



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

February 2, 2023
3:00 P.M.
State Capitol, Teleconference

S.B. 1506
RELATING TO TRANSPORTATION

Senate Committee on Transportation

The Department of Transportation (DOT) **supports the intent** of S.B. 1506 and offers comments. S.B. 1506 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. It also appropriates funds and amends Hawai'i Revised Statutes Chapter 264-18 to require five percent of federal and state highway funds to be expended on establishment of multiuse, bike lanes, and bike paths and installation of signage and safety devices along bikeways.

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

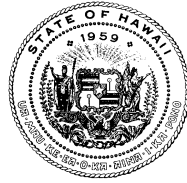
Safety is the State's #1 priority. We have reported on our robust educational enforcement and engineering programs which we implemented to successfully save lives over years. We are proud partners with all counties who are equally dedicated to zero deaths on our roadways. We meet regularly with the four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

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

bike and ped plans from counties and the State. The priorities can be set based on recommendations from the Safe Routes for People committee if established.

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.

Thank you for the opportunity to provide testimony.



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

**Testimony COMMENTING on S.B. 1506
RELATING TO TRANSPORTATION**

SENATOR CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS

Hearing Date: February 2, 2023 Room Number: Conference Room 224
& 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 Bill 1506 (S.B. 1506) to
4 establish a Safe Routes for People (SRFP) implementation program to develop strategies and
5 facilitate transportation-related projects and funding that will ensure keiki and kupuna are able to
6 safely walk, bike, or roll to common destinations. The measure would also establish a SRFP
7 Special Fund, allow State Highway Fund moneys to be expended to establish protected
8 walkways, and increases the minimum amount of State Highway Funds required to be expended
9 by the DOT on ground transportation projects from two per cent to five per cent.

10 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,
11 only 24.8% of Hawaii residents, in 2019, met federal guidelines for physical activity.¹ More
12 needs to be done across the state to fund, plan, and build supportive infrastructure for active
13 living. The design of roads that integrate options like walking and bicycling is a public health
14 concern since the built environment can promote or hinder physical activity. People who are
15 physically active generally have better health outcomes and are at less risk for serious chronic
16 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 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 DOE Wellness Guidelines for which the DOH as a
15 partner agency conducts a yearly Safety and Wellness Survey that evaluates the implementation
16 of the guidelines in all DOE schools. The Wellness Guidelines include objectives to support
17 active transport by encouraging students and staff to walk and/or bike to school.

18 The DOH looks forward to continued collaboration with the DOT and commits to
19 actively participate in the SRFP implementation committee if established, to ensure that health
20 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



STATE OF HAWAII
STATE COUNCIL
ON DEVELOPMENTAL DISABILITIES
1010 RICHARDS STREET, Room 122
HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-8100 FAX: (808) 586-7543
February 2, 2023

The Honorable Senator Chris Lee, Chair
Senate Committee on Transportation and Culture and the Arts
The Thirty-Second Legislature
State Capitol
State of Hawai'i
Honolulu, Hawai'i 96813

Dear Senator Lee and Committee Members:

SUBJECT: SB1509 RELATING TO RELATING TO TRANSPORTATION.

The Hawaii State Council on Developmental Disabilities **SUPPORTS SB1506**, 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. Establishes a Safe Routes for People Special Fund. Allows State Highway Fund moneys to be expended to establish protected walkways. Increases the minimum amount of State Highway Funds required to be expended by the Department of Transportation on ground transportation projects from two per cent to five per cent. Appropriates funds.

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 (I/DD). Safe and accessible walkways allow those with I/DD to have more freedom of travel and promote independence. Safe routes would also allow better integration and interaction between those with I/DD and members of the community.

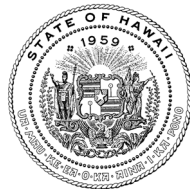
We as the State Council on Developmental Disabilities respectfully request to be a part of the Safe Routes for People Implementation Committee (page 6, line 10) to represent the perspective and needs of individuals with intellectual/developmental disabilities relating to safe routes for people.

Thank you for the opportunity to submit testimony in **support of SB1506**.

Sincerely,

Daintry Bartoldus
Executive Administrator

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
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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 SENATE COMMITTEE ON TRANSPORTATION AND CULTURE
AND THE ARTS
ON
SENATE BILL NO. 1506

February 2, 2023
3:00 p.m.
Room 224 and Videoconference

RELATING TO TRANSPORTATION

The Department of Budget and Finance (B&F) offers comments on Senate Bill (S.B.) No. 1506.

