



STATE OF HAWAII
STATE COUNCIL
ON DEVELOPMENTAL DISABILITIES
1010 RICHARDS STREET, Room 122
HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-8100 FAX: (808) 586-7543

April 6, 2023

The Honorable Senator Donovan M. Dela Cruz, Chair
Senate Committee on Ways and Means
The Thirty-Second Legislature
State Capitol
State of Hawai'i
Honolulu, Hawai'i 96813

Dear Senator Dela Cruz and Committee Members:

SUBJECT: HB600 HD1 SD1 RELATING TO SAFE ROUTES TO SCHOOL.

The Hawaii State Council on Developmental Disabilities **SUPPORTS HB600 HD1 SD1**, which Requires the Department of Transportation's Safe Routes to School Program Coordinator to develop a comprehensive statewide Safe Routes to School Plan. Clarifies the Safe Routes to School Program Coordinator as the central point of contact for all Safe Routes to School programs. Appropriates funds.

Establishing safe routes not only benefits keiki and kupuna but other members of the community who use ground transportation, including those with Intellectual/Developmental Disabilities. Safe and accessible walkways allow those with I/DD to have more freedom of travel and promote independence. Safe routes also allow better integration and interaction between those with I/DD and members of the community. We implore you to pass this bill to ensure safe access for our community

Thank you for the opportunity to submit testimony in **support of HB600 HD1 SD1**.

Sincerely,

Daintry Bartoldus
Executive Administrator



STATE OF HAWAII
DEPARTMENT OF EDUCATION
KA 'OIHANA HO'ONA'AUAO
P.O. BOX 2360
HONOLULU, HAWAII 96804

Date: 04/06/2023

Time: 10:06 AM

Location: CR 211 & Videoconference

Committee: Senate Ways and Means

Department: Education

Person Testifying: Keith T. Hayashi, Superintendent of Education

Title of Bill: HB 0600, HD1, SD1 RELATING TO SAFE ROUTES TO SCHOOL.

Purpose of Bill: Requires the Department of Transportation's Safe Routes to School Program Coordinator to develop a comprehensive statewide Safe Routes to School Plan. Clarifies the Safe Routes to School Program Coordinator as the central point of contact for all Safe Routes to School programs. Appropriates funds. Effective 7/1/3000. (SD1)

Department's Position:

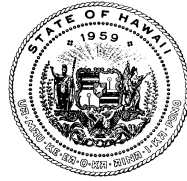
The Hawaii State Department of Education supports HB 600, HD 1, SD 1, and its goal to secure safe routes for biking, rolling, walking, and public transit to Hawaii's public schools but defers to the Department of Transportation as to the viability of establishing a committee within their department.

Pursuant to Section 8-27-4, Hawaii Administrative Rules, elementary students that live within one mile of their home school and secondary students that live within one and a half miles of their home school are not eligible for transportation. This measure has the potential to provide safe and secure alternatives for getting to and from school for those that live within the walk zone and are not eligible for transportation. Families are often uncomfortable allowing their children to walk alone but cannot walk with them because of employment obligations or other factors. Families living within the walk zone will choose to drive their children to school instead, which causes chronic traffic congestion during morning and afternoon drop-offs.

The Department is requesting that the Safe Routes to School Program Coordinator consult with the Department in regards to any decisions affecting school walk zones or student transportation eligibility.

Transportation to and from school is a common barrier to full participation for students in unstable housing or identified as homeless under the federal McKinney-Vento Homeless Assistance Act. Existing transportation options do not always meet the needs of these students, especially if rides are needed before and after school to participate fully in non-school hour programming.

Mahalo for the opportunity to provide testimony for this measure.



STATE OF HAWAII
DEPARTMENT OF HEALTH
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P.O. Box 3378
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WRITTEN TESTIMONY ONLY

**Testimony in SUPPORT of H.B. 600, H.D. 1, S.D. 1
RELATING TO SAFE ROUTES TO SCHOOL**

SENATOR DONOVAN M. DELA CRUZ, CHAIR
SENATE COMMITTEE ON WAYS AND MEANS

Hearing Date: April 6, 2023

Room Number: Conference Room 211

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) for fiscal implications of implementation.

3 **Department Testimony:** The DOH supports House Bill 600, House Draft 1, Senate Draft 1
4 (H.B. 600, H.D. 1, S.D. 1) which would require the DOT Safe Routes to School (SRTS) program
5 coordinator to develop a comprehensive statewide SRTS plan to advise the State on strategies to
6 ensure that each child is able to safely bike, walk, roll, or bus to school, and appropriates funds to
7 the DOT to hire one full-time equivalent staff. The DOH offers amendments requesting the
8 reinsertion of the SRTS advisory committee language from H.B. 600, H.D. 1 to ensure that the
9 community is engaged in developing the statewide SRTS plan.

10 Physical activity is essential to the development of the whole child and in establishing
11 positive health behaviors throughout the lifespan.¹ In 2019, just 13% of Hawaii High School
12 students and 17% of Hawaii Middle School students met the federal guidelines for physical
13 activity.^{2,3} SRTS programs create communities where children and people of all ages can walk,

¹ Elliott, E., Greenberg, J., Battista, R., Guerrero, H.G. (2021). Physical Activity Recommendations for Children and Adolescents: More Important Than Ever. US Physical Activity Alliance. Washington, DC: US.

² Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical activity - meet federal guidelines, High Schools, State-level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [January 27, 2023].

³ Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical Activity - meet federal guidelines, Middle Schools, State-Level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [January 27, 2023].

1 bike, and roll safely and are associated with increased active transportation, including an increase
2 in the number of students walking or biking to and from school.

