

JAN 23 2015

A BILL FOR AN ACT

RELATING TO BICYCLE SIGNALS.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The purpose of this Act is to clarify how a
2 bicyclist is to signal to turn.

3 SECTION 2. Section 291C-86, Hawaii Revised Statutes, is
4 amended to read as follows:

5 "~~+~~§291C-86~~+~~ Method of giving hand-and-arm signals.

6 All signals herein required given by hand and arm shall be given
7 from the left side of the vehicle in the following manner and
8 such signals shall indicate as follows:

9 (1) Left turn--hand and arm extended horizontally.

10 (2) Right turn--hand and arm extended upward~~-~~, except
11 bicyclists may signal using the right hand and arm
12 extended horizontally from the right side of the
13 bicycle.

14 (3) Stop or decrease speed--hand and arm extended
15 downward."

16 SECTION 3. Statutory material to be repealed is bracketed
17 and stricken. New statutory material is underscored.



1 SECTION 4. This Act shall take effect upon its approval.

2

INTRODUCED BY: *Sen. Mercedes K.*
By Request



S.B. NO. 415

Report Title:

Bicycle Signals

Description:

Clarifies bicycle turn and stop signals.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.



DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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March 20, 2015

The Honorable Henry J.C. Aquino, Chair
and Members of the Committee on Transportation
House of Representatives
State Capitol, Room 309
Honolulu, Hawaii 96813

Dear Chair Aquino and Members of the Committee:

SUBJECT: Senate Bill No. 415 Relating to Bicycle Signals

The Department of Transportation Services supports Senate Bill No. 415, which clarifies how bicyclists can signal their turning movements. Our Department is working to make Honolulu a bicycle-friendly city through engineering, programs and policies. This bill is consistent with our efforts and would help to make bicycling safer, which is a healthy and clean mode of transportation.

Currently, Hawaii Revised Statute 291C-86 (1) requires all road users, including bicyclists, to signal right turning movements by extending their left arm upward. This is necessary for motorists and motorcyclists but not for bicyclists. Bicyclists are able to safely use their right arm to signal right turning movements, which is clearly understandable and more intuitive.

Thank you for the opportunity to testify on Senate Bill No. 415.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael D. Formby".

Michael D. Formby
Director

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March 23, 2015
 Representative Henry Aquino,
 Chair Transportation Committee

Testimony Supporting SB415

Aloha,

Hawaii Bicycling League **supports SB415**. This bill is needed to bring our traffic law in alignment with widely accepted best practice for safe bicycle operation.

SB415 will allow someone operating a bicycle to signal a right-turn by extending his or her right hand and arm horizontally from the right side of the bicycle. Currently, a bicyclist signaling a right turn must extend his or her left hand and arm from the left side of the bicycle with the arm bent upward at the elbow. This hand signal requirement is based on someone operating a motor vehicle, in which only his or her left arm is visible for signaling.

There are several advantages in the right turn signal with the right hand and arm, which result in safer bicycling and safer interactions between bicyclists and other roadway users.

- **It's more easily understood** – Due to almost all motor vehicles being equipped with electronic turn signals, most people are not familiar with standard hand signals. Pointing right with the right arm is much more easily understood by all.
- **It's easier to teach to bicyclists** – Teaching a cyclist “point in the direction you are going to turn” is a simple, intuitive, and easily taught concept. This will lead to more bicyclists signaling.
- **It's most visible to those that matter most** – The right hand signal is most visible to those to the right of the bicyclist, who will be the most impacted by the right turn.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, chad@hbl.org) or Daniel Alexander (808-275-6717, daniel@hbl.org).

Ride and Drive Aloha,

Chad Taniguchi
 Executive Director
 Hawaii Bicycling League

Daniel Alexander
 Advocacy Director
 Hawaii Bicycling League