

SB 1044

RELATING TO TRANSPORTATION.

Requires the State to report annually to the legislature on specified information regarding implementation of and compliance with complete streets policy. Clarifies statutory requirements of complete streets.



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

IN REPLY REFER TO:

February 10, 2015
2:45 p.m.
State Capitol, Room 229

S.B. 1044
RELATING TO TRANSPORTATION

Senate Committee on Transportation

The Department of Transportation (DOT) **supports the intent** of this bill. However, we feel this bill is unnecessary.

Act 54 was passed during the 2009 Legislative session. It required the DOT to ensure the accommodation of all users of the road, regardless of their age, ability, or preferred mode of transportation and required the adoption of a Complete Streets Policy.

The DOT supports the intent and application of Complete Streets, but feels the new requirements are not necessary. DOT already considers Complete Streets principles on all of its projects and per the requirements of Act 54, has adopted a Complete Streets Policy.

In addition, the bill proposes that the DOT develop a Complete Streets checklist to apply to every project and report annually, providing:

1. a list of transportation facilities and projects initiated during that fiscal year as well as the complete streets features incorporated therein
2. exceptions made
3. measurable performance standards and benchmarks applicable to each project
4. problems, suggested solutions, and further recommendations

Furthermore, the bill also requires that the Complete Streets checklist be completed during preliminary design in order to allow for a 30 day public comment period to influence the final design of a project. This proposed 30 day public review would add significant delays to the DOT's project delivery process and would increase the time needed for project implementation thereby delaying project benefits to roadway users.

Thank you for the opportunity to provide testimony.



SB1044
RELATING TO TRANSPORTATION
Senate Committee on Transportation

February 10, 2015

2:45 p.m.

Room 229

The Office of Hawaiian Affairs (OHA) Committee on Beneficiary Advocacy and Empowerment will recommend to the Board of Trustees a position of **COMMENT** for SB1044. This measure provides for annual updates to the Legislature regarding the Department of Transportation's implementation of and compliance with statutory complete streets policy.

OHA's strategic priorities include Maui Ola (Health), which represents our commitment to improve the conditions of Native Hawaiians and quality of life by reducing the onset of chronic diseases. In furtherance of this priority, and in line with Act 155 (Reg. Sess. 2014) and Hawai'i Revised Statutes Section 226-20, we particularly support a public health approach that takes a holistic and systemic view in addressing obesity in Hawai'i's communities, i.e. through the social determinants of health. Community design, including complete streets designed for pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities, is one of the social determinants of health: the lack of appropriate community design is well-documented as a major contributing factor to disproportionate chronic and co-morbid disease rates of a community's residents.

OHA notes that Hawai'i Revised Statutes Section 226-20 requires a commitment by all state agencies to strive for the elimination of the health disparities of Native Hawaiians and other communities, by identifying and addressing social determinants of health. This includes prioritizing interventions, such as complete streets, that address the social determinants of health.

Mahalo nui loa for the opportunity to testify on this measure.



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February 5, 2015

Senator Clarence Nishihara, Chair
Senate Transportation Committee

TESTIMONY IN FAVOR OF SB1044—RELATING TO TRANSPORTATION

Aloha Senator Nishihara,

Thank you for co-sponsoring SB1044.

Kauai Path supports the proposed strengthening of Hawaii's existing Complete Streets legislation as set forth in SB1044. While here on Kauai we have been able to plan creatively with the Hawaii State Department of Transportation Highways Division local office, and we see the results in some new construction, there remains a tremendous amount of work yet to be done to make our streets and roadways safer for pedestrians and cyclists and conducive to the popular adoption of public transit.

Kauai Path seeks multiple ways to embed active transportation in our island's daily routines. Additionally, Kauai Path coordinates adult and youth bicycling skills educational programs tailored to establish smart bicycling techniques. These health-promoting efforts will succeed only if the Hawaii State Department of Transportation is a willing, engaged, and active participant. The revised language in this proposed Complete Streets legislation is crucial to achieving significant safety improvements in our transportation systems.

If passed in its present form, SB1044 will advance multi-modal transportation, prevent crashes leading to injuries and deaths, increase efficiencies in mobility, and enhance residents' health in communities across the state.

Sincerely,

Randall C. Blake, MD
President, Kauai Path, Inc. Board of Directors

Tommy Noyes
Secretary, Kauai Path, Inc. Board of Directors

Kauai residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-motorized multi-use paths.

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Derek Johnson, MD
Kauai Path, Inc. Board of Directors

A handwritten signature in black ink, written in a cursive style with a prominent 'S' at the beginning.

Sally Jo Manea
Kauai Path, Inc. Board of Directors

Electronic Copies: Senator Ronald D. Kouchi
Daniel Alexander, Hawaii Bicycle League



SENATE COMMITTEE ON TRANSPORTATION

February 10, 2015, 2:45 P.M., Room 229

(Testimony is 1 page long)

TESTIMONY IN SUPPORT OF SB 1044

Chair Nishihara and members of the Transportation Committee:

Blue Planet Foundation **strongly supports** SB 1044, which creates a requirement for the Department of Transportation to report annually to the legislature regarding compliance with and implementation of the State's complete streets policy.

Blue Planet Foundation strongly supports the complete streets policy because we believe it is critical to ensure that Hawaii's streets are both accessible and safe for all people, regardless of whether they are walking, riding bicycles or driving cars. Hawaii's streets and roadways make up our most abundant public spaces. How they are designed and built has a profound impact on not only how people choose to get around, but also on public health, land development and how we use energy.

This bill would help to hold the Department of Transportation accountable to the legislature for complying with the complete streets policy and ensure greater transparency in transportation infrastructure design and construction decision-making and implementation.

Thank you for the opportunity to testify.

Senator Clarence K. Nishihara, Chair
Senator Breene Harimoto, Vice Chair

Aloha Senator Clarence K. Nishihara,

I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on thses crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Thank you,

Lee Chamberlain

Complete Streets on the Ground

Complete Streets is supposed to ensure that are roads are designed, built, and maintained to accommodate all modes -bicyclists, pedestrians, transit users, and motorists. A look at recent and planned Hawaii Department of Transportation projects shows that this isn't happening.

- HDOT continues the practice of not including the shoulder in all repaving work. This leaves the shoulder, which services bicyclists and in some cases pedestrians, in poor and sometimes dangerous condition.
- HDOT continues the practice of installing guardrails and rumble strips in a manner that limits usable shoulder space, in cases making it such that cyclists have no option but to ride in the road, when if designed differently a shoulder would be available.

Please see my STIP comments to:

Mr. Ford Fuchigami, Director
State of Hawaii
Department of Transportation
869 Punchbowl St.
Honolulu, HI 96813

Subject: STIP Revision #1 (Maui District) - call for comments

I am submitting my comments as a small business owner that recently opened a bicycle shop on the West Side of Maui. I opened the business with confidence in knowing that the business of bicycling is a socially responsible and eco-friendly business.

I believe bicycling to be a very good fit for Maui with Maui's perfect weather, scenery along with all bicycling's many benefits including bicycling's applied riches to health, environment, and pocket book.

Since opening the shop I have been stunned and saddened by the number of people I speak to that ask me where to ride bicycles.

