

LATE

TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDUARDO P. MANGLALLAN
PATRICK H. MCCAIN
EDWIN H. SNIFFEN

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

March 22, 2022

3:20 P.M.

State Capitol, Conference Room 224/Teleconference

S.C.R. 142

**URGING THE DEPARTMENT OF TRANSPORTATION TO ESTABLISH A SAFE
ROUTES TO SCHOOL ADVISORY GROUP TO DEVELOP A COMPREHENSIVE
STATEWIDE SAFE ROUTES TO SCHOOL STRATEGIC PLAN**

Senate Committee on Transportation

The Department of Transportation (DOT) **opposes** S.C.R. 142, which urges the DOT to establish a Safe Routes to School (SRTS) advisory group within the DOT to advise the state on strategies to ensure that each child is able to safely bike, walk, roll or bus to school.

The significant majority of schools, roughly 85%, in Hawaii are not on the State Highways system; consequently, SRTS projects around schools should be led by the counties. This proposed new advisory group would result in the DOT directing priorities to the counties, rather than the counties directing programs based on their priorities and community needs.

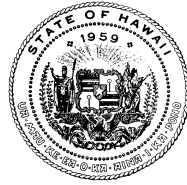
For the schools on the State Highways system, the DOT has an existing bicycle and pedestrian program that uses an ongoing technical process coupled with community and public input to identify needs and priorities and develop recommended projects. Proximity to schools and other destinations is a key component in setting bicycle and pedestrian program priorities as set forth in documents such as the Bike Plan Hawaii Refresh and the Statewide Pedestrian Master Plan. The DOT bicycle and pedestrian program conducts regular monthly and quarterly coordination meetings with the primary bicycle advocacy group in each district. The Bike Plan Hawaii Refresh is finalizing the proposed project priorities based on feasibility, safety, connectivity, accessibility, as well as through input from our technical stakeholder coordinating meetings and community priorities through the statewide online survey. Creating an additional system to prioritize and program bicycle and pedestrian projects would generate a disconnect in our planning processes.

In addition, the public and community organizations attend meetings of the State Highways Safety Council (SHSC) to provide input and recommendations on planned

activities to increase safety for bicyclists and pedestrians. Increased participation in these existing SHSC meetings may be more beneficial and impactful than the establishment of a new advisory group.

For the reasons stated above, the DOT does not recommend establishing a SRTS advisory group. This measure would duplicate our bicycle and pedestrian program efforts and be inefficient in achieving SRTS goals statewide.

Thank you for the opportunity to provide testimony.



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

**Testimony COMMENTING on S.C.R. 142 and S.R. 126
URGING THE DEPARTMENT OF TRANSPORTATION TO ESTABLISH A SAFE
ROUTES TO SCHOOL ADVISORY GROUP TO DEVELOP A COMPREHENSIVE
STATEWIDE SAFE ROUTES TO SCHOOL STRATEGIC PLAN**

SENATOR CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION

Hearing Date: March 22, 2022

Room Number: 224 and
Videoconference

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

3 **Department Testimony:** The DOH offers comments on Senate Continuing Resolution 142
4 (S.C.R. 142) and Senate Resolution 126 (S.R. 126), which urges the DOT to establish a safe
5 routes to school (SRTS) advisory group to develop a comprehensive statewide SRTS strategic
6 plan. The DOH offers amendments to clarify the DOH advisory group designees.

7 Physical activity is essential to the development of the whole child and for establishing
8 positive health behaviors throughout the lifespan.¹ In 2019, just 13% of Hawaii High School
9 students and 17% of Hawaii Middle School students met the federal guidelines for physical
10 activity.^{2,3} SRTS programs are associated with increased active transportation, including an
11 increase in the number of students walking or biking to and from school. While state level data
12 is limited, the proportion of students across the United States from kindergarten to grade eight

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

² Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical activity - meet federal guidelines, High Schools, State-level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [February 11, 2022].

³ Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical Activity - meet federal guidelines, Middle Schools, State-Level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [February 11, 2022].

1 who walk or bike to school fell from 48% in 1969 to only 13% in 2009.⁴ A 2014 evaluation of
2 several state-level SRTS projects found that they were associated with significant increases in
3 active school travel (from 12.9% to 17.6%), walking (from 9.8% to 14.2%) and bicycling (from
4 2.5% to 3.0%).⁵ SRTS efforts are also important for advancing equity to create safer conditions
5 for children and families with disabilities or who live in low-income neighborhoods.⁶

6 S.C.R. 142 and S.R. 126 are aligned with the DOH Healthy Hawaii Strategic Plan 2030
7 and address the physical activity objectives to increase the miles of low stress bicycle and
8 pedestrian infrastructure across the state, and for the state and each county to identify and adopt
9 mode-share goals and measurements that prioritize walking, wheelchairs, and bicycling. The
10 DOH supports the implementation of the Department of Education (DOE) Wellness Guidelines
11 and conducts a yearly Safety and Wellness Survey that evaluates the implementation of the
12 guidelines in all DOE schools. The DOE Wellness Guidelines include objectives to support
13 active transport by encouraging students and staff to walk and/or bike to school.

14 The DOH looks forward to continued collaboration with the DOT and commits to
15 actively participate in the SRTS advisory committee if established, to ensure that health metrics
16 and health equity are included in any performance measures. The DOH offers amendments to
17 clarify the DOH advisory committee designees.

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

19 **Offered Amendments:**

20 Page 2, delete lines 34 through 37, and replace with the language below:

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

⁵ Stewart O, Moudon AV, Claybrooke C. Multistate evaluation of Safe Routes to School Programs. *Am J Health Promotion* 2014;28(Suppl 3):S89–96.

⁶ Zimmerman S, Lieberman M, Kramer K, Sadler B. At the intersection of active transportation and equity: Joining forces to make communities healthier and fairer. 2015.

- 1 (2) Director of health designee having expertise on
2 state physical activity strategies.
- 3 (3) Director of health designee having expertise on
4 state school health strategies.



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

Date: 03/22/2022

Time: 03:20 PM

Location: 3/22/22 3:20P

Committee: Senate Transportation

Department: Education

Person Testifying: Keith T. Hayashi, Interim Superintendent of Education

Title of Resolution: SCR 0142 URGING THE DEPARTMENT OF TRANSPORTATION TO ESTABLISH A SAFE ROUTES TO SCHOOL ADVISORY GROUP TO DEVELOP A COMPREHENSIVE STATEWIDE SAFE ROUTES TO SCHOOL STRATEGIC PLAN.

Department's Position:

The Hawaii State Department of Education supports SCR142 and its goal to secure safe routes for biking, rolling, and walking to Hawaii's public schools. This measure takes a refreshing and innovative perspective on prioritizing the needs of our keiki and their right to equitable access to education.

Section 8-27-4, Hawaii Administrative Rules, in summary states that elementary students that live within one (1) mile of their home school and secondary students that live within one and half (1.5) miles of their home school are not eligible for transportation. Currently, 53.2% of the Department's student population live within these walk zones statewide.

Establishing a workgroup provides an opportunity for a focused effort on a strategic plan with a wider array of transportation options that service the diverse needs of each school.

SCR142 also has the potential to positively affect chronic absenteeism by providing safe and secure alternatives for getting to and from school for those that live within the walk zone and are therefore not eligible for transportation. Oftentimes, families are not comfortable allowing their keiki to walk alone, but are unable to walk with them because of employment obligations or the like. Families living in the walk zone will choose to

drive their children to school instead, which adds to the chronic traffic congestion during morning and afternoon drop off.

Transportation to and from school is also a common barrier to full participation for students in unstable housing. Existing transportation options do not always meet the needs of students in unstable housing, especially if rides are needed before and after school to participate fully in non-school hour programming. SCR142 has the potential to address the transportation needs of students identified as homeless under the federal McKinney–Vento Homeless Assistance Act.