3 While state level data is limited, the proportion of students across the United States from
4 kindergarten to grade eight who walk or bike to school fell from 48% in 1969 to only 13% in
5 2009.⁴ In Hawaii, 34% of high school and 38% of middle school students reported they walked
6 or rode their bikes to or from school one or more days on average, and rates are lower for the
7 neighbor island counties.⁵ A 2014 evaluation of several state-level SRTS projects found that
8 they were associated with significant increases in active school travel (from 12.9 percent to 17.6
9 percent), walking (from 9.8 percent to 14.2 percent) and bicycling (from 2.5 percent to 3.0
10 percent).⁶ SRTS efforts are also important for advancing equity to create safer conditions for
11 children and families with disabilities or who live in low-income neighborhoods.⁷

12 H.B. 600, H.D. 1, S.D. 1 is aligned with the DOH Healthy Hawaii Strategic Plan 2030
13 and addresses the physical activity objectives to increase the miles of low stress bicycle and
14 pedestrian infrastructure across the state, and for the state and each county to identify and adopt
15 mode-share goals and measurements that prioritize walking, wheelchairs, and bicycling. The
16 DOH supports the implementation of the Department of Education (DOE) Wellness Guidelines
17 and conducts a yearly Safety and Wellness Survey that evaluates the implementation of the
18 guidelines in all DOE schools. The DOE Wellness Guidelines include objectives to support
19 active transport by encouraging students and staff to walk and/or bike to school.

⁴ McDonald, N.C., Brown, A.L., Marchetti, L.M., & Pedroso, M.S. (2011). U.S. school travel, 2009 an assessment of trends. *American Journal of Preventive Medicine*, 41(2), 146–51. doi: 10.1016/j.amepre.2011.04.006

⁵ Hawaii State Departments of Education and Health, [Hawaii Health Data Warehouse, Hawaii School Health Survey: Youth Risk Behavior Survey, 2015, 2017, 2019 Active Transport](#). Accessed 2-08-2023.

⁶ Stewart O, Moudon AV, Claybrooke C. Multistate evaluation of Safe Routes to School Programs. *Am J Health Promotion* 2014;28(Suppl 3): S89–96.

⁷ Zimmerman S, Lieberman M, Kramer K, Sadler B. At the intersection of active transportation and equity: Joining forces to make communities healthier and fairer. 2015.

1 The DOH looks forward to continued collaboration with the DOT and commits to
2 actively participate in the SRTS advisory committee if established, to ensure that health metrics
3 and health equity are included in any performance measures.

4 Thank you for the opportunity to testify on this measure.

5 **Offered Amendments:**

6 **Section 2(c), lines 11 to 13, page 4**

7 (c) The safe routes to school program coordinator ~~may~~ shall convene
8 and consult with ~~relevant stakeholders~~ the safe routes to school
9 advisory committee to effectuate the purposes of this section.

10 (d) The safe routes to school advisory committee shall include the
11 following members:

12 (1) The safe routes to school program coordinator;

13 (2) A representative of the department of health having expertise on
14 state physical activity and school health strategies; and

15 (3) A representative of the department of education.

16 (e) The members of the safe routes to school advisory committee shall
17 elect one of its members to serve as chairperson, who shall invite the
18 following individuals to serve as members of the advisory committee:

19 (1) A representative of the Honolulu police department;

20 (2) A representative of the Kauai police department;

21 (3) A representative of the Hawaii police department;

22 (4) A representative of the Maui police department;

23 (5) The county safe routes to school program coordinator for the city
24 and county of Honolulu;

1 (6) The county safe routes to school program coordinator for the
2 county of Kauai;

3 (7) The county safe routes to school program coordinator for the
4 county of Hawaii;

5 (8) The county safe routes to school program coordinator for the
6 county of Maui;

7 (9) One representative from each metropolitan planning organization
8 in the State;

9 (10) A representative of the Papa Ola Lokahi Transportation Equity
10 Working Group;

11 (11) A representative of Hawaii Bicycling League;

12 (12) A representative of Hawaii Public Health Institute;

13 (13) A representative of the Statewide Safe Routes to School
14 Coalition; and

15 (14) Any other individuals that the safe routes to school advisory
16 committee deems appropriate.

17 (f) The term of each member of the safe routes to school advisory
18 committee shall be four years; provided that of the members initially
19 appointed, members shall serve for four years, members shall serve for
20 three years, members shall serve for two years, and the remaining
21 members shall serve for one year.

22 (g) The safe routes to school advisory committee shall:

23 (1) Meet no less than monthly to review the State's progress in
24 implementing the State's safe routes to school program; and

25

1 (2) Make recommendations to the department of transportation no less
2 than biannually; provided that the safe routes to school advisory
3 committee may meet and make recommendations to the department of
4 transportation at additional times as a majority of the members of the
5 safe routes to school advisory committee deems necessary.

6 (h) The members of the safe routes to school advisory committee shall
7 serve without compensation but shall be reimbursed for expenses,
8 including travel expenses, necessary for the performance of their
9 duties.



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR

Deputy Directors
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO
JAMES KUNANE TOKIOKA

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

April 6, 2023
10:06 A.M.

State Capitol, Room 211, Videoconference

H.B. 600, H.D. 1, S.D. 1
RELATING TO SAFE ROUTES TO SCHOOL

Senate Committee on Ways and Means

The Department of Transportation (DOT) **supports the intent** of H.B. 600, H.D. 1 and offers comments. H.B. 600, H.D. 1, S.D. 1 requires the DOT's Safe Routes to School program coordinator to develop a comprehensive statewide Safe Routes to School plan and clarifies the Safe Routes to School program coordinator as the central point of contact for all Safe Routes to School programs.

Providing a safe transportation system is integral to the DOT's mission and safety is addressed in every project that is implemented. While the DOT supports creating and maintaining a transportation system that provides safe mobility for all modes and users, we are concerned that this bill creates processes that are duplicative and would conflict with the DOT's existing efforts.

Safety is the State's #1 priority. We have reported on our robust educational enforcement and engineering programs which we implemented to successfully save lives over years. We are proud partners with all counties who are equally dedicated to zero deaths on our roadways. We meet regularly with the four counties and metropolitan planning organizations to discuss project implementation, safety focus, and opportunities for funding from the Infrastructure Investment and Jobs Act funding and programs, including discretionary grant opportunities for safety such as Safe Streets and Roads for All. In this past federal fiscal year, DOT transferred \$25,000,000 to the four counties to provide funding for transit rolling stock and bus operations. The DOT will be providing up to \$60,000,000 of additional funding this fiscal year.

