



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

February 9, 2009

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 306

COMMITTEE ON TRANSPORTATION

House Bill 306 directs the Department of Transportation (DOT) to adopt a complete streets policy regarding future transportation projects.

We support the bill's intent but **the Department must oppose its passage**. The DOT prefers the Senate companion bill, Senate Bill 718, which was amended. Senate Bill 718, SD 1 was developed through discussions with stakeholders and the Senate and is acceptable to all parties. We prefer that House Bill 306 have language that reflects the changes made to S.B. 718, SD 1.

It is policy of the DOT and the Federal Highway Administration to plan and design state highways, other than interstate freeways, to safely accommodate pedestrians, bicyclists, and public bus stops.

While we support the "complete streets" concept of appropriately accommodating alternative modes of transportation, mandating the implementation of "complete streets" design standards will increase overall project costs. We must be mindful that mandates without flexibility will result in projects that may become impossible to afford because of excessive costs due to increased widening and unnecessary condemnation of land. The DOT does accommodate any and all highway users where feasible. However, if required to do so on all projects regardless of financial or site specific circumstances, we would need to redo our project estimates to increase all project costs and thus shrink our highways program at a time when we are trying to be aggressive in delivering projects.

In addition, adoption of a "complete streets" policy does not involve adoption, amendment, or repeal of rules. The DOT can and has adopted policies that govern designs and processes through a simple administrative memorandum upon which decision making and projects must be based. We are more than willing to collaborate with various stakeholders and the counties on the development of a "complete streets" policy that is feasible and workable for the State. For this reason, this bill is not necessary.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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MUFI HANNEMANN
MAYOR



WAYNE Y. YOSHIOKA
ACTING DIRECTOR

SHARON THOM
DEPUTY DIRECTOR

February 6, 2006

The Honorable Joseph M. Souki, Chair
and Members of the Committee on Transportation
State House of Representatives
State Capitol
Honolulu, Hawaii 96813

Dear Chair Souki and Members:

**Subject: House Bill No. 306
Relating to Transportation**

The City and County of Honolulu Department of Transportation Services (DTS) supports the intent of HB 306 Relating to Transportation. This bill directs the State of Hawaii Department of Transportation (HDOT) to adopt, amend, or repeal rules, in accordance with chapter 91, Hawaii Revised Statutes, in order to adopt a complete streets policy with regard to future transportation projects.

We have two comments to the bill:

- Reference is made in the bill to organizations that shall be included in a public involvement process. We believe that County agencies need to be included in the consultation process as well. For the City and County of Honolulu, we suggest the Department of Transportation Services (DTS), Department of Planning and Permitting (DPP), Department of Design and Construction (DDC), and the Department of Facilities Maintenance (DFM) be added to the entities listed in the bill.
- The City and County of Honolulu reiterates its right to establish policies for streets and other rights-of-way under its jurisdiction.

We believe that our City Charter Amendment 8 demonstrates the City and County of Honolulu's commitment to non-motorized modes of transportation such as pedestrians and bicyclists. Many of the goals of this amendment are consistent with those of a Complete Streets policy. Our public transit and rapid transit divisions of DTS strive to achieve the City's goal of providing multi-modal transportation options and have the potential of encouraging Complete Streets through development of Transit Oriented Development (TOD).

Thank you for the opportunity to testify.

Very truly yours,

A handwritten signature in black ink, appearing to read "Wayne Y. Yoshioka", is written over the typed name.

Wayne Y. Yoshioka
Acting Director

Testimony in Support of HB 306 “Complete Streets”

Aloha,

Serving as the McCully – Mo’ili’ili Neighborhood Board chair for the past 5 ½ years and as a board member for nearly twenty years, the following is why our Neighborhood Board and I support HB 306 “Complete Streets”. Our N.B. has been pro-active for safer crosswalks, safer bicycling and sidewalks since 2004. I am also testifying as an AARP member.

One Vice and AARP have provided the macro view for supporting “Complete Streets”. Representing McCully and Mo’ili’ili, may I present a micro view of the program.

Mo’ili’ili is an old neighborhood. Our Prince Kuhio Elementary School will celebrate its 125th anniversary this year. There was no “Complete Streets” when the school was built in 1884, or in the early ’60s when a fourth grader died crossing S. King Street trying to go to school one morning.

In 2000 the U.S. Census showed 16% of Mo’ili’ili consisted of senior citizens and 8% of our population was under the age of ten – both are at-risk groups for crossing streets. This is one of four of my neighbors. Upon the completion of the 2010 census this will become 22% seniors and 8% under the age of ten – or one in three neighbors at-risk going to school, going to the bank, to eat in a restaurant, visit the library or drugstore, etc.