S.B. No. 1506 amends Chapter 286, HRS, to add three new sections to:

- Establish 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.
- Establish 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.
- Establish a Safe Routes for People Special Fund (SRPSF) into which funds shall be deposited, including funds appropriated by the Legislature, 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. 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.

This measure also appropriates \$30,000,000 or so much thereof as may be necessary for FY 24 from the general fund to be deposited into the SRPSF and appropriates \$30,000,000 or so much thereof as may be necessary from the SRPSF for FY 25 to fund the establishment, implementation, and operation of the SRPIP and the SRPIC.

Lastly, this measure amends Section 246-18, HRS, to allow State Highway Fund moneys to be expended to establish protected walkways.

As a matter of general policy, B&F does not support the creation of any special fund which does not meet the requirements of Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work, and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. Regarding S.B. No. 1506, it is not clear why the SRPIP and the SRPIC cannot be implemented using general funds and it is likely that the SRPSF would not be self-sustaining as there is no defined revenue source for the special fund.

Thank you for your consideration of our comments.



**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
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
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 Senate Committee on
TRANSPORTATION**

**Thursday, February 2, 2023
3:00 PM**

State Capitol, Via Videoconference, Conference Room 224

**In support of
Senate Bill 1506
RELATING TO SAFE ROUTES TO SCHOOL**

Senate Bill 1506 establishes the safe routes to school advisory committee and appropriates funds. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) offers the following comments in support of 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 because it provides \$300,000,000 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.

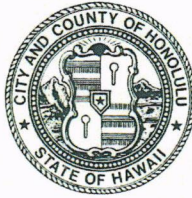
There is no single solution to bettering built environments. Instead, community, state and federal

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 comment in support of this measure.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu.org



RICK BLANGIARDI
MAYOR

ARTHUR J. LOGAN
CHIEF

KEITH K. HORIKAWA
RADE K. VANIC
DEPUTY CHIEFS

OUR REFERENCE **ST-TK**

February 2, 2023

The Honorable Chris Lee, Chair
and Members
Committee on Transportation and
Culture and the Arts
State Senate
Hawaii State Capitol
415 South Beretania Street, Room 224
Honolulu, Hawaii 96813

Dear Chair Lee and Members:

SUBJECT: Senate Bill No. 1506, Relating to Transportation

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

The HPD supports Senate Bill No. 1506, 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 Lee, Chair
and Members
February 2, 2023
Page 2

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

Thank you for the opportunity to testify.

Sincerely,

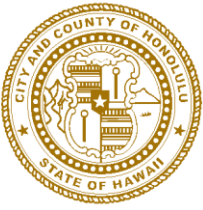


Stason Tanaka, Acting Major
Traffic Division

APPROVED:



Arthur J. Logan
Chief of Police



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 202
HONOLULU, HAWAII 96813-3065
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

RADIANT CORDERO
Councilmember District VII
(808) 768-5007
(808) 768-1208 (fax)
e-mail: rcordero@honolulu.gov

January 31, 2023

The Honorable Chris Lee, Chair
The Honorable Lorraine R. Inouye, Vice Chair
And Members of the Committee on Transportation and Culture and the Arts

Thursday, February 2, 2023, 3:00 PM
Conference Room 224 & Videoconference
State Capitol
415 South Beretania Street

Subject: Testimony in Support of SB 1506 Relating to Transportation

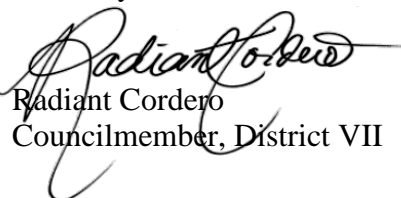
I am writing in strong support of SB 1506 that establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities, among other things.

Safety of our residents is paramount. Ensuring safe routes to common destinations for keiki and kupuna will not only protect our most vulnerable pedestrians, but also serve as a long-term investment in our State's transportation future.

The City and County of Honolulu Safe Routes to School (SRTS) Program similarly aims to prioritize safety by increasing infrastructure that facilitates the safe passage of students who walk and bike to school, resulting in numerous community benefits. Just this week, the City celebrated the completion of the SRTS project for Kamehameha IV Road improvements. Affectionately named the "Keiki Corridor," the students at Fern Elementary School can now safely and easily traverse along this flat, separated pathway that protects pedestrians from the traffic.

For these reasons, I respectfully request the passage of SB 1506 to continue our City and State's investment in prioritizing transportation safety. Thank you for the opportunity to provide testimony and for your favorable consideration of this important measure.

Sincerely,


Radiant Cordero
Councilmember, District VII



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION & CULTURE & THE ARTS
Thursday, February 2, 2023 — 3:00 p.m.