Thank you for the opportunity to provide testimony in support of this measure.



Date: Tuesday, March 22, 2022

To: The Honorable Chris Lee, Chair
The Honorable Lorraine R. Inouye, Vice-Chair
Senate Committee on Transportation

From: Peggy Mierzwa, Community & Government Relations

RE: **SCR142/SR126** Requesting the Department of Transportation to Establish a Safe Routes to School Advisory Group to Develop Comprehensive state wide Safe Routes to School Strategic Plan

AlohaCare appreciates the opportunity to provide testimony in **SUPPORT** of **SCR142/SR126**. The resolution calls for the establishment of a Safe Routes to School (SRTS) advisory committee to coordinate with the Department of Transportation and other invested stakeholders to develop a comprehensive Safe Routes to School that has clear goals, responsibilities, engages vulnerable populations and recommends ways to best utilize the available local and federal SRTS funds.

Founded in 1994, AlohaCare is a community-rooted, non-profit health plan serving over 80,000 Medicaid and dual-eligible health plan members on all islands. We are the only Hawai'i health plan that exclusively serves Medicaid patients. Our mission is to serve individuals and communities in the true spirit of aloha by ensuring and advocating for access to quality health care for all. We believe that health is about supporting whole-person care, including access to housing and food security, to build a stronger, healthier Hawai'i.

Our keiki deserve to get to school safely. Currently, our communities do not have the infrastructure to ensure keiki safety statewide. SRTS efforts are fragmented, without clear goals and direction because there is no statewide coordinator to facilitate SRTS work and bring together stakeholders. An advisory committee will develop a strategic plan that prioritizes our most vulnerable children, recommends strategies for schools and communities and helps to obtain stable funding for SRTS initiatives across our state. Representing a broad range of sectors and expertise, advisory committee members will provide essential guidance for safely transporting our keiki to schools by foot, bike or bus.

The quality of Infrastructure where people live directly correlates to their health. Unsafe infrastructure provides few opportunities for physical movement and leads to higher rates of obesity, heart disease, high blood pressure and diabetes. Unsafe infrastructure is disproportionately found in where our least healthy and most vulnerable and disadvantaged residents live. In addition to improving public health, this measure creates a path to reduce our state's transportation costs, greenhouse emissions, and injuries and fatalities.

Supporting wellness in our communities requires a multi-pronged approach, and we support the wide range of opportunities available for achieving healthy and resilient communities utilizing effective and creative transportation solutions. To achieve that goal, AlohaCare requests the addition of a statewide nonprofit Managed Care Organization with extensive experience serving Medicaid covered keiki historically vulnerable communities be added to the membership of the advisory committee.

We are grateful for your consideration of this resolution.

1357 Kapiolani Blvd., Suite 1250, Honolulu, Hawaii 96814
Call: 973-0712 • Toll-free: 1-877-973-0712 • Fax: 808-973-0726 • www.AlohaCare.org



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION
Tuesday, March 22, 2022 — 3:20 p.m.

Ulupono Initiative supports SCR 142, Urging the Department of Transportation to Establish a Safe Routes to School Advisory Group to Develop a Comprehensive Statewide Safe Routes to School Strategic Plan.

Dear Chair Lee and Members of the Committee:

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

Ulupono supports SCR 142. One way to help support clean transportation is to create the most robust, safe, and complete bicycle and pedestrian networks possible, especially for our keiki in their own neighborhoods. Though current transportation planning and decision-making have provided important SRTS projects and have added facilities through Complete Streets approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe, and comfortable bike and pedestrian networks puts keiki at risk. An [analysis of Hawai'i EMS calls](#) found that pedestrian and bicycling injuries to children are most likely to occur in the hours they are traveling to and from school.¹

With the anticipated increase in federal funds that can be deployed for such active transportation projects, and the importance of providing greater access to schools, a group of active transportation, health, and community organizations have been brainstorming on how best to help these policies, programs, and projects flourish and be integrated into the larger transportation processes more effectively. As with many important issues, ensuring there is a larger plan in place, and a community of practitioners and advocates willing to implement the plan, can maximize the federal funds and existing state resources.

