

BILL073(25)
Testimony

MISC. COMM. 558

COUNCIL

COUNCIL Meeting

Meeting Date: Nov 5, 2025 @ 10:00 AM

Support: 2

Oppose: 1

I wish to comment: 1

Name: Jacob Wiencek	Email: jacob.m.wiencek@pm.me	Zip: 96815
Representing: Self	Position: Support	Submitted: Oct 30, 2025 @ 09:23 PM

Testimony:

Aloha Councilmembers,

Our built environment is foundational to the prosperity and quality of life for any city, including our own. Bill 73 proposes major POSITIVE changes to the transportation infrastructure of Honolulu. Bad policy leads to bad outcomes and with our city choked with traffic, these proposed reforms come not a moment too soon. Clearer rules and guidelines for multi-modal and public transportation will enhance quality of life for working-class residents while providing for longer term structural reforms that improve our built environment over time.

I strongly urge the Council to SUPPORT this bill!

Name: Brett Kulbis	Email: brett.kulbis@use.startmail.com	Zip: 96706
Representing: Self	Position: Oppose	Submitted: Nov 2, 2025 @ 03:47 PM

Testimony:

Chair Waters, and Members of the Council,

Aloha, my name is Brett Kulbis. I am a proud resident of Ewa Beach and a 26-year U.S. Navy veteran. As a concerned resident who believes in limited government, fiscal responsibility and individual responsibility, I write in opposition to Bill 73 (2025) as currently drafted.

While safety and efficient transportation are vital goals, Bill 73, as written, raises significant concerns from the perspective of government overreach, fiscal impact, and the erosion of individual freedoms.

1. Expands Bureaucratic Complexity - Bill 73 significantly increases the regulatory burden by introducing conflicting requirements via multiple design manuals and expanding the discretionary authority of city officials. Layering the Manual on Uniform Traffic Control Devices, the Honolulu Complete Streets Design Manual, and the Urban Bikeway Design Guide creates complexity, confusion, and administrative overhead—contrary to the principle of limited government.

2. Fiscal Responsibility Lacking - The bill introduces mandates (such as new signage and enforcement across several districts) without providing any fiscal impact analysis. Most concerning, Section 8 (accident report threshold) is left with a blank dollar amount, which is both fiscally irresponsible and administratively unenforceable. Taxpayers deserve transparency and stewardship over every dollar spent.

3. Reduces Individual Liberty and Responsibility - Bill 73 imposes sweeping bans on sidewalk bicycle riding in major districts and adds vague restrictions like “dangerous behavior,” granting broad, subjective authority to enforcement officers. These provisions unfairly restrict personal mobility, disproportionately impact law-abiding residents, and risk arbitrary enforcement.

Common Sense Amendments Recommended:

- ☐ Specify and Justify Accident Report Threshold: Fill in the blank in Section 8 with a dollar amount supported by data and fiscal analysis.
- ☐ Require a Full Fiscal Impact Statement: Any new signage, enforcement, or administrative costs must be analyzed and disclosed before passage.
- ☐ Narrow Geographic Restrictions: Limit new sidewalk bicycle bans to genuinely high-risk or congested areas, not entire districts, restoring individual discretion and responsibility.
- ☐ Clarify Enforcement Standards: Clearly define “dangerous behavior” to prevent arbitrary or inconsistent application and safeguard civil liberties.
- ☐ Simplify Regulatory Layers: Select one primary design standard rather than multiple manuals to reduce bureaucratic duplication and conflict.
- ☐ Retain Deregulatory Wins: Support the repeal of unnecessary authorized tow vehicle licensing, which genuinely reduces red tape.

In summary, Bill 73 overreaches in its current form and should not proceed without substantive revision. Please consider these common sense amendments in committee to balance public safety with government restraint, fiscal responsibility, and protection of individual liberty.

Respectfully submitted,

Brett Kulbis, Navy Veteran
Ewa Beach

Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	I wish to comment	Nov 3, 2025 @ 09:22 AM

Testimony:
Aloha,

I support the integration of Complete Streets into the bill. It makes the best sense for the government to use existing tools that we know to work well to address problems and design roads.

I oppose the ban of bicycles, skateboards, and roller skates on sidewalks. People ride on sidewalks for one major reason: the street is too dangerous. The government should invest much more heavily in infrastructure that protects these vulnerable riders and reduce the speed limit of all vehicles in these districts to 20 mph or less. A white line dividing the sewer part of the road from traffic is not sufficient: no physical protection or separation from traffic exists and the allocated space is uncomfortable tight. Every street should have safe zones for bicycles, skateboards, and roller skates. How will people get from 1 block to the next if a segment of the road is missing a safe zone? The ban discourages people from riding at all.

The bill increases ambiguity by requiring bicycle lanes to be consistent with the Federal Highway Administration, the Honolulu Complete Streets Design Manual, or the Urban Bikeway Design Guide. I urge the bill to specifically require the agency to use the most restrictive definition found within the manual or guides.

Mahalo,
Jonathan Huynh

Name: Tiffany Yajima	Email: tyajima@awlaw.com	Zip: 96813
Representing: Alliance for Automotive Innovation	Position: Support	Submitted: Nov 5, 2025 @ 07:27 AM



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GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: November 5, 2025

TO: Honolulu City Council
Councilmember Tommy Waters, Chair & Presiding Officer
Councilmember Andria Tupola, Vice Chair

FROM: Tiffany Yajima

RE: **Bill 73 (25) – Relating to Transportation**
Hearing Date: Wednesday, November 5, 2025 at 10:00 AM

Dear Chair Waters, Vice Chair Tupola, and Members of the Honolulu City Council:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in support of Bill 73, Relating to Transportation.

The Alliance for Automotive Innovation is the singular, authoritative and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the manufacturers producing nearly 99 percent of cars and light trucks sold in the U.S. Members include motor vehicle manufacturers, original equipment suppliers, technology, and other automotive-related companies and trade associations.

Auto Innovators supports section 14 of this bill, exempting OEM-installed vehicle operating systems from the prohibition against TV screens in vehicles.

Unlike aftermarket devices or TV receivers, OEM systems do not stream television broadcasts or entertainment video while the vehicle is in motion. These vehicle displays provide safety features such as vehicle information, GPS and mapping systems, and supplemental visual displays (e.g. back-up cameras) that are positioned and programmed to minimize distraction with certain functions disabled while the vehicle is in motion.

OEM installed vehicle operating systems are designed to meet federal safety regulations under the Federal Motor Vehicle Safety Standards (FMVSS), which govern electronic displays and National Highway Traffic Safety Administration (NHTSA) guidelines on driver distraction and human-machine interface design. These systems are integrated during vehicle design and undergo rigorous testing for usability, safety, and reliability.

This amendment would make clear that OEM-installed vehicle operating systems are exempt under ROH 15-19.39 and for these reasons Auto Innovators supports this measure.

Thank you for the opportunity to submit this testimony.