

DA LINGLE  
GOVERNOR



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

MICHAEL D. F...  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI  
JIRO A. SUMADA

IN REPLY REFER TO:

April 1, 2009

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

SENATE BILL NO. 718, S.D. 1

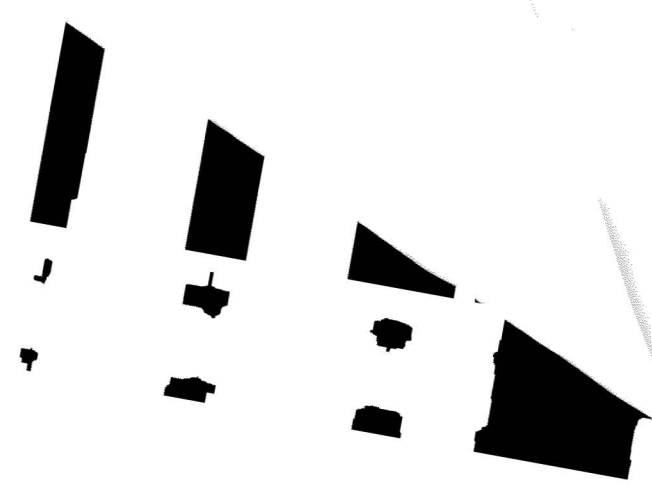
COMMITTEE ON FINANCE

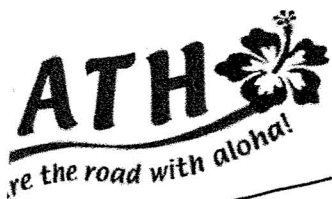
Senate Bill 718, SD 1 directs the Department of Transportation and the county transportation departments to seek to reasonably accommodate access and mobility for all users of public highways and trails within developments which require building or grading permits. The bill also establishes a temporary task force to review highway design standards and guidelines.

The Department of Transportation (DOT) supports the intent of this bill. However, the DOT and the Federal Highway Administration currently plan and design state highways to safely accommodate pedestrians, bicyclists, and public bus stops except on interstate freeways where such activities are prohibited. A "complete streets" approach is already being incorporated into our land transportation planning program updates that includes significant stakeholder involvement.

We also recommend amending the statement in Section 1 (a) as shown for clarity:  
"(a) The department of transportation and the county transportation departments shall adopt a complete streets policy that seeks to reasonably accommodate convenient access and mobility for all users of the public highways and trails system within developments as defined in section 264-121 that are in" within their respective jurisdictions as described under section 264-1, including pedestrians, bicyclists, transit users, motorist, and persons of all ages and abilities."

Finally, the reference to Section 264-121 regards "Impact Fees" is not applicable and may not be necessary





PATH ~ PEOPLES ADVOCACY FOR TRAILS HAWAII

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

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SUBJECT: TESTIMONY IN SUPPORT SB 718 SD1

Tuesday, March 31, 2009

HOUSE COMMITTEE ON FINANCE

Rep. Marcus R. Oshiro, Chair

Rep. Marilyn B. Lee, Vice Chair

HEARING DATE: Wednesday, April 1, 2009

PLACE: Conference Room 308

TIME: Noon

Aloha Representative Oshiro, Lee and members of the Committee: Thank you for the opportunity to submit testimony in support of SB718 SD1, establishing a complete streets policy and calling for a joint state/county task force to work on design standards to effectively implement complete streets policy.

It is rare to come across a piece of legislation that can do so much for the future of Hawai'i's economic, social and environmental sustainability. SB718 SD 1 does this by setting policy that will restore safe, efficient, and equitable mobility for everyone in Hawai'i.

SB718 SD1 will:

- Reduce our energy demand by creating safe and convenient path of travel for non-motorized transportation such as walking and bicycling;
- Improve health status of the people of Hawai'i by creating opportunities for people to walk or bike for short trips and make exercise a part of their daily life;
- Reduce congestion that is the source of significant stress, loss of productivity and greenhouse gas emissions by shifting modes to walking and bicycling, thereby removing ca
- Remove barriers to mobility suffered by the young, old, disabled and poor by providing safe means of walking, bicycling and using public transit along our public roadway;

the bill calls for a task force made up of county and state representative together over a two year period to establish design standards to effective complete streets policy on a consistent basis for communities across th mandate, this bill is written as a collaborative state and county proce r transportation system for the best interests of Hawai'i's people.

urge the committee to pass SB718 SD1.

Mission

To safely connect the people and places on Hawai'i Island with pathways and bikeways.