Unfortunately for these people, I more often classify as B and C riders, I have few recommendations to make from my store located in Kahana.

I tell them they have only two options, of which are riding either on the Honoapiilani Hwy or the Lower Honoapiilani Road.

These limited choices present a huge problem for me to responsibly recommend to my potential customers as I personally do not deem either as safe enjoyable routes to travel for bicyclists of any classification.

The Lower Road offers a lower speed limit of 20mph however does not provide any shoulders, is very rough in parts and has no signage for sharing the road with bicyclists. I personally have been often screamed at "Get off the road" and "Go find a Bike Path" by motorists whom have also passed me and used their car to intimidate me by veering their vehicles towards me with intent to scare me. This is disconcerting to me as I expect it would be to you. Be advised that I differ from the average rider as I am riding an E-Bike and am traveling at the 20mph speed limit yet am still threatened and passed by disrespectful irrational drivers. I can only imagine how dangerous and provocative a less experienced and equipped rider then myself might feel. Is this how we want the perception of our islands to be?

The Honoapiilani Hwy is a better thoroughfare for shared use having some distances with broad smooth shoulders along with some bike lane markings yet other areas with shoulders of less than the recommended 5 feet no markings and speeding vehicles passing at 45 *plus* miles per hour.

For the average Class B and C rider, these are not attractive options.

The second question that often comes is "why Hawaii does not have proper bike facilities?"

Many of those people I speak with are often from out of State and often tell me how many beautiful bikeways they have where they come from and they would be very interested in riding a bicycle on Maui if similar accommodations were made however currently Maui does not appear to them to be a Bicycle Friendly island.

Bike Plan Hawaii, 2003, declares that the States goal is to establish bicycling as a safe and convenient mode of transportation for residents and visitors throughout the state. The ultimate objective should be to increase recognition and use of the bicycle as a viable transportation mode that belongs in the mix of transportation alternatives. Bikeway planning should seek to accommodate a broad mix of bicyclists taking into consideration that bicyclists differ greatly in their range of skills.

According to the Guide for the Development of Bicycle Facilities (AASHTO, 1999): “Planners and engineers should recognize that the choice of highway design will affect the level of use, the types of user that can be expected to use any given road, and the level of access and mobility that is afforded to bicyclists.

As a core stakeholder dependent on customers whom may use bicycles and are therefore concerned about bicycle safety and convenience as well as potential bicycle riders who may be encouraged to ride if it is perceived to be a safe, I am submitting comments regarding the following projects.

S1 Enhance Bikeway Improvements at Various Locations Statewide Implementation of State bike projects identified on Bike Plans

- Design roadway projects with adequate space for bicyclists.
- Expand and improve each island’s network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

 Include NACTO (National Association of City Transportation Officials) as well as AASHTO guidelines.
- Develop innovative design solutions when warranted by unusual or unique environmental conditions.
- Formulate and adopt policies and practices that maintain bikeways in a smooth, clean, and safe condition.
- Reconfigure HDOT’s bicycle facilities inventory to include shoulders and wide curb lanes that meet AASHTO and NACTO guidelines.
- Inspect roadways after repair work has been completed to ensure that repairs meet standards for compaction, smoothness, and durability.

S4. Highway Research and Development Program

- Design roadway projects with adequate space for bicyclists.
- Expand and improve each island's network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO (National Association of City Transportation Officials) as well as AASHTO guidelines.

- Develop innovative design solutions when warranted by unusual or unique environmental conditions.
- Formulate and adopt policies and practices that maintain bikeways in a smooth, clean, and safe condition.
- Reconfigure HDOT's bicycle facilities inventory to include shoulders and wide curb lanes that meet AASHTO and NACTO guidelines.

S5. Highway Safety Improvement Program (HSIP), Non – Infrastructure Implement non-infrastructure scope of HSIP including safety education programs and PSAs.

A program of support must be provided in planning for bicycle transportation facilities. Expand the range of education activities to reduce bicycle crashes and increase ridership.

There is serious need for support activities that create an environment suitable for a bicycle transportation system. Include safety education programs and PSA's to but are not limited to the following program areas:

- Facility maintenance
- Bicycle safety and education
- Public awareness of bicyclists
- Enforcement of traffic law violations by bicyclists and motorists
- Encouraging bicycle ridership

S9. Safe Routes to School (SRTS) Program

Implement the Safe Routes to School Program to promote walking and biking as a safe and viable transportation alternative, especially in the vicinity of schools.

Expand the range of education activities to reduce bicycle crashes and increase ridership.

- Support bicycle education programs for children in public and private schools throughout the state.
- Support bicycle education programs for adults.
- Ensure that safety materials and curricula used in the state are consistent and address the use of bicycle safety equipment and causes of bicycle crashes. Safety education programs should also improve on-road bicycling skills and judgment, and the observance of traffic laws.
- Incorporate awareness of the needs and rights of bicyclists into the driver education program, the Hawaii drivers' manual, and the drivers' license written exam.
- Monitor and analyze bicycle crash data to find ways of improving bicycle safety.
- Continue working with educational institutions to offer extension programs on state-of-the-art bicycle facility planning and design for transportation engineers and related professionals in the public and private sectors.
- Create an on-line resource center to disseminate material on bicycle facilities, safety, and efforts by other communities to increase bicycle use. The website should be interactive with bicyclists given an opportunity to provide suggestions and submit maintenance requests, and to notify officials of hazardous bicycling conditions.
- Increase awareness among Hawaii residents about the health and fitness benefits of bicycling.

S12. Statewide Signing, Striping and Pavement Marking Program

- Design roadway projects with adequate space for bicyclists.
- Expand and improve each island's network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO (National Association of City Transportation Officials) as well as AASHTO (American Association of State Highway and Transportation Officials) guidelines.

S22. Statewide Planning Funds will be utilized for short range transit plans and civil rights studies

Establish bicycling as a safe and convenient mode of transportation for residents no matter their economic standing as well as visitors throughout the state.

The ultimate objective should be to increase recognition and use of the bicycle as a viable transportation mode that belongs in the mix of transportation alternatives.

Bikeway planning should seek to accommodate a broad mix of bicyclists taking into consideration that bicyclists differ greatly in their range of skills and economic standing.

MS1. Bridge and Pavement Improvement Program, Maui

Design roadway projects with adequate space for bicyclists. Bike lanes or shoulders should be provided to serve group B/C riders, some designation should be provided.

Include signs and markings which can be beneficial to traffic operations by legitimizing the presence of bicycles in the eyes of motorists and potential bicyclists, and “advertising” bicycle use.

MS7. Honoapiilani Highway (Route 30), Safety Improvements Ukumehame to Olowalu

As stated, not limited to installing milled rumble strips on centerline and shoulders; pavement markings; and signing,

Please implement these safety features with intention to provide safe and convenient travel for the automobile as well as the bicyclist. Incorporate NACTO (National Association of City Transportation Officials) as well as AASHTO guidelines in your design and construction.

MC19. Lower Honoapiilani Road (Route 3080, MP 2-MP 3.4) Improvements, Phase IV, Hoohui Road to Napilihau Road (Route 3090)

- Design roadway projects with adequate space for bicyclists.
- Expand and improve Maui’s network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.

- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO as well as AASHTO guidelines in the design.

