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## A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

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

1       SECTION 1. Act 54, Session Laws of Hawaii 2009, enacted  
2 the complete streets law, codified as section 264-20.5, Hawaii  
3 Revised Statutes, to require the department of transportation  
4 and the county transportation departments to adopt a complete  
5 streets policy that seeks to reasonably accommodate convenient  
6 access and mobility for all users of the public highways within  
7 their respective jurisdictions, including pedestrians,  
8 bicyclists, transit users, motorists, and persons of all ages  
9 and abilities.

10       The legislature finds that clarification of the complete  
11 streets policy is necessary to ensure its proper implementation  
12 and its effectiveness as intended.

13       The purpose of this Act is to:

- 14       (1) Clarify the requirements of the complete streets law;  
15             and  
16       (2) Require the State to report annually to the  
17             legislature on specified information regarding



1 implementation of and compliance with complete streets  
2 policy.

3 SECTION 2. Section 264-20.5, Hawaii Revised Statutes, is  
4 amended to read as follows:

5 "[+]§264-20.5[+] Complete streets. (a) The department of  
6 transportation and the county transportation departments shall  
7 adopt a complete streets policy that seeks to reasonably  
8 accommodate convenient access and mobility for all users of the  
9 public highways within their respective jurisdictions as  
10 described under section 264-1, including pedestrians,  
11 bicyclists, transit users, motorists, and persons of all ages  
12 and abilities.

13 (b) This section shall apply to new construction,  
14 reconstruction, and maintenance of highways, roads, streets,  
15 ways, and lanes located within urban, suburban, and rural areas,  
16 if appropriate for the application of complete streets.

17 (c) This section shall not apply if:

18 (1) Use of a particular highway, road, street, way, or  
19 lane by bicyclists or pedestrians is prohibited by  
20 law, including within interstate highway corridors;



1           (2) The costs would be excessively disproportionate to the  
2           need or probable use of the particular highway, road,  
3           street, way, or lane;

4           (3) There exists a sparseness of population, or there  
5           exists other available means, or similar factors  
6           indicating an absence of a future need; or

7           (4) The safety of vehicular, pedestrian, or bicycle  
8           traffic may be placed at unacceptable risk.

9           (d) On or before December 31 of each year, the director of  
10          transportation shall submit to the legislature a report  
11          detailing compliance with the complete streets policy and  
12          principles during the prior fiscal year, including:

13          (1) A list of transportation facilities and projects  
14          initiated during that fiscal year as well as the  
15          complete streets features incorporated therein;

16          (2) Exceptions made under subsection (c);

17          (3) Measurable performance standards and benchmarks  
18          applicable to each project; and

19          (4) Problems, suggested solutions, and further  
20          recommendations to improve the process.



1       (e) The department of transportation shall establish and  
2 publish performance standards with measurable benchmarks  
3 reflecting the capacity for all users to travel with appropriate  
4 safety and convenience along roadways under the jurisdiction of  
5 the State.

6       (f) The department of transportation shall ensure that:

7       (1) Complete streets policies of the State apply to new  
8 construction, reconstruction, repaving, operations,  
9 and maintenance activities;

10       (2) A complete streets policy checklist of duties of the  
11 department of transportation shall be published in  
12 accordance with section 1-28.5. The complete streets  
13 checklist shall apply from initial planning through  
14 final design, construction, and operation for all new  
15 construction, reconstruction, and repaving surface  
16 transportation initiatives. The complete streets  
17 checklist shall be updated from time to time as  
18 necessary to facilitate the implementation of the  
19 complete streets policy. As used in this paragraph,  
20 "complete streets checklist" means a tool to collect  
21 data and information about the status of the roadway



1           and the surrounding area, as well as the details of  
2           the transportation facility or project, with a goal of  
3           identifying specific elements that may be incorporated  
4           to support and balance the needs of all users; and

5       (3) The complete streets checklist under paragraph (2)  
6           shall be completed at the time of preliminary design  
7           for each project in order to allow for public comments  
8           to be submitted in time to influence the final design  
9           of a project. The preliminary complete street  
10          checklist with accompanying documentation shall become  
11          a public record and shall be accessible online on the  
12          department of transportation's website within thirty  
13          days of completion of the checklist and accompanying  
14          documentation."

15       SECTION 3. The director of transportation shall provide  
16       training for the department of transportation's design,  
17       operations, and maintenance staff in complete streets policies,  
18       principles, and implementation procedures that may be applicable  
19       to the performance of their duties.

20       SECTION 4. Statutory material to be repealed is bracketed  
21       and stricken. New statutory material is underscored.



1 SECTION 5. This Act shall take effect upon its approval.

2

INTRODUCED BY:

A handwritten signature in black ink, appearing to be "J. A. ..." with a horizontal line extending to the right.

JAN 29 2015



# H.B. NO. 1358

**Report Title:**

Complete Streets; Transportation

**Description:**

Requires the State to report annually to the legislature on specified information regarding implementation of and compliance with complete streets policy. Clarifies statutory requirements of complete streets.

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





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

IN REPLY REFER TO:

February 18, 2015  
10:05 a.m.  
State Capitol, Room 309

**H.B. 1358  
RELATING TO TRANSPORTATION**

Hosue Committee on Transportation

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The Department of Transportation (DOT) **supports the intent** of this bill. However, we feel this bill is unnecessary.

Act 54 was passed during the 2009 Legislative session. It required the DOT to ensure the accommodation of all users of the road, regardless of their age, ability, or preferred mode of transportation and required the adoption of a Complete Streets Policy.

The DOT supports the intent and application of Complete Streets, but feels the new requirements are not necessary. DOT already considers Complete Streets principles on all of its projects and per the requirements of Act 54, has adopted a Complete Streets Policy.

In addition, the bill proposes that the DOT develop a Complete Streets checklist to apply to every project and report annually, providing:

1. a list of transportation facilities and projects initiated during that fiscal year as well as the complete streets features incorporated therein
2. exceptions made
3. measurable performance standards and benchmarks applicable to each project
4. problems, suggested solutions, and further recommendations

Furthermore, the bill also requires that the Complete Streets checklist be completed during preliminary design in order to allow for a 30 day public comment period to influence the final design of a project. This proposed 30 day public review would add significant delays to the DOT's project delivery process and would increase the time needed for project implementation thereby delaying project benefits to roadway users.

Thank you for the opportunity to provide testimony.