Serving

the Island of Hawai'i since 1986



3442 Waialae Ave. #1, Honolulu, HI 96816 808.735.5756 voice 808.735.7989 fax  
[bicycle@hbl.org](mailto:bicycle@hbl.org) [www.hbl.org](http://www.hbl.org)

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

**FROM:** Mitchell S. Nakagawa, Executive Director

**HEARING DATE:** Monday, March 23, 2009, 9:00 am

**SUBJECT:** Support for SB718 SD1, Adopting a Complete Streets Policy

The Hawaii Bicycling League strongly supports SB718 SD1. Bicycle and pedestrian accidents and fatalities, rising physical inactivity epidemics, traffic congestion, and the cost of living are impacting the quality of life in Hawai'i on a massive scale. Redefining street design through Complete Streets policies have been demonstrated to address these issues and by supporting SB718 SD1, we can further a framework for which an improved quality of life for ourselves and future generations is within reach.

SB718 SD1 recognizes that each of our streets has unique needs and sets forth considerations that account for the individuality of our communities. It also recognizes the community value and expertise on Complete Streets, and by establishing a task force, ensures that street design is adhered to in a manner consistent with community priorities.

The Hawaii Bicycling League is a non-profit, membership organization dedicated to promoting cycling for health, recreation and transportation through advocacy, education and events. For over three decades and with 1,000 members, we have been committed to the creation of safe, healthy transportation options that enhance our communities.

With the support of the Committee, we look forward to collaborating with the Department of Transportation, County transportation departments, and additional partners. The encompassing approach of Complete Streets not only ensures the users of our roads benefit substantially, but underscores the commitment to policies that will keep Hawai'i socially and economically vibrant.

Thank you for your attention and opportunity to testify.

# One Voice

*For Livable Islands*

March 30, 2009

## SUPPORT SB 718 SD 1

TO: Representative Marcus Oshiro, Chair  
Representative Marilyn Lee, Vice Chair

FR: Justin Fanslau, Spokesperson for the One Voice for Livable Islands

House Committee on Finance  
State Capitol Room 308  
Monday April 1, 12:00 PM

Subject: **SB 718, SD1, Relating to Transportation**

Dear Representative Oshiro & Members of the House Committee on Finance:

My name is Justin Fanslau and I represent the unified voice of the members of the One Voice for Livable Islands coalition. One Voice for a Livable Islands is a broad based coalition of organizations and individuals committed to ensuring that Hawai'i communities are designed and built as healthy communities. OV pursues its mission through public education, advocacy and community mobilization. **We stand in strong support of SB 718 and urge the committee to move this.**

Complete Streets are streets that are planned, designed and built to accommodate all users of the road. The true value of a complete street to a community is that it meets the needs of all our citizens. This includes the daily needs of the large portion of our population that does not possess a driver license and/ or does not have access to a personal motor vehicle. Children, seniors, college students, and families with low incomes must be included in a greater way when we plan to support our communities mobility needs. Complete Streets helps to complete our mobility needs by providing safer and more convenient opportunities for pedestrians, bicyclists and users of the public transportation system.

### **What are other States Doing?**

In 2000, the Federal Government established new guidelines and regulations relating to the needs of all users of the road. "Bicycling and walking facilities will be incorporated into all transportation project unless exceptional circumstances exists." (FHWA 2000 Federal Guidance <http://www.fhwa.dot.gov/environment/bikeped/design.htm> .

Additionally, Oregon state law requires that footpaths and bicycle trails be included wherever a highway, road or street is being constructed, reconstructed or relocated. California passed an aggressive law in 2008 that requires all general plans to include complete streets policies in their newly adopted general plans. This new law was part of an aggressive strategy pursued by the state to improve air quality, reduce energy consumption and reliance on foreign oil, battle obesity and physical inactivity rates in youth and provide adequate mobility options for the aging population. In order to reach these goals, the State Department of Transportation rewrote its own Deputy Directive to strengthen the need for complete streets projects in all projects the state reviews, manages and contracts.

### **Why SB 718 and the Federal Money**

The One Voice for Livable Islands just returned from an advocacy trip to Washington DC where we participated in the introduction of complete streets legislation. S.R. 584 and H.R. 1443. If passed, these bills would require the states to develop a complete streets policy and link the completion of a comprehensive policy to the receipt of federal safety dollars. Many national leaders pointed to Hawai'i as a model for preparing for this new law and noted that SB 718 will put us at the front of the line.

SB 718 can and should be the new foundation for our State Department of Transportation. Incorporating complete streets methodology, concepts and planning strategies will ensure that our projects meet the needs of more than just motorists, reduce the need for constant repair and maintenance and accommodate the mobility needs of those that don't drive a motor vehicle. Complete Streets certainly provide for multiple payoffs.

### **Fiscal Impact**

Building complete streets is fiscally responsible. When we use tax dollars to repair, maintain and build public infrastructure we must maximize the dollars spent. Making sure to build a complete street instead of an incomplete street save time and money in the long run. A project that includes all elements of a complete street is ultimately cheaper than adding features at later date or fixing what was done wrong.

SB 718 requires the formation of a task force. The Department of Transportation has offered that it has a budget for the activities that this task force will take on. There is no fiscal impact to the State's General Fund in this measure.