My neighbor, Eudie Schick uses a HandiVan as she cannot get over the curbs to reach the bus stop, as the ADA cuts have not been retrofitted. My neighbor, Gwyne Isa, is in her 2nd year of rehabilitation from a mid-day accident on S. King at Hauoli Streets, because a pedestrian activate crosswalk that the N.B. has asked for at this site yearly, still has not been installed. Bids for this project will be going out in April, May or June according to a report at the 5 February 2009 N.B. meeting.

Personally, I’ve given names to three stoplights in Mo’ili’ili that were installed two plus years after a person was run over at each intersection. This helps me keep my focus on what we are trying to accomplish.

To reach Lunalilo Elementary School, keiki from mauka need to cross Young Street and S. King Street. Neither offer crosswalks, pedestrian activated crossing signals, traffic signals, or a crossing guard. At this site, during a “pedestrian/driver” awareness campaign, an HPD major was nearly hit as he escorted keiki across the street. To reach the school from makai, our at-risk keiki cross Kapiolani Blvd or McCully Street.

To reach Prince Kuhio Elem. School, keiki from mauka cross Old Waialae Road, the Hi-1 freeway on/off ramp and S. King Street. From makai, our at-risk under ten year's old keiki cross Kapiolani Blvd., Date Street and Kaimuki Avenue.

Complete Streets, HB 306 will provide a safer route to school for our keiki and an opportunity for our kupuna to have amore active lifestyle. As the transit oriented development project moves forward, having a "Complete Streets" program in place makes good fiscal sense.

Having Complete Streets in place, would require transit oriented development make our multi-modal: complete/connected sidewalks; bicycle lanes; pedestrian activate crosswalks; countdown timers, etc all being less expensive to install at the beginning of a project, than doing a retrofit.

A Complete Street program allows for safer passage, thus more neighbors being able to walk or bicycle their children to school, or to do their daily errands. I believe others will testify to the health benefits and cost savings to our health system that Complete Streets can bring.

According to the State, Department of Transportation, 20 – 26% of our morning traffic is made up of parents taking their children to school. A Complete Streets program offers complete/connected sidewalks, and bicycle lanes and can remove 1 – 3 % of the morning traffic within 5 years, and another 1 – 2 % within ten years of implementation. Using 10,000 cars as 1% (a low estimate) this can have a significant impact on morning traffic. Factor in the transit project ridership and the numbers become even more significant.

To summarize, HB 306 "Complete Streets" will give us the ability to have more people walk and bicycle safely, receive more physical activity, allow people with disabilities to live at home and enjoy their neighborhood more fully and have unimpeded access to bus stops.

While we support HB 306, e kala mai, would you please consider making this program mandatory.

Mahalo.

Ron Lockwood, Chair
McCully – Mo'ili'ili N.B. #8
918 University Ave. #204
Honolulu, HI 96826

rnlockwoodohana@yahoo.com



To: Hawaii House Committee on Transportation

From: AARP Hawaii - Jackie Boland, Associate State Director (808) 545-6003;
352-8444 (cell); jboland@aarp.org

Date: February 9, 2009, 9:00 a.m., Conference Room 309 (State Capitol)
House Committee on Transportation

Re: HB 306 RELATING TO TRANSPORTATION. Directs the department of transportation to adopt a complete streets policy regarding future transportation projects.

Chair Souki and Committee Members:

AARP is a membership organization of people 50 and older with more than 158,000 members in Hawaii. We support HB 306 which directs the Department of Transportation to adopt a Complete Streets policy regarding future transportation policies.

AARP supports Complete Streets policies because they make it safer and more convenient for walking and bicycling, accommodate people with disabilities, are fiscally responsible and promote physical activity. All of these things can contribute to an individual's ability to age at home in his or her community and maintain important social connections that benefit both the individual and the community. And, in fact, this is something the public would support. In an October 2008 AARP survey of 50+ adults on Oahu, 88% of those surveyed said they would support a policy that ensures roads will be designed for all users.

The companion to this measure was heard in the Senate Transportation Committee on 2-2-09 and 2-4-09. It is our understanding that the approved draft, which has not yet been posted, will incorporate many of our suggested changes. We are providing your committee with the same information that we provided to the Senate.

To strengthen this proposed bill, we suggest some friendly amendments to the text of the bill. It is very much within the purview of this legislative body to establish a vision for our state's transportation system. As such, rather than directing our DOT to establish this vision through administrative action, we recommend that this Act state, "*The purpose of this Act is to establish that it is a policy of the state to accommodate all users of the transportation system, regardless of age and ability.*" The bill should then direct our DOT to work with the citizens of Hawaii and the counties, to work out the implementation steps in accordance with the law. The 12 month period outlined in the draft legislation is a reasonable time frame to do so.

Additionally, to make a Complete Streets policy feasible, it should be noted when and how exceptions can be made. Attached for your information is a piece of model legislation developed

by AARP and the National Complete Streets Coalition. Below are the exemptions listed within it.

