



TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 1
BICYCLE FRIENDLY BUSINESSES 1
BICYCLE FRIENDLY UNIVERSITIES 0

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

HAWAII

STATE ADVOCACY GROUP: HAWAII BICYCLING LEAGUE

Summary

Hawaii is a frustrating state. It is beautiful and a terrific place to bike thanks to its natural beauty and seaborne breezes. In addition, federal data says that many people choose to bike to work in Hawaii and that they are relatively safe. However, despite these advantages the state, both its legislature and Department of Transportation, do little to proactively make bicycling better in Hawaii.

Hawaii is not the worst in any category, but each category score is below average, showing that there are many actions that can be taken in every category to improve bicyclist safety and mobility. This lack of positive and proactive activity is particularly troubling given the fact that Hawaii has long had a dedicated revenue stream from bicyclist registrations. This year Oregon (#4) enacted a state bicycle tax, meaning Hawaii is no longer the only state with a revenue stream based on bicycling. However, Hawaii is a cautionary tale that dedicated funding from bicyclists does not necessarily result in increased efforts to improve the mobility and safety of people who bike.

Feedback Points

Hawaii spends the second least per capita of federal funds on biking and walking of any state despite having a high percentage of commuters who bike and walk to work. Hawaii needs to create internal processes that ensure that bicycle and pedestrian projects can be regularly delivered with federal funds to address the needs of people who bike and walk and prevent the revocation of funding authority.

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.

Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.

Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes. The best way to get people to use bike lanes is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

Update your state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs. The state bicycle plan was last updated in 2003.

Comparison States table with columns: National (Overall), Western Region (out of 13). Rows include Oklahoma, Kansas, North Dakota, Hawaii, Nebraska and Alaska, Wyoming, New Mexico, Montana, Hawaii.

Categories table with columns: Categories, Rank out of 50. Rows include Infrastructure & Funding (47), Education & Encouragement (37), Legislation & Enforcement (49), Policies & Programs (34), Evaluation & Planning (39).


Bicycle Friendly Actions table with columns: Action, Status (Progress/New in 2017). Rows include Complete Streets Law / Policy, Safe Passing Law (3ft+), Statewide bike plan last 10 years, 2% or more fed funds on bike/ped, Bicycle Safety Emphasis Area.


Federal Data on Biking table with columns: Category, Value, Rank. Rows include Ridership (1.1% of commuters, 5/50), Safety (3.3 fatalities per 10k, 7/50), Spending (\$0.29 per capita, 49/50).


Footnotes explaining data sources: i This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate. ii This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters. iii FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 <b>Infrastructure &amp; Funding</b> Ranked 47 <sup>th</sup> of 50 States	
<b>Design and Existence of Infrastructure</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>10/38 pts</b>
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>0/28 pts</b>
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	<b>5/16 pts</b>
<b>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>7/10 pts</b>
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>4/8 pts</b>
Total of Possible 100 Points: <b>26/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 34 <sup>th</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	<b>25/56 pts</b>
<b>Design and Access Policies</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>4/25 pts</b>
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>6/13 pts</b>
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>4/6 pts</b>
Total of Possible 100 Points: <b>39/100 pts</b>	

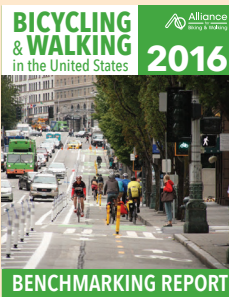
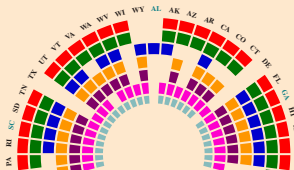
 <b>Education &amp; Encouragement</b> Ranked 37 <sup>th</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	<b>0/35 pts</b>
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>20/30 pts</b>
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10/20 pts</b>
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	<b>15/15 pts</b>
Total of Possible 100 Points: <b>45/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 39 <sup>th</sup> of 50 States	
<b>State DOT Bicycle &amp; Pedestrian Plans</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>15/48 pts</b>
<b>Bicycle and Pedestrian Safety</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>27/34 pts</b>
<b>Understanding People who Bike and Walk</b> Does the state have programs in place to collect data on people who walk and bike?	<b>1/10 pts</b>
<b>Formal User Group Engagement</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>0/8 pts</b>
Total of Possible 100 Points: <b>43/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 49 <sup>th</sup> of 50 States	
<b>Laws that regulate driver behavior and methods of enforcement</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>27/37 pts</b>
<b>Laws that restrict the behavior of people who bike and walk</b> How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	<b>5/28 pts</b>
<b>Laws that create protections for people who bike and walk</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>11/25 pts</b>
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	<b>2/10 pts</b>
Total of Possible 100 Points: <b>45/100 pts</b>	


**Dig into the data: Robust interactive report + Downloads**

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at [bikingandwalkingbenchmarks.org](http://bikingandwalkingbenchmarks.org).

U.S. Trips, by Mode of Transportation

- 41% All Other Modes
- 10% Walking/Bike
- 1% All Other Transportation
- 2% Public Transit
- 83% Car, Van, SUV, and RV Trip



% of kids who walked to school

- 2007: 11.9%
- 2013: 15.2%



# BICYCLE FRIENDLY STATE REPORT CARD



## STATE RANKING OVERALL (OUT OF 50)

# #49

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## SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact [education@bikeleague.org](mailto:education@bikeleague.org).

Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.



## ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

### WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

### OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

### OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)