### **Our Coalition**

In 2005, the City and County of Honolulu passed Charter Amendment 8 by 77%. Our coalition worked hard to take the message of safer mobility options to the public and the public responded with an overwhelming voice of support. In the last few years we have

been building our numbers and learning more about implementing complete streets in State Policy. We are committed to working with the Administration, the Legislature and every department to find creative ways to incorporate healthy mobility options into the way we do all of our business.

The One Voice has worked hard with the Department of Transportation and the Department of Health to fine tune the contents of this bill. We have reached consensus and agree that the development of a comprehensive complete streets state and local policy through the completion of the task force set forth in the bill will result in a safer, healthier and freer Hawai'i.

Thank you for your time and for looking at this issue with a careful and deliberate eye. We look forward to being your partner and urge your support of this bill today.

Aloha,

Justin Fanslau

A handwritten signature in black ink, appearing to read "Justin Fanslau". The signature is written in a cursive style with a large initial "J" and "F".

# IPAC

## *Injury Prevention Advisory Committee*

April 1, 2009, 12:00 p.m.

The Honorable  
Chair Marcus R. Oshiro  
State Capitol  
Honolulu, Hawaii 96813

Dear Representative Oshiro and Members of the Committee on Finance,

Subject: **Support for SB 718 SD-1**

The Injury Prevention Advisory Committee strongly supports SB 718 SD-1, which urges the Department of Transportation and the county transportation departments to adopt a "Complete Streets" policy that improves the state and county design standards and guidelines to incorporate pedestrians, bicyclists, motorists and transit riders of all ages and abilities to have safe access to our roadways. In addition, the bill includes a task force that would include multi-sector and multi-disciplinary participation from the Federal, State, County, local levels. This form of collaboration is a key strategy in improving Pedestrian and Bicycle Safety listed in the Hawaii Strategic Highway Safety Plan.

Established in 1990, the Injury Prevention Advisory Committee (IPAC) is an advocacy group committed to preventing and reducing injury in Hawai'i. IPAC members include public and private agencies, physicians, and professionals working together to address the eight leading areas of injury that include pedestrians and bicyclists.

The safety and mobility of pedestrians and bicyclists as integral users of the transportation system are significant concerns for Hawai'i. Mobility is an issue for at least one-third of Hawai'i's population who either choose not to drive (pedestrians, bicyclists, transit users) or cannot drive (children, seniors and disabled). According to Emergency Medical Services Data, in 2008, there were 336 non-fatal traffic related bicycle injuries and 398 non-fatal traffic related pedestrian injuries. According to the National Household Travel Survey, in Hawai'i, bicyclists and pedestrians are 11 times more likely die in a traffic related crash than residents who travel by car. Hawai'i's transportation system cannot be considered adequate until it enables all road users to move safely along and across a "Complete Street."

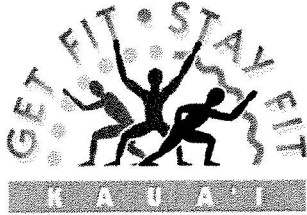
"Complete Streets" policies balance the needs of all road users. "Complete Streets" as an all inclusive policy roadmap can guide Hawai'i in setting a clear course for fully integrating all users in all present and future transportation projects. By following the example of other states that have adopted a "Complete Streets" policy, we have the opportunity to develop a safe, equitable and adequate transportation system for all. We urge you to pass SB 718 SD-1.

Thank you for allowing us to testify.

Sincerely,

Bruce McEwan  
Chair  
Injury Prevention Advisory Committee

*A safe Hawai'i from the mountains to the sea.*



NPAC - Get Fit Kauai  
NPAC: Nutrition and Physical Activity Coalition of Kauai  
P.O. Box 392, Kilauea, HI 96754  
A project of the University of Hawaii at Manoa  
Office of Public Health Studies, John A Burns School of Medicine  
Phone: 808-828-2027 Email: bbrody1@hawaii.rr.com

SB718 SD1  
RELATING TO TRANSPORTATION

House Committee on Finance

April 1, 2009  
12:00pm., State Capitol, Conference Room 308

By  
Bev Brody-Skerik  
Get Fit Kaua'i Island Coordinator, University of Hawaii at Manoa

**Testimony in STRONG SUPPORT OF SB718 SD1**

My name is Bev Brody and I am the Get Fit Kauai Island Coordinator for NPAC: Nutrition & Physical Activity Coalition of Kauai, a University of Hawaii at Manoa Office of Public Health Studies, John A. Burns School of Medicine program.

Additionally, I serve as the Advocacy Officer on Kauai Path, Inc.'s Board of Directors.

On behalf of both organizations, I am writing with strong support of SB718 SD1. Both organizations support Complete Streets which are designed and operated so they work for all users; pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Currently the streets of Hawaii support automobile use, while the needs of pedestrians and cyclists have been virtually ignored.

