

LATE

TESTIMONY IN SUPPORT OF SB 718

From

REPRESENTATIVE JOE BERTRAM III

February 2, 2009

Aloha Senator English and Members of the Transportation and International and Intergovernmental Affairs Committee,

Please support SB 718 RELATING TO TRANSPORTATION

Thank you for hearing this important bill. Complete streets do more than address funding and design disparities that are the result of our car centered transportation system.

Complete streets establish the framework for healthy communities, addressing obesity and other chronic diseases by making walking and biking an essential component of a balanced transportation system. It also reduces our dependence of fossil fuels and addresses Hawaii's biggest increase in greenhouse gas emissions and auto emissions.

Despite a true desire by the public, streets are still being designed primarily for rapidly moving auto traffic. Designing for all transportation options does not increase the cost of the project. We will not see a real increase in walking and biking until we see streets that make those options both attractive and safe.

Walking is the Hawaiian transportation system. Let's make it fundamental for transportation and recreation.

I ask for your support of SB 718.

Thank you.

From: [REDACTED]
Sent: Monday, February 02, 2009 12:09 AM
To: TIATestimony
Subject: Testimony SB 718, hearing 2/2/2009 at 9:15 a.m.TIA Committee

Na Kama Hele
P.O. Box 22424
Honolulu, Hawai`i 96823-2424

LATE

Sunday, February 1, 2009

TO: Senator J. Kalani English, Chair
Senator Mike Gabbard, Vice Chair

Senate Committee on Transportation, International and Intergovernmental
Affairs, Room 229

FROM: Robin Brandt, member, Na Kama Hele (advocacy for non-automobile
transportation) P.O. Box 22424, Honolulu, Hawai`i 96823-2424 Phone:
808.988.0432)

SUBJECT: Monday, February 2, 2009 at 9:15 am Support for SB718 - Directs the department of
transportation to adopt a complete streets policy regarding future transportation projects.

Aloha Chair and esteemed members of the Committee,

Thank you for your attention and for the opportunity to testify.

My name is Robin Brandt, and I represent a coalition of community members ? Na Kama Hele -
who advocate for non-automobile transportation, specifically (but not limited to) pedestrian
and bicycling transport. I am providing testimony in support of SB718. I am a resident of
M?noa Valley and I have commuted to and from work for over 20 years by bicycle.

I support this bill. We need policy that directs the Department of Transportation to be
inclusive of people who do not or cannot drive a person automobile for transportation.
Hawai`i ranks poorly compared to national averages on the number of pedestrians or cyclists
who killed or injured. A Surface Transportation Policy Project (2003) reports 4.8% of the
daily commutes in Hawai`i are done on foot. I know of no data on bicyclists who commute in
Hawai`i.

Compare this to the fact that Federal Highway Administration and Federal Transit
Administration Databases, FY 1998 ? 2001 notes that only 1.2% of federal transportation funds
spent on pedestrian and bicycle facilities. This report notes that only an average \$1.54 is
spent per person on pedestrian/bicycle facilities and safety per year.
The Surface Transportation Policy Project (STPP, 2003) report, ?The \$300 Billion Question:
Are We Buying A Better Transportation System??
states, ?Pedestrian and bicyclist safety? have been ignored. While bicyclists and pedestrians
represent 14 percent of all traffic fatalities in the U.S., they receive less than one
percent of all
federal road spending.? In policy, where we spend our money is
reflective of what we value and determine to be of importance.

If a coherent and inclusive policy directive is in place and the Hawaii Department of Transportation is truly inclusive of citizen and advocate viewpoints, we can have a more equitable transportation system that serves everyone.

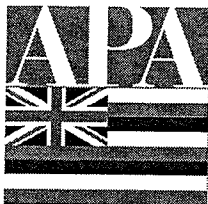
This means that citizen input is not restricted to annual charette activities sponsored by contractors paid by the Department of Transportation. Advocates will be included in training and educational activities and these activities will be held at times other than regular working hours. Personally I cannot schedule myself to take vacation every time I want to participate in citizen meetings. Those meetings should take place in the morning before work, after work hours or on weekends. Business as usual inviting only those who make a living out of transportation issues got us where we are today close to gridlock and without viable, efficient transport options other than using a car.

Thank you again for your attention and support to this issue.

Nakamahele - advocacy for transportation options

LATE

Late



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February 2, 2009

Senator J. Kalani English, Chair
Senator Mike Gabbard, Vice-Chair
Committee on Transportation, International and Intergovernmental Affairs
American Planning Association, Hawaii Chapter

RE: S.B. 718, Relating to Transportation

**Hearing: Monday, February 2, 2009, 1:15 PM
Conference Room 224**

The APA Hawai'i Chapter 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 strongly supports S.B.718 because it requires the State to consider the needs of all travelers, including pedestrians, bicyclists, bus riders and motorists of all ages and abilities, in both the design and operation of State highways. Everyone should be able to move along and across the streets of our cities and towns safely.