Kauai Path, Inc. :: P. O. Box 81 :: Lihue, HI 96766  
phone 808.639.1018 :: fax 808.822.5075  
[www.KauaiPath.org](http://www.KauaiPath.org)  
[news@kauaipath.org](mailto:news@kauaipath.org)

a registered 501 (C) 3 non-profit

February 13, 2015

HOUSE COMMITTEE ON TRANSPORTATION  
Rep. Henry J.C. Aquino, Chair  
Rep. Matthew S. LoPresti, Vice Chair

**TESTIMONY IN FAVOR OF HB 1358—RELATING TO TRANSPORTATION**

Aloha Rep. Aquino and Rep. LoPresti,

Kauai Path supports the proposed strengthening of Hawaii's existing Complete Streets legislation as set forth in HB 1358. While here on Kauai we have been able to plan creatively with the Hawaii State Department of Transportation Highways Division local office, and we see the results in some new construction, there remains a tremendous amount of work yet to be done to make our streets and roadways safer for pedestrians and cyclists and conducive to the popular adoption of public transit.

The revised language in this proposed Complete Streets legislation is crucial to achieving significant safety improvements in our transportation systems. Although the Department of Transportation maintains that additional reporting requirements would delay completing roadway construction projects, the accountability called for in this legislation is necessary to enforce the DOT's legal obligation to design and build desperately needed Complete Streets compliant infrastructure.

Kauai Path seeks multiple ways to embed active transportation in our island's daily routines. Additionally, Kauai Path coordinates adult and youth bicycling skills educational programs tailored to establish smart bicycling techniques. These health-promoting efforts will succeed only if the Hawaii State Department of Transportation is a willing, engaged, and active participant.

If passed in its present form, HB 1358 will advance multi-modal transportation, prevent crashes leading to injuries and deaths, increase efficiencies in mobility, and enhance residents' health in communities across the state.

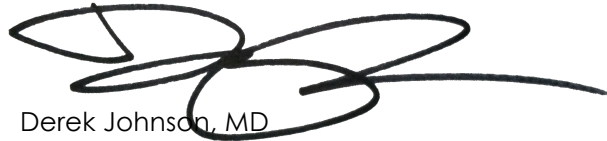
Sincerely,

Randall C. Blake, MD  
President, Kauai Path, Inc. Board of Directors

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



Tommy Noyes  
Secretary, Kauai Path, Inc. Board of Directors



Derek Johnson, MD  
Kauai Path, Inc. Board of Directors



Sally Jo Manea  
Kauai Path, Inc. Board of Directors



Andy Honl  
Kauai Path, Inc. Board of Directors

Electronic Copy: Daniel Alexander, Hawaii Bicycle League



## PATH ~ PEOPLES ADVOCACY FOR TRAILS HAWAII`I

### Board of Directors

Jeff McDevitt, MD  
Janet Higa Miller  
Monica Scheel MD  
Michael J. Riehm, AIA  
Laura Dierenfield  
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Jane Bockus  
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Susan Nixon  
Frank Sayre  
Cindy Armer

### Program Assistant

Stefanie Gubser

### Executive Director

Tina Clothier

### Mission

To safely connect the people and places on Hawai'i Island with pathways and bikeways.

### Serving

the Island of Hawai'i since 1986

### Web-site:

[www.pathhawaii.org](http://www.pathhawaii.org)

PO Box 62 ♦ KAILUA-KONA, HAWAII 96745 ♦ 808 -326-7284 ♦ [sharetheroad@pathhawaii.org](mailto:sharetheroad@pathhawaii.org)

2/16/15

Representative Henry Aquino, Chair

Representative Matthew LoPresti, Vice Chair

House Transportation Committee

Testimony is Support of HB1358- Complete Streets bill

Aloha Representatives Aquino and LoPresti,

I am writing to express Peoples Advocacy for Trails for Hawaii's (PATH) strong support for HB1358. We thank you for co-sponsoring SB1044 and bringing it before the Transportation Committee.

Complete Streets was brought into law with the signing of SB718 in 2009 requiring that our roadways be designed, constructed, and maintained to accommodate all users, including pedestrians, bicyclists, motorists, and transit users. SB1044 will strengthen the 2009 Complete Streets law by requiring the Hawaii Department of Transportation to do annual reporting, develop and use performance measures, and develop and use a Complete Streets checklist. These measures are crucial to ensure transparency and accountability and facilitate the implementation of Complete Streets. These specific measures were all recommended by the Complete Streets Task Force, created by the SB718 (2009) with participation by government, non-profit, and private stakeholders, including PATH.

Complete Streets on Hawaii Department of Transportation roadways is of particular importance to Hawaii County. Highways not only connect our communities, but also are in many cases the main road within a community and in some cases, the only road. This means that state highways play a crucial role in the pedestrian and bicycle networks for our island's communities. According to Hawaii Department of Health data, between 2008 and 2012 Hawaii County had around 90 serious bicycle and pedestrian injuries per year and these numbers aren't declining. The most recent year with data, 2012, was the highest for bicycle and pedestrian fatalities with 6 unfortunate and preventable deaths. Complete Streets is essential to create safe roads that accommodate all of our community, regardless of what means they choose to get around.

PATH is a non-profit bicycle and pedestrian advocacy organization headquartered in Kailua-Kona, serving the island of Hawaii. Founded in 1986, PATH's mission to safely connect the people and places on Hawaii island with pathways and bikeways.

Thank you,  
Tina Clothier  
Executive Director



**ADDRESS**

3442 Waialae Ave., Suite 1  
Honolulu, HI 96816

**PHONE**

808-735-5756

**FAX**

808-735-7989

**EMAIL**

bicycle@hbl.org

February 17, 2015  
Representative Henry Aquino,  
Chair Transportation Committee

### **Testimony Strongly Supporting HB1358**

Aloha,  
Hawaii Bicycling League **strongly supports HB1358**. We request the bill be amended to include Hawaii Department of Transportation Director or designee approval of any Complete Streets exceptions.

HB1358 is necessary to strengthen Complete Streets at the state level and ensure that our roadways are designed, built, and maintained to safely accommodate all users – bicyclists, pedestrians, transit users, and motorists.

The people of Hawaii have repeatedly made it clear that they want our roadways to safely accommodate all users – particularly those walking and bicycling. The extent of this support was highlighted when Honolulu voters approved Charter Amendment 8, making bicycle and pedestrian-friendly roads a priority, by a resounding 76%. Recent years have seen strong public support for initiatives to improve bicycle and pedestrian infrastructure, and safety throughout the state.