Ulupono Initiative supports SB 1506, Relating to Transportation.

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 choices, and better management of freshwater resources.

Ulupono supports SB 1506, 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; establishes a Safe Routes for People Special Fund; allows State Highway Fund moneys to be expended to establish protected walkways; and increases the minimum amount of State Highway Funds required to be expended by the Hawai'i Department of Transportation (HDOT) on ground transportation projects from two per cent to five per cent.

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

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

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 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/>.

SB-1506

Submitted on: 2/1/2023 7:26:51 AM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Nicole Mahealani Lum	Testifying for ?Ahahui o na Kauka (Association of Native Hawaiian Physicians)	Support	Written Testimony Only

Comments:

Aloha kākou. ‘Ahahui o nā Kauka, the Association of Native Hawaiian Physicians, stands in solidarity in the fight against climate change, and writes in support of SB1506.

The transportation sector is a major contributor to greenhouse gas emissions and climate change. Climate change is a public health crisis. Health outcomes due to climate change include: heat related illnesses, lung and heart conditions, food/water/vector-borne diseases, mental health illnesses, preterm births, and a shorter lifespan, to name a few. Native Hawaiians and other Indigenous peoples are especially affected by climate change and its impact on the environment, due to these communities’ close relationship with and dependence on the earth and its natural resources. The health of the land is the health of the people, is the health of our nation. For these reasons, ‘Ahahui o nā Kauka is committed to engaging with local, regional, and national efforts to mitigate climate change.

The switch to clean transportation is a vital decarbonization strategy to reduce greenhouse gas emissions and mitigate climate change. Clean transportation includes electric vehicles and active transportation. Active transportation refers to the movement of people or goods powered by human activity, which includes walking, cycling, and the use of human-powered or hybrid mobility aids such as wheelchairs, rollerblades, e-bikes, etc. The problem is that Hawaii lacks the infrastructure for all residents to safely and equitably utilize active transportation, thus leading to a wide-scale dependency on the use of motor vehicles. Inadequate access to active transportation impedes Hawaii’s goal to achieve net-zero carbon emissions by 2045, in the fight against climate change. Furthermore, many chronic diseases such as diabetes, hypertension, and obesity are caused or worsened by inadequate physical activity; the lack of access for safe walking, riding, or rolling can cause whole communities to experience a more sedentary lifestyle and the chronic health problems that follow.

SB1506 would help to ensure impactful and adequately funded safe routes strategies to improve pedestrian and road safety in Hawaii, especially for our most vulnerable road users such as keiki and kupuna. Safer roadways can improve the health of our communities by decreasing traffic-related injuries and deaths, and increasing physical activity and exercise. Prioritizing road safety through systemic programming would decrease disparate outcomes, and especially benefit certain subpopulations such as people with disabilities or those who come from low-income neighborhoods.

For the health of our people, especially our keiki and kupuna, 'Ahahui o nā Kauka urges the passing of SB1506. Mahalo for your consideration.

SB-1506

Submitted on: 2/1/2023 11:47:57 AM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Sandy Ward	Testifying for Hui o Ho`ohonua 501(c)3	Support	Written Testimony Only

Comments:

Aloha Esteemed Senators,

I urge you to pass this bill as we are working with community members and schools in 3 areas along the Leeward Bikeway. Currently the bike way is in a horrible and unsafe state and yet it has the potential to provide a holistic greenway and safe transportation route from everyone from keiki to kupuna. This bill is vital to address equity, green/safe transportation and community wellness.

Mahalo for your consideration

SB-1506

Submitted on: 2/1/2023 10:44:24 AM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tommy Noyes	Testifying for Kauai Path, Inc.	Support	Written Testimony Only

Comments:

Aloha Committee on Transportation and Culture and the Arts Chair Sen. Lee, Vice Chair Sen. Inouye, and Committee Members,

Please accept this testimony **SUPPORTING SB 1506.**

All road users are entitled to being safe, yet in Hawaii traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while 2022 saw 117 deaths (DOH). Hawaii’s statistics on pedestrian fatalities among our elderly population are even more shameful.

It is imperative that bold steps be taken without delay to mitigate the hazards faced daily by people walking and bicycling on our streets.

SB 1506 is a step in the right direction, because when we prioritize road safety from keiki to kūpuna, everyone benefits. Safe streets efforts can be even more important for sub-populations, such as children with a disability or those who live in low-income neighborhoods.

Impactful and funded safe routes strategies are necessary to improve road safety in Hawaii.