¹ <https://www.hiphi.org/srts2022/>

This effort can help us understand more effectively which schools and school communities need the most help, what kind of help is needed to access SRTS funding, and how to effectively implement SRTS projects. The more we can support affordable options for keiki to get to school and protect them when they are walking and rolling, the better off our communities can be.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs



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Dina Shek, JD
Medical-Legal Partnership
For Children in Hawai'i

Garret Sugai

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

HIPHI Initiatives

Coalition for a
Tobacco-Free Hawai'i

Community Health
Worker Initiative

COVID-19 Response

Hawai'i Drug & Alcohol Free
Coalitions

Hawai'i Farm to School Hui

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Food Security Coalition

Date: March 21, 2022

To: Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
Members of the Committee on Transportation

Re: Support for SCR 142/SR 126 Relating to Safe Routes to School

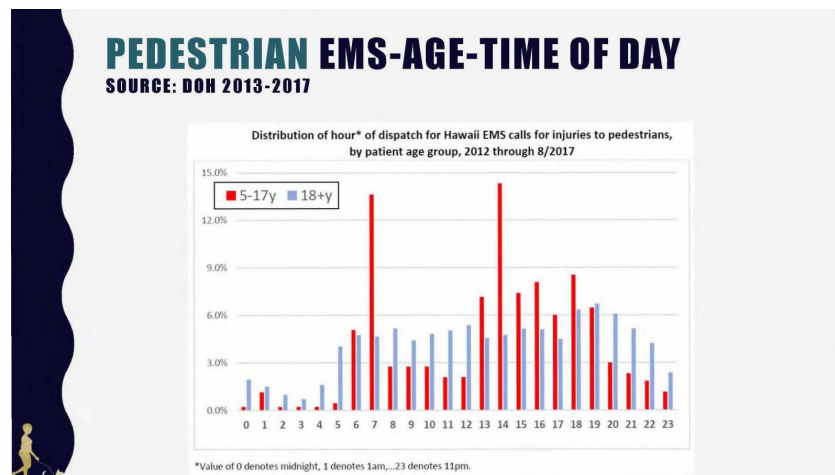
Hrg: March 22, 2022 at 3:20 PM via videoconference

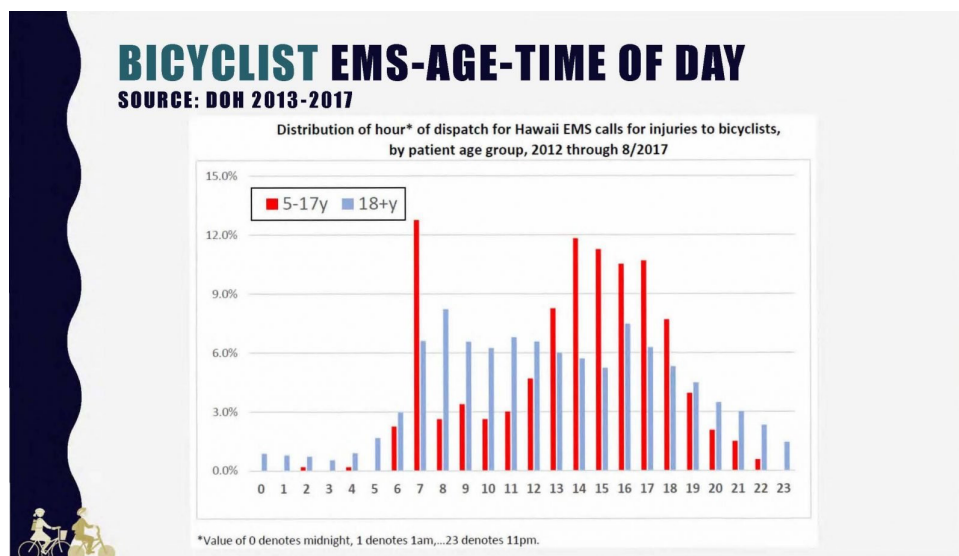
The Obesity Prevention Task Force (OPTF), a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **support of SCR 142/126**, which urges the Hawai'i Department of Transportation to convene a Safe Routes to School (SRTS) Advisory Group to develop a strategic plan for Safe Routes to School in Hawai'i.