Beyond just supporting the idea of bicycle and pedestrian infrastructure, people in Hawaii are choosing to walk and bike in ever-greater numbers. Hawaii has some of the highest walking and biking rates in the country, ranking 4<sup>th</sup> and 8<sup>th</sup>, respectively. Within large cities, Honolulu ranks similarly high for walking and bicycling at 5<sup>th</sup> and 11<sup>th</sup>, respectively. And these numbers are increasing; in just three years between 2011 and 2014 those using a bicycle to commute in Honolulu doubled.

Unfortunately, our roadways and investment therein isn't keeping up. According to a study by the Alliance for Biking and Walking, Hawaii ranked 47<sup>th</sup> on per capita spending on bicycling and pedestrian projects. The unsafe conditions of our roads are evidenced by the high numbers of pedestrian and bicyclist fatalities, as well as serious injuries. According to the state Department

of Health there's been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Complete Streets was made state law in 2009 with Act 54 which required that state and county roadways be designed, constructed, and maintained to accommodate all users, including pedestrians, bicyclists, motorists, and transit users. A number of issues suggest that Complete Streets has not been fully implemented by the Hawaii Department of Transportation. Two recent projects on Oahu provide unfortunate examples of HDOT's incomplete implementation of Complete Streets. Vineyard Boulevard recently underwent a major resurfacing; the intersection of Vineyard Blvd. and Punchbowl St. is included as a top priority project in the HDOT's Pedestrian Master Plan, yet the project involved no significant pedestrian improvements. Kamehameha Highway between Waipio and Mililani also recently underwent a major resurfacing; this section is a top priority project in HDOT's Bike Plan Hawaii, yet the project involved no significant bicycle improvements. Looking forward, analysis of the 2015-2018 Transportation Improvement Program, which includes all federally funded projects on Oahu, provides major concerns about Complete Streets in these projects; the TIP has 24 HDOT projects that are included in Bike Plan Hawaii, however only 4 of these projects include plans to address bicycle or pedestrian improvements.

The 2009 Complete Streets law (Act 54) created a Task Force assigned with producing recommendations on the implementation of the Complete Streets law. HDOT held 4 of 21 voting seats in the Task Force. The Task Force's final report *Complete Streets Legislative Report* (November 2010) recommends:

- Development and use of a Complete Streets checklist
- Development and use of performance measures
- Requiring high-level decisions to grant Complete Streets exceptions

HB1358, by adopting the above Task Force recommended measures and requiring annual reporting and Complete Streets training, will facilitate the implementation of Complete Streets by the Hawaii Department of Transportation. These measures will also ensure transparency and accountability in the implementation of Complete Streets.

It should be noted that most of the measures that HB1358 will impose upon the Hawaii Department of Transportation have been put into practice by the City and County of Honolulu Departments of Transportation Services, Design and Construction, and Facilities and Maintenance since 2011, as dictated by Honolulu C&C Ordinance 12-15.

Thank you very much for considering the comments of Hawaii Bicycling League. If you have any questions or would like to discuss further, please

contact Chad Taniguchi (808-735-5756, [chad@hbl.org](mailto:chad@hbl.org)) or Daniel Alexander (808-275-6717, [Daniel@hbl.org](mailto:Daniel@hbl.org)).

Ride and Drive Aloha,

A handwritten signature in black ink, appearing to read 'Chad', followed by a long, horizontal, slightly wavy line extending to the right.

Chad Taniguchi  
Executive Director  
Hawaii Bicycling League

Daniel Alexander  
Advocacy Director  
Hawaii Bicycling League



February 18, 2015

House Committee on Transportation  
Representative Henry Aquino, Chair

Re: **HB 1358, RELATING TO TRANSPORTATION**

Chair Aquino, Vice Chair LoPresti, and members of the committee:

AARP is a membership organization of people fifty and over with nearly 148,000 members in Hawaii alone. AARP advocates for issues that matter to Hawaii families, including the high cost of long-term care; access to affordable, quality health care for all generations; providing the tools needed to save for retirement; and serving as a reliable information source on issues critical to people over the age of fifty.

**AARP Hawaii supports HB 1358, Relating to Transportation.** This bill would clarify the complete streets policy – now codified in section 264-20.5, Hawaii Revised Statutes (HRS) – to assure its proper implementation and ensure its effectiveness as intended. We fully support the twin purposes of this bill: (1) clarify the requirements of the complete streets law; and (2) require the State to report annually to the legislature on specified information regarding implementation of and compliance with the complete streets policy.

It is important for our kupuna that we implement this policy correctly. Hawaii is ranked first in pedestrian fatalities for people ages 65 and over, according to Smart Growth America.<sup>1</sup> This population group will nearly double in the next 21 years, which concerns everyone in Hawaii. In an October 2008 AARP random sample survey of 800 Oahu residents 50 years and older, 88% of respondents said they would support a policy that ensures roads will be designed for all users.

Additionally, many of our most dangerous roads are under state jurisdiction. This bill will help make those roads safer by providing additional clarity and strength to the existing complete streets law. Current law already contains specific exemptions that provide the state department of transportation with flexibility in particular situations. Specifically, current law provides that the complete streets policy shall not apply if:

- (1) Use of a particular highway, road, street, way, or lane by bicyclists or pedestrians is prohibited by law, including within interstate highway corridors;

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<sup>1</sup> <http://www.smartgrowthamerica.org/research/dangerous-by-design/dbd2014/state/Hawaii/>



(2) The costs would be excessively disproportionate to the need or probable use of the particular highway, road, street, way, or lane;

(3) There exists a sparseness of population, or there exists other available means, or similar factors indicating an absence of a future need; or

(4) The safety of vehicular, pedestrian, or bicycle traffic may be placed at unacceptable risk.

It is currently unclear, however, how – and how often—the state is relying upon these exemptions. This bill provides a much-needed systematic process for applying those exemptions and providing transparency.

It is in the best interest of our kupuna and our state to design communities where there are multiple mobility options, including safe walking and public transportation. This bill will help provide some necessary accountability measures to ensure that our complete streets policy – which is already law – will be properly implemented and enforced. We need to get this right to account for the needs of all of Hawaii’s people, regardless of age and ability – and prepare Hawaii for the demographic shift ahead.



**House Committee on Transportation**

The Hon. Henry J.C. Aquino, Chair

The Hon. Matthew S. LoPresti, Vice Chair

**Testimony on House Bill 1358**

**Relating to Transportation**

**Submitted by Nani Medeiros, Public Affairs and Policy Director**

**February 18, 2015, 10:05 am, Room 309**

The Hawaii Primary Care Association (HPCA), which represents the federally qualified community health centers in Hawaii, supports House Bill 1358, which calls for an annual report on the implementation and compliance with complete streets policy.