Today, approximately two-thirds of American adults are overweight or obese and the proportion of children who are overweight has tripled since 1980. This is considered a fast-growing epidemic by the American Public Health Association (APHA). Activity has been engineered out of our lives and passing this bill is our chance to put it back in!

The implementation SB718 will have a definite impact on lowering health risks and medical costs. It is well known that effective prevention programs/designs are far cheaper than after-the-fact treatment programs. In fact, research has shown that for every dollar spent on prevention \$3 are saved. This is our chance to get it right the first time instead of costing the state dearly in lives lost and excessive health care expenditures.

We urge you to VOTE IN SUPPORT of SB718.

Thank you for the opportunity to testify in strong support of SB718.



The funds allocated to the Department of Health have been used to create the Healthy Hawaii Initiative which has provided the means for each island to develop very effective prevention programs and **THEY'RE WORKING!!!** Kaua'i residents are actually changing long held habits and experiencing the rewards of those changes in terms of lower blood pressure, weight loss, increasing levels of energy and self esteem and decreasing dependency on tobacco and other drugs. By effectively supporting people in adopting healthy lifestyles, it is improving the quality and quantity of life for many residents of Hawai'i. The program has had a definite impact on lowering health risks and medical costs. Unfortunately, the work is not done.



# NPAC

Hawai'i Nutrition and  
Physical Activity Coalition

**TO:** The Honorable Marcus Oshiro, Committee Chair  
Hawaii House Committee on Finance

**DATE:** March 30, 2009, 12:00 noon, Room 308

**RE:** **Support of SB 718, SD1 Relating to Transportation.  
Requires the state and county departments of transportation to adopt a complete streets policy regarding future transportation projects.**

**Written Testimony:** **Jennifer Dang, State Director  
Nutrition and Physical Activity Coalition (NPAC)**

**Position:** NPAC is a relatively new coalition formed in 2007. Its mission is to improve the quality of life of the residents of Hawaii, and to promote opportunities for physical activity and access to healthy foods.

NPAC strongly supports SB 718, which would establish a Complete Street policy regarding future transportation projects.

**Facts:** **Physical inactivity causes numerous physical and mental health problems and is responsible for an estimated 200,000 deaths per year, and contributes to the obesity epidemic. Treating obesity and chronic diseases is expensive!**

- Reseachers calculated that for 2003, Hawaii had obesity-attributable expenditures equal to \$290 million.
- The Milken Institute estimates that the combined cost of chronic disease in Hawaii costs \$4.9 billion due to treatment expenditures and lost productivity.

**SB 718 HD1 is a no-cost health prevention program.**

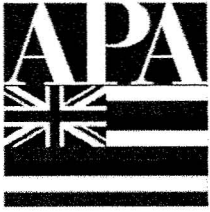
- The CDC determined that creating and improving places to be active can result in a 25% increase in the percentage of people who exercise at least 3 times a week.

**Personal Story:** This past summer, I spent 2 weeks enjoying an active vacation in the Pacific Northwest, enjoying the wonderful bike paths, and pedestrian-friendly communities in Oregon and Washington.

Once home, I purchased a bicycle only to become one of many intimated and frightened bike riders because of the poor bicycle lanes and ill-planned bike path systems in our city. If our streets were safer, I would use my bike more.

One day, I envision Hawaii to be a place where all of our **citizens and visitors** can enjoy our wonderful weather and beautiful scenery and at the same time, improve their health and fitness, and ward off diseases due to physical inactivity.

Because we are so far from this vision, I strongly urge the committee to support SB 718, SD1 so that our State and City departments of transportation can begin to look at ways our streets and communities can be safer and exercise-friendlier for pedestrians, bicyclists, and transit users as well as motorists. We must begin by establishing a taskforce which can help move our state towards developing Complete Streets for the people of Hawaii.



*hawai'i chapter*

*of the*

*american planning*

*association*

*p.o. box 557*

*honolulu*

*hawai'i*

*96809*

*www.hawaiiapa.org*

March 30, 2009

Representative Marcus R. Oshiro, Chair  
Representative Marilyn B. Lee, Vice-Chair  
House Committee on Finance  
State of Hawai'i

**RE: S.B. 718 S.D. 1, Relating to Transportation**

**Hearing: Wednesday, April 1, 2009, 12:00 PM  
Conference Room 308**

The Hawai'i Chapter of the American Planning Association has approximately 300 members. Our membership is composed of individuals from the private and public planning sectors, interest groups, and landowners, including decision-makers, administrators, lawyers, architects, developers, university professors, students and other interested persons. We are also part of the American Planning Association, which has a national membership of over 44,000. Our motto is "Making great communities happen."

