1 island, in which intersections with other modes of
2 transportation shall be minimized, in which a priority and
3 preference shall be given for access by public mass
4 transportation.

5 (b) There shall be planned for and established a
6 contiguous network of bicycle and electric bicycle highways
7 connecting communities throughout each island, in which
8 intersections with other modes of transportation shall be
9 minimized, which shall be separated and protected from vehicular
10 traffic by physical or natural barriers or by meaningful
11 distance or elevation.

12 (c) There shall be planned for and established a
13 contiguous network of pedestrian highways connecting communities
14 throughout each island, in which intersections with other modes
15 of transportation shall be minimized, which shall be separated
16 and protected from vehicular and bicycle traffic by physical or
17 natural barriers, or by meaningful distance or elevation.

18 (d) Within each community or communities, the department
19 shall ensure each county plans for and establishes, and the
20 department plans for and establishes any state portions of:



- 1 (1) A contiguous bicycle and pedestrian network connecting
2 all public schools and libraries in each school
3 complex to one another, and to its respective state
4 and county transportation infrastructure, in which
5 intersections with other modes of transportation shall
6 be minimized, which shall be separated and protected
7 from vehicular traffic by physical or natural
8 barriers, or by meaningful distance or elevation;
- 9 (2) A contiguous bicycle and pedestrian network connecting
10 commercial business and shopping hubs to residential
11 areas, and to its respective state and county
12 transportation infrastructure, in which intersections
13 with other modes of transportation shall be minimized,
14 which shall be separated and protected from vehicular
15 traffic by physical or natural barriers, or by
16 meaningful distance or elevation; and
- 17 (3) Pedestrian exercise and active health pathways of
18 meaningful length in which intersections with other
19 modes of transportation shall be minimized, which
20 shall be separated and protected from vehicular
21 traffic by physical or natural barriers, or by



1 meaningful distance or elevation, which are easily
2 accessible to residential and high density communities
3 where appropriate.

4 §264- Project goals and reporting. (a) When planning,
5 designing, and implementing ground transportation
6 infrastructure, the department shall consider and pursue goals
7 in each project to:

8 (1) Assess and maximize total throughput of people across
9 all modes of transportation;

10 (2) Meet complete streets goals as defined in section
11 264-20.5;

12 (3) Reduce vehicle miles traveled;

13 (4) Provide capacity to meet future modal share goals;

14 (5) Provide equity for all communities and users;

15 (6) Improve safety and achieve vision zero goals defined
16 in section 286-7.5;

17 (7) Reduce user cost of transportation;

18 (8) Improve public health;

19 (9) Reduce carbon emissions and greenhouse gasses to meet
20 state climate and zero emissions clean economy goals



1 defined in section 269-92 and zero emissions clean
2 economy by 2045 as defined in section 225P-5;

3 (10) Reduce urban temperatures by incorporating tree canopy
4 and foliage over hardened surfaces; and

5 (11) Beautify public infrastructure.

6 (b) For each project planned by the department, the
7 department shall create a report detailing:

8 (1) How each goal in subsection (a) was implemented;

9 (2) How each goal meets the overall goals of transportation
10 infrastructure as outlined in subsection (a); and

11 (3) Any exceptions and reasons for those exceptions.

12 (c) No less than 20 days prior to the convening of each
13 regular session the department shall submit to the legislature a
14 report or include in its annual report:

15 (1) A list of all of the projects initiated, underway, or
16 completed during the calendar year;

17 (2) The status of each project initiated or underway; and

18 (3) The report for each project as required by subsection
19 (b).

20 §264- Highways, ground transportation, generally. The
21 department shall provide for a safe, accessible, equitable,



1 fully multimodal, and sustainable system of ground connections
2 that ensures the accessibility of people and goods, improves
3 economic vitality, public health, livability, and quality of
4 life."

5 SECTION 3. New statutory material is underscored.

6 SECTION 4. This Act shall take effect upon its approval.



Report Title:

Ground Transportation; Modernize; Infrastructure; Motor Vehicle;
Bicycle; Pedestrian

Description:

Modernizes Hawaii's ground transportation infrastructure by providing metrics, considerations, and assistance to the department of transportation in creating motor vehicle, bicycle, and pedestrian facilities. Creates annual reporting requirements. (SD1)

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