MC20. Lower Honoapiilani Road (Route 3080, MP 0-MP 2) Pavement Rehabilitation, Honoapiilani Highway (Route 30) to Hoohui Road

- Design roadway projects with adequate space for bicyclists.
- Expand and improve Maui's network of safe, convenient, and integrated bikeways for both utilitarian and recreational travel.
- Adopt nationally recognized design guidelines and standards for bicycle facilities.

Include NACTO as well as AASHTO guidelines in the design.

Bicycling is good for the economy. Increase awareness about the economic benefits of increased bicycle use.

The motivation I have as a Bicycle shop owner is survival and the knowledge that bicycling can be very good for the Maui economy.

The research can get technical, but the principles are simple:

People who ride bikes buy bikes. This puts people to work in bicycle shops and apparel stores.

People who ride bikes buy other things, too. Bike-accessible business districts benefit by catering to these customers.

People on bikes are also more likely to make repeat trips to their local stores.

People who ride bikes on vacation buy food, have travel costs, and pay for lodging. Bicycling tourists bring millions of dollars to cities and towns across the country that wouldn't otherwise end up there.

All that spending means jobs -- and tax revenue -- for communities.

But people who ride bikes also save money.

With the money saved from lower travel costs, people who ride bikes have more of their money to spend on local businesses.

People who ride bikes can save their companies money on health insurance costs.

Developers, cities, and individuals can save money on parking costs and driver frustrations due to vehicle congestion by providing space-efficient, low-cost bike parking instead of expensive car parking.

The best way to attract people who ride bikes and accrue all of these benefits is by building infrastructure that makes it more attractive for people to ride.

Building that infrastructure creates jobs, and it does so extremely cost-effectively. In fact, there's no better job-creating bang for your transportation buck. Road projects are materials-intensive. Much of a road project budget goes to materials. By contrast, bicycling and walking projects are labor-intensive.

Bicycling and walking project create more jobs per dollar than road projects.

Please take accept my comments and recommendations as most are excerpts from *Bike Plan Hawaii, September 2003*.

Respectfully;

Lee Chamberlain

Owner, Pedego Maui Electric Bikes.

Senator Clarence K. Nishihara, Chair
Senator Breene Harimoto, Vice Chair

Aloha, Senator's Nishihara and Harimoto

The Maui Bicycling League, a chapter of the Hawaii Bicycling League, strongly supports the Complete Streets bill, SB1044. Passage of this bill will build upon and strengthen the existing 2009 Complete Streets law. It will also require the Hawaii Department of Transportation to design, build, and maintain roads for all users: pedestrians, bicyclists, motorists and transit riders.

The streets of our cities & towns on Maui are an important part of our communities. They allow children to get to school & parents to get to work. They bring together neighbors & draw visitors to neighborhood stores. These streets ought to be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus – but too often they are designed only for speeding cars or creeping traffic jams.

Incomplete streets – those designed with only cars in mind as in Maui– limit transportation choices by making walking, bicycling, & taking public transportation inconvenient, unattractive, & too often, dangerous. These roadways often lack sidewalks, crosswalks, & space for people to safely ride bicycles. Roads often make no room for public transportation vehicles & riders & few accommodations for people with disabilities.

Americans want mobility.

Recent opinion polls found that 66% of Americans want more transportation options & the freedom to choose how to get where they need to go. Yet 73% feel they have no choice but to drive as much as they do. This is no surprise, as about one-quarter of walking trips take place on roads without sidewalks or shoulder, & bike lanes are available for only about 5% of bicycle trips. Changing policy so that our transportation system routinely includes the needs of people on foot, public transportation, & bicycles means that people of all ages & abilities will have more options when traveling to work, to school, to the grocery store, & to visit family.

Complete Streets foster strong communities.

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe & welcome on the roadways. Complete streets provide benefits to the community in many ways, by improving public health, lowering transportation costs for families, encouraging local business, increasing capacity, & improving mobility for all.

There is a growing movement on the island of Maui—and the other islands—to replace short trips made by vehicles with walking and bicycling. People want to get out of their cars; however, our island currently lacks safe roadways to do this. Both cyclists and pedestrians on Maui are unfortunately all too familiar with the unsafe roadways on our

island. The death of Maui cyclist Karl Hagen in April 2014 and the other pedestrian and cyclist fatalities and injuries last year are frightening and very real reminders of the need for Complete Streets on Maui.

Maui has one dedicated pathway that parallels the Mokulele Highway and almost connects Kahului with Kihei—the pathway stops before reaching the center of either city, thus requiring bicyclists and pedestrians to walk or ride on sometimes narrow shoulders next to arterial roadways under the jurisdiction of HDOT. In other areas of the island: Lahaina and Paia, cyclists and pedestrians—for efficient transit—must travel along the Honoapiilani Highway and Hana Highway, respectively. Both are state highways with fast moving cars. The Complete Streets bill will ensure that when improvements are made on these corridors, consideration for the needs of pedestrians and bicyclists will be given.

Passage of this bill will make the original Complete Streets law stronger and ultimately provide safer state roadways for all users.

Sincerely,

Saman Dias, Chair

Ceal Potts, Co-Chair

xxxxxx

xxxxxx

Hawaii DOT controls another major access to UHM - Old Waialae Avenue and Waialae Avenue. Just a few months ago, the City and County completed bike lanes on Waialae, but these unfortunately dead-end at the Hawaii DOT controlled portion of Waialae and the route to lower campus continues onto high speed, no-bike lane Old Waialae Avenue. Old Waialae Avenue also connects to Kapahulu Avenue which is another key road servicing UHM. This greater route has the potential to be a great, well used connection.

Recent actions suggests the City and County is collectively moving beyond automobiles as primary utilizers and towards cyclists. We need the same mindset of the Hawaii DOT. Not only is the current approach creating real dangers to pedestrians and bicyclists (look at the absurd number of pedestrians killed in just the last month), but it's actually leading to more traffic. The UHM community needs safe walking and biking routes, this is the solution to our traffic problem and to our parking problem.

Thank you,
Brandon Hicks
Cycle Manoa President
Writing on behalf of the Cycle Manoa membership

About Cycle Manoa - cyclemano.org

Cycle Manoa is a volunteer and student-run organization dedicated to encouraging cycling in the UHM community and beyond through advocacy, education, and riding.



February 10, 2015

Senate Committee on Transportation
Senator Clarence Nishihara, Chair

Re: **SB 1044, RELATING TO TRANSPORTATION**

Chair Nishihara, Vice Chair Harimoto, and members of the committee:

I am Joshua Wisch, AARP Hawaii Director of Advocacy. AARP is a membership organization of people fifty and over with nearly 148,000 members in Hawaii alone. AARP advocates for issues that matter to Hawaii families, including the high cost of long-term care; access to affordable, quality health care for all generations; providing the tools needed to save for retirement; and serving as a reliable information source on issues critical to people over the age of fifty.

AARP Hawaii supports SB 1044, Relating to Transportation. This bill would clarify the complete streets policy – now codified in section 264-20.5, Hawaii Revised Statutes (HRS) – to assure its proper implementation and ensure its effectiveness as intended. We fully support the twin purposes of this bill: (1) clarify the requirements of the complete streets law; and (2) require the State to report annually to the legislature on specified information regarding implementation of and compliance with the complete streets policy.