(1) EXEMPTIONS

(A) Project-specific exemptions are permissible if and only if:

- (i) Use by bicyclists and pedestrians is prohibited by law, such as within interstate highway corridors
- (ii) The cost would be excessively disproportionate to the need or probable use, or
- (iii) Where sparsity of population or other available means or factors indicate an absence of future need.

(B) As used in section (3) (A) (ii), excessively disproportionate costs are defined as those exceeding twenty (20) percent of the entire project's total cost.

C) Project specific exemptions under this section must be approved by a senior manager of the transportation agency or agency with jurisdiction over the project and must include publicly available supporting documentation.

What Are Complete Streets?

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and cross a complete street. Complete Streets policies ensure that these principles are part of the planning, design, construction, or reconstruction of roads, and all transportation projects should aim to create a comprehensive, integrated, and connected network to accommodate all modal needs in a manner that is suitable to their context, whether that is rural, suburban, or urban.

Because a Complete Street is designed according to its context, there is no single description of what a complete street looks like. They can include things such as sidewalks, bike lanes, crosswalks, wide shoulders, medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, and sidewalk bulb-outs and curb cuts. They look different in urban, suburban or rural areas, but in all cases take into consideration both the safety and convenience of all users.

Why we need a Complete Streets policy now:

- **Safety, accessibility, and a rapidly expanding aging population:** Hawaii is the most dangerous state in the nation to be a pedestrian over the age of 65. This is of extreme concern to AARP, because according to U.S. Census projections, in the next 23 years, Hawaii will see its 65+ population increase by 86%, while the under 50 population will increase by only 8.4%. It is critical to the health and financial well being of both individuals and our state as a whole that we keep this demographic shift in mind and plan communities that offer people the opportunity to live independently, at home, for as long as possible.

This will require a variety of transportation options, including safe and comfortable walking environments for those who can no longer drive or choose not to drive. Design provisions should ensure safe, comfortable, and convenient travel by foot, bicycle, transit, and auto, regardless of age and ability. In particular, the design of the street network should encourage use of rail transit, buses, bicycling, walking and other non-automobile forms of transportation, as well as make it safe to travel in an automobile.

One-third of all Americans do not drive. This includes children who are not of driving age, people with disabilities, and individuals who do not own or do not have access to an automobile. The transportation options that open up when we build complete streets would allow all of those individuals to easily access the things we take for granted – being able to shop, go to work, attend religious services, and engage in recreational activities.

- **Fiscal Responsibility:** Complete Streets policies also make good fiscal sense. It is far less expensive to account for all users as a rebuild or new job is being done than to retrofit later. In addition, creating a complete street can cut the cost of providing transit services to persons with disabilities. Many users of para-transit could use regular fixed route services if they were accessible, at a fraction of the cost of para-transit. Providing good sidewalks that enable persons with disabilities to easily get from their homes to accessible fixed route bus stops allows those individuals to remain independent, and saves our transit agencies money.

With the recent announcement of the “Highway Modernization Act,” now is the perfect time to put such a policy into place, to ensure that all roads take into account all users, including those on foot, those on bicycles, and those with disabilities.

- **Americans want to walk and bicycle more.** Recent opinion polls have found that 52 percent of Americans want to bicycle more and 55 percent would prefer to drive less and walk more. But streets without safe places to walk and bicycle put people at risk. *While nine percent of all trips are made by foot or bicycle nationwide, 13 percent of all traffic fatalities are bicyclist or pedestrians.*

In Hawaii, and particularly in many areas on Oahu, it is not safe for people to simply walk out their front door to go for a walk or a bicycle ride. As a result, it is common for people to drive to places where it is safer. This contributes to congestion on the roads but is also a barrier to getting those who are less active to engage in physical activity, which has been proven to increase health and expand longevity. In 2001-2005, AARP spearheaded, “Shape Up Across Hawaii,” a program that worked with thousands of seniors each year to encourage them to increase their physical activity. Year after year, we found that the physical environment served as a barrier because people did not feel safe walking near their homes.

An effective Complete Streets Policy should prompt transportation agencies to restructure their procedures to accommodate all users on every project, re-write their design manuals to encompass the safety of all users, re-train planners and engineers in balancing the needs of diverse users of the roadways, and create new data collection procedures to track how well the streets are serving all users. We believe that passage of HB 306, with amendments, could be an important first step in creating an effective Complete Streets policy in Hawaii.

Thank you for the opportunity to testify before your committee. We look forward to working with you as this bill moves through the legislative process.

Attachment 1: Model Legislation (AARP/National Complete Streets Coalition).

An act amending the transportation law to create a balanced, multimodal transportation system that meets the needs of all users of streets, roads, and highways, defined to include pedestrians, bicyclists, persons with disabilities, older adults, public transportation vehicles and their users, motorists, and movers of commercial goods.