We recognize that not all highways and roadways are within the jurisdiction of the State Department of Transportation. Most of the roadways that traverse the City of Honolulu, and the towns and suburbs across Hawaii are under the jurisdiction of the county transportation departments. Nevertheless, it is important for the State to lead by example by working with citizens and interested groups to determine the best methods to establish or implement a complete streets policy. We also recommend that S.B. 718 be amended to also encourage the county transportation departments to adopt a similar "complete streets" policy on the local level.

In conclusion, APA Hawaii urges Senate adoption of S.B. 718. We stand ready to participate in the public involvement process if and when this bill becomes law.

Thank you for the opportunity to offer our comments.

Respectfully,

Ralph E. Portmore, AICP
Chapter President

*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*

Late

From: Ronald Lockwood [rnlockwoodohana@yahoo.com]
Sent: Monday, February 02, 2009 9:39 AM
To: TIATestimony; Sen. J. Kalani English; sengababrd@Capitol.hawaii.gov; Sen. Will Espero; Sen. Sam Slom
Cc: Jackie E. McCarter Boland
Subject: SB718

Aloha Chair English & Vice Chair Gabbard,
Aloha Committe Members: Espero, Nishihara and Slom

Serving as the McCully - Mo'ili'ili Neighborhood Board chair for the past 5 1/2 years, and as a board member for nearly twenty years, the following is why our board and I support SB718 "Complete Streets". Our N.B. has been advocating for safer crosswalks, safer bicycling, and sidewalks since 2004. I am also here as an AARP member.

Mo'ili'ili is an old neighborhood. Our Prince Kuhio Elementary School will celebrate its 125th anniversary this year. There was no "Complete Streets" program in 1884 when this school was built, and the "University Extension", from S. King to Kapiolani wasn't completed until the late 1950's when the school was nearly 75 years old.

In 2000 the U.S. census showed 16% of Mo'ili'ili consisted of senior citizens, and 8% of our population under the age of ten. This gives me 1 of four neighbors at risk when they attend school, visit a bank, visit a restaurant a drug store, the library, etc. Upon the completion of the 2010 census, this 16% and 8%, shown above, will be 22% seniors and 8% under age ten, very close to 1 of 3 residents.

I have one neighbor, Eudie Schick, who uses the HandiVan as she cannot get over the curbs to the bus stop on S. King Street as the ADA ramps have not been retrofitted. I've another neighbor, Gwyne Isa, in her 2nd year of rehabilitation from a mid-day accident on S. King Street, because a pedestrian activated crosswalk signal, that the N.B. has asked for at that site yearly, still has not been installed.

Personally I've named three stoplights in Mo'ili'ili, that were installed two plus years after a person was killed in each intersection. It helps keep my focus on what we are trying to accomplish.

To reach Lunalilo School, keiki from mauka need to cross Young Street and S. King Street. Neither street offer crosswalks, pedestrian activated crossing signals, traffic signals or a crossing guard. At this site on S. King Street, an HPD major was nearly hit while assisting during a "pedestrian/driver" awareness campaign. To reach the school from makai, na keiki cross Kapiolani Blvd. or McCully Street.

To reach Kuhio School, keiki from mauka cross Old Waialae Road, the freeway on-ramp; and S. King Street. From makai, na keiki cross Kapiolani Blvd, Date Street and Kaiimuki Avenue.

Complete Streets, SB718 will provide a safer route to school for our keiki, and for our kupuna to

have a more active lifestyle. Speaking for the McCully - Mo'ili'ili neighborhoods, as the transit project moves forward, having a Complete Streets policy in place will make good fiscal sense. Realizing that Transit Oriented Development will accompany this project, a Complete Streets policy would make our neighborhood multi-modal: sidewalks, bicycle lanes, pedestrian activated crosswalks, countdown timers, all are less expensive to put in at the beginning of a project than during a retrofit.

Allowing for safe passage will mean more neighbors being able to walk or bicycle their children to school. I believe others will testify to the health benefits this will bring.

According to the State, Dept. of Transportation, 20 - 26% of our morning traffic is made up of parents taking their children to school. Offering safer sidewalks and bicycle paths will remove 1% of 3% of this traffic within 5 years, and an increased 1 % to 2% within ten years. Using 10,000 cars as 1%, a low estimate, this can have a significant impact on traffic. Factor in the transit project's ridership and this number becomes even more significant.

Further, SB716, Complete Streets will give us the ability to have more people walk and bicycle safely, receive more physical activity, allow people with disabilities to live at home and have unimpeded access to bus stops.

Please, e kala mai, make one change to this bill. It should be mandatory for the Dept. of Transportation to have a Complete Streets policy. The language in the bill, does not reflect this position.

Aloha,
R. Lockwood, Chair
McCully - Mo'ili'ili Neighborhood Board #8
918 University Avenue #204
Honolulu, HI 96826

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