Mahalo for your consideration,

Tommy A. Noyes
Executive Director, Kauai Path, Inc.



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

February 1, 2023

Senate Committee on Transportation
Thursday, February 2, 2023 at 3:00 p.m.
Conference Room 224 & Videoconference

Senate Bill 1506
Relating to Transportation

To the Honorable Chair Lee, Vice Chair Inouye, and Members of the Senate 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



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bicycle@hbl.org

SENATE COMMITTEE ON TRANSPORTATION
Thursday, February 2, 2023 - 3:00pm

Hawai'i Bicycling League Supports SB1506, relating to Safe Routes for People

Aloha Chair Lee and Committee Members,

My name is Travis Counsell, and I am the Executive Director of the Hawaii 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 supports SB1506, which implements a Safe Routes for People program and establishes a Safe Routes for People committee. Additionally, it increases the minimum amount of State Highway Funds required to be expended on ground transportation projects from two to five percent.

Hawai'i residents, especially our keiki and kūpuna, need safe, accessible places to walk, roll and bike. SB1506 can help make this a reality.

- **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.
 - Increases minimum annual expenditures from 2 percent to 5 percent.
- **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, health, safety, and equity goals**
 - Reach net-zero carbon emissions by 2045.
 - Increase the total miles of low-stress pedestrian infrastructure by 50 miles (DOH).
 - Eliminate disparate outcomes by race and ethnicity across all sectors.

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

Ride Aloha,

Travis L. Counsell
Executive Director
Hawai'i Bicycling League



Todd Boulanger,
Executive Director

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Testimony to the Senate Committee on
Transportation and Culture and the Arts
Thursday, 2 February 2023, 3:00PM
Via videoconference; Conf. Room 224

LATE

SB 1506

Relating to Transportation:
Safe Routes for People Implementation Program, Committee and Funding...

Aloha kakou Chair Senator Chris Lee, Vice Chair Senator Lorraine R. Inouye and members of the Committee on Transportation and Culture and the Arts.,

We are in **strong support** of SB1506

This bill would establish 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. Establishes a Safe Routes for People Special Fund. Allows State Highway Fund moneys to be expended to establish protected walkways. Increases the minimum amount of State of Hawaii Highway Funds required to be expended by the Department of Transportation on ground transportation projects from two (2) percent to five (5) percent. Appropriates funds.

Bikeshare Hawaii – aka Biki – has provided over 400,000 persons with emission free transport for over 5.8 million rides to date between Iwilei, Downtown, Waikiki, Kakaako, Waikiki, Makiki to Diamond Head. This is an equivalent of 12.8 million miles. About half of Biki member bike trips used to be car trips (SOVs) before they joined. These avoided car trips intown allow for more roadway lane and parking space here in ‘the city’ for those driving in from ‘the country’, often those who cannot bike [or bus] in but must drive in to urban Honolulu for work, essential shopping, medical appointments etc.

We support the passage of this bill as it would help make our state roadways, like Nimitz Highway, Ala Moana Boulevard, etc. – safer and much more attractive for our ~100,000 customers each year to bicycle on, many of whom are kupuna and keiki*. Currently, most of our customers tend to avoid state roadways as they are not as bike friendly as other in town arterials. We must act to reverse the growing numbers of dead and injured roadway users in this state; as other communities have. Furthermore, adding diverse roadway customer viewpoints and allocating a higher proportion to bike ped funding per project would help reach this goal quicker. It is critical that our island decarbonize more land trips so that we can address our climate crisis; and bicycles (and bikeshare) is one of the cheapest and



bikeshare
hawaii



most efficient ways to do this sooner than later...like 2035 when other expensive options come on line.

We strongly urge you to pass this legislation. Thank you for the opportunity to submit this written testimony and your kokua in the past for starting Biki.

Mahalo nui loa,

Todd Boulanger
Executive Director

*Note: Children 16 years of age and older can ride Biki bikes for their mobility needs.

PS. For more up to date information on Biki, Honolulu's *bikeshare transit service*, the state's second largest transit service: www.gobiki.org



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facebook.com/AARPHawaii

The State Legislature
Senate Committee on Transportation and Culture and the Arts
Thursday, February 2, 2023
Conference Room 224, 3:00 p.m.

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

Aloha Chair Lee 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 mission 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 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.

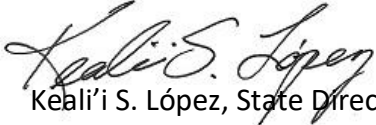
The accountability and implementation measures in S.B. 1506 and the Safe Routes for People Implementation Program are consistent with AARP recommended practice including

- 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, 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**.

