



STATE OF HAWAII
STATE COUNCIL
ON DEVELOPMENTAL DISABILITIES
1010 RICHARDS STREET, Room 122
HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-8100 FAX: (808) 586-7543
March 16, 2023

The Honorable Representative Chris Todd, Chair
House Committee on Transportation
The Thirty-Second Legislature
State Capitol
State of Hawai'i
Honolulu, Hawai'i 96813

Dear Representative Todd and Committee Members:

SUBJECT: SB1506 SD2 RELATING TO RELATING TO TRANSPORTATION.

The Hawaii State Council on Developmental Disabilities **SUPPORTS SB1506 SD2**, establishes a safe routes for people implementation program and safe routes for people implementation committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. Authorizes the safe routes for people implementation committee to develop the application process under the safe routes to school program. Renames the safe routes to school program special fund to the safe routes for people special fund and amends its purpose. Appropriates funds. Effective 7/1/2050. (SD2)

Establishing safer routes not only benefits keiki and kupuna but other members of the community who use ground transportation, including those with Intellectual/Developmental Disabilities. Safe and accessible walkways allow those with I/DD to have more freedom of travel and promote independence. Safe routes also allow better integration and interaction between those with I/DD and members of the community.

Thank you for the opportunity be a part of the Safe Routes for People Implementation Committee and for the opportunity to submit testimony in **support of SB1506 SD2**.

Sincerely,

A handwritten signature in blue ink that reads "Daintry Bartoldus".

Daintry Bartoldus
Executive Administrator



STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
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Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

Testimony of
Leah Laramee
Coordinator, Hawai'i Climate Change Mitigation and Adaptation Commission

Before the House Committee on
TRANSPORTATION

Thursday, March 16, 2023
10:00 AM

State Capitol, Via Videoconference, Conference Room 312

In support of
Senate Bill 1506 Senate Draft 2
RELATING TO SAFE ROUTES TO SCHOOL

Senate Bill 1506 SD1 establishes -a safe routes for people implementation program and safe routes for people implementation committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. Authorizes the safe routes for people implementation committee to develop the application process under the safe routes to school program. Renames the safe routes to school program special fund to the safe routes for people special fund and amends its purpose. Appropriates funds. ~~the safe routes to school advisory committee and appropriates funds.~~ The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.

Access to safe, accessible walkways and bikeways delivers on Hawai'i's climate, equity, and public health goals. The Commission's report Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility states that projects to address dangerous intersections such as Safe Routes to Schools and Parks, traffic calming, and shared-use paths are underfunded in Hawai'i. The Commission recognizes we need more significant investments in pedestrian, bicycle, and transit facilities. Moving people around with safer and sustainable transportation options that integrate walking, bicycling, rolling, transit, 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, schools, and jobs, improve air quality and help address climate change.

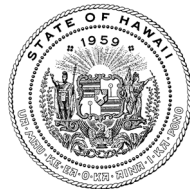
In particular, the Commission supports SB 1506 SD1 because it provides \$50,000,000 in funding for more safe routes for walking, rolling, and biking, fixes some of the outdated funding mechanisms for safe routes, including transferring administrative rules which the lack thereof resulted in no funding for the Counties last year, and provides collaboration, accountability, and

transparency by establishing a Statewide Safe Routes Committee to provide guidance on a Safe Routes plan, goals, objectives, strategies, and outcomes and requires an annual report to the State Legislature on the progress of the items listed in the bill.

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 and guide investments, such as those listed in this bill, that will allow for people to feel safe while navigating their cities and towns outside of personal vehicles. Establishing the Safe Routes Committee, transferring administrative rules, and providing funding for safe routes are good first steps in achieving this.

Mahalo for the opportunity to testify in support of this measure.

JOSH GREEN, M.D.
GOVERNOR



LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY
TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON TRANSPORTATION
ON
SENATE BILL NO. 1506, S.D. 2

March 16, 2023
10:00 a.m.
Room 312 and Videoconference

RELATING TO TRANSPORTATION

The Department of Budget and Finance (B&F) offers comments on this bill.

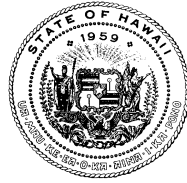
Senate Bill No. 1506, S.D. 2:

- Establishes a Safe Routes for People Implementation Program (SRPIP) to develop strategies and facilitate transportation-related projects that will ensure that keiki and kupuna are able to safely walk, bike, or roll to common destinations through the Vision Zero policy adopted by the Department of Transportation (DOT) and county transportation departments.
- Establishes a Safe Routes for People Implementation Committee (SRPIC) to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities.
- Renames the Safe Routes to School Program Special Fund to the Safe Routes for People Special Fund (SRPSF).
- Allows the deposit of the following type of funds into the SRPSF:
 - funds appropriated by the Legislature;

- funds received through federal grants or appropriations;
- grants, gifts, and donations made to the SRPIP for deposit into the fund; and
- interest earned or accrued on moneys deposited in the fund.
- Allows the moneys in the SRPSF shall be administered and expended by DOT to fund projects selected and approved by the SRPIC and distributed to the counties for the implementation of projects selected and approved by the SRPIC.
- Appropriates \$50,000,000 or so much thereof as may be necessary for FY 24 and FY 25 from the general fund to fund priority projects identified by the SRPIC to improve bicyclist and pedestrian safety and allow keiki and kupuna to safely walk, bike, or roll to common destinations.

It is noted that B&F does not support the amendment to allow the deposit of federal funds into the SRPSF. Federal funds should be kept separate from other types of funds for compliance and reporting purposes. Further, the purpose of the federal grant may not be totally aligned with statutory uses of the special fund.

Thank you for your consideration of our comments.



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

**Testimony in SUPPORT of S.B. 1506, S.D. 2
RELATING TO TRANSPORTATION**

REPRESENTATIVE CHRIS TODD, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: March 16, 2023

Room Number:

Conference Room 312

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) for fiscal implications of implementation and to the priorities of the
3 Executive biennium budget request.

4 **Department Testimony:** The DOH supports Senate Bill 1506, Senate Draft 2 (S.B. 1506,
5 S.D. 2) to establish a Safe Routes for People (SRFP) implementation program and SRFP
6 Implementation Committee to develop strategies and facilitate transportation-related projects that
7 ensure the safety of keiki and kupuna using ground transportation facilities. This measure also
8 authorizes the SRFP Implementation Committee to develop the application process under the
9 Safe Routes to School Program, renames the Safe Routes to Schools (SRTS) Program Special
10 Fund to the SRFP Special Fund, and amends its purpose.

