

Hawaii

GOVERNOR: David Ige

REGIONAL RANKING **>>** WEST #12

DOT COMMISSIONER: Ford Fuchigami

BICYCLE/PEDESTRIAN COORDINATOR: Unfilled STATE ADVOCACY GROUP: Hawaii Bicycling League				
STATE ADVOCACY GROUP: Hawaii Bicycling League		BICYCLE/PEDESTRIAN COORDINATOR: Unfilled		
STATE ADVOCACY GROUP: Hawaii Bicycling League				
CATEGORY SCORES SCORIN	G: 5 = HIGH	1 = LOW		
2 LEGISLATION AND ENFORCEMENT				
1 POLICIES AND PROGRAMS				
1 INFRASTRUCTURE AND FUNDING				
2 EDUCATION AND ENCOURAGEMENT				
2 EVALUATION AND PLANNING				
TOP 10 SIGNS OF SUCCESS 🍂 = NEW IN 2015				
5 1% OR MORE OF PEOPLE COMMUTING BY BIKE				
SAFE PASSING LAW (3 FEET OR GREATER)				
COMPLETE STREETS POLICY				
DEDICATED STATE FUNDING				
ACTIVE STATE ADVOCACY GROUP				
STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)				
SHARE THE ROAD CAMPAIGN				
WULNERABLE ROAD USER LAW				
BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAF	ETY PLAN			
2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED				
270 ON MORE LEVENAL LOND? SLENI ON DIVE/LED				

REPORT CARD

RANKING # 43

OVERALL POINTS

24 of 100

2014: 26 of 100

FEEDBACK

- The state should spend more federal funding on bicyclists and pedestrians. The state should spend the ~\$20 million in Transportation Enhancements and Safe Routes to School funds currently available and establish a Transportation Alternatives Program process that prioritizes funds for bike/ped projects.
- Hawaii DOT needs to hire a full-time Bike/Ped Coordinator and increase staff capacity for implementing bicycling, walking, and complete streets projects.
- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions. Bicycle facilities should be planned in networks so that they provide safe options for transportation.
- Dedicate additional resources towards fully implementing the state's existing bicycle plan.
- Adopt performance measures, such as mode shift, compliance with a Complete Streets checklist, or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