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



To: Senator Lee, Chair
Senator Inouye, Vice Chair
Senate Committee on Transportation and Culture and the Arts

Re: SB1506, relating to transportation
3:00 p.m., Feb. 2, 2023



Aloha Chair Lee, Vice Chair Inouye 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, relating to transportation.**

If our communities are the heart of our island home, our transportation infrastructure is the arteries. The ways we move within and among our communities are vital to our collective and individual health.

Too many communities in Hawai'i do not have adequate 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 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.

HB1506 is an important step forward because it couples funding with community-based expertise while establishing key goals that sets 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 would encourage the inclusion of a member that can speak to the ways families with young children move through the islands. Many times 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. Families with young children face unique transportation challenges, and we would welcome their voices in these important conversations.



Please support HB1506 and consider inviting the voices of families with young children to the table.

Mahalo,

Ke'ōpū Reelitz
Director of Early Learning and Health Policy

LATE

SB-1506

Submitted on: 2/1/2023 3:40:57 PM
Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Martin Berger	Testifying for Martin A. Berger, Attorney at Law	Support	Written Testimony Only

Comments:

Aloha,

In the last 24 hours, one bicyclist has died and another is hanging on to life by a thread - both because of vehicle collisions. Although I appreciate the progress you have made in including bike lanes on the roads and encouraging bicycling, what good are these efforts if it just means that more people are at risk? I urge you to pass this legislation and make Hawaii a safer place.

Respectfully,

Martin Berger



HAWAII APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony of the Hawai'i Appleseed Center for Law and Economic Justice
Support for S.B. 1506 – Relating to Transportation
Senate Committee on Transportation
Thursday, February 2, 2023, at 3:00PM, Conf. Rm. 224 and via Videoconference

Dear Chair Lee, Vice Chair Inouye, and fellow committee members:

Thank you for the opportunity to express our **SUPPORT for S.B. 1506**, which will appropriate \$30 million toward safe routes for Hawai'i's residents and facilitate the reduction in reliance on personal vehicles for transportation.

Based on the Aloha United Way ALICE Report, transportation costs consume nearly 10% of a household's "survival budget" (an estimate of the minimal total cost of household essentials). Investing in safe routes for people to walk, bike or roll creates alternative options for people to get to the work, school, and other places in their communities. These options not only create the potential for families to save on transportation costs; they will have positive impacts on health and the environment. Further, they will help ensure the safety of people who, by choice or because of their economic or life situation, currently walk or roll to get where they need to go.

Mahalo for your consideration of this bill.



February 1, 2023

Aloha kākou,

Honorable Committee Chair, Chris Lee and honorable Vice Chair Inouye, and members of the Transportation Committee. Mahalo nui for your service to the people of Hawai'i.

My name is Jessica Thompson, and I am a member of the State Highway Safety Committee. I am here as a private citizen to offer support of SB1506.

I am here today to tell you the story of a former Hawai'i County resident. She is a 74 year old woman. After her retirement she had to adjust to a very fixed income of \$1300 a month and could not afford housing, food, AND the approximately \$8,000 a year it costs to own a car in Hawai'i. As a result, she moved in with her family and was unable to drive. Unfortunately, her family was very busy and mass transit is not robust enough, nor are there safe, accessible, and inclusive places for her to walk or ride a bike on Hawai'i Island. She, like too many kūpuna in Hawai'i, are living an increasingly isolated and sedentary lifestyle. After 6 years, she made the difficult decision to move to the continent where she has access to connected mass transit service and can safely walk to the library, post office, and grocery store.

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!**
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- **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,
 - 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.

Please vote yes on SB1506 – for everyone in Hawai'i – especially our keiki and kūpuna.

Mahalo nui,

Jess Thompson

SB-1506

Submitted on: 2/1/2023 12:02:19 PM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Cameron Rogers	Individual	Support	Remotely Via Zoom

Comments:

Keiki are going to walk, bike, skate to and from school no matter the condition of the roads. It is our responsibility as a community to keep them safe while they do it, because they are going to do it no matter what.

Not only is it the right thing to do, there is also great cost savings in investing in safe roads. Communities with safe roads exercise more which is key to preventing many health ailments. Safer roads reduce traumatic injuries many of which can be permanently debilitating. Even smaller accidents can lead to head injuries that cause lifelong depression and increased rates of drug and alcohol use.

With so many visitors lost on Hawaii's roads - driving while confused and blinded by the sun it is even more important that we take this step to ensure our community stays safe with safe pedestrian and bike routes.

Please support this bill.