(2) PROVISIONS INCLUDED

- (A) All state and county transportation projects shall improve safety, access, and mobility for users of all ages and abilities, defined to include pedestrians, bicyclists, persons with disabilities, older adults, public transportation vehicles and their users, motorists, and movers of commercial goods.
- (B) Bicycle, pedestrian, and transit modes are integral to the transportation system and all transportation projects shall aim to create a comprehensive, integrated, and connected network to accommodate those modal needs in a manner that is suitable to the rural, suburban, or urban context.
- (C) Bicycle, pedestrian, and transit accommodations shall be established in conjunction with the planning, design, construction, reconstruction, rehabilitation, or other change of any state or county transportation facilities with special emphasis given to projects in or within (x) miles of an urban area.
- (D) New accommodations should be made in pavement resurfacing projects where bicycling, pedestrian, and transit areas can be added within the scope of the original roadwork.
- (E) Agencies with jurisdiction over transportation improvement programs shall update existing design manuals to accommodate complete streets principles as set forth in subsections (A) – (D).

(3) CERTIFICATION

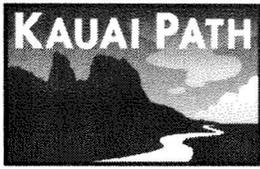
- (A) Every agency with jurisdiction over the transportation improvement program shall review and certify that each project incorporates complete streets principles set forth in section (1) in all aspects of project development, including identification, scoping procedures, design approvals.
- (B) After initial certification under (A), the responsible agency shall recertify annually until final construction is completed that the projects remain in compliance with the requirements of section (1).

(4) EXEMPTIONS

- (A) Project-specific exemptions are permissible if and only if:
 - (iv) Use by bicyclists and pedestrians is prohibited by law, such as within interstate highway corridors
 - (v) The cost would be excessively disproportionate to the need or probable use, or
 - (vi) Where sparsity of population or other available means or factors indicate an absence of future need.
- (B) As used in section (3) (A) (ii), excessively disproportionate costs are defined as those exceeding twenty (20) percent of the entire project's total cost.
- C) Project specific exemptions under this section must be approved by a senior manager of the transportation agency or agency with jurisdiction over the project and must include publicly available supporting documentation.

(5) BEST PRACTICES REPORT

- (A) Not later than two years after the date of enactment of this act, the Department of Transportation shall publish as best practices a report showing how transportation agencies have changed their procedures to routinely design and implement safe, effective multi-modal facilities for travelers of all ages and abilities.
- (B) In establishing such best practices, consideration shall be given to the following areas:
 - (i) Procedures for identifying the needs of all users of all ages and abilities and the types and designs of facilities needed to serve these users.
 - (ii) Information collected from agencies on the percentage of trips made by foot, bicycle, and public transportation together with target level of use for these modes that is commensurate with state goal of increasing those mode shares by [XX] percent.
 - (iii) Procedures for identifying and overcoming barriers, including a summary of documentation required by (3) of why transportation agencies could not comply with the requirements of the section.



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A Project of Garden Island Resource Conservation & Development, Inc.

TESTIMONY IN SUPPORT HB 306

February 6, 2009

House Committee on Transportation
Representative Souki- Chair
Representative Awana- Vice Chair

e-mailed to: TRNtestimony@capitol.hawaii.gov

Monday February 9, 2009 9:00 AM — Conference Room 309

Aloha Rep. Souki, Rep. Awana, and Members of the Committee:

My name is Thomas Noyes and I serve as secretary for the Kauai Path, Inc. board of directors. Kauai Path is a not-for-profit organization committed to ensuring that Hawai'i communities are designed and built as healthy communities. Kauai Path is a member of the One Voice for Livable Islands coalition, which was convened for the purpose of implementing "complete streets" concepts.

We strongly support of HB 306 and urge the House Committee on Transportation to move this bill forward quickly in order to better prepare ourselves for the coming infrastructure improvement dollars that both the Congress and the State will be setting forth.

The Kauai Path board seeks your committee's support HB 306 so that complete streets will become the basis for our State Department of Transportation's program over the coming decade. Incorporating complete streets methodology, concepts and planning strategies will ensure that our projects meet the needs of more than just motorists, reduce the need for constant repair and maintenance, and accommodate the mobility needs of those that don't drive a motor vehicle. Complete streets certainly provide for multiple payoffs.

Thank you for your time and for diligently reviewing this issue. We look forward to being your partner in leading the way to complete streets through One Voice's participation in the legislative process, and urge your support of this bill today.

Best regards,

Thomas A. Noyes

Kauai residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-vehicular paths.