11 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,
12 only 24.8% of Hawaii residents, in 2019, met federal guidelines for physical activity.¹ More
13 needs to be done across the state to fund, plan, and build supportive infrastructure for active
14 living. The design of roads that integrate options like walking and bicycling is a public health
15 concern since the built environment can promote or hinder physical activity. People who are
16 physically active generally have better health outcomes and are at less risk for serious chronic
17 diseases and conditions; often the same conditions closely linked to severe COVID-19

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

1 outcomes.² The Centers for Disease Control and Prevention (CDC) initiative *Active People,*
2 *Healthy Nation* identifies eight key strategies to promote physical activity.³ Among these, the
3 top two are “activity friendly routes to everyday locations” and “access to places for physical
4 activity.”

5 Physical activity is also essential to the development of the whole child and in
6 establishing positive health behaviors throughout the lifespan.⁴ In 2019, just 13% of Hawaii
7 High School students and 17% of Hawaii Middle School students met the federal guidelines for
8 physical activity.^{5,6} SRFP programs create communities where children and people of all ages
9 can walk, bike, and roll safely and are associated with increased active transportation, including
10 an increase in the number of students walking or biking to and from school.

11 S.B. 1506, S.D. 2 aligns with several of the DOH Healthy Hawaii Strategic Plan 2030
12 Community Design and Access objectives that promote physical activity through supportive
13 built environment and transportation policies that prioritize walking, wheelchairs, and bicycling.
14 The measure is also consistent with the Department of Education (DOE) Wellness Guidelines for
15 which the DOH as a partner agency conducts a yearly Safety and Wellness Survey that evaluates
16 the implementation of the guidelines in all DOE schools. The Wellness Guidelines include
17 objectives to support active transport by encouraging students and staff to walk and/or bike to
18 school.

19 The DOH looks forward to continued collaboration with the DOT and commits to
20 actively participate in the SRFP Implementation Committee if established, to ensure that health
21 metrics and health equity are included in any performance measures.

² CDC *About Physical Activity*. 2021.

³ CDC *Active People Healthy Nation*. 2020.

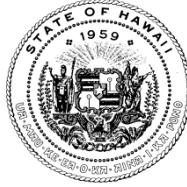
⁴ Elliott, E., Greenberg, J., Battista, R., Guerrero, H.G. (2021). *Physical Activity Recommendations for Children and Adolescents: More Important Than Ever*. US Physical Activity Alliance. Washington, DC: US.

⁵ Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical activity - meet federal guidelines, High Schools, State-level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [January 27, 2023].

⁶ Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical Activity - meet federal guidelines, Middle Schools, State-Level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [January 27, 2023].

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

2 **Offered Amendments:** None



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR

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

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

March 16, 2023
10:00 A.M.
State Capitol, Teleconference

S.B. 1506 S.D.2
RELATING TO TRANSPORTATION

House Committee on Transportation

The Department of Transportation (DOT) **supports the intent of S.B. 1506 S.D.2** and offers comments. S.B. 1506 S.D.2 establishes an additional program and committee that would be connected to the Department for administrative purposes only to develop strategies and facilitate transportation-related projects, makes changes to the Safe Routes to School Program, and appropriates funds.

Providing a safe transportation system is integral to the DOT's mission and safety is addressed in every project that is implemented. While the DOT supports creating and maintaining a transportation system that provides safe mobility for all modes and users, we are concerned that this bill creates processes that are duplicative and would conflict with the DOT's existing efforts. Therefore, the DOT does not recommend establishing the Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee.

Safety is the State's #1 priority. We have reported on our robust educational, enforcement, and engineering programs which we implemented to successfully save lives over years. We are proud partners with all counties who are equally dedicated to zero deaths on our roadways. We meet regularly with the four counties and metropolitan planning organizations to discuss project implementation, safety focus, and opportunities for funding from the Infrastructure Investment and Jobs Act funding and programs, including discretionary grant opportunities for safety such as Safe Streets and Roads for All. In this past federal fiscal year, DOT transferred \$25,000,000 to the four counties to provide funding for transit rolling stock and bus operations. The DOT will be providing up to \$60,000,000 of additional funding this fiscal year. Last year, the DOT also expended more than \$45 million for bicycle and pedestrian improvements, which include expenditures on raised crosswalks and shared use paths.

The problem DOT has is not lack of process, but a lack of funding. Additional funds dedicated specifically to bicycling and pedestrian safety are key to improving alternative modes of transportation. The DOT supports appropriating \$50,000,000 in general funds

to the DOT to address bicycle and pedestrian facilities on State and County transportation systems. The funding could be utilized immediately to advance the highest priority initiatives as identified by legislators, community members, and existing bike and ped plans from counties and the State.

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

In addition, we request the changes to the proposed 291C-3(e)(4) that would require between 10 and 30 percent of safe routes for people funds intended for safe routes to school projects be disregarded. This is a requirement for Safe Routes to School federal funds obtained under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Imposing this requirement on funds in the Safe Routes for People fund would make these funds less flexible and prevent some infrastructure projects from extending beyond school areas.

Thank you for the opportunity to provide testimony.

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11th FLOOR • HONOLULU, HAWAII 96813
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RICK BLANGIARDI
MAYOR

MATTHEW GONSER, AICP, CFM
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER

NICOLA HEDGE
DEPUTY DIRECTOR &
DEPUTY CHIEF RESILIENCE OFFICER

THURSDAY, MARCH 16, 2023; 10:00 A.M.

STATE OF HAWAII
HOUSE COMMITTEE ON TRANSPORTATION

**TESTIMONY ON SENATE BILL 1506, SD2
RELATING TO TRANSPORTATION**

BY,

MATTHEW GONSER
EXECUTIVE DIRECTOR AND CHIEF RESILIENCE OFFICER
OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

Dear Chair Todd, Vice Chair Kila, and Members of the Committee:

The City and County of Honolulu (“City”) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports** SB1506 SD2, which establishes a Safe Routes for People Implementation Program to continue to improve safety for keiki, kupuna, and all residents using ground transportation facilities.

Expanding safe and reliable access for all people to walk, bike, roll, stroll and use public transportation supports healthy and active communities, improves community cohesion and economic growth, reduces traffic congestion and is integral to reaching net-negative carbon emissions by 2045. On O’ahu, ground transportation alone is responsible for one-fifth of total emissions, and on average, one person dies in a traffic crash per week, with those who walk, roll, or bike more likely to be injured or killed. Increased investments in transportation options that prioritize low and no-carbon modes of mobility are necessary to ensure the safety of our residents in the transition to a clean transportation system.

SB1506 SD2 can support the City in meeting our local goals implemented by the City’s Complete Streets and Age-Friendly Honolulu programs, and O’ahu Bike Plan (2019), Climate Action Plan (2021), O’ahu Pedestrian Plan (2022), and forthcoming Vision Zero Action Plan. We do hope, therefore, that any such State-level program is in complement to, rather than in lieu of, the existing county-level Safe Routes to School Program implemented by the City’s Department of Transportation Services (DTS). We

Chair Todd and Vice Chair Kila
SB1506 SD2
March 16, 2023
Page 2

appreciate existing collaboration and future investments such as those outlined in SB1506 SD2 to continue building safe and affordable transportation benefits for local residents.