CJ Johnson

555 South St. #3007
Honolulu, HI 96813
(123) 456-7890
chrisluttet@gmail.com

2/2/2023

Senator Chris Lee and Transportation, Culture and the Arts Committee

Dear Chair Lee and Committee Members,

I am writing to offer strong support of Senate Bill 1506 (SB1506), as well as to propose amendments.

I submit this testimony as a private citizen but I have a long resume as an advocate and organizer for safer, healthier transportation systems. I have led advocacy bike and pedestrian organizations and have served in state and local transportation and health agencies. Currently I am 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.

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?

I believe that creating a permanent program with a dedicated special fund, and a collaborative advisory and oversight committee as described in SB1506 is a critical demonstration of the state's transportation mission. Further, it 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, SMART (specific, measurable, achievable, relevant and time-limited) 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.

It will require that we reject safety solutions that blame victims and further marginalize populations who are already underserved by our systems based on geography, ability, gender, race or socioeconomic status.

As the committee considers SB1506, I would also like to propose the attached amendment, which is aligned with the intent of this legislation. The attached language addresses outdated and overly vague language in state's [HRS291C-3](#) statute concerning the Safe Routes to School program. Specifically

- Removes references to SAFETEALU, which is a long obsolete funding source for Safe Routes to School.
- Clarifies that HDOT Safe Routes to School Coordinator position should be full time and dedicated, and clarifies the role duties
- Clarifies the administration and permitted uses of the existing Safe Routes to School Special Fund, which has been accumulating funds without distributing them since the fund was reorganized by legislature in 2020.

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

CJ Johnson

Honolulu

§291C-3

HRS291C-3 Shall be amended as follows:

State and County safe routes to school programs; coordinators; grants; reports. (a) There is established within the Department of Transportation, a safe routes to school program that shall ensure that every child in Hawai'i has the infrastructure, social support, confidence, and skills to bike, walk, roll, or bus to school. This program shall be responsible for developing and publishing performance measures, goals, and providing technical assistance to counties and community organizations in support of projects and programs that advance state and county goals.

- There is created, within the Department of Transportation, the position of Safe Routes to School Program Coordinator. The Safe Routes to School Program Coordinator position shall be a permanent, full-time position. The coordinator shall serve as a central point of contact for safe routes to school program planning and project development.
- Each County, through the county Safe Routes to School Program Coordinators, and in consultation with the Department of Education, Department of Health, and the Hawai'i Association of Independent Schools, shall provide technical assistance and strategic direction for school-based and community-based workshops and infrastructure and non-infrastructure projects to achieve SRTS program goals
- Each year, the legislature shall appropriate the full accrued balance of funds from the Safe Routes to School Special Fund to the counties to be used for the implementation of county-led safe routes to school projects.
- The formula for distribution shall be as follows:
 - One-half shall be distributed evenly among the counties; and
 - The other half shall be distributed among the counties in proportion to their respective number of public school students in grade K-8 that live within walking distance from the school they attend.
- No later than twenty days prior to the convening of each regular session, each county shall submit to the legislature an annual report on the status and progress of safe routes to school activities within its respective county, including an accounting of all grants provided through the program and a timeline for future grant awards.
- SRTS Special Funds shall primarily be used by counties to fill or contract a permanent, full-time SRTS Coordinator. The duties of the coordinator shall include but are not limited to:
- Maximizing the participation of school officials and stakeholder groups in the community;

- Working in conjunction with county designated safe routes to school stakeholders and train volunteer facilitators for school-based workshops and community-based projects, including flexible training schedules;
 - Providing technical assistance and strategic leadership for SRTS related county initiatives
 - Remaining funds shall be dedicated to SRTS non-infrastructure programmatic support, events, temporary infrastructure pilots and demonstrations.
- The Director of the Department of Transportation shall submit to the legislature an annual report of the status and progress of the Safe Routes to School Program, including safety, mode share, and infrastructure outcomes, an accounting of all funds provided through the program and a timeline for future funding, no later than twenty days prior to the convening of each regular session.

SB-1506

Submitted on: 1/31/2023 9:01:43 PM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
John Rogers	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lee and Vice Chair Inouye,

As the Transportation co-chair on the Ewa Neighborhood Board, I strongly support SB1506 which would establish a Safe Routes for People Implementation Program and a Safe Routes for People Implementation Committee.