The HPCA is a staunch believer in the social determinants of health, those economic and social conditions that influence an individual and a community's health status. These conditions serve as risk factors endemic to a person's living and working environment, rather than their behavioral or genetic histories. Factors such as income, education, access to recreation and healthy foods, housing, and employment, can and do have measurable impacts on a person and a community, both in health and financial outcomes.

House Bill 1358 speaks to a major social determinant by trying to ensure that communities are safer and more active by providing with walkable roadways.

For these reasons, we strongly support this measure and thank you for the opportunity to testify



Feb 8<sup>th</sup>, 2015

Senator Clarence K. Nishihara, Chair  
Senator Breene Harimoto, Vice Chair

Aloha, Senator's Nishihara and Harimoto

The Maui Bicycling League, a chapter of the Hawaii Bicycling League, strongly supports the Complete Streets bill, SB1044. Passage of this bill will build upon and strengthen the existing 2009 Complete Streets law. It will also require the Hawaii Department of Transportation to design, build, and maintain roads for all users: pedestrians, bicyclists, motorists and transit riders.

The streets of our cities & towns on Maui are an important part of our communities. They allow children to get to school & parents to get to work. They bring together neighbors & draw visitors to neighborhood stores. These streets ought to be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus – but too often they are designed only for speeding cars or creeping traffic jams.

Incomplete streets – those designed with only cars in mind as in Maui– limit transportation choices by making walking, bicycling, & taking public transportation inconvenient, unattractive, &, too often, dangerous. These roadways often lack sidewalks, crosswalks, & space for people to safely ride bicycles. Roads often make no room for public transportation vehicles & riders & few accommodations for people with disabilities.

Americans want mobility.  
Recent opinion polls found that 66% of Americans want more transportation options & the freedom to choose how to get where they need to go. Yet 73% feel they have no choice but to drive as much as they do. This is no surprise, as about one-quarter of walking trips take place on roads without sidewalks or shoulder, & bike lanes are available for only about 5% of bicycle trips. Changing policy so that our transportation system routinely includes the needs of people on foot, public transportation, & bicycles means that people of all ages & abilities will have more options when traveling to work, to school, to the grocery store, & to visit family.

Complete Streets foster strong communities.

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe & welcome on the roadways. Complete streets provide benefits to the community in many ways, by improving public health, lowering transportation costs for families, encouraging local business, increasing capacity, & improving mobility for all.



There is a growing movement on the island of Maui—and the other islands—to replace short trips made by vehicles with walking and bicycling. People want to get out of their cars; however, our island currently lacks safe roadways to do this. Both cyclists and pedestrians on Maui are unfortunately all too familiar with the unsafe roadways on our island. The death of Maui cyclist Karl Hagen in April 2014 and the other pedestrian and cyclist fatalities and injuries last year are frightening and very real reminders of the need for Complete Streets on Maui.

Maui has one dedicated pathway that parallels the Mokulele Highway and almost connects Kahului with Kihei—the pathway stops before reaching the center of either city, thus requiring bicyclists and pedestrians to walk or ride on sometimes narrow shoulders next to arterial roadways under the jurisdiction of HDOT. In other areas of the island: Lahaina and Paia, cyclists and pedestrians—for efficient transit—must travel along the Honoapiilani Highway and Hana Highway, respectively. Both are state highways with fast moving cars. The Complete Streets bill will ensure that when improvements are made on these corridors, consideration for the needs of pedestrians and bicyclists will be given.

Passage of this bill will make the original Complete Streets law stronger and ultimately provide safer state roadways for all users.

Sincerely,

A handwritten signature in black ink, appearing to read "Saman Dias", written over a circular stamp or seal.

**Maui Bicycling League**

**Saman Dias, Chair**

**Cecilia "Ceal" Potts, Co-Chair**

**Anne Rillero, Secretary**

**Daniel Rezac, Treasurer**

**Steering committee members**

David Kingdon,

Frank De Rego

Kawika Plummer

Lee Chamberlain

Ray Glauser

Sandra McGuinness

Rep. Henry J.C. Aquino, Chair  
Rep. Matthew S. LoPresti, Vice Chair

Aloha Rep. Henry J.C. Aquino, and Rep. Matthew S. LoPresti

I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on thses crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Thank you,

Lee Chamberlain

#### **Complete Streets on the Ground**

Complete Streets is supposed to ensure that are roads are designed, built, and maintained to accommodate all modes -bicyclists, pedestrians, transit users, and motorists. A look at recent and planned Hawaii Department of Transportation projects shows that this isn't happening.

- HDOT continues the practice of not including the shoulder in all repaving work. This leaves the shoulder, which services bicyclists and in some cases pedestrians, in poor and sometimes dangerous condition.
- HDOT continues the practice of installing guardrails and rumble strips in a manner that limits usable shoulder space, in cases making it such that cyclists have no option but to ride in the road, when if designed differently a shoulder would be available.

Please see my STIP comments to:

Mr. Ford Fuchigami, Director  
State of Hawaii  
Department of Transportation  
869 Punchbowl St.  
Honolulu, HI 96813

Subject: STIP Revision #1 (Maui District) - call for comments

I am submitting my comments as a small business owner that recently opened a bicycle shop on the West Side of Maui. I opened the business with confidence in knowing that the business of bicycling is a socially responsible and eco-friendly business.

I believe bicycling to be a very good fit for Maui with Maui's perfect weather, scenery along with all bicycling's many benefits including bicycling's applied riches to health, environment, and pocket book.

Since opening the shop I have been stunned and saddened by the number of people I speak to that ask me where to ride bicycles.

Unfortunately for these people, I more often classify as B and C riders, I have few recommendations to make from my store located in Kahana.

I tell them they have only two options, of which are riding either on the Honoapiilani Hwy or the Lower Honoapiilani Road.

These limited choices present a huge problem for me to responsibly recommend to my potential customers as I personally do not deem either as safe enjoyable routes to travel for bicyclists of any classification.

The Lower Road offers a lower speed limit of 20mph however does not provide any shoulders, is very rough in parts and has no signage for sharing the road with bicyclists. I personally have been often screamed at "Get off the road" and "Go find a Bike Path" by motorists whom have also passed me and used their car to intimidate me by veering their vehicles towards me with intent to scare me. This is disconcerting to me as I expect it would be to you. Be advised that I differ from the average rider as I am riding an E-Bike and am traveling at the 20mph speed limit yet am still threatened and passed by disrespectful irrational drivers. I can only imagine how dangerous and provocative a less experienced and equipped rider then myself might feel. Is this how we want the perception of our islands to be?

