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**Official Testimony Bill 125, Draft 5 - Relating to Commercial Bicycle Tours
To the Hawai'i County Council**

BILL COMMENTS, SUPPORT for PROPOSED NEW AMENDMENT

Aloha Chair Kimball and members of the Hawai'i County Council,

The Hawai'i Bicycling League has been opposed to Bill No 125 because, since first introduction and through various amendments, the draft legislation has never cited any data to support the premise that commercial bicycle tours threaten public safety. Across the State of Hawai'i, people riding bicycles have the same rights to the road as people driving vehicles.

Roadways are shared public infrastructure. In furtherance of this common understanding and supported by transportation experts at the Federal and State levels, since 2019, the County of Hawai'i has been committed to [Hawaii Island's Vision Zero Action Plan](#)¹. In 2022, the Mayor, Director of Public Works, Planning Director of the Planning Department, and the Administrator of the Mass Transit Agency of the County of Hawai'i affirmed that [Complete Streets](#)² policy is a best practice for achieving a wide range of public safety goals. Together, these measures also address transportation equity and build on the [County of Hawai'i Transit and Multi-Modal Transportation Master Plan](#)³.

The new proposed amendment of Bill No. 125 introduced by Council Member Kagiwada pivots away from the unproven and unsound premise that commercial bicycle tours threaten public safety or that prohibiting certain groups of cyclists from certain county or state roads would have any measurable positive impact on public safety.

Complete Streets policy and Vision Zero goals are grounded in data outcomes measured by the US Department of Transportation and the Hawaii Department of Transportation and affirmed in state law. Further, bicycle tourism aligns with the goals and objectives of [Hawai'i Island's Destination Management Action Plan \(DMAP\)](#)⁴. This is because bicycling and bicycle tourism is a sustainable and regenerative practice that minimizes impacts on our environment and provides unique experiences that strengthen Hawai'i Island's product offerings. Specifically, Action I.1 of the DMAP calls for cohesive infrastructure planning to address community and industry needs, such as incorporating plans to widen bike paths in tandem with other necessary road repairs.

Please reconsider earlier votes and adopt this new compromise measure, or forgo this bill altogether.

Respectfully,

Travis Counsell
Executive Director

About Hawai'i Bicycling League

Hawai'i Bicycling League (HBL) is a 501(c)(3) non-profit founded in 1975 with a mission to enable more people to ride bicycles for health, recreation, and transportation through advocacy, education, and events. HBL advocates for increased and safer biking facilities, along with legislation to improve safety for all vulnerable users to continuously evolve our community into a better place for biking, rolling, and walking. HBL educates people of all ages and abilities to improve their cycling safety and comfort, and educates motorists about laws and how to reduce crashes with vulnerable users. HBL's BikeEd Hawai'i program has taught bike safety to more than 100,000 4th graders since 1989. Signature events organized by HBL include the annual Honolulu Century Ride and the Haleiwa Metric Century, among others and numerous weekly group rides. HBL is funded by grants, donations, memberships, and proceeds from events. Complete information is available at www.hbl.org.

Reference Links:

1 - <https://heyzine.com/flip-book/e77b6ed2ea.html>

2 -

<https://records.hawaiicounty.gov/weblink/1/edoc/120608/Complete%20Streets%20Policy%20Pledge%20-%206.13.22.pdf>

3 - <https://heleonmasterplan.com/wp-content/uploads/2018/08/180813-FINAL-FULL-REPORT-reduced.pdf>

4 - <https://www.hawaiitourismauthority.org/media/7040/hta-hawaii-island-action-plan.pdf>