Thank you for the opportunity to testify in support of SB1506 SD2.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR



J. ROGER MORTON
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE HOUSE COMMITTEE ON
TRANSPORTATION

Thursday, March 16, 2023, 10:00 AM, Via Videoconference

TO: Representative Chris Todd, Chair, Representative Darius K. Kila, Vice Chair, and Members of the Committee on Transportation

RE: TESTIMONY IN SUPPORT OF SENATE BILL 1506, SENATE DRAFT 2, RELATING TO TRANSPORTATION, WITH COMMENTS

The Department of Transportation Services (DTS) of the City and County of Honolulu (City) supports Senate Bill 1506, Senate Draft 2 (SB 1506 SD2), relating to transportation, and provides the following comments.

DTS **supports the intent** of the bill, but offers the following comments. SB 1506 SD2 proposes a new safe routes for people implementation program and committee that would be administratively within the State Department of Transportation and would develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities, makes changes to the Safe Routes to School Program application process and special fund, and appropriates funds

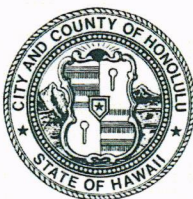
DTS has concerns that the new program, which is focused at the state level, may through duplicative processes diminish or overlook county needs and issues. The current Safe Routes to School program is community-based and flexible to local needs. To the extent practicable, DTS would like to continue the county safe routes to school program and the use of a safe routes to school coordinator to focus on Oahu's students and schools. This is only possible with funds from the safe routes to school special fund, which collects fines from speeding in a school zone and a safe routes to school surcharge. With the replacement of the safe routes to school special fund with the safe routes for people special fund, DTS would like the fines collected to be dedicated for programmatic uses such as hiring a safe routes to school coordinator, creating and publishing educational materials, conducting surveys, installing quick-build improvements, establishing walking school buses, and providing incentives and support to schools. It is necessary to have dedicated funds for these programmatic uses which will support the infrastructure improvements.

If a Safe Routes for People Program is established, DTS requests that Safe Routes to School projects be considered and prioritized under the same application, prioritization processes, and reporting requirements as other Safe Routes for People projects.

Thank you for the opportunity to submit these comments.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
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RICK BLANGIARDI
MAYOR

ARTHUR J. LOGAN
CHIEF

KEITH K. HORIKAWA
RADE K. VANIC
DEPUTY CHIEFS

OUR REFERENCE ST-TK

March 16, 2023

The Honorable Chris Todd, Chair
and Members
Committee on Transportation
House of Representatives
Hawaii State Capitol
415 South Beretania Street, Room 312
Honolulu, Hawaii 96813

Dear Chair Todd and Members:

SUBJECT: Senate Bill No. 1506, S.D. 2, Relating to Transportation

I am Stason Tanaka, Major of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports Senate Bill No. 1506, S.D. 2, Relating to Transportation.

The HPD supports the proposal to establish a safe routes for people implementation program and a safe routes for people implementation committee and all measures that increase the safety of pedestrians.

Implementing this program can assist in reducing the congestion on our roadways. Should this bill pass, the implementation of safe passages may encourage other forms of transportation, such as bicycles, skateboards, etc. The program and committee may also find viable solutions to help reduce the number of pedestrian-related fatalities each year.

The Honorable Chris Todd, Chair
and Members
March 16, 2023
Page 2


The HPD urges you to support Senate Bill No. 1506, S.D. 2, Relating to Transportation.

Thank you for the opportunity to testify.

Sincerely,


Stason Tanaka, Major
Traffic Division

APPROVED:



Arthur J. Logan
Chief of Police



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The State Legislature
House Committee on Transportation
Thursday, March 16, 2023
Conference Room 312, 10:00 a.m.

TO: The Honorable Chris Todd, Chair
RE: Support for S.B. 1506, SD2 Relating to Transportation

Aloha Chair Todd and Members of the Committee:

My name is Keali'i Lopez and I am the State Director for AARP Hawai'i. AARP is a nonpartisan, social impact organization that advocates for individuals age 50 and older. We have a membership of nearly 38 million nationwide and nearly 140,000 in Hawaii. We advocate at the state and federal level for the issues that matter most to older adults and their families.

AARP supports S.B. 1506, SD2 which prioritizes the safety in design and funding for transportation-related projects implemented by the department of transportation and the counties.

Safety risks are not evenly spread among population groups or locations. Older adults, especially those ages 50-64 and 75+, are significantly more likely to be killed in traffic crashes while walking (SGA/NCSC, Dangerous by Design 2022). A study commissioned by AARP and conducted by Smart Growth America in March 2022 found that simply establishing general policy that promotes the safety of people walking, bicycling, and rolling isn't enough to improve safety outcomes. Policy needs to be supported by specific provisions requiring accountability and outlining required implementation activities.

The accountability and implementation measures in S.B. 1506 SD 2 and the Safe Routes for People Implementation Program are consistent with AARP recommended practice including

- Creating an implementation committee that consists of representatives from relevant state departments and stakeholder groups, including representing older adults.
- Developing policies and procedures that will improve implementation at the state and county levels, including when applying for federal grants.
- Developing and tracking performance measures, metrics, and benchmarks.
- Producing annual reports that track progress, to be made available to the legislature and to the public.¹

AARP also supports the creation of separate, targeted funding programs and funding set-asides, such as those as provided in S.B. 1506 SD2, to improve the experience of people walking, biking, and rolling. State-level dedicated funding programs, such as those in Massachusetts, have proved popular with communities and have led to significant improvements in local policies and practices, as well as infrastructure investments. ²

Thank you very much for the opportunity to testify in support for **S.B 1506, SD2**.

Sincerely,


Keali'i S. López, State Director

¹ AARP's New Model Complete Streets Law, to be released in early Spring 2023

² Massachusetts DOT's Complete Streets Funding Program



HIPHI Board

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

Garret Sugai
HMSA

Kathleen Roche, MS, RN, CENP
Kaiser Permanente

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

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

HIPHI Initiatives

Coalition for a
Tobacco-Free Hawai'i

Community Health
Worker Initiative

COVID-19 Response

Hawai'i Drug & Alcohol Free
Coalitions

Hawai'i Farm to School Hui

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective

Date: March 13, 2023

To: Representative Chris Todd, Chair
Representative Darius K. Kila, Vice Chair
Members of the Committee on Transportation

Re: Strong Support for SB 1506 SD2, Relating to Transportation

Hrg: Thursday, March 16, 2023, at 10:00 AM

The Obesity Prevention Task Force (OPTF), a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **strong support of SB 1560 SD 2**, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. It also establishes a Safe Routes for People Special Fund and allows State Highway Fund moneys to be expended to establish protected walkways. Furthermore, it increases the minimum amount of State Highway Funds required by the Department of Transportation to spend on ground transportation projects from 2% to 5%. To accomplish these goals, this measure also appropriates adequate funding.