The Honoapiilani Hwy is a better thoroughfare for shared use having some distances with broad smooth shoulders along with some bike lane markings yet other areas with shoulders of less than the recommended 5 feet no markings and speeding vehicles passing at 45 *plus* miles per hour.

For the average Class B and C rider, these are not attractive options.

The second question that often comes is "why Hawaii does not have proper bike facilities?"

Many of those people I speak with are often from out of State and often tell me how many beautiful bikeways they have where they come from and they would be very

interested in riding a bicycle on Maui if similar accommodations were made however currently Maui does not appear to them to be a Bicycle Friendly island.

Bike Plan Hawaii, 2003, declares that the States goal is to establish bicycling as a safe and convenient mode of transportation for residents and visitors throughout the state. The ultimate objective should be to increase recognition and use of the bicycle as a viable transportation mode that belongs in the mix of transportation alternatives. Bikeway planning should seek to accommodate a broad mix of bicyclists taking into consideration that bicyclists differ greatly in their range of skills.

According to the Guide for the Development of Bicycle Facilities (AASHTO, 1999):  
“Planners and engineers should recognize that the choice of highway design will affect the level of use, the types of user that can be expected to use any given road, and the level of access and mobility that is afforded to bicyclists.

As a core stakeholder dependent on customers whom may use bicycles and are therefore concerned about bicycle safety and convenience as well as potential bicycle riders who may be encouraged to ride if it is perceived to be a safe, I am submitting comments regarding the following projects.

### **S1 Enhance Bikeway Improvements at Various Locations Statewide Implementation of State bike projects identified on Bike Plans**

- Design roadway projects with adequate space for bicyclists.
- Expand and improve each island’s network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO (National Association of City Transportation Officials) as well as AASHTO guidelines.

- Develop innovative design solutions when warranted by unusual or unique environmental conditions.
- Formulate and adopt policies and practices that maintain bikeways in a smooth, clean, and safe condition.
- Reconfigure HDOT’s bicycle facilities inventory to include shoulders and wide curb lanes that meet AASHTO and NACTO guidelines.
- Inspect roadways after repair work has been completed to ensure that repairs

meet standards for compaction, smoothness, and durability.

#### **S4. Highway Research and Development Program**

- Design roadway projects with adequate space for bicyclists.
- Expand and improve each island's network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO (National Association of City Transportation Officials) as well as AASHTO guidelines.

- Develop innovative design solutions when warranted by unusual or unique environmental conditions.
- Formulate and adopt policies and practices that maintain bikeways in a smooth, clean, and safe condition.
- Reconfigure HDOT's bicycle facilities inventory to include shoulders and wide curb lanes that meet AASHTO and NACTO guidelines.

#### **S5. Highway Safety Improvement Program (HSIP), Non – Infrastructure Implement non-infrastructure scope of HSIP including safety education programs and PSAs.**

A program of support must be provided in planning for bicycle transportation facilities. Expand the range of education activities to reduce bicycle crashes and increase ridership.

There is serious need for support activities that create an environment suitable for a bicycle transportation system. Include safety education programs and PSA's to but are not limited to the following program areas:

- Facility maintenance
- Bicycle safety and education
- Public awareness of bicyclists
- Enforcement of traffic law violations by bicyclists and motorists
- Encouraging bicycle ridership



### **S9. Safe Routes to School (SRTS) Program**

**Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools.**

Expand the range of education activities to reduce bicycle crashes and increase ridership.

- Support bicycle education programs for children in public and private schools throughout the state.
- Support bicycle education programs for adults.
- Ensure that safety materials and curricula used in the state are consistent and address the use of bicycle safety equipment and causes of bicycle crashes. Safety education programs should also improve on-road bicycling skills and judgment, and the observance of traffic laws.
- Incorporate awareness of the needs and rights of bicyclists into the driver education program, the Hawaii drivers' manual, and the drivers' license written exam.
- Monitor and analyze bicycle crash data to find ways of improving bicycle safety.
- Continue working with educational institutions to offer extension programs on state-of-the-art bicycle facility planning and design for transportation engineers and related professionals in the public and private sectors.
- Create an on-line resource center to disseminate material on bicycle facilities, safety, and efforts by other communities to increase bicycle use. The website should be interactive with bicyclists given an opportunity to provide suggestions and submit maintenance requests, and to notify officials of hazardous bicycling conditions.
- Increase awareness among Hawaii residents about the health and fitness benefits of bicycling.

### **S12. Statewide Signing, Striping and Pavement Marking Program**

- Design roadway projects with adequate space for bicyclists.

- Expand and improve each island's network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO (National Association of City Transportation Officials) as well as AASHTO (American Association of State Highway and Transportation Officials) guidelines.

## **S22. Statewide Planning Funds will be utilized for short range transit plans and civil rights studies**

Establish bicycling as a safe and convenient mode of transportation for residents no matter their economic standing as well as visitors throughout the state.

The ultimate objective should be to increase recognition and use of the bicycle as a viable transportation mode that belongs in the mix of transportation alternatives.

Bikeway planning should seek to accommodate a broad mix of bicyclists taking into consideration that bicyclists differ greatly in their range of skills and economic standing.

### **MS1. Bridge and Pavement Improvement Program, Maui**

Design roadway projects with adequate space for bicyclists. Bike lanes or shoulders should be provided to serve group B/C riders, some designation should be provided.

Include signs and markings which can be beneficial to traffic operations by legitimizing the presence of bicycles in the eyes of motorists and potential bicyclists, and “advertising” bicycle use.

### **MS7. Honoapiilani Highway (Route 30), Safety Improvements Ukumehame to Olowalu**

As stated, not limited to installing milled rumble strips on centerline and shoulders; pavement markings; and signing,

Please implement these safety features with intention to provide safe and convenient travel for the automobile as well as the bicyclist. Incorporate NACTO (National Association of City Transportation Officials) as well as AASHTO guidelines in your design and construction.

### **MC19. Lower Honoapiilani Road (Route 3080, MP 2-MP 3.4) Improvements, Phase IV, Hoohui Road to Napilihau Road (Route 3090)**

- Design roadway projects with adequate space for bicyclists.
- Expand and improve Maui's network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO as well as AASHTO guidelines in the design.

#### **MC20. Lower Honoapiilani Road (Route 3080, MP 0-MP 2) Pavement Rehabilitation, Honoapiilani Highway (Route 30) to Hoohui Road**

- Design roadway projects with adequate space for bicyclists.
- Expand and improve Maui's network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO as well as AASHTO guidelines in the design.