APA Hawai'i supports the intent of S.B.718 S.D.1 to adopt a "complete streets" policy. S.B.718 S.D.1 requires the State to ensure that the safety, efficiency and quality-of-life concerns of all users of the transportation systems are adequately accommodated in all phases of project planning and development. Safety is a significant issue in Hawai'i as it currently ranks fourth nationally in pedestrian fatalities, and first in the nation for fatalities of people 65 and older. Greater balance between the needs of motor vehicle users and those of bicyclists, pedestrians and transit users is needed. A "complete streets" policy that encourages transit, bicycling and walking will also help to address the public health issue of childhood and adult obesity, improve conditions for children to walk or bike to and from school by promoting safety, and contribute to the reduction of greenhouse gases and other emissions.

However, APA Hawai'i has reservations with S.B.718 S.D.1. First, the funding sources to implement the proposed complete streets policy are still undetermined. Without an assured source of funding, each transportation mode will continue to compete with the others for limited Federal and State funds.

Secondly, there are potential home rule issues when the Legislature tries to mandate (versus "encourage") the counties to adopt a complete streets policy. In earlier testimony to the Senate Committee on Transportation and Intergovernmental Affairs, we recommended that the Legislature "encourage" the county transportation departments to adopt a similar "complete streets" policy on the local level. Section 4 also appears to raise another home rule issue when it mandates the application of complete streets provisions to "any development" starting January 1, 2010. It appears that Section 4 duplicates the role of the county legislatures. APA Hawai'i believes that the county legislative process is the best place to debate and set provisions for current and future developments.

*founded in 1962, the  
hawai'i chapter has over  
300 members, including  
planning officials, public  
and private sector planners,  
and community advocates,  
on the major islands  
across the state*

*e mālama pono i ka 'āina;  
nānā mai ke ola  
take good care of the land;  
it grants you life*

Representative Marcus R. Oshiro, Chair  
S.B. 718 S.D. 1, Relating to Transportation  
March 30, 2009

Thirdly, S.B.718 S.D.1 lacks adequate definition for the exemption criteria outlined in Section 1, paragraph (c)(1) through (c)(4). Terms such as "sparseness of population" are unclear. Also, phrases like "similar factors indicating an absence of a future need" and the reference to costs which are "excessively disproportionate to the need or probable use" of the subject highway or roadway, deserve further clarification.

In conclusion, APA Hawai'i supports the intent of S.B.718 S.D.1, but has reservations with respect to its current provisions regarding development exemptions, and is concerned about possible home rule issues resulting from mandating a "complete streets" policy on the county level. We also stand ready to participate in the temporary task force if and when this bill becomes law.

Thank you for the opportunity to offer our comments.

Respectfully,

A handwritten signature in black ink, appearing to read "Ralph E. Portmore". The signature is written in a cursive style with a large initial "R".

Ralph E. Portmore, AICP  
Chapter President



Wednesday, April 1, 2009

Representative Marcus R. Oshiro, Chair  
Representative Marilyn Lee, Vice Chair  
House of Representatives  
State Capitol  
Honolulu, Hawaii 96813

Subject: **SB 718, SD1, Relating to Transportation**

Dear Representative Oshiro & Members of the House Finance Committee:

The Hawaii Public Health Association (HPHA) **strongly supports SB 718, SD1** that directs the Hawaii Department of Transportation, and the respective County Departments of Public Works to adopt a complete streets policy for the safety and convenience of all users of the transportation system in all transportation improvements and new projects, and establishes a temporary taskforce to develop design standards and guidelines that support complete streets.

The Hawaii Public Health Association was founded in 1945. Our membership consists of more than 150 public health professionals working in governmental agencies and non-profit organizations statewide, and our mission is to promote public health in Hawaii through leadership, collaboration, education and advocacy.

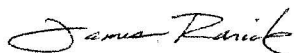
Hawai'i needs strong state, county and community collaboration for determining, and ultimately implementing complete streets guided policies and design standards. The taskforce proposed in SB 718, SD1 can provide the vehicle for ensuring that these design standards and guidelines are appropriate for each county and the needs of respective communities. The proposed taskforce also provides the opportunity to lay the foundation for healthy transportation policy that has the public's health and safety foremost in mind. This is especially important considering an estimated one-third of our state's population cannot or chose not to drive, and this includes the most vulnerable which are the children, the elderly, the economically disadvantaged and the disabled members of our community.

There is substantial evidence that links the way we design our transportation systems and communities with the public's health and safety. Studies show residents living in communities with complete streets that service all road users and have convenient access to goods and services, experience the physical and mental health benefits of being more physically active.

The planning and design of transportation systems that do not consider the needs of all road users, including pedestrians, bicyclists, transit users, motorists, the disabled and other vulnerable groups mentioned previously, result in reduced opportunities for physical activity, increased levels of air and noise pollution, increased likelihood of traffic injuries, and increased health inequities.

Hawaii needs a Complete Streets transportation policy and taskforce proposed in SB 718, SD1. This bill will help to shape the design and development of healthier communities, and, in so doing, help to assure the conditions in which all Hawai's residents can be healthy and safe. We urge you to support the passage of SB 718, SD1. Thank you for the opportunity to testify.