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

Many neighborhoods in Hawai'i still lack the infrastructure to allow keiki to safely walk, roll, bike, or bus to school. This has been worsened by the pandemic, with increased school bus driver shortages both in Hawai'i and nationally leaving some students stranded. These disruptions may force children to stay home from school or parents to sacrifice their work to take their kids to school. At the same time, children engage in less physical activity, which contributes to the onset of chronic disease.

The lack of complete, safe, and comfortable bike and pedestrian networks puts keiki at risk. An analysis of Hawai'i EMS callsⁱⁱ (below) found that pedestrian and bicyclists injuries to children are most likely to occur in the hours they are traveling to and from school.





Safe Routes to School is effective in improving children’s safety, reducing air pollution, and encouraging physical activity.

SRTS is an approach to creating neighborhoods in which keiki can safely walk, roll, bike, or bus to school. State SRTS programs are associated with increased walking and biking to and from school. Over a 3-year period, a comparative analysis based upon a national sample of school SRTS programs found that SRTS was associated with:

- An increase in the percentage of students who walked to and from school from 7-8 percent to 15-16 percent
- An increase in the percentage of students who biked to and from school from one percent to two percent.ⁱⁱⁱ

A SRTS Advocacy Group provides needed support for HDOT and collaboration to further the goals of SRTS.

Although HDOT manages the federal SRTS program for Hawai‘i and receives funding from the federal government for this purpose, the department does not currently set goals for the percentage of students who use active modes of transportation to get to school. HDOT maintains a list of schools that host SRTS programs but does not currently offer or fund technical assistance for program development. In addition, the state has a significant unspent balance of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds that could be used to support SRTS programming.

According to the Safe Routes National Partnership, as of September, 2021^{iv}:

- Hawai‘i has lapsed or transferred over 30% of available funding from the Transportation Alternatives program.
- Hawai‘i does not prioritize or give special consideration for SRTS projects in allocation of Transportation Alternatives funding .

Additionally, difficulties navigating the process of applying for funds means that communities often feel discouraged from applying. The work of an advisory group convened pursuant to this resolution could help address these issues to secure the future of SRTS programming our state.

For the above reasons, OPTF urges the committee to **PASS SCR 142**. Thank you for the opportunity to provide testimony.

Mahalo,



Amanda Fernandes, JD
Policy and Advocacy Director

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

Hawai'i Public Health Institute is a hub for building healthy communities, providing issue-based advocacy, education, and technical assistance through partnerships with government, academia, foundations, business, and community-based organizations.

ⁱⁱ Hawai'i Strategic Highway Safety Plan, 2013-2019, https://www.oahumpo.org/?wpfb_dl=1497.

ⁱⁱⁱ National Center for Safe Routes to School, Shifting Modes: A Comparative Analysis of Safe Routes to School Program Elements and Travel Mode Outcomes (January 2012).
https://www.pedbikeinfo.org/pdf/SRTSfederal_ShiftingModesAnalysis.PDF.

^{iv} Safe Routes Partnership, Transportation Alternatives Program – State of the States. September 30, 2021.
https://www.saferoutespartnership.org/sites/default/files/uploads/In_Motion/tap_state_of_the_states_september_2021.pdf.