The problem DOT has is not lack of process, but a lack of funding. Additional funds dedicated specifically to bicycling and pedestrian safety are key to improving alternative modes of transportation. **The DOT recommends appropriating \$50,000,000 in general funds to the DOT to address bicycle and pedestrian facilities on State and County transportation systems.** The funding could be utilized immediately to advance the highest priority initiatives as identified by legislators, community members, and existing bike and ped plans from counties and the State.

The DOT supports the intent of this measure to improve safety for vulnerable users of the system. Establishing a one-time infusion of capital specifically for this improvement would be beneficial to the communities we serve and advance the State's Vision Zero approach.

Thank you for the opportunity to provide testimony.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR



J. ROGER MORTON
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE SENATE COMMITTEE ON
WAYS AND MEANS

Thursday, April 6, 2023, 10:06 AM, Via Videoconference

- TO: Senator Donovan M. Dela Cruz, Chair, Senator Gilbert S.C. Keith-Agaran, Vice Chair, and Members of the Committee on Ways and Means
- RE: SUPPORT FOR HOUSE BILL 600, HOUSE DRAFT 1, SENATE DRAFT 1, RELATING TO SAFE ROUTES TO SCHOOL, WITH COMMENTS

The Department of Transportation Services (DTS) of the City and County of Honolulu (City) **supports the intent** of House Bill 600, House Draft 1, Senate Draft 1, relating to safe routes to school (SRTS), with the following comments.

Although DTS generally supports the bill's proposal to centralize comprehensive SRTS program planning within the State Department of Transportation, DTS has concerns that the program, which is focused at the state level, may through duplicative processes diminish or overlook county needs and issues. DTS believes that, in light of the diverse and varied communities throughout the State, the SRTS program should be community-based and flexible to local needs. Accordingly, DTS recommends that the statewide SRTS program coordinator should *be required* to consult with relevant stakeholders in the development of the statewide plan and not let the consultation be optional. And that at a minimum, consultations should include the SRTS program coordinators of the various counties, who can provide meaningful input of the needs within their respective jurisdictions.

Thank you for the opportunity to submit these comments.



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Logan Okita
Vice President

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Secretary-Treasurer

Ann Mahi
Executive Director

TESTIMONY BEFORE THE SENATE COMMITTEE ON WAYS & MEANS

RE: HB 600 HD1 SD1 - RELATING TO SAFE ROUTES TO SCHOOL

WEDNESDAY, APRIL 5, 2023

OSA TUI, JR., PRESIDENT
HAWAII STATE TEACHERS ASSOCIATION

Chair Dela Cruz and Members of the Committee:

The Hawaii State Teachers Association **supports HB 600 HD1, SD1**, relating to Safe Routes to School. This bill establishes the safe routes to school advisory committee within the planning branch of the highways division of the department of transportation. Appropriates moneys.

Safe Routes to School facilitates walking and biking to school which helps keep students active while at the same time decreasing rush hour traffic. According to the U.S. Department of Transportation 10-14% of morning rush traffic is school-travel traffic. Thus, an SRTS program can reduce morning traffic and corresponding carbon emissions. Furthermore, providing students with a safe route to bike and/or walk to school promotes their health and safety which is especially crucial in rural and low socioeconomic communities due to higher risk of pedestrian and bicycling injuries. Because there are several rural and low socioeconomic communities in our state, this bill would allow our schools need to be heard and this advisory committee would be extremely helpful as a plan is further rolled out for Safe Routes to School in our neighborhoods where our students walk to school.

To promote the health and safety of students as they commute to school, the Hawaii State Teachers Association asks your committee to **support** this bill.



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SENATE COMMITTEE ON WAYS AND MEANS
Thursday, April 6, 2023 – 10:06AM

Hawai'i Bicycling League Supports HB600 HD1 SD1, relating to Safe Routes to Schools

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee Members,

My name is Travis Counsell, and I am the Executive Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll. This means creating infrastructure that is designed for all users with safety as a top priority.

Hawai'i Bicycling League strongly supports HB600 HD1 SD1, which requires the Department of Transportation's Safe Routes to School Program Coordinator to develop a comprehensive statewide Safe Routes to School Plan. Clarifies the Safe Routes to School Program Coordinator as the central point of contact for all Safe Routes to School programs and appropriates funds.

All road users are entitled to be safe on our roadways. Traffic related deaths and serious injuries have increased in the past decade, disproportionately impacting people who walk and bike. This bill calls for a variety of strategies to be put in place such as protected walkways, better signage, safety devices, and protected bikeways, and it calls for sufficient funding of those projects. When we prioritize road safety from keiki to kūpuna, everyone benefits.

Each year, through HBL's BikeEd Hawai'i education program, we educate over 8000 Oahu fourth graders about bicycle safety. This is a program predominately funded by the City & County of Honolulu's Department of Transportation and has been operating since 1989. The goal of this program is to ensure that our keiki are riding bicycles in safe manners and are given the skills to ideally ride to school. One of the largest barriers to infrastructure that is built for keiki riding bicycles. Establishing a Safe Routes to School advisory committee to develop a comprehensive SRTS plan to ensure all keiki are able to bike, walk, roll, skip, cartwheel, etc safely to school is directly in line with HBL's BikeEd Hawai'i's goal.

Additionally, HBL is in support of the bill's appropriation for a full-time SRTS Coordinator at the state level to assist in the implementation of SRTS and coordinate the SRTS advisory committee.

Mahalo for the opportunity to provide testimony. Please support **HB600 HD1 SD1** and help create safe routes for our keiki, which will create safer communities for all.

