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RE: Comments on the HDOT Energy Security and Waste Reduction Draft Plan

The Hawai'i Bicycling League (HBL), is a nonprofit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We work to create safer, more accessible, and inclusive streets across Hawai'i and represent over 1,000 dues-paying members. Each year, we educate thousands of youth and adults and organize the largest bicycling events in the state. We offer these public comments to better illustrate the challenges and opportunities for achieving the goals of the Energy Security Waste Reduction Plan (ESWRP or The Plan), from the perspectives of people who could choose to walk, bike, and roll more.

#### Plan & Implement 5-Year Priority Multimodal Network

It is now August 2025 and HBL has not been contacted by HDOT with any questions or comments for mapping this network. We are concerned that the initial map is being created without real-world user input. We welcome the opportunity to provide input before this map is released for public comment.

Moreover, some existing bicycle routes are already unsafe for cyclists (i.e. Nimitz Highway). If these routes are merely grandfathered into the priority multimodal network, without a formal assessment of current condition and safety, The Plan will fail to get more people to choose biking and walking.

Network connectivity is also a key component that is often overlooked. With many multi-modal routes crossing State, City, and private jurisdictions, planning for connectivity is paramount. Making bikeway improvements is needed, but connecting bikeways to create a network should be a priority. Ensuring that State and County plans overlap and connect is a necessity to create a safe, accessible network that encourages people to walk, bike, and roll more often.

Across the state, multi-use trails have been long planned but underdeveloped/undermaintained. The following signature routes should be named, with an outline of their condition and state of development and prioritized for development and maintenance. This would help the public to better know about these routes and to lobby and partner for their planning, improvement, and connectivity.

- Ke Ala Hele Pupukea, South Shore Trail, Waimea Greenway, Ke Ala Hele Makalae, Hilo Bayfront Trails, West Maui Greenway, and others

#### Fuel Demand Reduction/Multimodal Strategies:

This section of The Plan seems more like a list without related actions. It speaks generally about multi-modal network improvements and expansion. The Plan fails to discern any prioritization among these strategies, nor mention how private operators will be incentivized to collaborate. Bikeshare must be an important element of multimodal expansion, particularly as Skyline comes online on O'ahu.

On P. 45 in the Innovative Mobility Solutions section, The Plan notes that "these programs can be launched quickly." However, given that HDOT has little to no experience in bikeshare,

mobility-as-a-service, or autonomous EVs, there is concern that these benchmarks can be achieved. Moreover, bikeshare, while popular for users in Honolulu, has not been sufficient to result in an expansion of the fleet, number of docking stations or miles traveled, in years. Without an understanding of bikeshare in Honolulu, the Plan fails to demonstrate confidence for this solution. Bikeshare requires a multi-million dollar investment. Finally, this report does not state the 2025 baseline for innovative mobility solutions so it is unclear how improvement will be measured.

We encourage robust conversations with the counties and NGO's to better understand how these programs work and where investments could be prioritized. One interim strategy not mentioned is for public officials (and the public) to commit to using public transit one day a month to model the behavior the public is being asked to adopt.

#### Engage with external stakeholders on the Plan and Use Diverse Coalition Model to Improve Public Communications

Generally, the Plan feels too government-centric and does not offer enough consideration for non-governmental organizations (NGOs). HBL is a nonprofit organization with particular expertise in cycling education, advocacy, and events. For 50 years, we have been helping people to choose cycling for transportation, recreation, and health. We also work with a range of colleagues in public health, housing, aging and youth services. These organizations have a vested interest in the success of this Plan and building public support, yet there is too little description for the roles and responsibilities for these organizations.

#### Revise Policies to Reduce Emissions and Increase Staff Education, Capacity and Program Participation

We encourage HDOT to plan, host, and lead activities like:

- “Bike to Work” and “Open Streets” whereby your example creates opportunities for people to learn how they reduce their own VMTs and create alternative uses for roads than being exclusive for cars and trucks 24:7:365.

#### Legislative and Public Policy History for Safety on our Roadways

The State and Counties of Hawai'i have good laws and policies that address safety for vulnerable road users. Too often these laws have been ignored or they're not having the intended results. For example:

- HI Rev Stat § 286-5 - HSMC Council has never met and the Governor has never appointed anyone to serve on this HDOT safety and modernization oversight body.
- HI Rev Stat § 264-20.5 - HDOT has a well established track record of failing to document Complete Streets protocols during planning, frequently noting “N/A” on STIP and TIP plans and/or citing prohibitive costs as a reason to ignore these requirements.
- HI Rev Stat § 286-7.5 - Vision Zero is a well intentioned policy. However, traffic fatalities and serious injuries are up significantly in 2025.

The Plan must address these shortcomings and prioritize safety for vulnerable road users. The Plan should detail a public education campaign, with specific investments and activities that will meaningfully address safety. Otherwise, it will be too easy for people to say “I'd like to bike/walk more, but I just don't feel safe to do so.”