The lack of safe routes throughout our communities is a danger to everyone.

Hawai'i Public Health Institute (HIPHI) appreciates the opportunity to provide **STRONG SUPPORT** for **SB 1506 SD2**. This comprehensive measure is a significant step toward ensuring our roadways are safe for all road users, particularly our most vulnerable populations. We must prioritize safety and design to reverse the increasing number of traffic-related deaths. In 2022, there were 117 traffic-related deaths, up from 94 in 2021.ⁱⁱ

Our current car-centric approach to the implementation of road projects results in unsafe roads for those who walk, bike, and roll to their destinations. To broaden the scope of the road projects being implemented, this measure forms a Safe Routes Implementation Committee. It will increase transparency, create meaningful recommendations and benchmarks, and ensure appropriate reporting on the outcomes of the Safe Routes projects.

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

A new Safe Routes Fund is created through this measure. The funds will be used to implement the state and county projects identified by the Implementation Committee. These projects will prioritize safe mobility for keiki and kupuna. This dedicated funding shows the state's commitment to genuinely enhancing our roads' safety.

This measure will fix outdated funding mechanisms to achieve safe roads and ensure counties can access the earmarked federal funding. These federal funds are for counties to develop the programs and provide the technical assistance needed to ensure successful projects.

This measure also requires that safety strategies such as protected pathways, signage and safety devices on and around walkways and bikeways, and thoughtful transportation facilities are adequately funded as inclusive parts of roadway projects. This funding will support prioritizing safety for non-automobile road users.

We would like to recognize the depth of thoughtfulness that has gone into this measure and its comprehensive approach to keeping all road users safer. It is a priority of the OPTF to increase active mobility. It is one of the ways to address chronic disease in our communities. In Hawai'i, 11.2% of adults have diabetes;ⁱⁱⁱ and 6.7% have coronary heart disease or have had a stroke^{iv}; these are the top causes of death in Hawai'i. To address these chronic diseases, and improve overall public health, safe and accessible roadways are necessary so that all people can benefit.

SB 1506 SD2 provides a variety of approaches to ensure safe roadways for all people and supports our communities' health and safety.

Thank you for the opportunity to provide testimony in **STRONG SUPPORT** for this measure.

Mahalo,



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

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

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

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

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

SB-1506-SD-2

Submitted on: 3/13/2023 10:03:12 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Megan Fox	Malama Kaua'i	Support	Written Testimony Only

Comments:

Keeping our most vulnerable community members safe and healthy by encouraging physical activity is a great investment of resources with clear returns on investment.



Healthy Eating Active Living
Community Coalition
of Kauai County

P.O. Box 392
Kilauea, HI 96754
(808) 212-4765
bbrody1@hawaii.rr.com
www.getfitkauai.com

Steering Committee Members

Janet Berreman, MD, MPH,
FAAP
Kauai District Health Officer

Neil J. Clendeninn MD, PhD
*Chair, Lihue Tomorrow
Committee of LBA
(Lihue Business Association)*

Alan Clinton, MRP, M.Sc., B.S.
*Administrative Planning Officer
County of Kauai, Planning
Department*

Howard Gregg
Community Member

Michelle Jenkins, MPH
*Kauai District Health & Physical
Education
Resource Teacher*

Michelle Martinez, MPH
Martinez Consulting

Tommy A. Noyes
Kauai Path

Valerie
Saki
Hawaii Public Health Institute

Marie Williams, MCRP, AICP
County of Kauai Planning Dept.

Ex-Officio
Bev Brody, PT
Coalition Director

March 13, 2023

House Committee on Transportation
Thursday, March 16, 2023 at 10:00 a.m.
Conference Room 312& Videoconference

Senate Bill 1506
Relating to Transportation

To the Honorable Chair Todd, Vice Chair Darius, and Members of the House Committee on Transportation:

On behalf of Get Fit Kaua'i, the Healthy Eating Active Living (HEAL) Community Coalition of Kaua'i County, I would like to thank you for all you do for the people of Hawaii and for the opportunity to testify and voice strong support for SB 1506.

Get Fit Kaua'i is a dynamic community coalition consisting of over 1000 affiliates and partners. Members represent multiple sectors and disciplines including educators, parents, students, elected officials, engineers, city planners, business and community leaders, health officials, bicycle and pedestrian advocates, law enforcement personal, DOT and numerous community individuals that have been committed to promoting physical activity, Safe Routes to School and healthy eating on Kauai since 1994.

Hawai'i residents, especially our keiki and kūpuna, NEED safe, accessible places to walk, roll and bike. How do we make that happen? In part, we pass SB1506. Why?

- **SB1506 fixes some outdated Safe Routes funding mechanisms.**
 - In 2021, the legislature passed HB 1299, which shifted Safe Routes management to the Counties without transferring administrative rules.
 - In 2021 and 2022 the counties did not receive state monies from the safety fund because of the lack of administrative rules - over \$1.5M is in this fund as of the end of 2022!
- **SB1506 FUNDS Safe Routes and more walking, rolling and biking!**
 - \$300,000,000 from State of Hawai'i 2023/25 budget will be earmarked for Safe Routes programs and projects
- **SB1506 provides transparency, accountability, and collaboration**
 - Establishes a Statewide Safe Routes Committee to recommend Safe Routes plan, goals, objectives, strategies, and outcomes.
 - Requires annual report to State Legislature
- **SB1506 supports the State of Hawai'i's climate goals, health goals, safety goals, and equity goals**
 - Reach net-zero carbon emissions by 2045 (State Climate Commission Goal),
 - Increase the total miles of low-stress pedestrian infrastructure by 50 miles (Department of Health), and
 - Eliminate disparate outcomes by race and ethnicity across all sectors.

Get Fit Kaua'i enthusiastically supports this bill and urges you to vote in favor of SB1506. Thank you so much your time and consideration.

With sincere appreciation,

Bev Brody

Get Fit Kauai – Director
H.E.A.L. (Healthy Eating Active Living)
Community Coalition of Kauai County

SB-1506-SD-2

Submitted on: 3/14/2023 1:00:58 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Joseph Kohn MD	We Are One, Inc. - www.WeAreOne.cc - WAO	Support	Written Testimony Only

Comments:

Support SB1506 SD2

And please support safe access at the new "round-about" at the new Kihei high school.

www.WeAreOne.cc



Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION
Thursday, March 16, 2023 — 10:00 a.m.

Ulupono Initiative supports SB 1506 SD2, Relating to Transportation.

Dear Chair Todd and Members of the Committee:

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

Ulupono supports SB 1506 SD2, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities; authorizes the Safe Routes for People Implementation Committee to develop the application process under the Safe Routes to School Program; and renames the Safe Routes to Schools Program Special Fund to the Safe Routes for People Special Fund and amends its purpose.

