

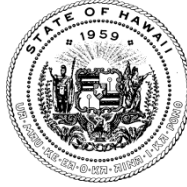
HB 1507, HD1

RELATING TO CROSSWALKS.

Requires the Department of Transportation to establish a Community Crosswalks Pilot Program to design and implement specially painted crosswalk in neighborhoods. Appropriates funds for the pilot program.

Creates a Community Crosswalks Pilot Program Special Fund.

(HB1507 HD1)



Testimony by:
FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

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

March 15, 2017
1:15 p.m.
State Capitol, Room 225

H.B. 1507, H.D. 1
RELATING TO CROSSWALKS

Senate Committees on Transportation and Energy

The Department of Transportation (DOT) **opposes** HB 1507, HD 1 to establish a Community Crosswalks Pilot Program to design and implement specially painted crosswalk in neighborhoods for the following reasons:

1. This bill is not necessary. Funds distributed to counties from the safe routes to school program special fund can be utilized as long as the goals stated in Chapter 19-109-5(c) of the Hawaii Administrative Rules (HAR) are met. 19-105-5(c) HAR states:

“(c) Projects funded in part or whole by moneys from the safe routes to school program special fund shall:

- (1) Primarily benefit elementary or middle school children; and
- (2) Achieve at least one of the following goals:
 - (A) Enable and encourage children, including those with disabilities, to walk or bicycle to school;
 - (B) Make walking and bicycling to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
 - (C) Facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.”

2. The continental design that the DOT currently uses as a standard design is recommended because research has shown it is the most visible to drivers. The continental design also improves crosswalk detection for people with low vision and cognitive impairments. It is also recommended that the continental design be used consistently for all marked crosswalks to reduce the weakening of less visible markings by comparison,

3. The DOT uses the Manual on Uniform Traffic Control Devices (MUTCD) for the design and installation of marked crosswalks. The MUTCD is a nationally recognized standard developed by the U.S. Department of Transportation, Federal Highways Administration and is adopted by the State of Hawaii for traffic control devices on public roads. Although the MUTCD provide options for crosswalk markings and color pavements, patterns or colors cannot degrade the contrast of the minimum two white horizontal markings establishing the crosswalk. All elements of pattern and color are to be uniform, consistent, repetitive, non-retroreflective, and expected so as not to be a source of distraction. No element of the aesthetic interior treatment can implement pictographs, symbols, multiple color arrangements, etc., or can otherwise attempt to communicate with any roadway user. This subdued-color aesthetic treatment requirement could result in a less visible crosswalk than the continental design,
4. The crosswalk design will also have to consider pavement coverage as paint can become slippery when wet. The continental design provides all pedestrians using the crosswalk to minimally having to walk on the pavement markings, and
5. Specially painted crosswalk markings will be difficult to maintain. Non-standard patterns and colors can result in different appearances from the original design. This inconsistency could also affect visibility of these crosswalks.

The DOT will have difficulty in meeting the requirements of HB 1507 and the MUTCD.

Thank you for the opportunity to provide testimony.

DAVID Y. IGE
GOVERNOR



WESLEY K. MACHIDA
DIRECTOR

LAUREL A. JOHNSTON
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
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ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND
MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

WRITTEN ONLY
TESTIMONY BY WESLEY K. MACHIDA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE SENATE COMMITTEE ON TRANSPORTATION AND ENERGY
ON
HOUSE BILL NO. 1507, H.D. 1

March 15, 2017
1:15 p.m.
Room 225

RELATING TO CROSSWALKS

House Bill No. 1507, H.D. 1, establishes a Community Crosswalks Special Fund, administered by the Department of Transportation (DOT), for the Community Crosswalks Pilot Program to design and implement specially painted crosswalks in neighborhoods in collaboration with the appropriate county departments and agencies. This bill proposes to designate a crosswalk within the Waipahu School Complex Area for the pilot program. The Community Crosswalks Special Fund shall be abolished on June 30, 2019, and all unencumbered balances shall lapse to the general fund.

This bill appropriates an unspecified amount of general funds, safe routes to school program special funds, and the Community Crosswalks Pilot Program Special Fund for the pilot program. There appears to be a discrepancy in the title of the special fund, as Section 1, Part (e), establishes the "community crosswalks special fund," while Sections 3, 4 and 5 references the "community crosswalks pilot program special fund."