PATH ~ PEOPLES ADVOCACY FOR TRAILS HAWAII

PO Box 62 ♦ KAILUA-KONA, HAWAII 96745 ♦ 808 -329-9718 ♦ sharetheroad@pathhawaii.org

February 6, 2009

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Mission

To safely connect the people and places on Hawaii Island with pathways and bikeways.

Serving

the Island of Hawaii since 1986

Web-site:

www.pathhawaii.org

Testimony in Support of HB 306

House Committee on Transportation
Representative Joseph Souki, Chair
Representative Karen Leinani Awana- Vice Chair
Monday February 9, 2009 9:00 AM
Conference Room 309

Aloha Chairman Souki, Vice Chair Awana and members of the Committee:

On behalf of the over 300 members of PATH, Peoples Advocacy for Trails Hawaii and our sister organizations comprising the One Voice for Livable Islands coalition representing over 62,000 people, **we are writing in support of HB 306**, calling for the establishment of a Complete Streets policy for the State of Hawaii Department of Transportation.

HB 306, and its companion bill SB 718, will help ensure that the future investment in our roadways is done in a way that will create a safe, efficient and resilient transportation system in Hawaii that shares modes among walking, bicycling, driving and public transit. As many of our leaders say today in the midst of this economic crisis, we cannot do business as usual. This includes transportation as well. We must create an environment where less expensive, less energy demanding and healthier, more socially just and equitable transportation modes are accommodated. This mode-shift from driving to walking, bicycling and more frequent use of public transit is key to maintaining Hawaii's economic growth, improving health status, reducing energy demand and providing greater mobility options for all of Hawaii's people.

Suggested amendment to the Bill: We urge the following amendments are made:

- 1) Adopt language used in SB718, which was achieved with good faith collaboration on the part of HDOT and One Voice for Livable Islands members in the spirit of Kānāwai Māmalahoe, Law of the Splintered Paddle, ensuring public safety on our roadways, set forth by King Kamehameha the First and adopted as Hawaii State Constitutional Law in 1978. Please see Senate Transportation Committee reports for further details.
- 2) Following SB718, include in the implementation Task Force the State Bicycle and Pedestrian Coordinator and County Bicycle and Pedestrian Coordinators.

The last 50 years of Statehood have created a transportation system we can no longer afford to maintain. We are at the brink of a new era of surface transportation in Hawaii and now is the time to establish policy that will ensure equitable mobility for all. Thank you for the opportunity to submit testimony in support of HB306.

Laura Dierenfield
Executive Director

IPAC

Injury Prevention Advisory Committee

February 9, 2009, 9:00 a.m.

The Honorable
Chair, Souki
State Capitol
Honolulu, Hawaii 96813

Dear Representative Souki and Members of the House Transportation Committee
Subject: **Support for HB 306**

The Injury Prevention Advisory Committee strongly supports HB 306, which urges the Department of Transportation to adopt a "Complete Streets" policy that enables pedestrians, bicyclists, motorists and transit riders of all ages and abilities to have safe access to our roadways. In addition, the bill incorporates participation of AARP, Hawaii Bicycling League, the Sierra Club and other interested parties of the public in the project planning process.

Established in 1990, the Injury Prevention Advisory Committee (IPAC) is an advocacy group committed to preventing and reducing injury in Hawai'i. IPAC members include public and private agencies, physicians, and professionals working together to address the eight leading areas of injury that include pedestrians and bicyclists.

The safety and mobility of pedestrians and bicyclists as integral users of the transportation system are significant concerns for Hawai'i. Mobility is an issue for at least one-third of Hawai'i's population who either choose not to drive (pedestrians, bicyclists, transit users) or cannot drive (children, seniors and disabled). According to Emergency Medical Services Data, in 2008, there were 336 non-fatal traffic related bicycle injuries and 398 non-fatal traffic related bicycle injuries. According to the National Household Travel Survey, in Hawai'i, bicyclists and pedestrians are 11 times more likely die in a traffic related crash than residents who travel by car. Hawai'i's transportation system cannot be considered adequate until it enables all road users to move safely along and across a "Complete Street."

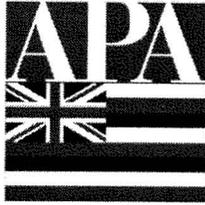
"Complete Streets" policies balance the needs of all road users. "Complete Streets" as an all inclusive policy roadmap can guide Hawai'i in setting a clear course for fully integrating all users in all present and future transportation projects. By following the example of other states that have adopted a "Complete Streets" policy, we have the opportunity to develop a safe, equitable and adequate transportation system for all. We urge you to pass HB 306.

Thank you for allowing us to testify.