Sincerely,

A handwritten signature in cursive script that reads "James Rarick".

James Rarick, President



To: Hawaii House Committee on Finance  
Rep. Marcus Oshiro, Chair  
Rep. Marilyn Lee, Vice Chair

Date: April 1, 2009, 12:00 p.m. Conference Room 309

Re: **SB 718, SD1 Relating to Transportation.**

Chair Oshiro and Committee Members:

My name is Jackie Boland. I'm an Associate State Director for AARP Hawaii. AARP is a membership organization of people 50 and older with more than 158,000 members in Hawaii.

**We support SB 718, which directs the Hawaii Department of Transportation (HDOT) to adopt a Complete Streets policy regarding future transportation policies.**

**We note that there are no financial implications in this bill. There is an exemption written into the bill that if a project has "excessive costs," a procedure will be put in place to justify an exception. The Hawaii Department of Transportation has indicated that they have built the cost of the task force into their long range planning process and do not need an appropriation.**

AARP supports Complete Streets policies because they:

- make it safer and more convenient for walking and bicycling,
- are fiscally responsible,
- accommodate people with disabilities,
- promote physical activity.

All of these factors contribute to an individual's ability to age at home and maintain important social connections that benefit themselves, their families and the community. In fact, we have reason to believe there is public support. In an October 2008 AARP random sample survey of 800 Oahu residents 50 years and older, 88% of respondents said they would support a policy that ensures roads will be designed for all users. Seven in ten (70%) said it is extremely or very important for them to remain in their community as they get older.

Complete streets make fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. When the state of California adopted its complete streets policy in 2001, Jeff Morales, the Director of Caltrans said, "By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized." (National Complete Streets Web Site).

There is also substantial research to show that complete streets can bolster economic growth and stability and improve economic conditions for both residents and business owners. Anecdotal evidence indicates that home values increase on streets that have received Complete Streets treatments. (Drennen, Cervero, Burden)

Hawaii currently has the highest fatality rate for pedestrians and bicyclists age 65+ of any state in the nation, according to the Hawaii Department of Health. With that population group set to nearly double in the next 21 years, this is of grave concern to AARP Hawaii. We believe it is in the best interest of our kupuna and our state to design communities where there are multiple mobility options, including safe walking and public transportation. The passage of SB 718 would be a step in the right direction for creating a planning process that will account for the needs of all of Hawaii's people, regardless of age and ability – and prepare Hawaii for the demographic shift ahead.

**We urge you to pass SB 718.**

Thank you for the opportunity to testify.





# WINDWARD AHUPUA'A ALLIANCE

From the Peaks of *Na Ko'olau* to the Outer Reefs

*Community-Based Planning  
Sustainable Economic Development  
Restoration, Preservation, Protection & Public Access  
Educational & Cultural Programs*

## COMMITTEE ON FINANCE

Rep. Marcus Oshiro, Chair  
Rep. Marilyn Lee, Vice Chair

12 noon  
Wednesday, April 1, 2009  
Conference Room 308

### SB 718 SD1 - RELATING TO TRANSPORTATION

Support with Comments

My name is Shannon Wood speaking on behalf of the *Windward Ahupua'a Alliance*, a 501c3 Hawai'i non-profit corporation, established in July, 2002. We work to educate & inform residents, visitors, businesses, policymakers & the media all across Hawai'i about using Smart Growth planning principles.

One of our priorities this session is to support legislation which initiates intelligent transportation systems. SB 718 SD1 - RELATING TO TRANSPORTATION does this in several different ways including using a variety of energy-efficient transportation modes other than single-passenger fossil-fueled vehicles.

However, given the increasingly gloomy local, national & international economic times we're facing, I understand full well the resistance by the *Legislature* to enact new programs which have a price tag attached.

Luckily, HB 1271 HD3 SD1 - RELATING TO GOVERNMENT, which establishes a barrel tax on oil to underwrite the costs of setting up the Hawai'i Economic Development Task Force, has been set for decision-making in the Ways And Means Committee on Thursday, April 2, at 9:30 am.

I'm asking for an amendment to place a \$5 per ton assessment on coal and to re-name it a carbon tax since that term covers both oil and coal.

No matter what it's called, this tax can provide funding not only for these two bills but also two other bills not yet scheduled before the Finance Committee: SB 266 SD2 HD1 - Relating to Global Warming; SB 536 SD1 HD1 - Relating to Starlight Reserve.

P.O. Box 6366  
Kane'ohe, HI 96744  
E-Mail: [info@waa-hawaii.org](mailto:info@waa-hawaii.org)

Voicemail: 808/247-6366  
Cellular: 808/223-4481  
Website: <http://www.waa-hawaii.org>

All four bills contain language setting up task forces/advisory groups to develop policies and proposed legislation on transportation, lighting, climate change, and food/fuel security issues which in turn clearly complement the actions of the Greenhouse Gas Emissions Reduction Task Force (Act 234 - 2007) which will be bringing forth its legislative suggestions starting in 2010.

