



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

February 2, 2009

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 983

COMMITTEE ON TRANSPORTATION

We understand the intent of this bill but must respectfully **oppose it**.

The Department of Transportation (DOT) supports the bill's objective to improve bicycle and pedestrian safety for our school children. However, the bill directly conflicts with the provisions of the federal Safe Routes to School (SRTS) program under the current federal authorization. Use of these SRTS funds for Hawaii is contingent on following the federal regulations and national criteria for this program.

SRTS is a federal grant program with the mission of improving the health of our children by encouraging walking and bicycling to school. The program awards Hawaii \$1,000,000.00 annually for this program. SRTS is not intended to be used by Hawaii DOT to implement its own priorities in school safety. Instead, this reimbursable federal grant program is intended for schools, agencies, non-profits, and communities to submit grant proposals for improvements they determine to be priority. The requirements prescribed for DOT in this legislation for evaluation are already a current requirement for grant request proposers under the federal regulations. This bill may threaten DOT's ability to qualify for the federal SRTS program.

The SRTS program is also not intended to reduce congestion around schools nor is it intended to improve safety of those commuting in cars or buses. For these reasons, these aspects are not eligible for SRTS funds.

In addition, any study of student commute patterns is most appropriately done by the Department of Education or the counties. Regional circulation or congestion within a small radius is not the mission or responsibility of the state Department of Transportation, but instead the responsibility of each respective county. Also, traffic calming devices are not appropriate on higher speed state highway facilities, but are more appropriate on surface streets in and around residential neighborhoods. Traffic calming devices on state highway facilities actually increase the safety hazards. The other aspects being proposed are also more intimately tied to the Department of Education such as access to parents and observations immediately surrounding schools.

Date: 02/02/2009

Committee: House Transportation

Department: Education

Person Testifying: Patricia Hamamoto, Superintendent of Education

Title of Bill: HB 0983 RELATING TO EDUCATION.

Purpose of Bill: 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.

Department's Position: The Department of Education defers to the Department of Transportation regarding this bill. If this bill is enacted, the Department of Education will give its full support and cooperation to the Department of Transportation.



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bicycle@hbl.org www.hbl.org

TO: Representative Joseph M. Souki, Chair
Representative Karen Leinani Awana, Vice-Chair
House Committee on Transportation

FROM: Mitchell S. Nakagawa, Executive Director

HEARING DATE: Monday, February 2, 2009, 9:00am

SUBJECT: Support for HB0983

The Hawaii Bicycling League (HBL) supports HB0983 and the aim to create safe, healthy options for families to travel to school. A membership organization established in 1975, HBL has managed BikeEd Hawai'i for 22 years, reaching more than 84,000 children in public schools on O'ahu with the 4th grade bicycle education program.

Safe Routes to School represents an opportunity to develop solid public-private partnerships that will result in the creation of safer streets, sidewalks and facilities to encourage all students to bicycle and walk, and to raise awareness and develop skills that will keep our students healthy and safe.

The Department of Transportation (DOT) and HBL worked together to resolve contractual barriers and to implement our proposed project to increase bike travel. While some barriers were overcome, HBL rescinded the grant for reasons spanning the processes to HBL's own requirements of the program. HBL continues to support and participate in Safe Routes to Schools opportunities, because we believe these barriers can be overcome with greater collaboration of key stakeholders.

So that more children and parents have access to safe bike and pedestrian options, infrastructure that encourages biking and walking, and communities can see a decrease in traffic, HBL recommends that:

- **Section 2:** The DOT work with the Department of Health and Department of Education, the latter including school-level personnel. The Department of Health has provided Safe Routes to School trainings and workshops, and their experience with community organizations and capacity building has been invaluable. In HBL's experience of managing BikeEd Hawai'i, school-level support has been crucial to planning safe routes and engaging children and parents in aims of Section 2.

- **Section 3 (b):** Organizations that have received non-infrastructure and pending infrastructure grants be consulted in revising the application and contractual processes.

Lastly, HBL requests an accounting of Safe Routes to School funds. In 2007, the state appointed an interim Coordinator to administer the program. We are surprised to learn that nearly \$2,000,000 has been expended.