The Department of Budget and Finance, as a matter of general policy, does not support the creation of any special fund which does not meet the requirements of

Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. In regards to House Bill No. 1507, H.D. 1, it is difficult to determine if the proposed special fund would be self-sustaining.

Thank you for your consideration of our comments.



DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814
Ph. (808) 586-8121 (V/TDD) • Fax (808) 586-8129

March 15, 2017

TESTIMONY TO THE SENATE COMMITTEE ON TRANSPORTATION AND ENERGY

House Bill 1507, HD1 – Relating to Crosswalks

The Disability and Communication Access Board (DCAB) is a statewide Governor-appointed Board with a majority of its members being persons with disabilities or family members. The Board's mission is to advocate and promote full inclusion, independence, equal access, and quality of life for persons with disabilities in society. This testimony represents a position voted upon by the Legislative Committee of the Board.

DCAB takes no position but provides comments on HB 1507, HD1 Relating to Crosswalks which will establish a Community Crosswalks Pilot Program within the Department of Transportation, which shall design and implement a specially painted crosswalk that represents a neighborhood's unique culture and promotes pedestrian safety, in collaboration with the appropriate county departments and agencies, as determined by the Director of Transportation. The bill states that the Department shall designate a crosswalk within the Waipahu School Complex Area to be used for the pilot program.


In designating the crosswalk and following the guidelines set forth on page 2, lines 1 to 20, accessibility requirements related to the Americans with Disabilities Act (ADA) may be triggered requiring the design specifications to be submitted to DCAB per §103-50, Hawaii Revised Statutes. DCAB is asking that the final review of the approved design in conjunction with the Department of Transportation and the City and County of Honolulu's, Department of Transportation Services on page 2, lines 18 (d) to 21 be submitted to DCAB for final review.

Suggested amendments to the bill which will address our concerns would be:

1. Page 1, after line 17 add the following wording:
"(4) Is located where the Americans with Disabilities Act compliant curb ramps are located on each end of the proposed crosswalk."
2. Page 2, line 6 change wording to read:
"...standards as required by federal, state and county law;"

Thank you for the opportunity to testify.

Respectfully submitted,


BARBARA FISCHLOWITZ-LEONG
Chairperson
Legislative Committee



FRANCINE WAI
Executive Director

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 14, 2017 3:32 PM
To: TRE Testimony
Cc: SAAC96814@gmail.com
Subject: Submitted testimony for HB1507 on Mar 15, 2017 13:15PM

HB1507

Submitted on: 3/14/2017

Testimony for TRE on Mar 15, 2017 13:15PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Self-Advocacy Advisory Council	Renee Manfredi	Support	Yes

Comments: We are in strong support of HB1507 HD1. We need safer crosswalks. On every island, we know of an individual with a disability who has gotten hit by a vehicle while crossing the street in a marked sidewalk. For the majority of us, walking is our mode of transportation. It is how we can independently get around. Thank you for this opportunity to provide testimony in strong support of HB1507 HD1.

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HB1507

Submitted on: 3/10/2017

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Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Support	No

Comments:

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HB1507

Submitted on: 3/13/2017

Testimony for TRE on Mar 15, 2017 13:15PM in Conference Room 225

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

Comments: Great idea.. and how about just allocating monies for workers to go around painting them around the islands. There are so many crosswalks that are unpainted and unsafe, just in downtown Honolulu. Thus piloting a neighborhood crosswalk plan is a good idea as well. What is the process for removing a crosswalk in on a road? Do you know? Who determines where a crosswalk is needed or not on our islands?

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Seattle Department of Neighborhoods (neighborhoods)

Kathy Nyland, Director

[Home \(neighborhoods\) / Programs & Services](#)

[\(neighborhoods/programs-and-services\) / Community Crosswalks](#)



Community Crosswalks

Special painted crosswalks are a great way to represent a neighborhood. They can be used to showcase a community's unique culture and history or just liven up an intersection with artistic and colorful stripes.

Interested in getting one in your neighborhood?

Review the Community Crosswalks Guidelines below for how to get started. Next, review the guidelines and criteria of the Neighborhood Matching Fund, which provides the financial support for the project. Community input and involvement are key to a successful application to ensure the design is reflective of community values.