Sincerely,

Bruce McEwan
Chair

A safe Hawai'i from the mountains to the sea.



hawai'i chapter
of the
american planning
association
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honolulu
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96809
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February 6, 2009

Representative & Speaker Emeritus Joseph M. Souki, Chair
Representative Karen Leinani Awana, Vice-Chair
Transportation Committee
American Planning Association, Hawaii Chapter

RE: H.B. 306, Relating to Transportation

Hearing: Monday, February 9, 2009, 9:00 AM
Conference Room 309

The APA Hawai'i Chapter has approximately 300 members. Our membership is composed of individuals from the private and public planning sectors, interest groups, and landowners, including decision-makers, administrators, lawyers, architects, developers, university professors, students and other interested persons. We are also part of the American Planning Association, which has a national membership of over 44,000. Our motto is "Making great communities happen."

APA Hawai'i strongly supports H.B. 306 because it requires the State to consider the needs of all travelers, including pedestrians, bicyclists, bus riders and motorists of all ages and abilities, in both the design and operation of State highways. Everyone should be able to move along and across the streets of our cities and towns safely.

We recognize that not all highways and roadways are within the jurisdiction of the State Department of Transportation. Most of the roadways that traverse the City of Honolulu, and the towns and suburbs across Hawaii are under the jurisdiction of the county transportation departments. Nevertheless, it is important for the State to lead by example by working with citizens and interested groups to determine the best methods to establish or implement a complete streets policy. We also recommend that H.B. 306 be amended to also encourage the county transportation departments to adopt a similar "complete streets" policy on the local level.

In conclusion, APA Hawaii urges Senate adoption of H.B. 306. We stand ready to participate in the public involvement process if and when this bill becomes law.

Thank you for the opportunity to offer our comments.

Respectfully,

Ralph E. Portmore, AICP
Chapter President

*founded in 1962, the
hawai'i chapter has over
300 members, including
planning officials, public
and private sector planners,
and community advocates,
on the major islands
across the state*

e mālama pono i ka 'āina;
nānā mai ke ola
take good care of the land;
it grants you life



Monday, February 9, 2009

Representative Joseph M. Souki, Chair
Representative Karen Leinani Awana, Vice Chair
House of Representatives
State Capitol
Honolulu, Hawaii 96813

Subject: **HB306, Relating to Transportation**

Dear Representative Souki & Members of the House Committee on Transportation:

The Hawaii Public Health Association (HPHA) **strongly supports HB 306** that directs the Hawaii Department of Transportation to adopt a Complete Street Policy that routinely considers the safety and convenience of all users of the transportation system in all transportation improvements and new projects.

The Hawaii Public Health Association was founded in 1945. Our membership consists of more than 150 public health professionals working in governmental agencies and non-profit organizations statewide, and our mission is to promote public health in Hawaii through leadership, collaboration, education and advocacy.

There is substantial evidence that links the way we design our transportation systems and communities with the public's health and safety. Studies show residents living in communities with "complete streets" that service all road users and have convenient access to goods and services, experience the physical and mental health benefits of being more physically active.

The planning and design of transportation systems that do not consider the needs of all road users, including pedestrians, bicyclists, transit users, motorists, the disabled and other vulnerable groups, result in reduced opportunities for physical activity, increased levels of air and noise pollution, increased likelihood of traffic injuries, and increased health inequities.

Hawaii needs a Complete Streets transportation policy proposed in HB 306 that will help to shape the design and development of healthier communities, and support the improved health and well-being of all Hawaii's residents. We urge you to support the passage of HB 306. Thank you for the opportunity to testify.

Sincerely,

James Rarick, President



Sierra Club Hawai'i Chapter

PO Box 2577, Honolulu, HI 96803
808.537.9019 hawaii.chapter@sierraclub.org

HOUSEE COMMITTEE ON TRANSPORTATION

February 9, 2009, 9:00 a.m.

(Testimony is 1 page long)

TESTIMONY IN SUPPORT OF HB 306

Chair Souki and members of the Committee:

The Sierra Club, Hawai'i Chapter, with 5500 dues paying members statewide, supports HB 306, which directs the Department of Transportation to adopt a "complete streets" policy regarding future transportation projects.

Bike-friendly streets are really an investment in the health of both Hawai'i's residents and environment. Consider:

Safety. Hawai'i unfortunately ranks high nationwide in pedestrian deaths. While there has been a decline in bicycle/pedestrian accidents nationwide, Hawai'i has witnessed an increase in our death rate from bicycle/pedestrian accidents. At 5.7 deaths per million of our population, our rate is over twice the national average. Worse, of our total traffic deaths, over 25% are cyclists and pedestrians, again about twice the national rate. Roughly 80% of car/bicycle accidents are the fault of the automobile operator.

Traffic Congestion. In Boulder Colorado, a Transportation Management Plan -- which included enhanced bike/pedestrian facilities -- was implemented about 20 years ago. Pedestrian and bike trips both increased by over 10%, while car use diminished by 14% (growth in bus use accounts for the rest). Consider this potential in Hawai'i, where our weather is conducive to outdoor activities year round. Many residents have indicated a desire to use bicycles for some part of their trip needs, if only there were safe streets and appropriate facilities. To date, 5.7% of us already walk or bike to work, 1.6 times the national average. Consider the untapped potential to economically reduce automobile use while still meeting transportation demand, if a comprehensive plan were adopted.