Thank you for your attention and the opportunity to testify.



PATH ~ PEOPLES ADVOCACY FOR TRAILS HAWAII

PO Box 62 ♦ KAILUA-KONA, HAWAII 96745 ♦ 808 -329-9718 ♦ sharetheroad@pathhawaii.org

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To safely connect the people and places on Hawaii Island with pathways and bikeways.

Serving

the Island of Hawaii since 1986

Web-site:

www.pathhawaii.org

January 30, 2009

Testimony in Support with Amendment of HB983

House Transportation Committee

Representative Joseph M. Souki, Chair

Representative Karen Leinani Awana, Vice Chair

Monday February 2, 2009 9:00AM; Conference Room 309

Aloha Representatives Souki, Awana and members of the Committee:

Thank you for the opportunity to submit testimony in support with amendment of HB983, "Schools; Traffic Safety".

PATH Peoples Advocacy for Trails Hawaii is a 22 year old bicycle and pedestrian advocacy organization that has worked on Safe Routes to School (SR2S) programming actively for 10 years.

We support HB983 in its intention and are pleased to know it has such support among the House Majority. However, we have some key concerns over how it was crafted and suggestions for what needs to be done to make it most effective. To be frank, we are disappointed in the way SR2S is currently being administered by the HDOT and we are also disappointed that the key stakeholders in the SR2S movement in Hawaii, such as PATH and others, were not consulted in the crafting of this Bill.

The Bill adequately summarizes the need for SR2S in terms of congestion reduction, increased health and safety of children so we don't feel we need to reiterate that, except to say that making an environment safe for children to walk and bike to school, makes it safe for everyone, thereby creating a more livable, socially connected, and healthier community. We do have several suggested amendments we feel are essential to the reform of the SR2S program to meet the needs of Hawaii's keiki, and the safety of the greater community:

- 1) **Request a full accounting of the fund.** The Bill states that \$3 million is left in the Safe Routes to School Fund. We have been involved since the beginning in the formation of an RFP process and to this date only the non-infrastructure grants have been awarded with serious problems in the contractual requirements (that have since been mostly resolved with good faith effort on the part of awardees and the HDOT). The infrastructure grants are yet to be awarded for the FIRST ROUND of funding announced in the Fall of 2007. The Federal legislation mandates that SR2S grant awardees and amounts be made public. They have not up to this date that we know of. We want to know where the other \$2 million in funding went. We have asked for a full accounting through the Governor's Highway Safety Council. The Bill should request a full accounting in a timely fashion so that we can know precisely what is in the account, what it was spent on, and how much is left over.

2) **Involve DOE and DOH in the implementation of the program.** The Bill is one sided in its demand on the DOT to act. Safe Routes to School by its very nature is community-based and requires full cooperation by the Department of Education. The Department of Health has been exceptional in their commitment to supporting the Safe Routes to School program. DOH and DOE should be named as cooperative parties in the Bill.

We are up against a September 20th, 2009 expiration deadline for the current Federal Transportation policy (SAFETEA-LU) which authorized the SR2S funds (back in 2005), as the Bill states. Thankfully, SR2S funds are not allowed to be returned unspent. However, it is essential that the SR2S program issues be resolved prior to this expiration date so that funds are expended in the way they were intended and children of Hawaii are justly served.

Thank you for the opportunity to submit testimony.



Laura Dierenfield
Executive Director
PATH Peoples Advocacy for Trails Hawaii
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Email: sharetheroad@pathhawaii.org

awana3-Elenoa

From: Randall Blake [rcblake@mac.com]
Sent: Sunday, February 01, 2009 8:14 AM
To: TRNtestimony
Cc: Thomas Noyes
Subject: HB 983

House Transportation Committee
RE: HB 983

Honorable Rep. Joseph M. Souki, Chair

Thank you for this opportunity to submit testimony.

This bill is a step in the direction for getting Safe Routes to School rolling in Hawaii. However it show little consideration to the State of Hawaii Department of Education who should do the requested survey. Secondly the evaluation process is just one part of successful SRTS program 5 "e"s with the reminder including enforcement, encouragement, engineering and education. The usual first step is education of school staff, parents and students. I recommend that implementation with all the components for us to have successful SRTS for the Keiki of Hawaii.