As someone who has attempted to work within the existing system to advocate for connecting the Waipahu, Ewa and Kapolei communities so that folks can safely walk, bike or roll within and between these communities it has been extremely frustrating. One of many stories... A few years back when the Ewa Neighborhood board was informed that Fort Weaver Road was to be repaved the Board asked, via a letter to the Director of HDOT to add bike lanes to Fort Weaver Road between Farrington Hwy and Keoneula Blvd as there was already a six-foot shoulder. All that was needed was street markings and signage. That never happened. As the Ewa community has grown with new neighborhoods, the Fort Weaver shoulder has ended in right turn only lanes in many places, which forces people who ride bicycles or roll, using the shoulder lane, to enter the travel lane. Simple street markings and signs would have created a safer space but for some reason that has been too hard. I could go on and on about not having a Leeward Bikeway out to Nanakuli after 30 years which if installed would provide a safe way for folks on the west side to access rail in Kapolei by biking or rolling.

SB1506 if enacted into law will help ensure that the State and Counties will enact Vision Zero Policy in such a way to reduce the death toll that we are currently experiencing within our transportation system.

Best Regards,

John Rogers

Ewa Neighborhood Board Transportation Committee Co-chair

SB-1506

Submitted on: 2/1/2023 7:29:10 AM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Gracie Flores	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.

SB-1506

Submitted on: 2/1/2023 7:58:11 AM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Julie Engelhardt	Individual	Support	Written Testimony Only

Comments:

Dear Legislators,

I am in support of bill SB 1506 in relating to transportation. I want to live in a community that is less car-centric and more pedestrian and bicycle friendly. Making sure that those who chose non-vehicular modalities can do so safely is critically important. This is an opportunity for leadership to take steps to allocate funding to plan and implement these alternatives. This measure would ensure safe routes to places for keiki and kupuna by protecting our most vulnerable road users and serve as a long-term investment for Hawai'i.

I'm sure we can all agree that all road users are entitled to be safe. This bill calls for a variety of strategies to be put in place, such as protected walkways, better signage, safety devices, protected bikeways, and sufficient funding for these projects.

In addition to allowing additional methods of transportation, people who bicycle and walk regularly have increased physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases plaguing our community.

I'm asking you to please support this bill.

Sincerely,

Julie Engelhardt

SB-1506

Submitted on: 2/1/2023 12:11:24 PM

Testimony for TCA on 2/2/2023 3:00:00 PM

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

Comments:

As a parent and health educator for the Hawaii State Department of Health, I am in strong support for SB1506. Over the last few years, our traffic fatalities have continued to climb. Habitual DUI's are at a much higher rate than before the pandemic, and people continue to speed through red lights. We need "safe routes to school" as focusing on safe roads for ALL (Keiki to Kapuna), we make our roadways safer for ALL.

Please support SB1506 so we can make our roadways safer and so we can prevent unnecessary deaths.

Mahalo,

Kristin Mills, MS, MA

Resident of Pukalani Maui

SB-1506

Submitted on: 2/1/2023 1:30:40 PM

Testimony for TCA on 2/2/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Sam Magnotto	Individual	Support	Written Testimony Only

Comments:

As an Emergency Room Nurse I am very concerned by the lack of safe streets we have not just for our keiki but for our kupuna. The community cannot afford to not have safe walking and biking paths for our 'ohana to be able to use without having to worry about getting hit by a lost visitor or distracted driver.

Mahalo for supporting this bill.

Aloha Chair Chris Lee, Vice Chair Lorraine Inouye and committee members,

Amazingly, Hawaii’s Department of Transportation (HDOT) was one of the first in the nation to use federal Intermodal Surface Transportation Efficiency Act (ISTEA) monies to fund a Safe Routes to School initiative.

It was the mid-90s, and I was then executive director for Peoples Advocacy for Trails Hawaii (PATH) on Hawaii Island. We ran a bicycle education program for 4th graders and wanted to launch a pedestrian education class for 1st graders in 30-some schools around the island. We also carried out Safe Routes to School studies in Kahakai Elementary in Kona and Waikoloa Elementary in Waikoloa Village. Interestingly, we found that it was parents who drove their children to school that caused the greatest danger to students walking. We launched a Walking School Bus in both schools. We were also in the midst of building a separated bike and pedestrian pathway: the well-loved Old Walua Road Bike and Pedestrian Scenic Route.



In 2010, I moved to Honolulu and started work serving Towers of Kuhio Park residents. Just a few days after witnessing the potential hazards students faced getting to Fern Elementary, I launched another Walking School Bus to help students negotiate what had become a narrow cut-through to speeding commuter traffic in a hurry to cross the pali. Additional hazards included bulky trash at a blind intersection, illegally parked cars in the shoulder, and trash pickup two days a week during school commute times.