Please do not defer SB 718 SD1 for financial reasons but move it along because of its merits and then work out the \$\$\$ issues in a conference committee.

*Mahalo* for the opportunity to testify in support of this COMPLETE STREETS legislation.

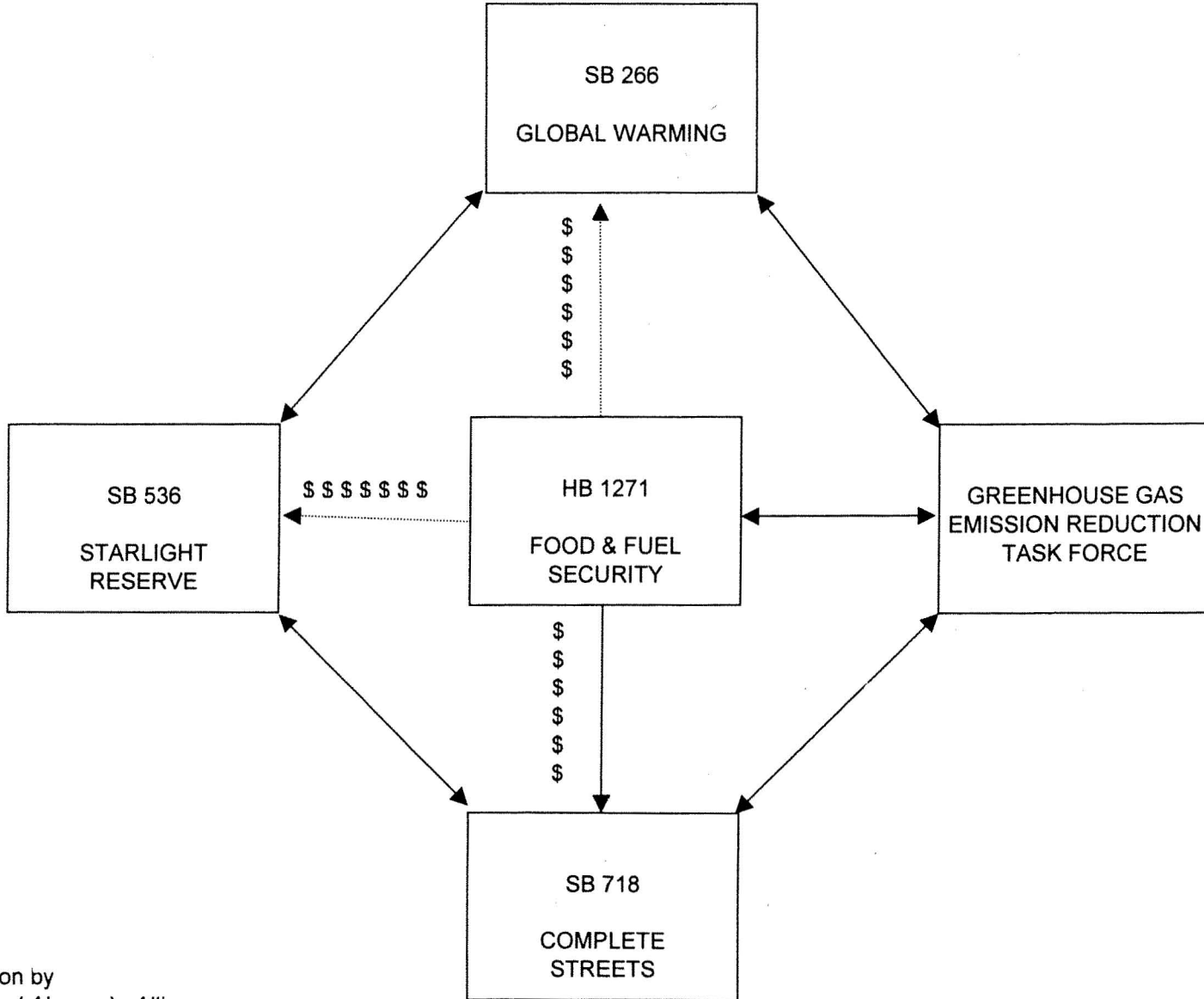


Illustration by  
Windward Ahupua'a Alliance  
(808) 247-6366

TO: Committee on Finance

DATE: Tuesday March 31, 2009

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

HEARING: Wednesday, April 1,, 2009, 9 a.m.

SUBJECT: SB 718, SD1 Complete Streets - Support

Aloha Chair Oshiro, Vice Chair Lee and Committee Members,

For far too long our goal has been to try to move as many vehicles to their destinations as possible. Obesity rates and other health ailments are growing in all age groups and are especially alarming for children and teenagers. We need to make it easier for people to be active. Changing our goal to move as many *people* to their destinations as efficiently as possible solves many of the concerns today - traffic congestion, pollution and health. This bill allows us to do that.