In recent years, both the state and counties have made phenomenal progress in advancing safe and convenient active transportation, and there continues to be a lot of great projects moving forward. We are grateful that HDOT continues to lead or support worthy projects such as the eight dedicated projects in the Act 222 (95) bikeways report,¹ the successful RAISE grant on Kaua'i², and the most recent earmark for the 30-mile "East to West O'ahu Active Transportation Corridor."

However, the sheer magnitude of needs seems to outstrip the department's current capacity. The Hawai'i Climate Change Mitigation and Adaptation Commission inventoried active transportation plans across the state to identify those high-priority pedestrian, bicycle, and multimodal projects that were generally unfunded (includes both state and county projects). Collectively they identified almost \$1 billion in potential unfunded high-priority projects.³

¹ <https://hidot.hawaii.gov/wp-content/uploads/2021/12/Act22295-Annual-Bikeway-Project-Expenditures.pdf>

² <https://www.kauai.gov/Government/Office-of-the-Mayor/RAISE-Grant>

³ <https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>

More funds toward dedicated implementation, in partnership with the larger community, will be very powerful in progressing these projects forward and addressing residents' needs.

We believe additional resources from the State can really help meet our collective goals:

- Improve congestion—one of the best ways to reduce congestion is by reducing roadway demand through these types of walking, biking, and transit access networks, not through more roadway capacity.⁴ Walking, biking, and bus all carry more people throughput than vehicles in a congested corridor, providing true choice and access.
- Reduce our climate impacts—it is not possible to rely exclusively on the electrification of the current system to meet our climate goal of carbon net neutrality by 2045.⁵ We need those who want to walk, bike, and bus to be able to do so as conveniently as possible.
- Help support safer choices—biking and walking have become progressively more dangerous, and that needs to change. Hawai'i is now the 13th most dangerous state for walking and biking.⁶ The way to change this is to build protected networks that focus on the walking and biking experience, and not just moving them out of the way of fast-moving traffic.⁷
- Lower the cost of living in Hawai'i—if we can help our households' shed cars, we can help them save up to \$16,200 per year while reducing the indirect public costs associated with vehicle ownership that amount to \$11.2 billion per year in Hawai'i.⁸ In addition, housing can become more affordable if we don't dedicate so much land and financial resources to expensive, space-intensive car dependency.

As Hawai'i's transportation needs are increasingly complex and challenging, we appreciate this committee's efforts to look at policies that support more active transportation.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

⁴ <https://www.cnu.org/publicsquare/2021/03/19/reduced-demand-just-important-induced-demand>

⁵ Presentation at Hawaii Climate Change Mitigation and Adaptation Commission Meeting 4/6/2022
https://www.youtube.com/watch?v=VqwhX8RI_IQ

⁶ <https://smartgrowthamerica.org/dangerous-by-design/>

⁷ <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>

⁸ "The Costs of the Vehicle Economy in Hawai'i," <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>.



**Maui Metropolitan
Planning Organization**

200 South High Street
Wailuku, HI 96793
www.mauimpo.org

March 15, 2023

Testimony of Pamela Eaton
Maui MPO Executive Director
On behalf of Maui MPO Policy Board

Before the House Committee on Transportation

March 16, 2023 at 10:00 a.m.
Conference Room 312

SB 1506 SD 2 RELATING TO TRANSPORTATION

Honorable Chris Todd, Chair
Honorable Darius Kila, Vice Chair
Honorable Members of the House Committee on Transportation

The Maui Metropolitan Planning Organization **supports** SB 1506, S. D. 2 establishing a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation related projects that ensure the safety of keiki and kūpuna, using ground transportation facilities. This purpose aligns with the goals of the Maui Metropolitan Planning Organization's efforts as outlined under the goals of the *Hele Mai Maui 2040 Transportation Plan* and the *Vision Zero Maui Action Plan*.

Moving people around with safer and sustainable transportation options that integrate walking, bicycling, rolling, transit, and wheelchair use while connecting routes to all of a region's geographic areas can also improve community development, foster economic revitalization, link people to the health care system, schools, and jobs, improve air quality and help address climate change. Additionally, improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases. When we prioritize road safety from keiki to kūpuna, everyone benefits.

SB 1506 SD2 provides a variety of approaches to ensure safe roadways for all people and supports our communities' health and safety. Thank you for the opportunity to provide testimony in **SUPPORT** of SB 1506, S.D. 2.

Sincerely,

Pam Eaton

Pamela Eaton
Executive Director, Maui MPO
On behalf of the Maui MPO Policy Board



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bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION
Thursday, March 16, 2023 – 10:00am

Hawai'i Bicycling League strongly supports SB1506 SD2, relating to Transportation

Aloha Chair Todd, Vice Chair Kila, and Committee Members,

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

Hawai'i Bicycling League strongly supports SB1506 SD2, which establishes a safe routes for people implementation program and safe routes for people implementation committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. It authorizes the safe routes for people implementation committee to develop the application process under the safe routes to school program and renames the safe routes to school program special fund to the safe routes for people special fund and amends its purpose. Also appropriates \$50,000,000 in funds to move priority project forward.

This bill establishes an Implementation Committee, made up of key stakeholders across the islands, which will prioritize projects that focus on safe mobility for all road users from keiki to kupuna. The dedicated funding will then allow the Department of Transportation to act on these projects in a timely fashion. We applaud the efforts our elected officials, department leaders, and community organizations to collaborate and bring this bill forward. This is a comprehensive approach towards improving the safety of Hawai'i's streets for all.

Hawai'i residents, especially our keiki and kūpuna, need safe, accessible places to walk, roll, and bike. This bill can help make this a reality. Given the abundance of support from across governmental departments, non-profit organizations, and community members, this seems like a win for all involved and a much needed step towards creating communities that are designed for people not just cars.

Mahalo for the opportunity to provide testimony. Please support SB1506 SD2 and help create safer streets for all.

Ride Aloha,

Travis L. Counsell
Executive Director
Hawai'i Bicycling League

Testimony of
Jonathan Ching
Government Relations Director

Before:
House Committee on Transportation
The Honorable Chris Todd, Chair
The Honorable Darius K. Kila, Vice Chair

March 16, 2023
10:00 a.m.
Conference Room 312 & Via Videoconference

Re: SB 1506, SD2, Relating to Transportation.

Chair Todd, Vice Chair Kila, and committee members, thank you for this opportunity to provide testimony on SB 1506, SD2, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities.

Kaiser Permanente Hawai‘i SUPPORTS SB 1506, SD2.

Kaiser Permanente Hawai‘i is one of the nation’s largest not-for-profit health plans, serving 12.6 million members nationwide, and more than 269,000 members in Hawai‘i. In Hawai‘i, more than 4,200 dedicated employees and more than 650 Hawai‘i Permanente Medical Group physicians and advance practice providers work in our integrated health system to provide our members coordinated care and coverage. Kaiser Permanente Hawai‘i has more than 20+ medical facilities, including our award-winning Moanalua Medical Center. We continue to provide high-quality coordinated care for our members and deliver on our commitment to improve the health of our members and the 1.4 million people living in the communities we serve.