#### **Bicycling is good for the economy. Increase awareness about the economic benefits of increased bicycle use.**

The motivation I have as a Bicycle shop owner is survival and the knowledge that bicycling can be very good for the Maui economy.

The research can get technical, but the principles are simple:

People who ride bikes buy bikes. This puts people to work in bicycle shops and apparel stores.

People who ride bikes buy other things, too. Bike-accessible business districts benefit by catering to these customers.

People on bikes are also more likely to make repeat trips to their local stores.

People who ride bikes on vacation buy food, have travel costs, and pay for lodging. Bicycling tourists bring millions of dollars to cities and towns across the country that wouldn't otherwise end up there.

All that spending means jobs -- and tax revenue -- for communities.  
But people who ride bikes also save money.

With the money saved from lower travel costs, people who ride bikes have more of their money to spend on local businesses.

People who ride bikes can save their companies money on health insurance costs.

Developers, cities, and individuals can save money on parking costs and driver frustrations due to vehicle congestion by providing space-efficient, low-cost bike parking instead of expensive car parking.

The best way to attract people who ride bikes and accrue all of these benefits is by building infrastructure that makes it more attractive for people to ride.

Building that infrastructure creates jobs, and it does so extremely cost-effectively. In fact, there's no better job-creating bang for your transportation buck. Road projects are materials-intensive. Much of a road project budget goes to materials. By contrast, bicycling and walking projects are labor-intensive.

Bicycling and walking project create more jobs per dollar than road projects.

Please take accept my comments and recommendations as most are excerpts from *Bike Plan Hawaii, September 2003*.

Respectfully;

Lee Chamberlain

Owner, Pedego Maui Electric Bikes.

lopresti2 - George

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From: mailinglist@capitol.hawaii.gov  
Sent: Monday, February 16, 2015 8:47 AM  
To: TRNtestimony  
Cc: jason.axelson@gmail.com  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/16/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By  | Organization | Testifier Position | Present at Hearing |
|---------------|--------------|--------------------|--------------------|
| Jason Axelson | Individual   | Support            | No                 |

Comments: Hi, I'd like to write in in SUPPORT of HB1358. I am completely in favor of better complete streets so that we can better protect our vulnerable road users, whether that is people walking, people biking, or kids playing. Hawaii streets have become overly dangerous and it does not need to be that way. -Jason Axelson

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**Janice C. Marsters, Ph.D.**  
2675 Hillside Avenue, Honolulu, Hawaii 96822  
(808) 371-8504 • [janicem@lava.net](mailto:janicem@lava.net)

February 15, 2015

Subject: **HB 1358, Relating to Transportation**

**TESTIMONY IN SUPPORT**

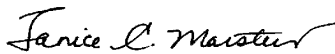
**Hearing Date: Wednesday, February 18, 10:05 a.m., Conference Room 309  
(House Committee on Transportation)**

Honorable Representatives Henry J.C. Aquino, Chair, Matthew S. LoPresti, Vice Chair, and members of the Committee:

**I strongly support HB 1358, Relating to Transportation.** I was part of the group that spent many hours participating in the Complete Streets Task Force in 2010. The State Department of Transportation has failed, in project after project, to take advantage of opportunities to make our transportation corridors safe for all users. As an engineer, I know that early consideration of Complete Streets at the project planning and preliminary design stages is essential. As a recreational and occasional commuter cyclist, I see many examples of poor planning on State Highways that fails to embrace Complete Streets. In many cases, simple improvements could be added to a project to improve safety for cyclists and pedestrians. Such improvements include repaving the entire roadway (instead of only the corridor traveled by cars), better location of guardrails and rumble strips, adding "sharrows" or bike lanes when repaving, etc. Such simple improvements are best incorporated at the planning and preliminary design phase to add efficiencies and reduce costs. With the high incidence of bicycle and pedestrian casualties, the State DOT should be taking every opportunity to incorporate pedestrian and bicycle safety measures in its projects. Making the roadways safer for all will encourage more people to seek out alternative transportation and reduce our traffic gridlock. Enactment of this bill will help to hold DOT accountable, strengthen the Complete Streets law, and help us all fulfill our vision of safe roads for everyone in Hawaii.

I appreciate the opportunity to provide testimony regarding HB 1358. Please do not hesitate to contact me should you have any questions regarding my testimony.

Respectfully submitted,



Janice C. Marsters

Written Testimony Presented Before the  
House Committee on Transportation  
Wednesday, February 18, 2015 at 10:05 a.m.  
Carl Clapp

HB 1358 – RELATING TO TRANSPORTATION

Chair Aquino, Vice Chair LoPresti and members of the Committee:

I use our roads to bicycle between 20 and 30 miles a day commuting both to and from work and riding recreationally on weekends. I am writing to express my strong support for the Complete Streets bill HB1358.

This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

As an individual who has been hit by a car, and lucky enough to have survived, I know first-hand how dangerous it is to ride a bike on O'ahu. I am an experienced rider and have learned to remain extraordinarily alert and several strategies to avoid collisions. Less experienced riders, some of them are our children, deserve every protection we can provide them. Motor vehicles, bicyclists, and pedestrians all deserve "Complete Streets."

This bill will strengthen the original Complete Streets law and contribute to fulfilling the vision of safe roads for everyone.

Thank you for the opportunity to provide written testimony.

From: mailinglist@capitol.hawaii.gov  
Sent: Sunday, February 15, 2015 7:29 AM  
To: TRNtestimony  
Cc: aaron@s4xton.com  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/15/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By | Organization | Testifier Position | Present at Hearing |
|--------------|--------------|--------------------|--------------------|
| Aaron Landry | Individual   | Support            | No                 |

Comments: Complete Streets is often talked about but implementation has not always been followed. This should be a requirement as proper street design increase pedestrian, bicyclist and motorist safety, as well as encouraging alternative transportation modes. With some of the worst traffic in the country and with some of the highest rates of pedestrian fatalities, moving forward with complete streets should be a necessity. I strongly support this. Mahalo for the opportunity to testify.

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February 14, 2015

Re: HB1358

Honorable Ladies and Gentlemen,

Thank you offering an update bill for the Complete Streets program. I support the bill enthusiastically.

I am a 63 year male cancer survivor who has use of one arm, is tubefed and on oxygen 24/7. I ride a recumbent trike that allows me to get exercise outdoors. I am blessed to be able to ride my bike and keep fit. The recent opening of the King Street Track has made a huge impact by making us bikers feel totally safe. I love that Track!

I also have used the bike paths to Hawaii Kai, Sandy Beach to Kailua, Ala Moana park, Ala Wai Canal, Date Street, Kalakaua Ave by Kapiolani Park, the Pearl Harbor bike path and others.

