

LATE TESTIMONY

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

January 23, 2008

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 2056

COMMITTEE ON TRANSPORTATION

We support this bill.

The Department of Transportation (DOT) welcomes this bill to appropriate funds from general revenues for pedestrian safety. This appropriation will supplement ongoing pedestrian safety efforts by the DOT. However, the DOT would have concerns about our financial plan if the funding vehicle was changed from general revenues to state highway funds. The DOT also believes it is critical to address the issue of pedestrian safety through a broader statewide and corridor focused effort in lieu of a location specific approach.

The DOT is continuing its efforts to install pedestrian countdown timers and LED traffic signal lights to improve pedestrian safety. We have already installed 68 countdown timers on Farrington Highway in Waipahu and are in the process of installing 90 countdown timers on Ala Moana Boulevard. We have completed Phase I of our efforts to install LED signal lights in urban Oahu and are proceeding to complete Phase II in rural Oahu. The department plans to install approximately 600 new pedestrian countdown timers at a total of 74 major intersections across Oahu.

We continue to evaluate our signalized intersections to assure adequate pedestrian crossing times. The DOT also continues to evaluate traffic signals in all of our highway projects and work closely with the City and County of Honolulu to evaluate crossing times in our traffic signal optimization effort.

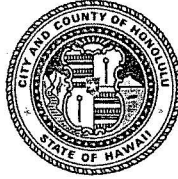
The bill calls for the development of a statewide public awareness campaign, however this is something the DOT already has in place. We have a well-established educational program called Walk Wise Hawaii, which was launched to educate the public on safe crossing techniques and driver awareness. Our Safe Communities office is also in the process of developing public service announcements (PSAs) aimed to educate the public on pedestrian safety. The PSAs are scheduled to air statewide sometime early this year. In addition, Governor Linda Lingle and the DOT unveiled the Strategic Highway Safety Plan in 2007 and we are currently working to develop the implementation plan to reduce fatalities and injuries on our roadways. Finally, the DOT has launched the Safe Routes to School (SRTS) program, which is a coordinated action plan that utilizes education, engineering and enforcement strategies to help make routes safer for

children commuting to and from school. The department accepted applications from interested agencies and community groups last year and is in the process of selecting proposals that will receive federal grants to implement infrastructure and non-infrastructure projects to improve pedestrian safety. The department is also in preparation to issue the second round of request for proposals for the SRTS program this summer.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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MUFI HANNEMANN
MAYOR



WAYNE Y. YOSHIOKA
DIRECTOR

RICHARD F. TORRES
DEPUTY DIRECTOR

LATE TESTIMONY

January 22, 2008

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

Dear Chair Souki and Members:

Subject: Testimony on House Bill 2056
Relating to Pedestrian Safety

I am Wayne Y. Yoshioka, Acting Director of the Department of Transportation Services of the City and County of Honolulu.

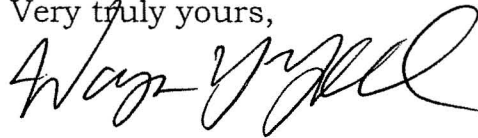
The City and County of Honolulu is in favor of the intent of House Bill 2056 to improve pedestrian safety but is opposed to the bill's approach to the problem. The City and State already have a policy to implement longer pedestrian crossing times at locations that warrant such treatment. These locations have a high volume of pedestrian crossings by those with slower walking paces, including the elderly and young school children. As a result, most of these longer crossing times are located near schools and senior citizen homes/centers. We are already providing longer flashing times than required in the Manual of Uniform Traffic Control Devices.

Increasing the pedestrian crossing times at too many unnecessary locations will have a very adverse impact on traffic. It may lead to increased delays which may cause drivers to exhibit bad driving behavior such as running red lights, speeding and driving past pedestrians while making turns on green.

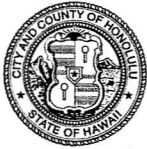
The Honorable Joseph M. Souki, Chair
And Members of the Transportation Committee
January 22, 2008
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We thank you for the opportunity to testify on this important matter.

Very truly yours,

A handwritten signature in black ink, appearing to read "Wayne Y. Yoshioka". The signature is fluid and cursive, with the first name "Wayne" being the most prominent.

WAYNE Y. YOSHIOKA
Acting Director



DOWNTOWN NEIGHBORHOOD BOARD NO. 13

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LATE TESTIMONY

**Testimony of
Thomas Smyth, Chair**

**Before the
House Committee on Transportation
Wednesday January 23, 2008
8:30 am Room 309
On
HB 2056 Relating to Pedestrian Safety**

Chair Souki, Vice Chair Nishimoto and Members of the Committee:

The Downtown Neighborhood Board strongly supports HB 2056 that provides general funds for pedestrian safety studies that will ensure that those who are not able to safely cross the many dangerous intersections in Hawaii will have their special needs taken into consideration.

The Downtown and Chinatown areas, where you work, have many elderly and disabled pedestrians who have great difficulty crossing intersections that have traffic control signals geared to some sort of national standard that does not take their limitations into account.

We support the efforts of the AARP in their valiant attempt to raise public awareness among motorists and pedestrians of the complications that our current traffic safety standards have caused. A study is needed of the many dangerous intersections that have been the cause of so many unnecessary injuries and fatalities. These studies will hopefully lead to a major review of those and other intersections that are simply not "pedestrian friendly." There are many ways to change the notion that cars and trucks rule our urban roads. Most of us are both pedestrians and drivers at various times and I feel that we can do far more to accommodate less able walkers.

Thank you for the opportunity to provide this testimony.





**To: House Committee on Transportation
Rep. Joe Souki, Chair
Rep. Scott Nishimoto, Vice-Chair**

LATE TESTIMONY

**Date: January 23, 2008
Conference Room 309
8:30 am**

Re: HB2056 RELATING TO PEDESTRIAN SAFETY

Chair Souki and Members of the Committee:

My name is Ed Thompson and I am the Associate State Director for Advocacy for AARP Hawaii. We are a membership organization for people 50 and older with 156,000 members in Hawaii. AARP provides access to services and information, meaningful volunteer opportunities, and the opportunity for our members to create positive change in their lives.

AARP supports the intent of HB2056.

In 2007, the State Legislature took the bold steps to protect Hawaii's pedestrians by enacting Act 10, SLH 2007 (SB1191). The money appropriated by the law would provide much needed traffic improvements to enhance pedestrian safety, and to identify and implement immediate improvements to high-risk crosswalks and road crossings.

Unfortunately, the Governor has chosen not to release funds to provide the needed traffic improvements to our most dangerous streets and intersections. As you know, recently there have been further serious injuries and fatalities that may have been prevented had the law been implemented.

Our concern with HB2056 is it has to go through another legislative session, be signed by the Governor, then funds would need to be allocated by Budget and Finance and the Department of Transportation. Even if the bill were to pass, there is no guarantee that the monies won't be restricted due to the \$325 million tax shortfall the Governor announced recently. Also, by using General Funds and not the current Highway Special Funds as called for under Act 10, we will be competing with all other projects, such as meals-on-wheels, not just transportation.

We would prefer to have Act 10 implemented as soon as possible and without delay. It is already the law. Thank you for allowing me to testify on this issue.