It is important for our kupuna that we implement this policy correctly. Hawaii is ranked first in pedestrian fatalities for people ages 65 and over, according to Smart Growth America.¹ This population group will nearly double in the next 21 years, which concerns everyone in Hawaii. 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.

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. This bill will help provide some necessary accountability measures to ensure that our complete streets policy – which is already law – will be properly implemented and enforced. We need to get this right to account for the needs of all of Hawaii's people, regardless of age and ability – and prepare Hawaii for the demographic shift ahead.

Thank you for the opportunity to testify.

¹ <http://www.smartgrowthamerica.org/research/dangerous-by-design/dbd2014/state/Hawaii/>



PO Box 62 ♦ KAILUA-KONA, HAWAII`I 96745 ♦ 808 -326-7284 ♦ sharetheroad@pathhawaii.org

2/9/15

Senator Nishihara, Chair

Senate Transportation Committee

Testimony is Support of SB1044 – Complete Streets bill

Aloha Senator Nishihara,

I am writing to express Peoples Advocacy for Trails for Hawaii's (PATH) **strong support for SB1044**. We thank you for co-sponsoring SB1044 and bringing it before the Transportation Committee.

Complete Streets was brought into law with the signing of SB718 in 2009 requiring that our roadways be designed, constructed, and maintained to accommodate all users, including pedestrians, bicyclists, motorists, and transit users. SB1044 will strengthen the 2009 Complete Streets law by requiring the Hawaii Department of Transportation to do annual reporting, develop and use performance measures, and develop and use a Complete Streets checklist. These measures are crucial to ensure transparency and accountability and facilitate the implementation of Complete Streets. These specific measures were all recommended by the Complete Streets Task Force, created by the SB718 (2009) with participation by government, non-profit, and private stakeholders, including PATH.

Complete Streets on Hawaii Department of Transportation roadways is of particular importance to Hawaii County. Highways not only connect our communities, but also are in many cases the main road within a community and in some cases, the only road. This means that state highways play a crucial role in the pedestrian and bicycle networks for our island's communities. According to Hawaii Department of Health data, between 2008 and 2012 Hawaii County had around 90 serious bicycle and pedestrian injuries per year and these numbers aren't declining. The most recent year with data, 2012, was the highest for bicycle and pedestrian fatalities with 6 unfortunate and preventable deaths. Complete Streets is essential to create safe roads that accommodate all of our community, regardless of what means they choose to get around.

PATH is a non-profit bicycle and pedestrian advocacy organization headquartered in Kailua-Kona, serving the island of Hawaii. Founded in 1986, PATH's mission to safely connect the people and places on Hawaii island with pathways and bikeways.

Thank you,
Tina Clothier
Executive Director
Peoples Advocacy for Trails Hawaii

Board of Directors

Jeff McDevitt, MD
Janet Higa Miller
Monica Scheel MD
Michael J. Riehm, ALA
Laura Dierenfield
Linda Jane Kelley
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Mission

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

Serving

the Island of Hawaii`i since 1986

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February 9, 2015
Senator Clarence Nishihara,
Chair Transportation Committee

Testimony Strongly Supporting SB1044

Aloha,
Hawaii Bicycling League **strongly supports SB1044**. We request the bill be amended to include Hawaii Department of Transportation Director or designee approval of any Complete Streets exception.

SB1044 is necessary to strengthen Complete Streets at the state level and ensure that our roadways are designed, built, and maintained to safely accommodate all users – bicyclists, pedestrians, transit users, and motorists.

The people of Hawaii have repeatedly made it clear that they want our roadways to safely accommodate all users – particularly those walking and bicycling. The extent of this support was highlighted when Honolulu voters approved Charter Amendment 8, making bicycle and pedestrian-friendly roads a priority, by a resounding 76%. Recent years have seen strong public support for initiatives to improve bicycle and pedestrian infrastructure, and safety throughout the state.

Beyond just supporting the idea of bicycle and pedestrian infrastructure, people in Hawaii are choosing to walk and bike in ever-greater numbers. Hawaii has some of the highest walking and biking rates in the country, ranking 4th and 8th, respectively. Within large cities, Honolulu ranks similarly high for walking and bicycling at 5th and 11th, respectively. And these numbers are increasing; in just three years between 2011 and 2014 those using a bicycle to commute in Honolulu doubled.

Unfortunately, our roadways and investment therein isn't keeping up. According to a study by the Alliance for Biking and Walking, Hawaii ranked 47th on per capita spending on bicycling and pedestrian projects. The unsafe conditions of our roads are evidenced by the high numbers of pedestrian and bicyclist fatalities, as well as serious injuries. According to the state Department

of Health there's been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Complete Streets was made state law in 2009 with SB718 which required that state and county roadways be designed, constructed, and maintained to accommodate all users, including pedestrians, bicyclists, motorists, and transit users. A number of issues suggest that Complete Streets has not been fully implemented by the Hawaii Department of Transportation. Two recent projects on Oahu provide unfortunate examples of HDOT's incomplete implementation of Complete Streets. Vineyard Boulevard recently underwent a major resurfacing; the intersection of Vineyard Blvd. and Punchbowl St. is included as a top priority project in the HDOT's Pedestrian Master Plan, yet the project involved no significant pedestrian improvements. Kamehameha Highway between Waipio and Mililani also recently underwent a major resurfacing; this section is a top priority project in HDOT's Bike Plan Hawaii, yet the project involved no significant bicycle improvements. Looking forward, analysis of the 2015-2018 Transportation Improvement Program, which includes all federally funded projects on Oahu, provides major concerns about Complete Streets in these projects; the TIP has 24 HDOT projects that are included in Bike Plan Hawaii, however only 4 of these projects include plans to address bicycle or pedestrian improvements.

The 2009 Complete Streets law (SB718) created a Task Force assigned with producing recommendations on the implementation of the Complete Streets law. The Task Force's final report *Complete Streets Legislative Report* (November 2010) recommends:

- Development and use of a Complete Streets checklist
- Development and use of performance measures
- Requiring high-level decisions to grant Complete Streets exceptions

SB1044, by adopting the above Task Force recommended measures and requiring annual reporting and Complete Streets training, will facilitate the implementation of Complete Streets by the Hawaii Department of Transportation. These measures will also ensure transparency and accountability in the implementation of Complete Streets.

It should be noted that most of the measures that SB1044 will impose upon the Hawaii Department of Transportation have been put into practice by the City and County of Honolulu Departments of Transportation Services, Design and Construction, and Facilities and Maintenance since 2011, as dictated by Honolulu C&C Ordinance 12-15.

Thank you very much for considering the comments of Hawaii Bicycling League. If you have any questions or would like to discuss further, please

contact Chad Taniguchi (808-735-5756, chad@hbl.org) or Daniel Alexander (808-275-6717, Daniel@hbl.org).

Ride and Drive Aloha,

A handwritten signature in black ink, appearing to read 'Chad', followed by a long horizontal flourish.