Ride Aloha,

Travis Counsell
Executive Director
Hawai'i Bicycling League



To: Senator Donovan M. Dela Cruz, Chair
Senator Gilbert S.C. Keith-Agaran, Vice Chair
Senate Committee on Ways and Means

From: Paula Arcena, External Affairs Vice President
Mike Nguyen, Public Policy Manager

Hearing: Thursday, April 6, 2023 10:06 AM

RE: **HB600, HD1 SD1 Relating to Safe Routes to School**

AlohaCare appreciates the opportunity to provide testimony in **support of HB600, HD1 SD1**. This measure requires the Safe Routes to School Program Coordinator to develop a safe routes to school plan to advise the State on strategies to ensure every child is able to walk, bike, roll or bus safely to school. This measure also appropriates funds to hire additional staff including a dedicated, full-time safe routes to school program coordinator.

Founded in 1994 by Hawai'i's community health centers, AlohaCare is a community-rooted, non-profit health plan serving over 80,000 Medicaid and dual-eligible health plan members on all islands. Approximately half of our membership are keiki. We are Hawai'i's only safety net health plan exclusively dedicated to serving Medicaid and Medicaid-Medicare dually-eligible beneficiaries. Our mission is to serve individuals and communities in the true spirit of aloha by ensuring and advocating for access to quality health care for all. We believe that health is about supporting whole-person health needs.

The Safe Routes to School Program Coordinator will help to facilitate SRTS work and engage relevant stakeholders to develop a strategic plan that prioritizes our most vulnerable children, recommend strategies for schools and communities to more easily access funding, and help to stabilize SRTS funding in the state.

Our keiki have the right to get to school safely. They should be encouraged to walk, bike, roll and bus to increase physical movement and decrease auto use. Lack of physical movement leads to higher rates of obesity, heart disease, high blood pressure and diabetes. The infrastructure of where people live directly correlates to their health. Incomplete pedestrian routes create avoidable, unnecessary risk for our keiki. Lack of safe infrastructure and poor health are disproportionately found in areas with the highest rates of the most vulnerable and disadvantaged residents.

Mahalo for this opportunity to testify in **support of HB600, HD1 SD1**.



Hawai'i Children's Action Network Speaks! is a nonpartisan 501c4 nonprofit committed to advocating for children and their families. Our core issues are safety, health, and education.

To: Senator Dela Cruz, Chair
Senator Keith-Agaran, Vice Chair
Senate Committee on Ways and Means

Re: HB600 HD1, relating to safe routes to school
10:00 a.m., Apr. 6, 2023

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran and committee members:

On behalf of Hawai'i Children's Action Network (HCAN) Speaks!, mahalo for the opportunity to **testify in STRONG SUPPORT on House Bill 600 HD1 SD1, relating to safe routes to schools.**

Too many communities in Hawai'i do not have adequate transportation infrastructure that works for our most vital users: keiki. Children using active transportation options—whether by choice or necessity—have to walk, ride or roll on unsafe, high-traffic roads. The result is that children and families often feel like they have no safe place on our roads, sidewalks or other transportation infrastructure. The impact can be deadly.

From prekindergarten through high school, transportation presents significant barriers for many families' participation in education. Additionally, many schools remain unsafe to access for children, youth and families by any means other than cars. This can be the case even when it comes at great costs for families. HB600 provides an important first step to systematically build choices for families, schools and communities.

Please support HB600 HD1 SD1 and build more, better and safer options for keiki and 'ohana to get to school.

Mahalo,

Ke'ōpū Reelitz
Director of Early Learning and Health Policy

HB-600-SD-1

Submitted on: 4/5/2023 8:51:58 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Lee Chamberlain	Testifying for Maui Bicycling League	Support	Written Testimony Only

Comments:

- The Hawai‘i legislature passed **Act 54**, Session Laws of Hawai‘i 2009, which requires the State's and all counties' departments of transportation to ***adopt a complete streets policy*** that reasonably accommodates convenient access and mobility for all users of the public highways. It also established a temporary task force to review existing state and county design standards and guidelines.
 - In 2018, the mayor of Maui presented a ***Vision Zero*** proclamation in honor of a cyclist who was struck and killed on the shoulder of the Piilani highway.
- **ACT 757 Vision Zero.** The department of transportation and **the county transportation departments shall adopt a Vision Zero policy** that seeks to prevent and ultimately eliminate all traffic fatalities through a combination of engineering, enforcement, education, and emergency response strategies that focus on equity."
- **Act 131** Purpose is to modernize Hawai‘i’s ground transportation infrastructure. **HDOT shall provide for a safe, accessible, equitable, fully multimodal, and sustainable system of ground connections that ensures the accessibility of people and goods and improves economic vitality, public health, livability, and quality of life.**
- “Bike Plan Hawai‘i Master Plan” first published in 1974.
 - Bike Plan Hawai‘i Master Plan lays out bike friendly infrastructure throughout the Hawai‘i islands.
 - There have been several updates since 1974 with the latest being Bike Plan Hawai‘i Master Plan (2003).
- Resolution 92-04, Mayor Lingle-the General Plan of the County of Maui, as revised in 1991, calls for reduced dependency on automobiles as the County's primary mode of transportation;
 - General Plan supports "the development of a county-wide network of bikeways and pedestrian paths"
 - The bicycle is an important, viable mode of transportation that provides an alternative to the automobile, especially for trips of five miles or less;
- In Bike Plan Hawai‘i Master Plan (2003) the West Maui Greenway is listed as a Priority One Project (to be completed less than 10 years).
- The West Maui Greenway is additionally included in the Pali to Puamana Parkway Master Plan (2005), Hele Mai Maui : Long Range Transportation Plan (2040) and the West Maui Community Plan (2021).
- The West Maui Greenway is a proposed 25 mile multi-use trail that will connect Ukumehame to Lipoa Point. <https://westmauigreenway.altago.site/>

- The purpose is to create a safe, comfortable, and joyful greenway path through West Maui that serves as both a recreational and a new transportation facility, connecting people's destinations while highlighting the diverse history, landscape, and culture of the region.

