
A BILL FOR AN ACT

RELATING TO EDUCATION.

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

1 SECTION 1. The legislature finds that almost every school
2 in Hawaii is plagued by traffic congestion that results from
3 poor planning and increased vehicular traffic. It is estimated
4 that as much as twenty to twenty-five per cent of morning
5 traffic consists of parents driving their children to school.
6 Ironically, safety concerns lead parents to drive their children
7 to school, which increases the traffic and makes it even less
8 safe for others to walk and bike. Unfortunately, fifty per cent
9 of children who are hit by cars near schools are hit by cars
10 driven by parents of other students.

11 As part of the 2005 Safe, Accountable, Flexible, Efficient
12 Transportation Equity Act: A Legacy for Users, Public Law No.
13 109-59, Hawaii has been awarded \$1,000,000 per year for five
14 years for the Safe Routes to School program. Program funds may
15 be used for both infrastructure-related and behavioral projects
16 designed to reduce traffic, fuel consumption, and air pollution
17 in the vicinity of schools and provide a safe and appealing
18 environment for primary and secondary school children to walk



1 and bicycle to school. Unfortunately, Hawaii has not made
2 optimum use of its \$5,000,000 share of Safe Routes to School
3 grant funding. Implementation of the program and distribution
4 of funds has been slow, and as a result, \$3,000,000 remains
5 unused.

6 Efficient and effective use of Safe Routes to School
7 funding requires planning that includes the full range of
8 community stakeholders so that projects have the support of
9 parents, students, and schools needed to succeed. Planning also
10 needs to deemphasize very expensive engineering changes, like
11 additional traffic lights that can consume one-third of the
12 annual grant budget. Smaller projects involving more
13 stakeholders and more schools are necessary to generate change
14 across a broad spectrum of the State. The process must begin
15 with assembling basic information about transportation issues
16 confronting students, parents, and the community.

17 The purpose of this Act is to reduce traffic congestion
18 around schools and to make it safe for more students to walk or
19 bicycle to school.

20 SECTION 2. (a) The director of transportation, through
21 the Safe Routes to School coordinator, shall conduct a statewide
22 pupil travel evaluation to study how students get to school and



1 use that information to provide Safe Routes to School program
2 funds to each school for school-based workshops and community
3 planning that will reduce vehicular travel and congestion,
4 encourage walking and bicycling, and increase health and safety.

5 (b) The evaluation required by subsection (a) shall:

6 (1) Identify the modes of travel used by students to get
7 to each school;

8 (2) Using direct observation, determine the number of
9 students using each mode of travel;

10 (3) Survey the parents of each student to gather
11 information regarding the factors involved in the
12 choice of transportation mode for the student and,
13 where the student travels by automobile or bus, what
14 would need to change for the parent to permit the
15 student to walk or ride a bicycle to school;

16 (4) Identify traffic infrastructure elements in the
17 immediate vicinity of each school, including multi-
18 lane roadways, speed limits, and traffic calming
19 features that, either by their presence or absence,
20 contribute to the use of automobiles to as a student's
21 mode of travel to school; and



1 (5) Prepare a map of the immediate vicinity of each school
2 that can be used to identify alternate locations for
3 students to be dropped off by automobiles and buses
4 and safe routes for students to walk and ride bicycles
5 to school.

6 SECTION 3. (a) The director of transportation, through
7 the Safe Routes to School coordinator, shall distribute Safe
8 Routes to School program funds in amounts ranging from \$500 to
9 \$1,000 for school-based workshops and community-based planning
10 that, based upon the evaluation required by section 2, will
11 develop ways to reduce traffic congestion around schools,
12 including walking and bicycling to school, safety education and
13 traveling in groups, and improving safety for those students who
14 are driven to school by automobile or bus with remote drop-off
15 points and traffic management measures. The planning shall
16 include community stakeholders and engineers, police, school
17 administrators, parents, staff, and safety officials.

18 (b) The director of transportation shall develop a
19 streamlined application process for federal Safe Routes to
20 School grants that expedites release of funding for the
21 individual projects developed pursuant to subsection (a).



1 SECTION 4. The director of transportation shall submit a
2 report of the results of the statewide pupil travel evaluation
3 required by this Act and the school-based workshops and
4 community-based planning projects funded by the Safe Routes to
5 School program, no later than twenty days prior to the convening
6 of the regular session of 2010.

7 SECTION 5. This Act shall take effect upon its approval.
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Report Title:

Schools; Traffic Safety

Description:

Requires the director of transportation to conduct a statewide pupil travel evaluation to study how students get to school and to use that information to award federal grants for school-based workshops and community planning that will reduce traffic congestion, encourage walking and bicycling, and increase health and safety. Requires the director of transportation to streamline the grant application process. Requires annual reports.