Public Health. One third of us are overweight or obese. This sad fact reflects, among other life style factors, the long-term consequences transportation decisions made in the past. Quite simply, we have not provided the capacity for people to walk and bicycle safely in our communities. Most trips of 1/4 to 1/2 mile are entirely feasible on foot, and 3 miles or more on bicycles, if only they were perceived to be safe.

We do suggest amending HB 306 to reflect "Sierra Club, Hawai'i Chapter" on page 2, line 21.

Thank you for the opportunity to testify.



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bicycle@hbl.org www.hbl.org

TO: Representative Joseph Souki, Chair
Representative Karen Leinani Awana, Vice-Chair
House Committee on Transportation

FROM: Mitchell S. Nakagawa, Executive Director

HEARING DATE: Monday, February 9, 2009, 1:15pm

SUBJECT: Support for HB306

The Hawaii Bicycling League (HBL) supports HB306 and the creation of safe, healthy transportation options that encourage livable communities. For over three decades, HBL and its membership have advocated for policies that will ensure future generations live with transportation infrastructure that enhances their quality of life.

HB306 demonstrates a commitment to provide safe and enjoyable streets for all users of the road. These policies are not only vital to improving the mobility and access of a wide range of individuals, but also encourage more active lifestyles, an increasingly important issue addressing the rising obesity and inactivity rates among all demographics.

By providing Complete Street solutions, bicyclists, pedestrian, transit-users, and motorists can co-exist safely and efficiently. Integration of these modes of travel becomes more efficient for all users, in manners consistent with the local communities. The addition of street and sidewalk lighting, appropriate landscaping, feeder routes, and safe bikeways create safer communities for all users.

The Hawaii Bicycling League suggests amendments to HB306, mirroring SB718, including the stated exemptions. We feel these amendments are necessary to provide the Department of Transportation with certain exemptions to ensure Complete Streets policies can be implemented effectively.

By supporting HB306, we can establish measurable outcomes in accordance with national standards while providing long lasting economic benefits to local businesses and residents. Complete Streets encourages pedestrian traffic to businesses, expand the range of bicycle trips while saving energy and money, and provide residents with greater access to lower cost transportation options, all of which provide an improved quality of life now and for our children.

Thank you for your attention and the opportunity to testify.



SUPPORT HB 306

February 5, 2009

Testimony in Support of HB 306
House Committee on Transportation
Representative Souki- Chair
Representative Awana- Vice Chair
Monday February 9, 2009 9:00 AM
Conference Room 309

Representative Souki, Awana and members of the Committee:

My name is Justin Fanslau and I represent the unified voice of the members of the One Voice for Livable Islands coalition. One Voice for a Livable Islands is a broad based coalition of organizations and individuals committed to ensuring that Hawai'i communities are designed and built as healthy communities. OV pursues its mission through public education, advocacy and community mobilization. **We stand in strong support of HB 306 and urge the committee to move this bill forward quickly in order to better prepare ourselves for the coming infrastructure improvement dollars that both the Congress and the State will be setting forth.**

Complete Streets are streets that are planned, designed and built to accommodate all users of the road. The true value of a complete street to a community is that it meets the needs of all our citizens. This includes the daily needs of the large portion of our population that does not possess a driver license and/ or does not have access to a personal motor vehicle. Children, seniors, college students, and families with low incomes must be included in a greater way when we plan to support our communities mobility needs. Complete Streets helps to complete our mobility needs by providing safer and more convenient opportunities for pedestrians, bicyclists and users of the public transportation system.

What are other States Doing?

In 2000, the Federal Government established new guidelines and regulations relating to the needs of all users of the road. "Bicycling and walking facilities will be incorporated into all transportation project unless exceptional circumstances exists." (FHWA 2000 Federal Guidance <http://www.fhwa.dot.gov/environment/bikeped/design.htm> . Additionally, Oregon state law requires that footpaths and bicycle trails be included

wherever a highway, road or street is being constructed, reconstructed or relocated. California passed an aggressive law in 2008 that requires all general plans to include complete streets policies in their newly adopted general plans. This new law was part of an aggressive strategy pursued by the state to improve air quality, reduce energy consumption and reliance on foreign oil, battle obesity and physical inactivity rates in youth and provide adequate mobility options for the aging population. In order to reach these goals, the State Department of Transportation rewrote its own Deputy Directive to strengthen the need for complete streets projects in all projects the state reviews, manages and contracts.