I encourage you and support you to pass this bill and any other legislation that provides bikers and/or pedestrians a safer place on the roads of our beautiful island. There's no feeling like have the wind in your face with the sun shining down as I bike all over Oahu.

Warm regards and Mahalo Nui,

Jesse Jones

[Jj42aol@gmail.com](mailto:Jj42aol@gmail.com)

From: mailinglist@capitol.hawaii.gov  
Sent: Monday, February 16, 2015 1:32 PM  
To: TRNtestimony  
Cc: lottj001@hawaii.rr.com  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/16/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By  | Organization | Testifier Position | Present at Hearing |
|---------------|--------------|--------------------|--------------------|
| JONATHAN LOTT | Individual   | Support            | Yes                |

Comments: Dear Chairman Aquino and members of the Transportation Committee, I strongly support HB1358. In light of our State's reputation for being pedestrian and bicycle unfriendly, it is disturbing that the State hasn't joined the movement to implement Complete Streets enthusiastically. It is time to recognize that pedestrians and bicyclists are an important and growing part of our transportation mix, and to get serious about encouraging this growth. How shameful to have a reputation as being a deadly place to be an elderly pedestrian! With our favorable climate and dependence on tourism, it is a "no-brainer" that we should be a leader in this area, not late to the party. Honolulu City & County have made Complete Streets a priority--this needs to be matched by State-wide commitment. Mahalo, Jon Lott, Waikiki--carless by choice for 10 years

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lopresti2 - George

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From: mailinglist@capitol.hawaii.gov  
Sent: Monday, February 16, 2015 3:21 PM  
To: TRNtestimony  
Cc: patricia.karaffa@gmail.com  
Subject: \*Submitted testimony for HB1358 on Feb 18, 2015 10:05AM\*

**HB1358**

Submitted on: 2/16/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By   | Organization | Testifier Position | Present at Hearing |
|----------------|--------------|--------------------|--------------------|
| Patricia Blair | Individual   | Support            | No                 |

Comments:

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From: mailinglist@capitol.hawaii.gov  
Sent: Monday, February 16, 2015 8:52 PM  
To: TRNtestimony  
Cc: kbraun2000@gmail.com  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/16/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By  | Organization | Testifier Position | Present at Hearing |
|---------------|--------------|--------------------|--------------------|
| Kathryn Braun | Individual   | Support            | No                 |

Comments: I am writing to express my strong support for the Complete Streets bill HB1358. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you, Kathryn Braun

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From: mailinglist@capitol.hawaii.gov  
Sent: Monday, February 16, 2015 2:27 PM  
To: TRNtestimony  
Cc: paulbernstein2004@yahoo.com  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/16/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By   | Organization | Testifier Position | Present at Hearing |
|----------------|--------------|--------------------|--------------------|
| Paul Bernstein | Individual   | Comments Only      | No                 |

Comments: Aloha Chair Aquino, I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. As an avid biker, I've experienced the value of well established network of bike lanes and paths in other jurisdictions. With Hawaii's great weather, biking should be a viable alternative mode of transportation, but for this to happen we need an extensive network for safe cycling. People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Mahalo, Paul Bernstein 96821

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TESTIMONY ON HOUSE BILL NO. 1358, RELATING TO TRANSPORTATION

House Committee on Transportation

February 18, 2015

Chair Aquino and Members of the Committee:

I am writing to express my strong support for House Bill No. 1358, a “complete streets” bill (companion to Senate Bill No. 1044). This bill would strengthen the 2009 *Complete Streets* law (§264-20.5, HRS) and ensure that the state Department of Transportation designs, builds, and maintains our roads to safely accommodate all users—pedestrians, bicyclists, and motorists.

People across Hawai‘i are increasingly choosing to walk and bicycle; however, our roadways are not keeping up. The unsafe conditions of our roads are evidenced by our high number of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health, there have been approximately 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the Department of Transportation’s jurisdiction. They are not just high speed highways, but often serve as crucial corridors for pedestrians and bicyclists; in some cases they are the only available route. This bill would ensure that when improvements occur on these crucial corridors, full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original *Complete Streets* law and contribute to fulfilling the vision of safe roads for everyone.

Thank you for the opportunity to testify in support of HB 1358.

Rachel Hibbard  
250 Ohua Ave. #7E  
Honolulu, HI 96815

Representative Aquino, Transportation Committee Chair

Aloha Representative Aquino,

I am writing to express my strong support for the Complete Streets bill HB1358. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Thank you,

Joseph Cengia

TESTIMONY ON HOUSE BILL NO. 1358, RELATING TO TRANSPORTATION

House Committee on Transportation

February 18, 2015

Chair Aquino and Members of the Committee:

I am writing to express my strong support for House Bill No. 1358, a “complete streets” bill (companion to Senate Bill No. 1044). This bill would strengthen the 2009 *Complete Streets* law (§264-20.5, HRS) and ensure that the state Department of Transportation designs, builds, and maintains our roads to safely accommodate all users—pedestrians, bicyclists, and motorists.

People across Hawai‘i are increasingly choosing to walk and bicycle; however, our roadways are not keeping up. The unsafe conditions of our roads are evidenced by our high number of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health, there have been approximately 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the Department of Transportation’s jurisdiction. They are not just high speed highways, but often serve as crucial corridors for pedestrians and bicyclists; in some cases they are the only available route. This bill would ensure that when improvements occur on these crucial corridors, full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original *Complete Streets* law and contribute to fulfilling the vision of safe roads for everyone.

Thank you for the opportunity to testify in support of HB 1358.

Troy Vickrey  
250 Ohua Ave. #7E  
Honolulu, HI 96815



Rep. Henry J.C. Aquino, Chair  
Rep. Mathew S. LoPresti, Vice Chair  
Committee on Transportation

Dear Rep. Henry J.C. Aquino and members,

I am writing to express my strong support of bill HB1358, the complete streets bill. The passing of this bill is crucial, as it will insure that the State Department of Transportation (SDOT) makes our roads safer for all users from pedestrians, bicyclists, transit users, and motorists. The conditions of the current roads are unsafe for pedestrians and bicyclists, which is evident by the perpetual pedestrian fatalities. Most of the roads that are under the jurisdiction of the SDOT prioritize automobiles and make it nearly impossible for pedestrian and bicyclist to use those roads safely without fear of being involved in a fatal accident. Therefore, this bill will make sure that the streets will be available for all users and all modes of transportation- pedestrians, bicyclists, transit users, and motorists.