Chad Taniguchi
Executive Director
Hawaii Bicycling League

Daniel Alexander
Advocacy Director
Hawaii Bicycling League

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: mikagawa@hawaii.rr.com
Subject: *Submitted testimony for SB1044 on Feb 10, 2015 14:45PM*
Date: Friday, February 06, 2015 12:15:55 PM

SB1044

Submitted on: 2/6/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Mary Ikagawa	Individual	Support	No

Comments:

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TESTIMONY ON SENATE BILL NO. 1044, RELATING TO TRANSPORTATION

Committee on Transportation

Tuesday, February 10, 2015, 2:45 pm

State Capitol, Conference Room 229

Chair Nishihara and Members of the Committee:

I am writing to express my strong support for Senate Bill No. 1044, a “complete streets” bill (companion to House Bill No. 1358). This bill would strengthen the 2009 *Complete Streets* law (§264-20.5, HRS) and ensure that the state Department of Transportation designs, builds, and maintains our roads to safely accommodate all users—pedestrians, bicyclists, and motorists.

People across Hawai‘i are increasingly choosing to walk and bicycle; however, our roadways are not keeping up. The unsafe conditions of our roads are evidenced by our high number of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health, there have been approximately 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the Department of Transportation’s jurisdiction. They are not just high speed highways, but often serve as crucial corridors for pedestrians and bicyclists; in some cases they are the only available route. This bill would ensure that when improvements occur on these crucial corridors, full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original *Complete Streets* law and contribute to fulfilling the vision of safe roads for everyone.

Thank you for the opportunity to testify in support of SB 1044.

Rachel Hibbard
250 Ohua Ave. #7E
Honolulu, HI 96815

TESTIMONY ON SENATE BILL NO. 1044, RELATING TO TRANSPORTATION

Committee on Transportation

Tuesday, February 10, 2015, 2:45 pm

State Capitol, Conference Room 229

Chair Nishihara and Members of the Committee:

I am writing to express my strong support for Senate Bill No. 1044, a “complete streets” bill (companion to House Bill No. 1358). This bill would strengthen the 2009 *Complete Streets* law (§264-20.5, HRS) and ensure that the state Department of Transportation designs, builds, and maintains our roads to safely accommodate all users—pedestrians, bicyclists, and motorists.

People across Hawai‘i are increasingly choosing to walk and bicycle; however, our roadways are not keeping up. The unsafe conditions of our roads are evidenced by our high number of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health, there have been approximately 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the Department of Transportation’s jurisdiction. They are not just high speed highways, but often serve as crucial corridors for pedestrians and bicyclists; in some cases they are the only available route. This bill would ensure that when improvements occur on these crucial corridors, full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original *Complete Streets* law and contribute to fulfilling the vision of safe roads for everyone.

Thank you for the opportunity to testify in support of SB 1044.

Troy Vickrey
250 Ohua Ave. #7E
Honolulu, HI 96815

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: bbrody1@hawaii.rr.com
Subject: *Submitted testimony for SB1044 on Feb 10, 2015 14:45PM*
Date: Friday, February 06, 2015 2:20:18 PM

SB1044

Submitted on: 2/6/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Bev Brody	Individual	Support	No

Comments:

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February 7, 2015

Re: SB1044

Honorable Ladies and Gentlemen,

Thank you offering an update bill for the Complete Streets program. I support the bill enthusiastically.

I am a 63 year male cancer survivor who has use of one arm, is tubefed and on oxygen 24/7. I ride a recumbent trike that allows me to get exercise outdoors. I am blessed to be able to ride my bike and keep fit. The recent opening of the King Street Track has made a huge impact by making us bikers feel totally safe. I love that Track!

I also have used the bike paths to Hawaii Kai, Sandy Beach to Kailua, Ala Moana park, Ala Wai Canal, Date Street, Kalakaua Ave by Kapiolani Park, the Pearl Harbor bike path and others.

I encourage you and support you to pass this bill and any other legislation that provides bikers and/or pedestrians a safer place on the roads of our beautiful island. There's no feeling like have the wind in your face with the sun shining down as I bike all over Oahu.

Warm regards and Mahalo Nui,

Jesse Jones

Jj42aol@gmail.com

From: [Anne Massie](#)
To: [TRA Testimony](#)
Subject: SB1044 and HB1358 - My Testimony
Date: Saturday, February 07, 2015 4:04:36 PM

Dear Leaders:

I am writing my testimony to you to show my strong support of the Complete Streets bill (SB1044 and HB1358).

I moved to Oahu two years ago from Tucson, Arizona. I was an avid bicyclist riding 60+ miles a week. I hoped to continue that level of riding here.

Upon arrival on Oahu, I was horrified to see the lack of safe bicycling lanes, bicycle lane signage, and hear the statistics for accidents involving bicycles. My riding experience here has been abysmal: drivers do not share the road with cyclists, signage does not direct drivers and cyclists safely, and the roads are not improved to manage drivers and cyclists together safely. I have been nearly hit while riding in a very narrow bike lane on more than one occasion. Once, while riding in a wide dedicated bike lane in Kapolei, a car intentionally drove into the bike lane honking their horn at me.

The Department of Transportation Services states on its website that Oahu, "has 46 miles of bike paths, 52 miles of bike lanes, and 36 miles of bike routes." That is a sad statistic. This is not something to be proud of rather it is something to improve upon! Oahu needs more bike lanes and appropriate signage for drivers and cyclists to manage the increasing number of people using bicycles.

Furthermore, pedestrian access is very poor on Oahu. Many crosswalks are on curves or in blind spots where vehicles exceeding the speed limit could easily hit a pedestrian before attempting to stop. One of my co-worker's mother was killed during the day in a crosswalk in Kailua last year near the 7-11 convenience store on Kailua Road.

This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on thses crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone today and in the future.

I urge you to consider all of the users of the roads, not only the drivers and provide the Department of Transportation the means to meet these needs through this bill.

Thank you.

Sincerely,

Anne K. Massie

92-6055 Nemo Street

Kapolei, HI 96707

(808) 674 -7420

Sent from my iPad, A Hui Hou

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: danmountain15@yahoo.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Sunday, February 08, 2015 7:47:38 AM

SB1044

Submitted on: 2/8/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Daniel W. Dennison	Individual	Support	No

Comments: Dear Chair and Transportation Committee members, I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on thses crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you, Dan Dennison

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: ammen@dogclass.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Sunday, February 08, 2015 9:31:37 AM

SB1044

Submitted on: 2/8/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
amy ammen	Individual	Support	Yes

Comments: Honolulu is the perfect environment for COMPLETE STREETS. Despite having perfect weather and generally great proximity to necessities (entertainment/socialization, shopping, errands, etc), Honolulu has too many cars. COMPLETE STEETS are the most practical first step to improve environmental and individual health.