Randall Blake
Vice- President Kauai Path Inc.

TO: Committee on Transportation

DATE: Friday, January 30, 2009

FROM: Natalie Iwasa
aka Bicycle Mom
1331 Lunalilo Home Road
Honolulu, HI 96825
808-395-3233

HEARING: 9 a.m. Monday, February 2, 2009

SUBJECT: HB 983 - Relating to Education (Safe Routes to School)

Aloha Representatives,

Thank you for this opportunity to testify in support with amendment of HB 983, Relating to Education (Safe Routes to School). For the past several years, I have been promoting bicycle safety in Hawaii, and in October 2007 I started the first, and currently only, Bike School Bus on Oahu. The Bike School Bus is one component of Safe Routes to School (SR2S).

I am really happy to see so many legislators already support this bill. As evidenced by the Bicycle Safety Resolution (sample attached) that was adopted or supported by 29 out of 33 Oahu Neighborhood boards, Kauai and Honolulu counties and the Oahu Metropolitan Planning Organization, there is wide support in Hawaii for bicycle safety in general.

While I am excited this topic has come before the legislature, there are several issues that I think need to be addressed in this bill in order to make the best use of the funds available to us. The amendments I suggest are as follows:

1. Incorporate the Departments of Education (DOE) and Health (DOH). SR2S is a community-based program that needs buy-in and participation from these two departments as well as the DOT in order to be successful. The DOE and DOH have resources that can be used to implement the requirements under this bill.
2. Simplify the funding process for organizations that want to help implement SR2S. Several bicyclists spent many hours completing a proposal submitted by the Hawaii Bicycling League (HBL) for the first round of funding. Unfortunately, due to the current requirements under the reimbursement grants, HBL had to rescind its request for funds.
3. Under Section 2(b)(1), the bill requires direct observation be used to determine the mode of travel. Other survey methods, such as teacher inquiry with a show of hand, are just as effective and have the added benefit of lower cost.

Testimony from Natalie Iwasa
HB 983 - Relating to Education (Safe Routes to School)
Page 2

In addition to the items noted, consideration should be given to how interested parties will be trained so they can assist with the workshops required by this bill. The DOH has sponsored several state-wide SR2S workshops regarding the program in general. These workshops have been well attended by representatives from all interested parties. It is important that the next phase of training workshops be flexible to meet the needs of volunteers who are willing to sacrifice time from work and family to contribute to this much-needed program.

Thank you for your consideration.



RESOLUTION

SUPPORTING EFFORTS BY THE STATE, CITY, AND OTHER STAKEHOLDERS TO IMPROVE BICYCLE SAFETY IN THE CITY AND COUNTY OF HONOLULU.

WHEREAS, large numbers of bicyclists commute, exercise, and ride for recreation throughout Honolulu and other areas of Oahu; and

WHEREAS, bicycling is an activity with many benefits accruing to individuals and the community, including:

- Providing a convenient, effective, and alternative form of transportation that helps reduce traffic congestion and parking requirements;
- Supporting and enhancing physical health in an outdoor environment through exercise and recreation; and
- Representing an environmentally friendly activity that does not rely on the consumption of fossil fuels and produces no pollution. Every bicycle on the road represents one less automobile adding to pollution emissions;

and

WHEREAS, despite the advantage of comfortable year-round weather in Hawaii, many bicyclists have been discouraged rather than encouraged from riding because of perceptions that Honolulu's roadways are not a friendly and safe place to ride; and

WHEREAS, these perceptions are supported by many factors, including ever-increasing numbers of vehicles on Oahu roadways that have made bicycling riskier and bicycle accidents more likely, and inadequate and poorly-maintained roadways, bikeways, and bike paths; and

WHEREAS, the General Plan of the City and County of Honolulu includes the following policy:

“Develop and maintain an integrated system consisting of ... bikeways for recreational activities and trips to work, schools, shopping centers, and community facilities ...”