I urge you to vote yes for this bill. Thank you for this opportunity to testify.

March 31, 2009

RE: SB718 – Testimony in favor of Complete Streets

Most Honorable Chair Marcus R. Oshiro and Vice Chair Marilyn B. Lee, and committee members:

I am a resident of Honolulu and an advocate for AARP. My name is Christine Olah and I write in support of SB 718-Relating to Transportation – Complete Streets.

The construction of a road – a permanent fixture – should be predicated by the question of who uses the road? and how can we accommodate those who use it. If this has not been done in the past, then we should correct the DOT's planning and policy manuals and do it in the future.

This is a change. It is for the betterment of all road users and for the citizens whose taxes pay for the roads that are constructed. Please support SB 718 to adopt a Complete Streets Policy in future transportation projects in Hawaii.

Respectfully Submitted,  
Christine Olah

To: Hawaii House Committee on Finance  
Rep. Marcus Oshiro, Chair  
Rep. Marilyn Lee, Vice Chair

Date: April 1, 2009, 12:00 p.m., Conference Room 309

Re: SB 718, SD1 Relating to Transportation.

Chair Oshiro and Committee Members:

My name is Judy DeVilbiss. As a Member of the McCully – Mo'ili'ili Neighborhood Board, serving as Public Safety Chair, I support SB 718 SD1 which would establish a Hawaii Complete Streets policy. The Board has always been pro-active for safer crosswalks, safer bicycling and sidewalks since 2004.

I am also a member of AARP and I support anything that will help keep the Senior Citizens safer on our streets. I feel SB 718 SD1 "Complete Streets" would definitely be a step in the right direction to make that happen.

I also love to ride my bike, but it has been sitting idle in my storage space for a couple of years. I do not at this time feel safe riding in our streets. This is not to be attributed to my senior citizen status. I run the Great Aloha Run every year and this year came in third in my class. I ran the 8.15 mi race in 1hr. and 29 minutes. I am not bragging just making sure you understand that I am a physically fit person. I do not want to be judged by my status as a senior. After almost being hit more than once riding the bike I decided it was just not safe, as the motorist just do not see us, for whatever reason.

I think the "Complete Streets", would be something that would really help the walkers and bicyclers both, while not infringing on the rights of the motorist. If you need live testimony I will be happy to state these feelings out loud for all to hear.

I have a three-year-old grandson and am praying that we will have safe streets for him to ride and walk on when he attends school. Please pass the SB 718 SD1 "Complete Streets".

Judy DeVilbiss  
McCully – Mo'ili'ili Board Member  
533 Lauiki St., A  
Honolulu HI 96826

[judvdevilbiss@yahoo.com](mailto:judvdevilbiss@yahoo.com)

To: The Honorable Marcus Oshiro, Committee Chair  
Hawaii House Committee on Finance

Date: April 1, 2009, 12 PM Conference Room 308 (State Capitol)

Re: Support for SB 718, SD1 Relating to Transportation. Directs the department of transportation to adopt a complete streets policy regarding future transportation projects.

Chair Oshiro and members of the committee, my name is Teresita P. Lilker. Thank you for the opportunity to testify on SB718, SD1 Relating to Transportation.

I strongly support SB 718, which would establish a Complete Streets policy regarding future transportation projects.

I am a senior living in Waikiki and due to my apartment's excellent location, I have chosen not to own a car. I prefer to adopt a healthier lifestyle by walking almost everywhere and utilizing the city's excellent bus system when I can't. People are now living longer and seniors like me are working to stay active, fit and connected to the community so we can be as healthy as possible and maintain our independence. We need a safer environment in our state for people as they grow older. I believe that Hawaii needs a Complete Streets Policy that will create safe walking & bicycling facilities for our kupuna & keiki and that all future transportation plans must include and balance the needs of all users and not plan just for motorists.

I urge the committee to support SB 718 as the start of creating a healthier community and a better & safer Hawaii.

Mahalo,

Mrs. Teresita P. Lilker  
1860 Ala Moana Blvd #1007  
Honolulu, HI 96815

SB718 testimonial

To Chair Oshiro and members of the committee: Aloha, my name is Steve Godzsak.  
Thank you for the opportunity to testify on  
SB 718 SD1 Relating to Transportation.

I strongly support SB 718, which would establish a Complete Streets policy regarding future transportation projects.

Having had heart attacks which were fortunately caught in time, my doctors strongly advise me to walk for my health which I do diligently. However, speeding cars and inattentive drivers make me realize how dangerous this simple exercise is. Yes, I could drive to the park but that adds to congestion and adds to the global climate change.

It would be far better if safety concerns were developed and built into our communities not only for current residents but those who will surely follow. I further believe that putting the infrastructure in place initially saves money in the long run. Promoting healthy lifestyles benefits us all.

I urge the committee to support SB 718 as one step in promoting healthy living, protecting walkers, joggers, and cyclists from harm, and maintaining a healthier community.