**American
Heart
Association.**

LATE

**American Heart Association testimony in SUPPORT of
SB 2544 “Relating to Safe Routes To School”**

The American Heart Association supports SB 2544 Relating to Safe Routes To School.

Regular physical activity is one of the most important things people can do to improve their cardiovascular health; however, population levels of physical activity remain low in the United States. A science advisory published by the American Heart Association, “Built Environment Approaches to Increase Physical Activity,” finds that improving built environments by making it easier and more enticing for people to use active transportation can help increase physical activity.

The advisory finds that by connecting activity-friendly routes to everyday destinations, such as work, school, shopping centers, parks, public transportation hubs and the like, people increase their physical activity levels by walking, biking or rolling, which ultimately improves cardiovascular health in all populations.

“Regular physical activity is associated with a wide array of health benefits, from reducing feelings of anxiety and depression and improving sleep and cognition, to lowering the risk of developing type 2 diabetes, some cancers and heart disease,” said the advisory’s lead author John Omura, MD, from the Division of Nutrition, Physical Activity, and Obesity at the Centers for Disease Control and all Americans. By implementing built environment strategies, communities across the United States can be designed in ways that help promote healthy and active living, increase physical activity, and ultimately improve cardiovascular health for everyone.”

However, these improvements are not possible unless government officials at the community, state and federal levels embrace and invest in built environment improvements through policy change, according to the Association policy statement, “Creating Built Environments That Expand Active Transportation and Active Living Across the United States,” which was published alongside the science advisory.

The policy statement concludes that using human-powered, active transportation is one of the leading evidence-based strategies to increase physical activity, regardless of age, income, racial or ethnic background, ability or disability, but that environments must be conducive to such activity.

“Moving people around with safer and sustainable transportation options that integrate walking, bicycling and wheelchair use while connecting routes to all of a region’s geographic areas can improve community development, foster economic revitalization, link people to the health care system and jobs, improve air quality and help address climate change,” said the policy statement’s lead author Deborah Young, PhD., director of Behavioral Research in the Department of Research & Evaluation at Kaiser Permanente Southern California. “Providing easy access to green spaces and recreational areas not only encourages physical activity, but contributes to a healthier planet, promotes social interactions within communities and enhances overall health and well-being.”

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Serving Hawaii since 1948

Our Mission:

“To be a relentless force for a world of longer, healthier lives.”

For more information on the AHA’s educational or research programs, visit www.heart.org or contact your nearest AHA office.

According to the policy statement, there is no single solution to bettering built environments. Instead, community, state and federal governments, along with advocacy groups and community members, must work together to implement policies that will allow for people to feel safe while navigating their cities and towns outside of personal vehicles.

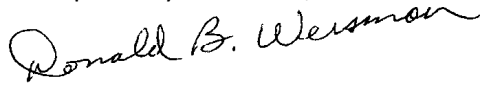
The policy statement supports a multi-pronged built environment approach, including:

- Pedestrian and bicycle infrastructure that makes it easier for people to walk and bike by improving routes, sidewalks, bike lanes, street crossings and street furnishings such as benches, lighting, bike parking and storage or bicycle sharing programs. It is also integral to include people who use wheelchairs and other mobility assistive devices in these plans.
- Complete streets policies that ensure street designs address the needs of all vehicle and non-vehicle users.
- **Safe Routes to School programs that enable children to walk, bike and roll to and from school safely. This is especially important due to COVID-19 concerns with crowded school buses.**
- Public transit use and the first/last mile challenge improvements that can lead to more physical activity because of the active travel that is often required to get to transit stops and final destinations. First mile/ last mile may be difficult in many areas of the U.S. because of land use patterns in which people live in lower-density areas distant from public transportation or where there are inadequate pedestrian and bicycle facilities between transit stops and trip origin or termination points.
- Traffic Safety/Vision Zero plans that work to achieve a transportation system with no fatalities.
- Street-scale design and placemaking that make improvements to the walkability of communities by enhancing the experience people who walk bike, roll and use public transit have.
- Mixed land use and zoning that compel people to use active transportation. Housing, businesses, retail, educational, civic, recreational and other types of buildings and spaces are intermingled to make it easier and more appealing for people to get around without using a personal vehicle.