Progress has been made with

The completion of the *West Maui Greenway Master Plan* (September 2022)

Unfortunately after 49 years of the West Maui Greenway plan listed as a priority one project, progress seems to have halted and the plan implementation may continue to be years in the future.

We have a case here on Maui that seems to accept the concept of Perpetual Planning and even though there are Hawai'i Laws and State County plans that support Complete Streets there is little or no compliance and implementation. Maui Bicycling League supports implementation of Complete Streets policies.



HIPHI Board

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Dina Shek, JD
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HMSA

Kathleen Roche, MS, RN, CENP
Kaiser Permanente

May Okihiro, MD, MS
John A. Burns School of Medicine,
Department of Pediatrics

Titiimaea Ta'ase, JD
State of Hawai'i, Deputy Public
Defender

HIPHI Initiatives

Coalition for a
Tobacco-Free Hawai'i

Community Health
Worker Initiative

COVID-19 Response

Hawai'i Drug & Alcohol Free
Coalitions

Hawai'i Farm to School Hui

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective

Date: April 5, 2023

To: Senator Donovan Dela Cruz, Chair
Senator Keith Agaran S.C. Keith-Agaran, Vice Chair
Members of the Committee on Ways and Means

Re: Support for HB 600 HD1 SD1, Relating to Safe Routes to School

Hrg: April 6, 2023, at 10:06 AM

The Obesity Prevention Task Force (OPTF), a program of the Hawai'i Public Health Instituteⁱ (HIPHI), is in **support of HB 600 HD1 SD1**, which establishes and funds a Safe Routes to School (SRTS) Coordinator position within the Hawai'i Department of Transportation (HDOT). We do request this committee reinsert language from the HD1 of this measure that includes establishing a SRTS advisory committee to bring community voice to the development of safe routes and to create a more comprehensive, inclusive, and transparent process by which to address the SRTS needs throughout the state.

This measure is the only transportation bill still remaining that will help to improve pedestrian facilities. It is necessary to pass a policy that establishes the mechanisms to better serve the needs of our communities, which have been suffering from road violence for too long.

The lack of safe routes to school puts keiki at risk.

This measure helps to address unsafe road conditions and uplift safety as the priority of road design to ensure all routes to school are safe for keiki to kūpuna. Community voice should be incorporated into the measure to support transparency and accountability around the development of safe routes in our communities.

This measure creates the position of a Safe Routes to School (SRTS) Coordinator to act as the central point of contact for all SRTS programs, and who would be required to develop a comprehensive statewide SRTS plan. The plan must include performance measures, goals, and strategies to create comprehensive and inclusive approaches to uplift safety. The State Department of Transportation and other invested stakeholders are part of developing a comprehensive, statewide SRTS strategic plan.

The advisory committee that was incorporated into the HD1 will be a part of bringing much needed community perspective to projects and to ensure equitable outcomes are being met. It would be advisable to include members from the following to ensure multiple and varied perspectives:

- Chairs of the House and Senate Transportation committees to serve as co-chairs;
- The deputy director of the DOT's Highway Division;
- The DOT's safe routes to school program coordinator;
- One member representing the physical activity and nutrition section of the Department of Health's chronic disease prevention and health promotion division;
- One member representing the Department of Education
- The chair of the Hawai'i Climate Change Mitigation and Adaptation Commission;
- One member representing the Hawai'i state energy office;
- One member representing the Hawai'i State Council on Developmental Disabilities;
- One member representing each county Department of Transportation;
- One member representing an organization with a focus on bicycling;
- One member representing an organization with a focus on senior citizens;
- One member representing organizations that understand the ways families with young children navigate through transportation means within the State;
- One member representing an organization with a focus on public health and mobility;
- and
- One member representing an organization with a focus on transportation equity and mobility.
- Subject area experts participation per the co-chairs' request.

Upon convening, the SRTS advisory committee should consider obstacles of moving the SRTS special funds to where they can be used most effectively. The money within §291C-3 special fund is designated for county SRTS projects. These funds should move in a timely and efficient manner to the counties. Currently transferring the money from the state to the counties lacks a best practice. The development of both a clear, accountable process and the mechanism to do so will lead to successful outcomes.

Everyone has the right to walk, bike, and roll safely to all destinations.

Our current car-centric approach to implementing road projects results in unsafe roads for everyone, particularly those who walk, bike, and roll to their destinations. We must prioritize safety and design to reverse the increasing number of traffic-related deaths. In 2022, there were 117 traffic-related deaths compared to 94 in 2021.ⁱⁱ This year we have seen more tragic deaths and more parents who will never see their children grow.

This policy helps address the state's health goals by creating spaces where people can safely engage in movement by increasing the total miles of low-stress pedestrian infrastructure by 50 miles (Department of Health). It also supports accomplishing other state goals, including reaching net-zero carbon emissions by 2045 (State Climate Commission Goal).

Communities must be supported to successfully come together, identify, and address their unique safety needs so keiki to kūpuna are safe. They need to be able to access the money to

bring the projects from idea to implementation. By funding the coordinator position and providing dedicated funds to SRTS programs Hawai'i will take a pivotal step in road safety. Investing in creating safe, accessible, and inclusive, active transportation options for keiki to kūpuna will positively impact our communities now and in the future. People will have the chance to move safely through their communities, which supports increased physical activity.

It is a priority of the OPTF to increase active mobility. In Hawai'i, 11.2% of adults have diabetes;ⁱⁱⁱ and 6.7% have coronary heart disease or have had a stroke^{iv}; these are the top causes of death in Hawai'i. To address these chronic diseases, and improve overall public health, safe and accessible roadways are necessary so that all people can benefit.

Thank you for hearing this measure and providing us the opportunity to request the reinsertion of a SRTS advisory committee and to ask the committee helps to identify a best practice to move funds from the state to the counties for community specific SRTS projects.

We appreciate the work the Legislature does to support community safety.