Kaiser Permanente Hawai‘i supports SB 1506, SD2 because the work of a Safe Routes for People Implementation Program will further policy work to ensure safe routes to common places for keiki and kupuna, which will not only protect our most vulnerable road users, but also serve as a long-term investment in the future of transportation in the State. Streets should be designed and maintained to meet all our needs. Whether you walk, bike, roll, drive, or use public transit, we all deserve streets that are safe. Tragically, our keiki to kupuna are struck and killed, maimed, and seriously injured by vehicles on unsafe streets at alarming rates. All people from all neighborhoods across our state should have access to Complete Streets that help them get where they need to go, live, play, and grow.

Mahalo for the opportunity to testify on this important measure.



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

To: Representative Todd, Chair
Representative Kila, Vice Chair
House Committee on Transportation

Re: SB1506 SD2, relating to transportation
10 a.m., Mar. 16, 2023

Aloha Chair Todd, Vice Chair Kila and committee members:

On behalf of Hawai'i Children's Action Network (HCAN) Speaks!, mahalo for the opportunity to **testify in STRONG SUPPORT of Senate Bill 1506 SD2, relating to transportation.**

Too many communities in Hawai'i do not have transportation infrastructure that works for our most vital users: keiki and kūpuna. Children using active transportation options—whether by choice or necessity—have to walk, ride or roll on unsafe and high-traffic roads. Elders are forced to traverse unsafe or uneven terrain to access crucial healthcare services and maintain important social connections. The result is that both keiki and kūpuna often feel like they have no safe place on our roads, sidewalks or other transportation infrastructure. **The impact can be deadly.**

SB1506 is an important step forward as it couples funding with community-based expertise while establishing key goals that set a necessary vision for Hawai'i's transportation future.

We appreciate the bill's inclusion of invested partners in education, equity work, health, kūpuna issues and more. **We especially appreciate the inclusion of a member that can speak to the ways families with young children move through the islands.** Families' challenges with transportation can have enormous impacts—from access to quality early care and learning experiences to increasing stressors that can have negative impacts on young children to access to places and spaces that cultivate healthy development and well-being.

Please support SB1506 SD2.

Mahalo,

Ke'ōpū Reelitz
Director of Early Learning and Health Policy

SB-1506-SD-2

Submitted on: 3/13/2023 7:00:04 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Anthony Chang	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Todd, Vice Chair Kila, and Members of the House Committee on Transportation

Hawaii should learn from the recent tragedy of a teenager who died after being struck by a vehicle on Kapiolani Boulevard (“[Officials reveal plans to improve traffic, pedestrian safety](#),” Star-Advertiser, Feb. 23). The Legislature should pass Senate Bill 1506 and expand funding for the Safe Routes to School program.

Traffic fatalities are a leading cause of death for children ages 18 and younger in Hawaii. Safety needs to become a greater priority for road laws and design.

As keiki growing up on Oahu without a car, my sister and I had the privilege of walking to school with my mom or kupuna, my grandparents. My family benefited from the exercise. We enjoyed countless conversations together, with me and my sister learning from the wisdom of my grandparents or simply enjoying each other’s presence.

The commute was slower, yes, but it meant more quality time as ohana. If it rained, we had umbrellas and jackets ready. As a child it helped me expend excess energy and focus at school, along with making the chubby local boy I was less chubby.

From the pandemic we have learned people like having open and safe places to walk and bicycle.

For those who think that the Safe Routes to School program does not matter to them, as they may not have young children, or drive their families around, or do not travel during rush hour: Safer streets benefit everyone.

Years ago, I worked for a state legislator, who received complaints about children being hit by cars near McKinley High School. In his very limited capacity — not being the chair of a transportation committee or money committee — he would write letters to the director of city transportation services asking for a signalized crosswalk. The standard reply would be that a traffic study showed that a signalized crosswalk would negatively impact traffic.

I didn’t think much about these events until it finally caught up to my family. My 24-year-old sister, Emelia Hung, while not a child but still very young, died trying to cross Kapiolani Boulevard near McKinley High School in 2013. In recent years, after Emelia’s passing, a signalized crosswalk was added on King Street, mid-block, by McKinley High School.

As the most recent tragedy shows, this work is largely left undone. More signalized crosswalks need to be added on Kapiolani Boulevard on the opposite side by McKinley High School. In that area, trees need to be trimmed regularly so they don't block out street lights at night; alternatively, lights need to be brighter to shine through the trees while not blinding drivers.

If I could imagine the impact that these simple changes on infrastructure and policy would have had on everyone, I would have advocated for them sooner. In the long run, the mindset on transportation needs to change. I would be horrified if any of the children of my cousins or friends died walking or bicycling, or as passengers in cars. Most people have children in their lives, their own or their family members and friends' children. Making it safer and more comfortable to walk and bike to school would encourage more to do so, meaning fewer cars on the road, making it safer for everyone.

State lawmakers need to pass SB 1506 and expand funding for the Safe Routes to School program. Recent tragedies have shown these changes are long overdue. A society should focus on protecting its most vulnerable.

Mahalo for your time and consideration

Anthony Chang

SB-1506-SD-2

Submitted on: 3/13/2023 10:06:02 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

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

Comments:

Please support SB1506 SD2.

SB-1506-SD-2

Submitted on: 3/14/2023 8:06:17 AM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Christopher Tipton	Individual	Support	Written Testimony Only

Comments:

I urge for the passing of SB1506. People should be able to walk, bike, or bus safely without the fear of being killed by a car. We should not force everyone to drive a private car to get anywhere. Doing so makes us unhealthy, pollutes the planet, and just causes more traffic. The only way to reduce car traffic is to have fewer people drive, and the only way to do that is to provide them with safe alternatives.

SB-1506-SD-2

Submitted on: 3/14/2023 12:24:36 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Deb Marois	Individual	Support	Written Testimony Only

Comments:

Aloha,

As a resident of Upcountry Maui and a consultant in the community development/public health sector, I am writing to urge you to pass SB 1506. Prioritizing road safety for keiki and kupuna benefits everyone. Road safety issues here range from a lack of bike lanes and sidewalks to a brand-new high school being built next to a busy highway without safe pedestrian crossing, which has resulted in the long-term delay of the school opening. Safe Routes for People puts focus on development that supports health and safety, as well as helping address climate change. In combination with HB600, a strategic plan and funding for coordination will enable the state to make clear progress as well as position Hawaii to leverage federal dollars.

Mahalo for your consideration.

