

DEPARTMENT OF TRANSPORTATION SERVICES
KA 'OIHANA LAWE LAWE 'OHUA
CITY AND COUNTY OF HONOLULU

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November 19, 2025

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Waters and Councilmembers:

SUBJECT: Bill 73 (2025) Relating to Transportation
Various Updates and Minor Amendments to Chapter 15, Revised
Ordinances of Honolulu 2021 ("ROH")

I write in strong support of Bill 73, which modernizes Chapter 15 of the ROH, also known as the traffic code of the City and County of Honolulu ("City"). It has been many years since a full review and update of the traffic code, and many things have changed in that time. The proposed changes reflect modern standards and technologies, complete streets principles, good housekeeping, and our current traffic safety needs. The Department of Transportation Services ("DTS") respectfully submits the following comments and suggestions:

- The proposed definition of a "protected bicycle lane" should be amended to include mention of a vertical barrier that separates bicycles from traffic. A bicycle lane can be physically separated from motor traffic, but be unprotected, such as buffered bicycle lanes.
- The proposed revision to §15-4.11 should be consistent with the provisions of H.B. 958 (2025). Although that bill was vetoed by the Governor, a bill with similar provisions is expected to be introduced in the 2026 State legislative session that is anticipated to revise the State traffic code with regard to the definition of electric mobility devices. DTS defers to Honolulu Police Department on the threshold amount for crash reporting under §15-5.1, but a figure near \$1,000 seems reasonable.
- DTS recommends a holistic review of parking fines by ordinance for consistency, modernization, and effectiveness since some parking violations are significantly higher than others.

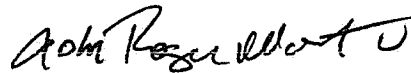
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- With regards to the proposed changes to sidewalk riding (§15-8.7), DTS recommends an exemption for those age 12 and under. Our keiki often do not yet have the cognitive or physical ability to travel safely in the roadway, and it is our kuleana to care for our most vulnerable transportation system users.
- The proposed pedestrian mall changes (§15-25.1) appear to conflict with the content of Bill 48 (2025). We support repeal of the current prohibition on bicycle riding on our malls and support the safe and slow riding rules recommended in Bill 73.

Finally, the Corporation Counsel's office has advised DTS of certain legal and technical concerns regarding the Bill 73. DTS plans to review and address the concerns raised when the bill is returned to Committee for further review.

Mahalo for the City Council's continued support in modernizing the City and creating safer and more complete streets. I respectfully urge your adoption of this bill.

Very truly yours,



J. Roger Morton
Director

APPROVED:



Michael D. Formby, Managing Director
Office of the Managing Director