; and



RESOLUTION

WHEREAS, a survey conducted for the state's 2002 Bike Plan Hawaii found that 70% of respondents in Hawaii, representing a cross-section of residents, supported changes to make Hawaii more "bicycle friendly"; and

WHEREAS, during the 2006 general election, Honolulu voters overwhelmingly approved a city charter amendment that makes it a priority for Honolulu to be a pedestrian- and bicycle-friendly city; and

WHEREAS, to date, 24 of 33 Oahu neighborhood boards and the Citizen Advisory Council of the Oahu Metropolitan Planning Organization ("OMPO") have passed or adopted bicycle safety resolutions; and

WHEREAS, the council finds that, in spite of the potential to become a bicycle-friendly island community, there is a need to increase bicycle safety in all areas of Oahu so that we can realize the goal of becoming a bicycle-friendly city; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it supports efforts by the state, city, and other stakeholders to improve bicycle safety in the City and County of Honolulu; and

BE IT FURTHER RESOLVED that the council urges the state, city, and OMPO to continue all efforts to improve conditions for safe bicycling, including but not limited to:

1. Developing new bike paths, bikeways, and bike routes within and connecting Oahu communities;
2. Maintaining and improving all existing bike paths, bikeways, and bike routes on Oahu, including re-striping roadways, improving signage placement, regularly trimming trees and bushes, and ensuring barrier-free and clean riding areas;
3. Implementing construction procedures that consider the needs of bicyclists, including seeking input from the bicycling community on major roadway projects; placing construction signs, equipment, and opala bins outside of bicycling areas; providing detour bike lanes as necessary; and ensuring that traffic loop sensors can be triggered by bicyclists and are maintained when repaving roadways;
4. Enforcing existing traffic and parking laws;
5. Installing bicycle racks in all state and county parks;



RESOLUTION

6. Enhancing motorist education by emphasizing bicycle safety knowledge as part of the application process to successfully obtain and renew a vehicle driver's license;
7. Continuing support for and funding of the Hawaii Bicycling League's "Bike Ed" program, which since 1988 has been teaching Oahu fourth-graders to safely ride bicycles on our roadways;
8. Assisting non-profit organizations and others in implementing Bike and Walk "School Buses" under the federal Safe Routes to School program, whereby a group of students and accompanying adults walk, bike, or use other means such as skateboards to go to and from school along designated safe routes; and
9. Enhancing bicyclist education by emphasizing bicycle safety knowledge at the point of sale as part of the process of obtaining a bicycle license;

and



RESOLUTION

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the governor; the Hawaii Senate President; the Hawaii Speaker of the House of Representatives; the director of the state department of transportation; the mayor; the managing director; the directors of transportation services, planning and permitting, parks and recreation, and facilities maintenance; the executive director of OMPO; the neighborhood board chairs via the executive secretary of the Neighborhood Commission; and the executive director of the Hawaii Bicycling League, 3442 Waialae Avenue, #1, Honolulu, Hawaii 96816.

INTRODUCED BY:

Nestor Garcia (BR)

DATE OF INTRODUCTION:

May 9, 2008
Honolulu, Hawaii

Councilmembers

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

RESOLUTION 08-125, CD1

Introduced: 05/09/08 By: NESTOR GARCIA (BR)

Committee: TRANSPORTATION
AND PUBLIC WORKS

Title: RESOLUTION SUPPORTING EFFORTS BY THE STATE, CITY, AND OTHER STAKEHOLDERS TO
IMPROVE BICYCLE SAFETY IN THE CITY AND COUNTY OF HONOLULU.

Links: [RES08-125](#)
[RES08-125, CD1](#)

TRANSPORTATION AND PUBLIC WORKS	5/15/08	CR-180 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION AS AMENDED IN CD1 FORM.			
COUNCIL	6/4/08	CR-180 AND RESOLUTION AS AMENDED (RES08-125, CD1) WERE ADOPTED.			
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA Y
	KOBAYASHI Y	MARSHALL Y	OKINO Y	TAM Y	

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.


DENISE C. DE COSTA, CITY CLERK


BARBARA MARSHALL, CHAIR AND PRESIDING OFFICER