Deb Marois, Makawao

SB-1506-SD-2

Submitted on: 3/14/2023 12:47:17 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

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

Comments:

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

--Shay Chan Hodges

Maui, Hawaii

SB-1506-SD-2

Submitted on: 3/14/2023 1:34:54 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Michelle K.	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

I am **strongly supportive** of this bill because our kids need safe routes to get to school and to run errands. Kids don't have driver's license and the elderly are more likely to walk than drive due to vision loss. In order to prevent another death on our roads, please pass this bill to ensure the safety of our kids and elderly when they go outside of their homes. When our kids and elderly are safe, the rest of us could have peace of mind when we go about our daily routines at work. Thank you for your kind consideration!

Mahalo,

Michelle K.

SB-1506-SD-2

Submitted on: 3/14/2023 4:24:01 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

In support of SD2. Thank you.

SB-1506-SD-2

Submitted on: 3/14/2023 4:55:06 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

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

Comments:

SB1506 SD2 Relating to Transportation

I am writing in support of SB1506, Safe Routes for People in Hawai'i.

The comfortable climate of Hawai'i naturally means that people enjoy being outdoors, yet there is inadequate infrastructure to keep people safe. Traffic-related deaths have been steadily increasing (2014 – 95 deaths; 2017 – 117 deaths – HIDOH, <https://health.hawaii.gov/>). In a March 12, 2023 news report, Max Rodriguez of KHON2 news wrote that the number of traffic fatalities on O'ahu has continued to climb.

If funded, SB1506 is designed to support Safe Routes, provide collaboration, transparency, and accountability in this effort, and support Hawai'i's health, climate, and equity goals. SB1506 would fund and enact several strategies such as protected bikeways and pedestrian walkways, better signage, and safety devices. A safer environment could potentially increase physical activity in the community, increasing health, fitness, and quality of life (CDC).

A 2015 report of the Safe Routes Partnership (<https://www.saferoutespartnership.org/resources/report/intersection-active-transportation-equity>) shows that equitable active transportation can also be important for children who live in low income communities, or who have disabilities. Protected pedestrian walkways and bikeways can encourage more children to walk and bike to and from school, and would help to keep our Kūpuna and everyone safe.

I urge you to pass SB1506. Hawai'i's people need safer and protected pedestrian walkways and bikeways. Mahalo!

SB-1506-SD-2

Submitted on: 3/14/2023 6:18:26 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Peggy Brandt	Individual	Support	Written Testimony Only

Comments:

Please support SB1506 to support the health and connections between people in the community. People do not choose to exercise unless it's accessible. You can make this so by voting for this bill. Thank you.

House Committee on Transportation
Chair: Representative Chris Todd
Vice Chair: Representative Darius K. Kila
Date: Thursday, March 16, 2023
Bill: SB1506, S.D. 2

Chair Todd, Vice-Chair Kila and members of the House Committee on Transportation, my name is Carol Wakayama. I am offering my testimony in strong support of SB1506, S.D. 2.

In the first paragraph of this bill, I read that Hawaii has the highest rate of pedestrian deaths - among kupuna - in the United States. As a retiree who thoroughly enjoys daily walking for physical/mental exercise, this is a horrible and terrifying statistic.

This bill is very admirable and crucial. The list of potential representatives and organizations that would be considered for the 'safe routes for people implementation committee' is wonderful. It's also my sincere hope that any appropriated monies do not get bogged down in bureaucratic and administrative delays because - our community needs this vital and coordinated effort as quickly as possible.

I speak with some knowledge of pedestrian safety although I consider myself a very focused pedestrian, about 30 years ago, I was hit by a grocery store delivery van, while walking in a crosswalk. Although I didn't die, some damaged areas, of my body, have never completely healed.

I humbly request that you pass SB 1506 S.D. 2. Thank you for the opportunity to express my support for this bill.

Carol Wakayama
1011 Prospect Street #804, Honolulu, HI 96822
ckwakayama@gmail.com

SB-1506-SD-2

Submitted on: 3/14/2023 11:33:14 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Nicholas Manago	Individual	Support	Written Testimony Only

Comments:

Aloha,

I support SB1506. My brother Zachary Manago was killed in a hit and run by a drunk driver while riding his bicycle with his friends. This bill will help create safer streets for not just bicyclist, but for all users of the road. Please support this bill so another family does not have to experience the pain our family is going through.

Thank you,

Nick

SB-1506-SD-2

Submitted on: 3/15/2023 8:57:40 AM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I strongly support SB 1506 SD2 which would establish safe routes for people implementation program and safe routes for people implementation committee to develop strategies and facilitate transportation projects transportation-related projects that ensure the safety of our keiki and kupuna using ground transportation.

As a mother, I am very concerned whenever I see our keiki and kupuna walking on the streets, and being so vulnerable to distracted drivers. Hawaii has the perfect weather to be walking, cycling and rolling and all users should feel comfortable and safe. Establishing a safe routes program and committee is a step in the right direction. Let's Do It and Save Lives!

Thank you for the opportunity to testify.

CJ Johnson
chrisluttet@gmail.com

2/7/2023

Representative Todd Lee and House Transportation Committee

Dear Chair Todd and Committee Members,

I am writing to offer strong support of Senate Bill 1506 Senate Draft 2 (SB1506 SD2) with proposed amendments described below.

I serve as the lead organizer of the Hawaii Safe Routes Coalition. HSRC is an informal group of nonprofit, government, elected, and community representatives who are committed to working towards a Hawaii where all keiki have the infrastructure, confidence, skills and social support to bus, bike, walk or roll to school.

I submit this testimony as a survivor of traffic violence, a transportation safety expert, and as a lifelong advocate who has organized and spoken at far too many vigils for children, hung too many ghost bikes, comforted too many grieving parents and widows, and marched in many many memorial walks for many years.

The question I pose today is: how long can a pattern repeat and be still considered an accident? The relentless violence on our streets is a man-made catastrophe that has been tolerated and excused for decades.

The safest cities and countries for people walking, rolling and biking have a few key things in common. It's not exotic technology, or police states, or perfectly trained, perfectly compliant citizens.

The solutions are simpler than that. These places have decided that this is a problem worth committing resources and political will to solving. As long as we balance human life against traffic impact or parking spaces, as long as we accept that routine death sentences are a reasonable consequence of minor lapses in attention or judgment, as long as we reject inconvenient or disruptive solutions, history will continue to repeat.

In Hawaii, one third of traffic fatalities are people walking, rolling or bicycling, a share much higher than the national average and growing each year.

And what's more, the burdens and benefits of that tradeoff are not shared equitably. Older adults, unhoused people, people in low income communities are less protected, and more vulnerable.

U.S. road fatalities have risen by more than 10% over the past decade, even as they have fallen across much of the world. In the European Union, traffic deaths dropped by 36 percent between 2010 and 2020.

The Safe Routes Coalition and partners like Hawaii Public Health Institute, Ulupono Initiative, AARP, Hawaii Bicycling League and others have worked closely with leaders like Senator Lee and Representative Todd to develop a suite of legislation to change our vision for safer streets. To start to break the cycle that has been repeating for decades. To make sure no solutions are off-limits.