I started another Walking School Bus and eventually carried out another SRTS study that identified education for drivers and students as a short-term solution. The process applying for HI-DOT SRTS infrastructure funds was arduous and called for grantees to pay all the costs and get reimbursed – a burden that surely killed many potential transportation safety initiatives.

I was so thankful when the City and County of Honolulu designated this route to Fern Elementary their first SRTS Infrastructure Improvement project. While this project took years in the making, it is complete and a blessing was held just a couple of days ago on Monday, January 30.

This beautiful amenity provides safety to keiki and kūpuna as they walk to school, the transit hub on Middle Street or beyond. Even better, the pathway was extended up toward School Street, making it safer for Dole Middle School students who walk to school. Further, at the Blessing, the Fern Park's Summer Program coordinator shared that this pathway made it safer for the youth in that program to walk up to the District Pool. We heard at the blessing was that there are many other potentially hazardous routes to school around the island and state. These safety amenities should be a high priority as Federal funds can be used to pay for 80% of the costs.



I hope that you also make the safety of children and all pedestrians in this neighborhood a priority and pass this bill. Your counterparts in Washington included SRTS in their transportation bill over 30 years ago and, as a state, Hawaii has done a horrible job of using those funds to encourage the use of alternative modes of transportation.

With regards,

Anni C. Peterson
1351 Aala Street, Apt 103
Honolulu, Hawaii 96817
808-987-0185

Aloha , my name is Colby Alcos born and raised on Hawaii island . I gladly support the bill to end safety inspections. They are just a nuisance, the state should just add another \$25 to registration and I'm sure many would gladly pay that. I think it would be better to have a bill that makes sure that when vehicles are brought in from out of state they are put on a list that requires them to register to the state . I have seen too many vehicles that have had out of state license plates for over a year . If they drive on the roads they should pay for registration just like the rest of us . Mahalo for all your hard work and the direction you are going with helping the local community.

LATE

SB-1506

Submitted on: 2/1/2023 8:42:36 PM

Testimony for TCA on 2/2/2023 3:00:00 PM

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

Comments:

Hawai'i has not made safety the priority in project design or funding, and traffic—related deaths and fatalities in the state have significantly increased over the past decade. In 2014, there were 95 deaths and 378 serious injuries in Hawai'i. In 2022, these numbers grew to 117 deaths and 572 serious injuries. In 2019, Hawaii led the nation in pedestrian deaths of kupuna. Ensuring safe routes to common places for keiki and kupuna will not only protect our most vulnerable road users, but also serve as a longterm investment in the future of transportation in the state. Please support SB1506.

CHAIR OF THE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS

Senator Chris Le, Chair

Senator Lorraine R. Innouye, Vice Chair

Claudia Hartz, Community Health Worker

Master of Social Work Candidate.

74-5019A Palani Rd. Kailua-Kona, HI 96740



Hearing: February 2, 2023

Support SB 1506

My name is Claudia Hartz; I live on Hawai'i island and attend the University of Hawai'i Manoa Master's in Social Work program.

I am testifying in support of SB 1506; improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which positively impacts health and helps address the root causes of many chronic diseases.

Thank you for taking the time to read this testimony supporting SB 1506.

Claudia Hartz

SB-1506

Submitted on: 2/2/2023 10:23:23 AM

Testimony for TCA on 2/2/2023 3:00:00 PM

LATE

Submitted By	Organization	Testifier Position	Testify
Loren Lindborg	Individual	Support	Written Testimony Only

Comments:

I support this bill because it provides funding for safe routes for keiki, which is a fundamental problem here in Hawaii. Also, this bill would create accountability to the state legislature and be helpful in achieving some of state's climate goals in reducing carbon emissions.



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Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective

Date: February 2, 2023

To: Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
Members of the Senate Committee on Transportation and
Culture & Arts

Re: Strong Support for SB 1506, Relating to Transportation

Hrg: Thursday, February 2, 2023, at 3:00 PM, Conf Rm 224

The Obesity Prevention Task Force (OPTF), a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **strong support of SB 1560**, 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**. 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.

To further strengthen programs that support safe roadways for all users, we ask that you consider adding language to this measure to address the current administrative challenge in dispersing the money currently in the State of Hawai'i's Safe Routes special fund to the counties, referred to in HRS 291C-3.

Surcharge fees from traffic moving violations are collected in the Safe Routes, which are then distributed to the counties to administer their Safe Routes programs and projects. The counties cannot access the funds because of outdated administrative language. By updating the HRS 291C-3, the counties will be able to access and utilize the funding they should be receiving.

SB 1506 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** of **SB 1506**.

Mahalo,

Peggy Mierzwa

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

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

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>