Thank You,

Sery Berhanu

From: mailinglist@capitol.hawaii.gov  
Sent: Tuesday, February 17, 2015 9:59 AM  
To: TRNtestimony  
Cc: travis@hbl.org  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/17/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By    | Organization | Testifier Position | Present at Hearing |
|-----------------|--------------|--------------------|--------------------|
| Travis Counsell | Individual   | Comments Only      | No                 |

Comments: I am writing to express my strong support for the Complete Streets bill HB1358. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. DOT is in violation with the law every time they repave and do not include improvements for other uses of the road. Often DOT leaves shoulders unpaved or places large rumble strips where cyclists and pedestrians occupy. Kalaniana'ole Highway through Waimanalo is planned for major work in the coming years and the initial plans don't address pedestrian and bicycle safety. Kamehameha Highway on the Windward side is planned for major work in the coming years and the initial plans don't address pedestrian and bicycle safety. These are bad decisions and need to be corrected. Mahalo,

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From: mailinglist@capitol.hawaii.gov  
Sent: Tuesday, February 17, 2015 10:01 AM  
To: TRNtestimony  
Cc: brendon@hbl.org  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/17/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By  | Organization | Testifier Position | Present at Hearing |
|---------------|--------------|--------------------|--------------------|
| Brendon Hanna | Individual   | Support            | No                 |

Comments: Chair Aquino, I would like to register my strong support for the Complete Streets bill (HB1358). This bill will make the 2009 Complete Streets law more effective by requiring the state DOT to consider our roads from the standpoints of pedestrians, bicyclists, and transit users; not just motorists. As an example of why better implementation of Complete Streets is needed, recently I was forced to make a very long detour on an unofficial trail through Kipapa Gulch, as I am unwilling to traverse Kam Hwy between Waipio and Mililani on my bicycle. Despite the fact that this section of Kam Hwy is being repaved, it would seem that no reconsideration is being given to pedestrian or bicycling needs on this road. There are no bike lanes; there is not even a sidewalk! How are people supposed to get out of Mililani?? Sometimes when driving I see people walking or biking along this stretch of Kam Hwy, and it looks very unsafe. Not only that, the lack of options serves to perpetuate our dependence on automobiles and fossil fuels for transport, when we could have other options such as cycling that would be more pleasant, healthy, and environmentally responsible. It was very disappointing to see that the Kam Hwy repaving project between Waipio and Mililani did not include the shoulders (as is encouraged by Complete Streets). Doing so would have made this stretch of road MUCH more useful and safe for all travelers. Roads should not be just corridors for fast moving cars, but should also service the needs of those who, for whichever of many valid reasons, choose not to use a car. This bill will ensure that when improvements occur on these crucial pieces of infrastructure that full consideration is given to pedestrian and bicycle improvements. The original Complete Streets law was definitely a step forward, but we need full and accountable implementation by the state in order to realize the vision of safe roads for everyone. Thank you, Brendon Hanna

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Aloha Senator Aquino,

I don't own a car and other than walking, bicycling is my primary form of transportation. I am writing to express my very strong support for the Complete Streets bill SB1044 and supporting bill HB1358 for my own safety and the safety of all Hawaiians.

I am baffled that HB1358 is even necessary. Why bother to pass a bill if the DOT is not going to follow its mandates? As we know, it's all about tourism. My mainland friends, visiting and not, are shocked to learn Hawaii's national rank in pedestrian and bicycling safety. It is so contrary to everyone's perception of our island paradise. Please endorse these bills and remove this most egregious, negative moniker and make Hawaii a more safe place to be for everyone!

Mahalo nui loa.

Ted Crawford

From: mailinglist@capitol.hawaii.gov  
Sent: Tuesday, February 17, 2015 8:40 AM  
To: TRNtestimony  
Cc: gsalim@hawaii.edu  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/17/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By            | Organization | Testifier Position | Present at Hearing |
|-------------------------|--------------|--------------------|--------------------|
| Germaine Salim-Hagihara | Individual   | Support            | No                 |

Comments: Aloha Chair Aquino, I am writing to express my strong support for the Complete Streets bill HB1358. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People living and visiting in Hawaii are increasingly choosing alternate forms of transport, including walking and bicycling. As our population ages, we expect that the number of pedestrians and transit users will continue to rise. However, the unsafe conditions of our roads are evidenced by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there have been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you, Germaine Salim

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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From: mailinglist@capitol.hawaii.gov  
Sent: Tuesday, February 17, 2015 10:29 AM  
To: TRNtestimony  
Cc: johnhagihara@gmail.com  
Subject: Submitted testimony for HB1358 on Feb 18, 2015 10:05AM

**HB1358**

Submitted on: 2/17/2015

Testimony for TRN on Feb 18, 2015 10:05AM in Conference Room 309

| Submitted By  | Organization | Testifier Position | Present at Hearing |
|---------------|--------------|--------------------|--------------------|
| John Hagihara | Individual   | Support            | No                 |

Comments: Rep. Henry J.C. Aquino, Chair House Transportation Committee Aloha Representative Aquino, I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you, John Hagihara

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February 17, 2015

Representative Henry J. C. Aquino, Chair  
House Transportation Committee

Aloha Representative Aquino ,

I am writing to express my strong support for the Complete Streets Bill – HB1358. This bill will strengthen the 2009 Complete Streets law and ensure that the Hawaii State Department of Transportation designs, builds, and maintains our roads to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up with this demand. The unsafe conditions of our roads are evidenced by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the Hawaii State Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route, especially in rural areas. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contribute to the fulfillment of the Complete Streets vision of safe roads for everyone.

Thank you,

Robert Bengtson  
5427 Kuaola Street  
Honolulu, HI 96821

House Committee on Transportation

Representative Henry J.C. Aquino, Chair

Representative Matthew S. LoPresti, Vice Chair

Testimony in Support of HB 1358 Relating to Transportation (Complete Streets)

Committee hearing scheduled for February 18, 2015 at 10:05 AM in conference room 309

Aloha Chair Aquino, Vice Chair LoPresti, and members of the Committee on Transportation:

I am writing to express my strong support for House Bill 1358 for Complete Streets. This bill will strengthen the State's 2009 Complete Streets law and ensure that the State Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasingly choosing to walk and bicycle; however, our roadways and transportation infrastructure are not keeping up with multi-modal uses. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the Hawaii Department of Health, there have been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the State's Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists. In some cases they are the only available route for pedestrians and bicyclists. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the State's original Complete Streets law and contributing to fulfilling the vision of safe roads for every user, especially pedestrians and bicyclists.

Thank you.

Sincerely,

Landin Johnson

Honolulu, HI