Why HB 306 and the Federal Money

The new administration has recently proposed an aggressive stimulus plan that Congress is currently debating. Within this massive economic plan lies some basic fundamental value shifts that the State must be prepared for. The focus of the administration and Congress is to make certain that when we build infrastructure projects that we don't do business as usual. Stimulus funds will be held to higher standards. Our DOT needs to be able to demonstrate lasting effectiveness. Projects must prove multiple pay offs.

HB 306 can and should be the new foundation for our State Department of Transportation. Incorporating complete streets methodology, concepts and planning strategies will ensure that our projects meet the needs of more than just motorists, reduce the need for constant repair and maintenance and accommodate the mobility needs of those that don't drive a motor vehicle. Complete Streets certainly provide for multiple payoffs.

Suggested Amendment

The companion to this measure was heard in the Senate on 2-2-09 and amended on 2-4-09. Negotiations between the Department of Transportation and One Voice For Livable Islands resulted in a bill that is currently moving forward in the Senate. These changes have not yet been printed by the Senate and made available to the public.

Our Coalition

In 2005, the City and County of Honolulu passed Charter Amendment 8 by 77%. Our coalition worked hard to take the message of safer mobility options to the public and the public responded with an overwhelming voice of support. In the last few years we have been building our numbers and learning more about implementing complete streets in State Policy. We are committed to working with the Administration, the Legislature and every department to find creative ways to incorporate healthy mobility options into the way we do all of our business.

Thank you for your time and for looking at this issue with a careful and deliberate eye. We look forward to being your partner and urge your support of this bill today.

Aloha,

Justin Fanslau

TESTIMONY IN SUPPORT OF HB 306

From

REPRESENTATIVE JOE BERTRAM III

February 5, 2009

Aloha Representative Joe Souki, Chair, of the House Transportation Committee and members of the Committee on Transportation..

I write in strong support of HB 306 RELATING TO HIGHWAYS..

Thank you for your support of this measure.

February 6, 2009

In SUPPORT OF HB306

State of Hawaii Legislature
House Committee on Transportation
Representative Joseph Souki, Chair
Representative Karen Leinani Awana- Vice Chair
Monday February 9, 2009 9:00 AM
Conference Room 309

Aloha Representatives:

Excitement is abounding in the community of Kailua, Oahu, and Statewide with one of this legislative years buzz words, "**Complete Streets**". Last year "Sustainability" was all the rage, with newspaper and magazine articles, I perceive, a daily occurrence today. Will "complete streets" become household "lingo"? I sure do have **hope** and **optimism** that your committee will consider the **positive impacts of universally designed rights of way in communities and move forward with legislation to complete our rights of way.**

Often times when I mention "complete streets" to people ranging from my wife's "mom group" friends, to my colleagues at the Kailua Urban Design Task Force, the question back to me is: "I have heard that term, could you please explain?" As the national movement of legislation for "Complete Streets" spreads through each state of the United States of America, I expect to explain less. Since less than two years ago, I am already receiving more and more support for the pedestrian and bicycle improvements I have been continually involved in since 2006 when I joined the Mayor of San Francisco's Pedestrian Safety Advisory Committee, prior to moving to Hawaii in 2007. I have documented the amount of bike racks in the urban core of Kailua, Oahu and have seen a significant rise in private businesses placing bike racks and striving for pedestrian improvements in their vicinity. Too often, and quite mistakenly, walking/ biking is conveyed as a transportation method for low-income persons. I urge the committee members to come by Kailua on a Thursday afternoon near 5PM and observe how many families are out walking to and from the farmers market, strollers, children on bikes, people back and forth to the beach – the rights of way are activated and full from "edge to edge".

The "edge to edge" concept is my biggest emphasis when participating at the community level or as a public artist in the design or re-design of a right of way. Through smart legislation, we, the State of Hawaii, can become fully immersed in rights of way that are abounding with movement towards common goals of a healthy, socialized, and economically strong population. I **strongly urge** the committee to consider the language used in SB718, and work with all groups interested in the promotion of **streets designed universally for all users of our rights of way.**

With sincerest Aloha,

Brian Canevari
Bicycle/ Pedestrian/ Transit Coordinator, Kailua Urban Design Task Force
One Voice for Livable Islands Executive Committee, 2009
b.C. FRaME, Inc. , President
HI Resident, 117C. N. Kalaheo Ave., Kailua, HI 96734

awana3-Elenoa

From: Randall Blake [oneislandguy@mac.com]
Sent: Friday, February 06, 2009 8:40 AM
To: TRNtestimony
Subject: HB 306 Monday February 9, 2000 at 9:00 AM. TRN committee

Rep Souki- Chair

HB 306 February 9, 2000 at 9:00 AM.

I Thank you for this opportunity to give my support for HB 306. I believe that now is the time for complete streets to be the standard for the transportation in Hawaii

Randall C Blake