For everything to be on the table, everyone has to be at the table. That's why Senate Bill 1506 calls for not only a greater share of funding, but a diverse committee of stakeholders that includes the department of health, department of education and organizations that serve and represent older adults, people with developmental disabilities, families with young children, and more.

The collaborative approach described in SB1506 will foster innovation, develop new solutions, allocate resources impactfully, and encourage transparency and accountability.

This is not a radical idea, with many states recognizing the complex interdisciplinary nature of mobility and the urgency of transformative policies like [Vision Zero](#) and [VMT reduction](#).

Course correcting now will require an acknowledgement of how our existing policies and priorities have delivered us to this unsafe, unsustainable and unaffordable moment in transportation.

It will require sustained commitment, collaboration, transparency and specific, specific, measurable, achievable, relevant and time-limited (SMART) targets and accountability. The people of Hawaii, who depend on and pay for this system, deserve to know when and how the state will deliver on this promise.

By most measures, including safety, congestion, emissions reduction, maintenance and level of service, the state's transportation system- like many across the US, is failing to make significant progress and- in many cases- is deteriorating year over year. Doubling down on token- and half-measures, dragging our feet on efforts to reduce emissions and congestion via widely-accepted VMT-reduction strategies, committing to capacity expansion projects that undermine climate, safety and resiliency goals, ignoring reporting requirements, and leaving federal funds for active transportation unspent has dug us a hole from which we can't escape by continuing to dig.

How long can we continue to claim that providing a *“safe, efficient, accessible, and sustainable inter-modal transportation system that ensures the mobility of people and goods, and enhances and/or preserves economic prosperity and the quality of life”* is the state's current mission when we persist on a course that demonstrably does not provide safety, ensure mobility or preserve economic prosperity for the people of Hawaii?

As the committee considers SB1506, I would also like to propose the following amendments, which are aligned with the intent of this legislation. Specifically

- HRS291c-3(b) remove “federal,” coordinator should not be limited to narrowly defined federal SRTS program
- HRS 291c-1(e) Replace “shall take into consideration the need to” with “shall give priority to proposals that”
- HRS 291c-3(g): Remove references to SAFETEALU, which is a long obsolete funding source for Safe Routes to School.

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

CJ Johnson

Honolulu

SB-1506-SD-2

Submitted on: 3/15/2023 1:00:31 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Natasha Woodward	Individual	Support	Written Testimony Only

Comments:

Safer streets are much needed in Hawaii! There has been way too many accidents and close call with students walking or biking to school. Please act to support our keiki.

SB-1506-SD-2

Submitted on: 3/15/2023 3:56:24 PM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kaili	Individual	Support	In Person

Comments:

i stand in support of this SB1506 SD2 beascuse safety is almost a top priority of the student and people with intellectual disability who need to navagate in the community to get to school or work and day programs please pass this SB1506 SD2 Thank you.

LATE

SB-1506-SD-2

Submitted on: 3/15/2023 8:49:46 PM
Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Danielle Gross	Individual	Support	Written Testimony Only

Comments:

As a resident of Hilo I feel that the accessibility of safe pedestrian and biker routes is lacking severely. We can't take our kids off our street because the main street nearby- and all the surrounding streets- have no shoulder, and certainly no walkway or bike lane. We live less than 2 miles from our kids's school, but there is no safe way to get there except for driving. With year round weather conducive to walking and biking to school I wish my kids would get the experience to enjoy that. I used to run the main street we live off of (Haihai) and it was extremely dangerous so I stopped doing it out of fear of getting hit by a car. Only the new developments and roads with major recent construction have sidewalks- they are few and far between. Please consider making our communities a place where everyone, from keiki to kupuna can feel safe on foot and biking around town.

House Committee on Transportation

Thursday, March 16, 2023-10:00a.m.

Conference Room 312

LATE

Dear Chair Todd, Vice Chair Kila, and Members of the Committee:

My name is Taylor Lagorio, and I am currently an undergraduate student at Hawai‘i Pacific university, majoring in environmental studies. I have chosen to testify before you all today on this particular bill for two main reasons. The first reason, being that I am currently enrolled in an environmental ethics course, taught by former Hawai‘i state representative LoPresti, and I am required to testify in person on at least one bill of my interest. The second reason, being that I am currently a research intern at Ulupono Initiative, focusing on clean transportation solutions, and have spent a majority of time researching active safe routes to schools programs throughout the nation.

While the influence of my class and internship have inspired my interest in this bill, I am speaking today on behalf of myself in **strong support of SB1506 SD2**, which establishes a safe routes for people implementation program and safe routes for people implementation committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities.

In my internship the goal of my research into other states safe routes to school programs is to find promising practices that could potentially be used to strengthen Hawai‘i’s program. This is a project I have been tasked with as the current statewide safe routes to school program for Hawai‘i lacks attention, and is not adequately supporting individuals who use active transportation as a means to get to school or work. I am in support of this bill because establishing a new safe routes for people program can build safer communities and reduce vehicle pollution¹.

I ask that this committee votes yes on this bill, in order to restore efforts in creating a safe community that children, adults, and elders can all feel comfortable walking in. That the construction of complete streets are prioritized and increased, working to create safe spaces that allow for multi-modal transportation, especially in high density areas. I ask that this new statewide safe routes for people program is annually funded by earmarking funds that are provided by the federal transportation alternative program; similar to what the Colorado DOT has done in their safe routes to school program². More than anything however, I implore you to ensure the earmarking of funds and use of funds is made available to the public, ensuring transparency.

¹ <https://www.saferoutesinfo.org/>

² https://www.codot.gov/programs/bikeped/saferoutes/assets/srts-fact-sheet-final_1-4-21.pdf

Finally I would like to highlight that re-establishing efforts in the current safe routes to school program can help not only to transition communities over toward a more walkable place to live, but can also help to address health related issues. With less vehicles on the road and less miles traveled on average, air quality can improve and create healthier communities³. I ask that committee members consider the increased health benefits constituents would receive from the passing of this bill. This is not just a public safety related issue, but a public health issue as well.

I applaud the efforts of the elected officials who have listened to their constituents concerns and brought this bill to life. I am requesting that you please remember how beneficial this type of program is in creating a safe home for the people of Hawai'i to both walk and breath in. Thank you for this opportunity to testify before you today, in support of a measure that encourages cleaner, safer, and more accessible forms of transportation.

Respectfully,

Taylor Lagorio

HPU Undergraduate Student

³ <https://www.saferoutespartnership.org/safe-routes-school/101/benefits#:~:text=Safe%20Routes%20to%20School%20programs,vehicle%20trips%20and%20miles%20traveled>

LATE

SB-1506-SD-2

Submitted on: 3/16/2023 9:53:05 AM

Testimony for TRN on 3/16/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
james pirtle	Individual	Oppose	Written Testimony Only

Comments:

I opose this bill. The legislature is not lawfully elected thus does not have the authority to enact laws and bills. All actions are treason against the United States of America.