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: richardgalluzzi@gmail.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Sunday, February 08, 2015 2:33:16 PM

SB1044

Submitted on: 2/8/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Richard Galluzzi	Individual	Support	Yes

Comments: Aloha, I support this legislation. Over the past five years, it has been clear that the State Department of Transportation views transit users, the elderly, bicyclists, and pedestrians as second class citizens on our roads. Despite a law mandating that they do so, they have completed project after project without implementing Complete Streets measures--even when it's clear that doing so would be relatively easy. Obviously, something needs to be changed. The steps outlined in this bill are a good first step to changing the culture at the State DOT and ensuring the safety and comfort of all users of state transportation infrastructure, not just of motorists. Sincerely, Richard G. Galluzzi

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: mmmmahalo2000@aol.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Sunday, February 08, 2015 3:01:45 PM

SB1044

Submitted on: 2/8/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Mike Moran	Individual	Support	No

Comments: Maui County is presently trying to establish a "Complete Streets Bill" via newly established (2014) Public Works Commission. Any actions to speed this policy up is appreciated. Please support, Mahalo, Mike Moran Kihei, Maui

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Written Testimony Presented Before the
Senate Committee on Transportation
Tuesday, February 10, 2015 at 2:45 p.m.
Carl Clapp

SB1044 – RELATING TO TRANSPORTATION

Chair Nishihara, Vice Chair Harimoto and members of the Committee:

I use our roads to bicycle between 20 and 30 miles a day commuting both to and from work and riding recreationally on weekends. I am writing to express my strong support for the Complete Streets bill SB1044.

This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contribute to fulfilling the vision of safe roads for everyone.

Thank you for the opportunity to provide written testimony.

Testimony Submitted in Favor of SB1044 Regarding Implementation of Complete Streets

Dear Senators Nishihara and Harimoto:

I am writing on my own behalf in support of the Complete Streets legislation now before you. While the City and County of Honolulu has moved forward to make our streets safer and more amenable to all users, the State DOT has remained fixated on providing service only for cars in our public rights of way. This has proven dangerous to pedestrians and cyclists on such highly used routes as Kamehameha Highway. We remain the worst state in the country for death to elderly pedestrians, a condition we cannot correct unless DOT is required to change its focus on cars alone.

Please pass out this measure in its strongest possible terms. It will help us move our transportation system into one that truly serves the needs of our community.

Mahalo.
John B. Goody
Kahaluu

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: vanwiee@gmail.com
Subject: *Submitted testimony for SB1044 on Feb 10, 2015 14:45PM*
Date: Monday, February 09, 2015 7:29:38 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Elliot Van Wie	Individual	Support	Yes

Comments:

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Senate Transportation Committee

Aloha Senator Nishihara and Harimoto,

I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

I have been cycling to work from McCully to Kalihi for four years and know there is a marked difference between cycling friendly and unfriendly streets. I joke with friends that cycling is great for your health until you get hit. This bill will help protect me and others like me who wish to commute to work in a mode other than a car.

People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Thank you,

Jason DeMarco

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: sunio@hawaii.edu
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 8:49:32 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Dorothy M Sunio	Individual	Support	No

Comments: Aloha, I am writing to express my strong support for the Complete Streets bill - SB1044. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on thses crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you, Dorothy M Sunio

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From: [Charlene Santala Gearing](#)
To: [TRA Testimony](#)
Cc: [Larry Gearing](#)
Subject: Complete Streets
Date: Monday, February 09, 2015 9:21:44 AM

Transportation Chair Nishihara,

We are writing to express our strong support for the Complete Streets bill HB1358. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

We moved from the mainland to KoOlina last June. We run or bike almost daily, and we rely on the quality of the shoulder to ensure our safety. Since moving here and attempting to continue these activities on the west side and elsewhere on Oahu, it has become apparent to us that our roadways are not keeping up. Many shoulder areas are in poor conditions, non-existent, or blocked by concrete barriers that force us to ride in the roadway. (Nanakuli) The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Thank you,

Charlene and Larry Gearing

92-1076 Olani Street, #3-1
Kapolei HI 96707

[608-239-0454](tel:608-239-0454)

Complete Streets on the Ground

Complete Streets is supposed to ensure that are roads are designed, built, and maintained to accommodate all modes -bicyclists, pedestrians, transit users, and motorists. A look at recent and planned Hawaii Department of Transportation projects shows that this isn't happening.

- HDOT continues the practice of not including the shoulder in all repaving work. This leaves the shoulder, which services bicyclists and in some cases pedestrians, in poor and sometimes dangerous condition.
- HDOT continues the practice of installing guardrails and rumble strips in a manner that limits usable shoulder space, in cases making it such that cyclists have no option but to ride in the road, when if designed differently a shoulder would be available.
- Kamehameha Highway between Waipio and Mililani is currently undergoing a major resurfacing - the project will not bring any significant pedestrian and bicycle improvements.
- Vineyard Boulevard recently underwent a major resurfacing and involved no significant pedestrian or bicycle improvements.
- Kalaniana'ole Highway through Waimanalo is planned for major work in the coming years and the initial plans

don't address pedestrian and bicycle safety.

- Kamehameha Highway on the Windward side is planned for major work in the coming years and the initial plans don't address pedestrian and bicycle safety.

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: aaron@s4xton.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 9:34:55 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Aaron Landry	Individual	Support	No

Comments: Complete Streets is often talked about but implementation has not always been followed. This should be a requirement as proper street design increase pedestrian, bicyclist and motorist safety, as well as encouraging alternative transportation modes. With some of the worst traffic in the country and with some of the highest rates of pedestrian fatalities, moving forward with complete streets should be a necessity. I strongly support this. Mahalo for the opportunity to testify.

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: brendon@hbl.org
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 9:36:30 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Brendon Hanna	Individual	Support	No

Comments: Chair Nishihara, I would like to register my strong support for the Complete Streets bill (SB1044). This bill will make the 2009 Complete Streets law more effective by requiring the state DOT to consider our roads from the standpoints of pedestrians, bicyclists, and transit users; not just motorists. As an example of why better implementation of Complete Streets is needed, yesterday evening I was forced to make a very long detour on an unofficial trail through Kipapa Gulch, as I am unwilling to traverse Kam Hwy between Waipio and Mililani on my bicycle. Despite the fact that this section of Kam Hwy is being repaved, it would seem that no reconsideration is being given to pedestrian or bicycling needs on this road. There are no bike lanes; there is not even a sidewalk! How are people supposed to get out of Mililani?? Sometimes when driving I see people walking or biking along this stretch of Kam Hwy, and it looks very unsafe. Not only that, the lack of options serves to perpetuate our dependence on automobiles and fossil fuels for transport, when we could have other options such as cycling that would be more pleasant, healthy, and environmentally responsible. It was very disappointing to see that the Kam Hwy repaving project between Waipio and Mililani did not include the shoulders (as is encouraged by Complete Streets). Doing so would have made this stretch of road MUCH more useful and safe for all travelers. Roads should not be just corridors for fast moving cars, but should also service the needs of those who, for whichever of many valid reasons, choose not to use a car. This bill will ensure that when improvements occur on these crucial pieces of infrastructure that full consideration is given to pedestrian and bicycle improvements. The original Complete Streets law was definitely a step forward, but we need full and accountable implementation by the state in order to realize the vision of safe roads for everyone. Thank you,
Brendon Hanna

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: gsalim@hawaii.edu
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 9:37:11 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Germaine Salim-Hagihara	Individual	Support	No

Comments: Aloha, I am writing to express my strong support for the Complete Streets bill (SB1044). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. Some aging Hawaii residents must rely on alternative forms of transport; other residents are increasingly choosing alternative forms of transport due to the frustrations, limitations or costs associated with vehicular travel. Choosing to walk and bicycle should be a safe and logical option for our diverse community. However, the unsafe conditions of our roads are evidenced by alarming numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there have been approximately 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists. In some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contribute to the vision of safe roads for everyone. Thank you, Germaine Salim

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Aloha,

I am writing to express my strong support for the Complete Streets bill SB1044. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Thank you,

Joseph Cengia

Senator Clarence K. Nishihara, Chair
Senator Breene Harimoto, Vice Chair
Committee on Transportation

Dear Senator Clarence K. Nishihara and members,

I am writing to express my strong support of bill SB1044, the complete streets bill. The passing of this bill is crucial, as it will insure that the State Department of Transportation (SDOT) makes our roads safer for all users from pedestrians, bicyclists, transit users, and motorists. The conditions of the current roads are unsafe for pedestrians and bicyclists, which is evident by the perpetual pedestrian fatalities. Most of the roads that are under the jurisdiction of the SDOT prioritize automobiles and make it nearly impossible for pedestrian and bicyclist to use those roads safely without fear of being involved in a fatal accident. Therefore, this bill will make sure that the streets will be available for all users and all modes of transportation- pedestrians, bicyclists, transit users, and motorists.