The Association has long supported policies to encourage active transportation and create equitable opportunities for healthy living in communities across the country.

SB2544 would establish a Safe Routes to School Advisory Committee and a dedicated staff person to focus on the needs of our keiki. It would also open a community dialogue with the State Department of Transportation to assist it in planning effective, safe alternative modes of transportation for our keiki to travel to and from their schools, while helping them to improve their physical health. Please support SB 2544.

Respectfully submitted, -

A handwritten signature in black ink that reads "Donald B. Weisman". The signature is written in a cursive, flowing style.

Donald B. Weisman
Hawaii Government Relations/Communications Director

Senator Chris Lee, Chair
Senate Transportation Committee

Emily Evans, Individual
(808) 349-6109

March 22, 2022 at 3:20 p.m.

Re: SCR142/SR126

Mahalo Chair Lee, Vice Chair Inouye and Committee Members for your time today.

As a Department of Education employee at the Student Transportation Services Branch I frequently see the challenges that many families face in transporting students to and from school. Per HAR §8-27-4, students living within one (1) mile of their home elementary school and one and half (1.5) miles of their secondary home school are not eligible for school bus transportation.

Oftentimes families are not comfortable allowing their keiki to walk alone, but are unable to walk with them because of employment obligations or other factors. Families living in the walk zone will choose to drive their children to school instead, which adds to the chronic traffic congestion during morning and afternoon drop off.

The car-centric infrastructure in the State proves to be a challenging obstacle for many schools, which unintentionally creates barriers to equitable access to education particularly impacting low- to moderate-income families.

Establishing a workgroup provides an opportunity for a focused effort on a strategic plan that will allow for the needed analysis of the diverse issues impacting each school's walk zone infrastructure. Additionally, the focused workgroup addresses staffing gaps that will allow schools the opportunity to plan, engage and execute safe route initiatives without placing the scope of work and financial burden on the schools themselves allowing them to focus on academics and student learning.

Mahalo for the opportunity to provide testimony on this measure.

SCR-142

Submitted on: 3/21/2022 9:22:02 AM

Testimony for TRS on 3/22/2022 3:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Crystal Robello	Individual	Support	Written Testimony Only

Comments:

Aloha,

Mahalo Chair and Committee for allowing me to share testimony in support of this important bill. I have worked in Safe Routes to School doing community engagement efforts such as walk to school days, walking school bus, and other built environment projects for the past 3.5 years and work with the DOT and City & County in partnership to perform the projects. This bill is great because it helps support more communities through outreach, education, and programming, and helps us to continue doing this type of important safety projects in communities.

Mahalo,

Crystal

LATE

SCR-142

Submitted on: 3/21/2022 5:01:06 PM

Testimony for TRS on 3/22/2022 3:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Andrea	Individual	Support	Written Testimony Only

Comments:

Aloha,

My name is Andrea Snow, I live work and vote on Maui. I have worked with public schools and community programs that help youth and families for over 10 years. I

support [SCR142/SR126](#): URGING THE DEPARTMENT OF TRANSPORTATION TO ESTABLISH A SAFE ROUTES TO SCHOOL ADVISORY GROUP TO DEVELOP A COMPREHENSIVE STATEWIDE SAFE ROUTES TO SCHOOL STRATEGIC PLAN.

As a public health professional and someone who cares greatly about youth, I think the state DOT has an opportunity to help people, especially children and low-income people who may struggle with transportation. This advisory group could address a complex issue and work strategically with partners to improve the quality of life for many people by a)setting goals for Safe Routes to School and coordinating efforts b) setting policies and enacting legislation. Please support it.

Mahalo,

Andrea Snow