



# Hawaii

# RANKING # 43

## REGIONAL RANKING » WEST #12

GOVERNOR: David Ige

DOT COMMISSIONER: Ford Fuchigami

BICYCLE/PEDESTRIAN COORDINATOR: Unfilled

STATE ADVOCACY GROUP: Hawaii Bicycling League

## CATEGORY SCORES

SCORING: 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

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

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

## 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.