Thank You,

Sery Berhanu

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: travis@hbl.org
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 10:08:28 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Travis Counsell	Individual	Support	No

Comments: I am writing to express my strong support for the Complete Streets bill SB1044. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidenced by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According to the state Department of Health there's been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contribute to fulfilling the vision of safe roads for everyone. DOT is in violation with the law every time they repave and do not include improvements for other uses of the road. Often DOT leaves shoulders unpaved or places large rumble strips where cyclists and pedestrians occupy. Kalaniana'ole Highway through Waimanalo is planned for major work in the coming years and the initial plans don't address pedestrian and bicycle safety. Kamehameha Highway on the Windward side is planned for major work in the coming years and the initial plans don't address pedestrian and bicycle safety. These are bad decisions and need to be corrected. Mahalo,

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: paulbernstein2004@yahoo.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 11:12:42 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Paul Bernstein	Individual	Comments Only	No

Comments: Aloha Senate Transportation Committee As a regular bike rider, I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill is needed to strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. I forgo a number of bike rides, which would mean one less car on the road, because no convenient and safe path exists between my starting and ending points. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on thses crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you for your attention to my concerns. Mahalo, Paul Bernstein

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: lottj001@hawaii.rr.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 11:58:54 AM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
JONATHAN LOTT	Individual	Support	Yes

Comments: Dear Senator Nishihara, I strongly support SB1044. In light of our State's reputation for being pedestrian and bicycle unfriendly, it is disturbing that the State hasn't joined the movement to implement Complete Streets enthusiastically. It is time to recognize that pedestrians and bicyclists are an important and growing part of our transportation mix, and to get serious about encouraging this growth. How shameful to have a reputation as being a deadly place to be an elderly pedestrian! With our favorable climate and dependence on tourism, it is a "no-brainer" that we should be a leader in this area, not late to the party. Honolulu City & County have made Complete Streets a priority--this needs to be matched by State-wide commitment. Mahalo, Jon Lott, Waikiki--carless by choice for 10 years

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Senator Clarence K. Nishihara, Chair
Senator Breene Harimoto, Vice Chair

Committee on Transportation

Aloha Senator Nishihara and Senator Harimoto,

I am writing to express my strong support for the Complete Streets bill SB1044. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

I am driver, biker, and walker in and around Honolulu. I live in Waikiki and work in Kakaako and bike to work every day. I choose to bike through Kona street instead of Ala Moana Boulevard because there are fewer cars and pedestrians, making it the safer route for my commute. Kona Street however is in poor condition and could use some work to repair the many potholes and uneven pavement on the road.

Biking to work keeps me healthy and happy during my daily routine and I am a huge supporter of all the great improvements that the City & County and State are doing to make our commutes as safe as possible. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Mahalo,
June Celica Chee

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: patrick@phlatphrog.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 12:19:10 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Patrick Kelly	Individual	Support	No

Comments: Aloha, I strongly support Complete Streets and believe that SB1044 help us move forward in creating streets useful to all our residents, including people who want to walk and people who want to ride bicycles. I drive a car, and I also ride my bike. In both situations I believe better infrastructure will lessen collisions and accidents. While the Department of Transportation hears most often from frustrated drivers, who want to go faster and faster, we should not sacrifice our young people or our old people, or anyone else, who chooses an alternative form of transportation. And, of course, making it possible for people to choose an alternative can take cars off the road, thus decreasing traffic frustration. This bill will ensure that we take another small step towards creating safe and usable streets for all people. Mahalo, Patrick Kelly

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To: [TRA Testimony](#)
Cc: malia@hbl.org
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 12:25:18 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Malia	Individual	Support	No

Comments: Senator Clarence K. Nishihara and Senator Breene Harimoto
Transportation Committee Aloha Senator Clarence K. Nishihara and Senator Breene Harimoto, I am writing to express my strong support for the Complete Streets bill (SB1044). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. It's important to note that we are all pedestrians in the end, so Complete Streets are very much needed to ensure that roads take into account not just people driving vehicles. People across Hawaii are increasing choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. That's terrible, and everyone is affected! Remember, this could be your aunty, uncle, grandparent, daughter, son, spouse or friend. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you for your time and consideration, Malia k Harunaga

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To: [TRA Testimony](#)
Cc: kickaish@gmail.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 12:31:52 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Gaston Guzman	Individual	Support	No

Comments: Aloha to you I used to live in a place where the roadways only cater to cars. It was not a great city. With the help of bills such as SB1104 that I am here to support, that city started to slowly changed the shape of the city. It became pedestrian and cyclist friendly. The city became beautiful and vibrant at all times of the day because people started to feel welcome within their own city. That city started to gain much attention internationally and is now one of the greatest city for riding bikes and pedestrian activity. Montreal today has the largest gathering of bike ride, Le tour de l'ile (the island tour). It was with small steps and with supports of bill such as SB1104 , that this occurred. We need your help to make this place a friendly place for all who use the roads. The benefits that come from roadways that accommodate all may be hard to perceive sometimes. But when the government tells it's people that it's important that they are active and feel safe in their own home and neighbourhoods. The state must also put their foot forward to show that they are honest and also care for it citizens by implementing programs and laws that makes us trust and feel cared by out leaders. We as citizen are looking for hints within our elected official that this process is not just an exercise but a vision and implementation of goals set forth by electoral promises. It's a beautiful day to ride bike, and so will tomorrow and the next week. SB1044 is essential at this point in time in Hawaii. Aloha Gaston Guzman

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February 9th, 2015

Senate Transportation Committee

Aloha Senator Harimoto

I am writing to express my strong support for the Complete Streets bill SB1044. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

I have been commuting by bicycle from Pensacola Street to Downtown Honolulu for three years and until the recent installation of the protected King Street Cycle Track, my two-way commute was often like running a gauntlet of inattentive or menacing automobile drivers forcing me into potholes or to the curb.

While I am fortunate to have the protected bicycle lane along a portion of my commute, I recognize that many other residents of Hawaii must brave dangerous and high-speed roads if they wish to walk or commute by bicycle.

I support this bill because it will ensure that full consideration is given to pedestrian and bicycle improvements on Hawaii's roads..

This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone.