Mahalo,



Peggy Mierzwa
Advocacy & Policy Director
Hawai'i Public Health Institute

ⁱ Created by the legislature in 2012, the Obesity Prevention Task Force is comprised of over 60 statewide organizations, and works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents. The Hawai'i Public Health Institute (HIPHI) convenes the Task Force and supports and promotes policy efforts to create a healthy Hawai'i.

ⁱⁱ <https://www.staradvertiser.com/2023/01/06/hawaii-news/traffic-related-fatalities-in-hawaii-surged-in-2022/>

ⁱⁱⁱ https://diabetes.org/sites/default/files/2022-04/ADV_2022_State_Fact_sheets_all_rev_HI-4-4-22.pdf

^{iv} <https://www.americashealthrankings.org/explore/annual/measure/CVD/state/HI>



Email: communications@ulupono.com

SENATE COMMITTEE ON WAYS & MEANS
Thursday, April 6, 2023 — 10:06 a.m.

Ulupono Initiative supports HB 600 HD1 SD1, Relating to Safe Routes to School, and offers amendments.

Dear Chair Dela Cruz and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

Ulupono supports HB 600 HD1 SD1 and offers amendments. This bill requires the Department of Transportation's Safe Routes to School Program Coordinator to develop a comprehensive statewide Safe Routes to School Plan and clarifies the Safe Routes to School Program Coordinator as the central point of contact for all Safe Routes to School programs.

Although current transportation planning and decision-making have provided important safe routes to school (SRTS) projects and have added facilities through Complete Streets approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe and comfortable bike and pedestrian networks puts keiki at risk. An [analysis of Hawai'i EMS calls](#) found that pedestrian and bicycling injuries to children are most likely to occur during the hours they are traveling to and from school.¹ Overall, walking and biking in Hawai'i have gotten progressively more dangerous in the last 20 years, and we are now ranked the 13th most dangerous state to walk and bike.²

Other states have made firm commitments to protect children's school trips. For example, Colorado dedicates more than \$2.5 million per year in both infrastructure and programmatic monies. These projects range from new sidewalks, lighting and trails, to softer solutions like walking school buses, maps and trip trackers to encourage healthier active living. The more we can support affordable options for keiki to get to school and protect them when they are walking and rolling, the better off our communities will be. Successful programs like these aren't just about the money; they also require other key elements. They provide a mechanism for ongoing community-based forums that help create the pipeline of projects. There are strategic plans that identify the comprehensive

¹ <https://www.hiphi.org/srts2022/>

² <https://smartgrowthamerica.org/dangerous-by-design/>

need across all schools and then help to prioritize resources. And, there are mechanisms in which we can actually determine if routes to schools are legitimately becoming safer across the state and for all keiki.

One recommendation we would like to see in this bill is a mechanism to release the \$1.5 million (and growing) that is currently in the safe routes special fund to the counties as outlined in HRS § 291-16. Our understanding is that, per statute, these funds should be going to the counties and historically has helped fund SRTS programs at the county level. However, to our knowledge, the funds have not been distributed since the passage of Act 9, Special Session 2021, despite the submission of reports by the counties. We are hopeful that this issue can be addressed.

To ensure this program matches the need, reflects the strong community input from this legislative session's deliberations, and builds upon nationwide successful practices, we respectfully request the bill be amended to:

- Restore the SRTS advisory committee to help build upon the momentum of the statewide safe routes to school working group that has supported these important process improvements;
- Fix the special fund issue discussed above so that the counties may access money legislatively prescribed for these efforts;
- Update HRS to eliminate legacy language and codify a stronger SRTS commitment; and,
- Appropriate additional monies to support the program, including \$50 million for SRTS priority projects across the state.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

HB-600-SD-1

Submitted on: 4/5/2023 1:15:42 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Cards Pintor	Individual	Support	Written Testimony Only

Comments:

Aloha,

I go to Farrington High School and I have to walk to school every day. Since my last testimony for HB600, I have experienced a few more times of near accidents and cars almost hitting each other. I still feel a bit unsafe walking to school and I have no idea how many more students feel terrified walking to school. With an advisory committee, we can definitely make the streets feel safer, especially around our schools.

Mahalo nui,
Cards Pintor

HB-600-SD-1

Submitted on: 4/5/2023 3:45:59 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
RoAnn Viloría	Individual	Support	Written Testimony Only

Comments:

Aloha Chair and Committee,

I am in support of HB 600.

Many neighborhoods in Hawai'i lack the infrastructure for our keiki to safely walk, roll, bike, and bus to school. The lack of infrastructure puts our keiki and community at risk.

I am a Maui Nui resident and the lack of safe access sidewalks is devastating. On the island of Maui, we have had 3 accidents involving pedestrians being struck by vehicles this week (April 3- April 5). As I submit my testimony, there are 3 confirmed pedestrian fatalities in Kahului, Kihei, and Lahaina. Reference: Maui News

The amount of signs that state "Share the Road" will not save pedestrians, cyclists, or skaters. Safer sidewalks and access routes are needed in order to protect our community.

I am in support of HB 600 as our community and keiki deserves better -- we deserve safer access routes to schools, parks, beaches, etc.

HB-600-SD-1

Submitted on: 4/5/2023 4:11:43 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Kristin Mills	Individual	Support	Written Testimony Only

Comments:

Maui has had THREE fatal car crashes involving pedestrians this week alone. While many factors are involved, part of the issue is lack of infrastructure, including sidewalks, bike paths, and ample public transportation to help pedestrians to arrive to their destination safely, especially our keiki and our kupuna.

As a resident who votes, a parent, and a health educator, I am in strong support of HB600. Please support this bill so we can have a statewide committee and coordinator that will help create safer routes for all road users. Mahalo!