Thank you,

Daniel Roselle

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: terez.amato@yahoo.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 1:00:32 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Terez Amato Lindsey	Individual	Support	No

Comments: Aloha! The people of Hawai'i are in need of complete streets! Too many cyclists and pedestrians die each year from substandard roadways. Please pass this measure that builds upon and strengthens the already existing Complete Streets law passed in 2009. Thank you! Terez Amato Lindsey, Kihei

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: junipersvacation@yahoo.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 1:14:40 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Jennifer J. Frey	Individual	Support	No

Comments: I Jennifer J. Frey strongly support SB1044. On an island where traffic has reached an all time record high, it is so important to think of alternative measures. Having a bike lane and a safe pedestrian lane is so important. Exercise aside, walking to the store and for short trips around town, can be made on foot, or on a bike, or even a skateboard. Strollers and pets on leashes need safe lanes as well. Thank you.

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Senate Transportation Committee

Senator Clarence K. Nishihara, Chair

Senator Breene Harimoto, Vice Chair

Testimony in Support of SB1044 Relating to Transportation (Complete Streets)

Committee hearing scheduled for February 10, 2015 at 2:45 PM in conference room 229

Aloha Senator Nishihara, Senator Harimoto, and members of the Transportation Committee:

I am writing to express my strong support for Senate Bill 1044 for Complete Streets. This bill will strengthen the State's 2009 Complete Streets law and ensure that the State Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasing choosing to walk and bicycle; however, our roadways and transportation infrastructure are not keeping up with multi-modal uses. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the Hawaii Department of Health, there have been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Many of the roads most in need of attention are under the jurisdiction of the State's Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists. In some cases they are the only available route for pedestrians and bicyclists. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements.

This bill will strengthen the State's original Complete Streets law and contributing to fulfilling the vision of safe roads for every user, especially pedestrians and bicyclists.

Thank you.

Sincerely,

Landin Johnson

Honolulu, HI

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: joeritter3@yahoo.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 1:23:12 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Joe Ritter	Individual	Comments Only	No

Comments: Please accommodate convenient access and mobility for all users including pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities. It is their right! Dr. Joe Ritter Senate D6 House D11

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To: [TRA Testimony](#)
Cc: slwsurfing@yahoo.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 1:29:01 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
sharon	Individual	Support	No

Comments: Please protect the PEOPLE.

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February 9, 2015

Aloha Senator Harimoto,

I am writing to express my strong support for the Complete Streets bill SB1044. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads to safely accommodate pedestrians, bicyclists, motorists, and transit users.

People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping pace. The high number of pedestrian and bicyclist fatalities and injuries are due largely to the fact that many of our roads are unsafe and do not accommodate anything but fast moving cars. According to the state Department of Health there have been approximately 30 pedestrian and bicyclists fatalities and 600 serious injuries annually in recent years.

Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists. In some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors full consideration will be given to pedestrian and bicycle improvements.

This bill will strengthen the original Complete Streets law and contribute to fulfilling the vision of safe roads for everyone.

Thank you,

Norma Roath, 2801 Coconut Ave 5E, Honolulu

Complete Streets on the Ground

Complete Streets is supposed to ensure that roads are designed, built, and maintained to accommodate all modes -bicyclists, pedestrians, transit users, and motorists. A look at recent and planned Hawaii Department of Transportation projects shows that this isn't happening.

HDOT continues the practice of not including the shoulder in all repaving work. This leaves the shoulder, which services bicyclists and in some cases pedestrians, in poor and sometimes dangerous condition.

HDOT continues the practice of installing guardrails and rumble strips in a manner that limits usable shoulder space, in cases making it such that cyclists have no option but to ride in the road, when if designed differently a shoulder would be available.

Kamehameha Highway between Waipio and Mililani is currently undergoing a major resurfacing - the project will not bring any significant pedestrian and bicycle improvements.

Vineyard Boulevard recently underwent a major resurfacing and involved no significant pedestrian or bicycle improvements.

Kalanianaʻole Highway through Waimanalo is planned for major work in the coming years and the initial plans don't address pedestrian and bicycle safety. Kamehameha Highway on the Windward side is planned for major work in the coming years and the initial plans don't address pedestrian and bicycle safety.

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: johnhagihara@gmail.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 2:23:10 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
John Hagihara	Individual	Support	No

Comments: Senator Clarence K. Nishihara, Chair Senate Transportation Committee
Aloha Senator Nishihara, I am writing to express my strong support for the Complete Streets bill (include appropriate bill - SB1044 or HB1358). This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation (DOT) designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. I am a driver, transit user, cyclist, and pedestrian, and I understand the need to balance our transportation system to fit the needs of all of our state's residents. However, I am concerned that our current approach in the State DOT is not keeping pace with the needs of Hawai'i's residents. This is especially apparent along State DOT roadways where both bicycle and pedestrian infrastructure are severely lacking. Not only does this allow for unsafe roadways, but it also discourages our resident's from engaging in active, healthy transportation options. I believe that this bill will help to hold the DOT more accountable to the vision set forth in the previous 2009 Complete Streets law. As you well know, even the most well intentioned policies will struggle to achieve their initial goal without effective implementation. I urge you to support this bill as it will strengthen the original Complete Streets law and contribute to fulfilling the vision of safe roads for everyone. Thank you, John Hagihara

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I am Barbara Service and I live in Senate District 9 and Representative District 19.

I urge your strong support of SB 1044 which would require the State to report to the legislature annually on the implementation of and compliance with complete streets policy.

Hawaii's history of pedestrian traffic deaths, especially regarding seniors, is shameful. We must keep up momentum on complete streets to make sure all pedestrians, skaters, skateboarders and cyclists are provided for safely on our streets.

Thank you for your consideration of strong support.

Barbara J. Service

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: bmikel01@yahoo.com
Subject: Submitted testimony for SB1044 on Feb 10, 2015 14:45PM
Date: Monday, February 09, 2015 4:13:04 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Brian Mikel	Individual	Support	Yes

Comments: I am writing to express my strong support for the Complete Streets bill SB1044. This bill will strengthen the 2009 Complete Streets law and ensure that the state Department of Transportation designs, builds, and maintains our roads such to safely accommodate pedestrians, bicyclists, motorists, and transit users. People across Hawaii are increasingly choosing to walk and bicycle, however our roadways are not keeping up. The unsafe conditions of our roads are evidence by the high numbers of pedestrian and bicyclist fatalities and serious injuries. According the state Department of Health there's been around 30 pedestrian and bicyclists fatalities and 600 serious injuries per year in recent years. Many of the roads most in need of attention are under the jurisdiction of the state Department of Transportation. These roads are not just highways for fast moving cars, but often serve as crucial corridors for pedestrians and bicyclists, in some cases they are the only available route. This bill will ensure that when improvements occur on these crucial corridors that full consideration is given to pedestrian and bicycle improvements. This bill will strengthen the original Complete Streets law and contributing to fulfilling the vision of safe roads for everyone. Thank you, Brian Mikel

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Cc: patricia.karaffa@gmail.com
Subject: *Submitted testimony for SB1044 on Feb 10, 2015 14:45PM*
Date: Monday, February 09, 2015 8:31:46 PM

SB1044

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Patricia Blair	Individual	Support	No

Comments:

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