HB-600-SD-1

Submitted on: 4/5/2023 5:01:53 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Dhiane Martinez	Individual	Support	Written Testimony Only

Comments:

HB600 HD1 SD1 Relating to Safe Routes to School

Thursday, April 6, 2023

10:06am; Conference Room 211 & Videoconference

In Support

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and members of the Committee,

My name is Dhiane Martinez and I am thankful for the opportunity to testify in favor of HB600, HD1, SD1. I am in support of HB600 as it will not only benefit our children's routes to schools, but will benefit all members of our community by creating safe and accessible walkways.

A pedestrian-friendly community will offer a great public space for active and healthy living. Studies have shown that walkable streets correlate with lower rates of chronic diseases such as diabetes and heart disease. Establishing more accessible walkways also offer appropriate spaces for individuals with disabilities who may need wider and safer routes to school. According to the CDC's Division of Nutrition, Physical Activity, and Obesity (DNPAO), walkable communities provide opportunities for local residents to interact and socialize with each other, may improve our local economy, and reduce air pollution.

As a resident who wishes to feel safer on our roads, I strongly support HB600 and ask that you may pass this bill for the health and safety of all the children and people in Hawai'i.

Sincerely,

Dhiane Martinez

dhianem@hawaii.edu

HB-600-SD-1

Submitted on: 4/5/2023 5:05:51 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Barbara Kaaumoana	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill.

HB-600-SD-1

Submitted on: 4/5/2023 5:27:13 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
James Yee M.D.	Individual	Support	Written Testimony Only

Comments:

I am in support of HB 600 because I am proud of our healthy state status and we should continue to promote safety for our community especially for kids to play and exercise outdoors. There should be safe paths and routes for biking , jogging and walking.

Thank you,

James Yee

HB-600-SD-1

Submitted on: 4/5/2023 5:28:24 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Will Caron	Individual	Support	Written Testimony Only

Comments:

Please support HB600 HD1 SD1.

HB-600-SD-1

Submitted on: 4/5/2023 5:59:29 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Rexann Dubiel	Individual	Support	Written Testimony Only

Comments:

Please, support HB600.

Our children deserve a safe route to school.

It's basic common sense, protect children and keep them safe! Design the routes!

HB-600-SD-1

Submitted on: 4/5/2023 6:42:09 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Shay Chan Hodges	Individual	Support	Written Testimony Only

Comments:

Two women were killed by motor vehicles on Maui just today. It's past time to pass legislation to protect our residents.

- Develop a statewide committee that will be responsible for creating Safe Routes to School strategic plan with clear goals.
- Create a position for a statewide coordinator who will be able to support local communities in delivering equity-focused Safe Routes to Schools projects and programming.
- Ensure Hawaii will be able to take full advantage of all the money that comes through the Federal Department of Transportation for the Safe Routes to School efforts.
- All road users are entitled to being safe.
- Traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while 2022 saw 117 deaths (DOH).
- When we prioritize road safety from keiki to kūpuna, everyone benefits.
- Impactful and funded safe routes strategies are necessary to improve road safety in Hawai'i.
- This bill calls for a variety of strategies to be put in place such as protected walkways, better signage, safety devices, and protected bikeways, and it calls for sufficient funding of those projects.
- Improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases.
- While state level data is limited, the proportion of [students across the U.S. in grades K–8 who walk or bike to school fell from 48% in 1969 to only 13% in 2009](#).
- When states prioritize road safety through systemic programming, there is increased walking and biking to and from school.
 - The percentage of students who walked to and from school increased from 7-8 percent to 15-16 percent.
 - The percentage of students who biked to and from school increased from one percent to two percent.
- A [2014 evaluation of state-level safe routes projects](#) found that they were associated with significant increases in active school travel (from 12.9 percent to 17.6 percent), walking (from 9.8 percent to 14.2 percent), and bicycling (from 2.5 percent to 3.0 percent).
- [Safe streets efforts can be even more important for subpopulations](#) such as children with a disability or those that live in low-income neighborhoods.

Mahalo.

HB-600-SD-1

Submitted on: 4/5/2023 7:20:24 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Nancy Manali-Leonardo	Individual	Support	Written Testimony Only

Comments:

I am in support of HB600.

As a Kupuna and grandmother, I feel the need to strongly support this Bill. We deserve safe passage without the constant worry of being injured.

Please support this Bill.

Mahalo,

Nancy Manali-Leonardo

96815

HB-600-SD-1

Submitted on: 4/5/2023 7:56:52 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
David Kingdon	Individual	Support	Written Testimony Only

Comments:

Legislators:

I write to offer my strongest support for HB600, relating to Safe Routes to School. As a paramedic with a background in injury prevention, as a father of two school-aged children, and as a bicycle commuter myself, I know the literally critical importance of safe pedestrian and bicycle routes. Hawaii's infrastructure is shamefully slanted to automotive traffic only. In many areas, particularly those of low to moderate socioeconomic status, the nature of our roadways inhibit and/or endanger those who might want or need to commute on foot or by bicycle. Please do everything you can to remedy this and make our beautiful state safer and more accessible to all road users.

Respectfully,

David Kingdon, MPH, Paramedic

Additional points for consideration:

- Develop a statewide committee that will be responsible for creating Safe Routes to School strategic plan with clear goals.
- Create a position for a statewide coordinator who will be able to support local communities in delivering equity-focused Safe Routes to Schools projects and programming.
- Ensure Hawaii will be able to take full advantage of all the money that comes through the Federal Department of Transportation for the Safe Routes to School efforts.
- All road users are entitled to being safe.
- Traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while 2022 saw 117 deaths (DOH).
- When we prioritize road safety from keiki to kūpuna, everyone benefits.
- Impactful and funded safe routes strategies are necessary to improve road safety in Hawai'i.
- This bill calls for a variety of strategies to be put in place such as protected walkways, better signage, safety devices, and protected bikeways, and it calls for sufficient funding of those projects.

- Improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases.
- While state level data is limited, the proportion of [students across the U.S. in grades K–8 who walk or bike to school fell from 48% in 1969 to only 13% in 2009](#) .
- When states prioritize road safety through systemic programming, there is increased walking and biking to and from school.
 - The percentage of students who walked to and from school increased from 7-8 percent to 15-16 percent.
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- A [2014 evaluation of state-level safe routes projects](#) found that they were associated with significant increases in active school travel (from 12.9 percent to 17.6 percent), walking (from 9.8 percent to 14.2 percent), and bicycling (from 2.5 percent to 3.0 percent).
- [Safe streets efforts can be even more important for subpopulations](#) such as children with a disability or those that live in low-income neighborhoods.

HB-600-SD-1

Submitted on: 4/5/2023 9:06:30 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Robert Benham	Individual	Support	Written Testimony Only

Comments:

My support of HB600 has grown in recent years, as it seeks to address a growing danger to our community. Our community's safety is at risk due to a lack of investment in planning and maintainance of safe pathways for people and vehicular traffic to Co-exist in Honolulu. Here in lower Manoa, we have witnessed an expansion in the various modes of transportation to/from schools, work, homes, and shopping destinations. Cars, buses, trucks, mopeds, bikes, e-bikes, biki bikes, scooters, e-scooters, segways, and skateboards of all kinds are now contending for right-of-way. The old "rules of the road" have been rendered irrelevant. At the very bottom of this transportation "pecking order" , we find the pedestrian. This is not a safe hierarchy. Recent tragedies have made this state of affairs obvious.

As the speed of vehicular traffic seems to have increased over years, together with blatantly-reckless driving behaviors, perhaps due to an ineffective system of law enforcement, and the number of tragic accidents grows, I believe that we have now pushed to the margins many, many people, of ALL ages, who need to walk in safety around their neixghorhood, not only to get around, but also to maintain a healthy lifestyle.

This bill is critical to the health , safety, and well-being of our community. I completely support this bill. So should you.

HB-600-SD-1

Submitted on: 4/5/2023 9:17:32 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Anni C. Peterson	Individual	Support	Written Testimony Only

Comments:

Aloha Senator Donovan M. Dela Cruz, Chair and Senator Gilbert S.C. Keith-Agaran, Vice Chair,

Strong support for HB 600

I hope the committee can realize that Hawaii has committed a travesty to its population by not taking advantage of the initial Intermodal Surface Transportation Equity Act (ISTEA) passed in 1991. This bill which touted a heretofore ignored equity among commuters allowed an 80% to 20% match to states to build infrastructure for bike and pedestrian facilities. While states nationwide took advantage of this initial bill and all the following transportation bills to build infrastructure for alternative modes, Hawaii failed. As a result, 90%-some percent of commuters meet each other behind tons of steel and glass instead of face-to-face.

Hawaii's reliance on sole occupancy vehicular commutes is damaging in many ways including personal, economic, and environmental. We've gotten fat (by sitting on our okole throughout our commute and often throughout our work hours -- think: the multi-dimensional cost of diseases to the state's budget), poor (as vehicular ownership costs close to \$10,000/year with gas and upkeep -- think of the cost of homelessness and poverty to the state's budget), and stressed (as our commute hours lengthen and the kind behaviors we once experienced on our roadways has turned to selfish misbehaviors -- think how stress is an indicator of illness and co-morbidity). We desperately need safe routes to encourage alternatives to these transportation woes that negatively affect a myriad of variables critical to the health and quality of life of Hawaii citizens.

Please, also need to consider the 30-some percent of folks who are too old, too young, too poor, or differently abled to own their own car and need to commute on our car-oriented routes that are frankly, not safe. This is another critical aspect of the social-economic, etc. reason to create infrastructure for alternative modes of transportation.

There are many, many places that need your help. I'm thinking of Honaunau, on Hawaii Island, where students have to take the Hele-On bus to school from South Kona and Kau, miles away, then have to cross the disappearing crosswalk lines to their school; thinking of the students and residents in Nanakule who probably say a prayer before they cross the street without proper pedestrian facilities and crosswalks; thinking of the many, many places throughout the state where blind corners meet a lack of proper safety features and create unsafe conditions.

Beyond infrastructure, a realistic traffic safety campaign needs to be implemented. Years ago, HI-DOT funded a number of 30-second traffic safety messages that students from Fern Elementary School wrote and recorded. Their messages in sweet voices pleading for traffic safety awareness were aired during commute hours and went straight to the heart. Please consider a similar media campaign in this funding.

It's beyond time, please pass this bill!

with respect,

Anni Peterson

HB-600-SD-1

Submitted on: 4/5/2023 11:29:10 PM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Patricia Johnson	Individual	Support	Written Testimony Only

Comments:

No more Sara Lara's - protect road safety for our Keiki to Kapuna!

HB-600-SD-1

Submitted on: 4/6/2023 7:02:32 AM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Kaili Swan	Individual	Support	Written Testimony Only

Comments:

I stand in support of the HB600 please pass this bill thank you.

HB-600-SD-1

Submitted on: 4/6/2023 7:23:44 AM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Paul Strauss	Individual	Support	Written Testimony Only

Comments:

All road users have a right to be safe as they transit from one destination to another, regardless of whether in a vehicle, a bike, or on foot. This is especially important when considering our most vulnerable people such as our keiki and kupuna. I support the efforts of HB600 such as creating a statewide committee that will be responsible for creating SRTS strategic plan with clear goals. A statewide coordinator is also needed to support state and counties' in implementation of the SRTS strategy and plans.

HB-600-SD-1

Submitted on: 4/6/2023 8:09:37 AM

Testimony for WAM on 4/6/2023 10:06:00 AM

Submitted By	Organization	Testifier Position	Testify
Carolyn Eaton	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran and Committee Members,

My name is Carolyn Eaton and I stand in strong support of this public health issue.

As a young person, I was always able to walk to and from school along paved and designated pedestrian walkways. At 76 I live in Makiki and still enjoy walking during daylight hours. Please approve this bill and make the practice of regular walking a safe option for school kids and elders.

Mahalo for your consideration of the overwhelming benefits of safe walkways and bikeways for our people.