Community Crosswalks Guidelines

When evaluating locations for potential special crosswalks and planning

designs, please follow these guidelines.

Locations	<ul style="list-style-type: none"> ■ The crosswalk must be at a location where there is already a marked crosswalk, and where a vehicle is already required to stop either due to a stop sign or traffic signal. ■ The crosswalk must be at a raised crosswalk, raised intersection, or location where traffic is controlled by a stop sign or traffic signal. ■ To the extent possible, the crosswalk should be on the lower traffic volume, shorter width streets at intersections. This will help extend the life of markings, and limit overall square footage, and bring cost down.
Pavement condition	<ul style="list-style-type: none"> ■ Pavement must be in good condition to help the colored material bond well.
Design	<ul style="list-style-type: none"> ■ The crosswalk design must include the two white horizontal markings with standard design and reflectivity to mark the edges of the crosswalk and ensure it meets minimum standards. ■ The crosswalk design must be fully contained within these white horizontal markings. ■ Designs must use only horizontal or vertical stripes to make sure people driving, walking, and biking know these are official crosswalk and designated places for people to cross. Consistency with this style will also keep costs for a community down. ■ Colors for the ladder markings would be at the option of the applicant with approval from the Seattle Department of Transportation (SDOT), through the Neighborhood Matching Fund process. SDOT's vendor must be able to order and supply colors, so options may be limited. ■ No text or logos. ■ No octagons, triangles, or other symbols that might be confused with traffic control devices or legends.

Costs	<ul style="list-style-type: none">■ Costs for a typical crosswalk are \$25/square foot of material, depending on length, design, and whether traffic will need to be redirected or stopped during installation.
Maintenance	<ul style="list-style-type: none">■ Depending on the amount of vehicle traffic on the street, painted crosswalks can last 3-5 years.■ Community groups are responsible for all costs associated with maintenance.

All special painted crosswalks need to be approved and installed by the Seattle Department of Transportation (SDOT) to make sure they're safe, reflective of community values, and able to be maintained.

How do I apply to the Neighborhood Matching Fund?

The **Neighborhood Matching Fund (/neighborhoods/programs-and-services/neighborhood-matching-fund)** (NMF) awards matching funds for projects initiated, planned, and implemented by community members with the goal of building stronger and healthier neighborhoods through community involvement and engagement. Every award is matched by a neighborhood's contribution of volunteerism, donated materials, in-kind professional services, or cash.

Since SDOT actually installs the crosswalk, applicants should have a strong community involvement strategy. Some ideas include:

- Outreach activities to the neighborhood which could include flyers, social media, etc.
- Community meetings to discuss designs and colors and select the final design.
- Community celebration event when the crosswalks are completed.

Where can I get help with the project?

The Neighborhood Matching Fund staff advises community groups on ways to develop successful applications and projects. Community members are **strongly encouraged** to contact a Neighborhood Matching Fund Project Manager before applying at 206-233-0093 or **NMFund@seattle.gov** (<mailto:NMFund@seattle.gov>)

Howard Wu at Seattle Department of Transportation can discuss your preferred location and color ideas with you. You can contact him at **Howard.Wu@seattle.gov** (<mailto:Howard.Wu@seattle.gov>) or 206-684-3902.

Interested in having a standard crosswalk painted where there isn't one currently?

Find more information about **Marked Crosswalks** (<http://www.seattle.gov/transportation/MarkedCrosswalks.htm>).

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Seattle

Neighborhoods (<http://www.seattle.gov/neighborhoods/>)

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HB1507

Submitted on: 3/14/2017

Testimony for TRE on Mar 15, 2017 13:15PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Rachel L. Kailianu	Individual	Support	Yes

Comments:

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HB1507

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Submitted By	Organization	Testifier Position	Present at Hearing
Victor K. Ramos	Individual	Oppose	No

Comments:

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HB1507

Submitted on: 3/13/2017

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Submitted By	Organization	Testifier Position	Present at Hearing
Owen Miyamoto	Individual	Oppose	No

Comments: Crosswalks are designed and installed to clearly indicate the appropriate location for pedestrians to cross a street and warn drivers to yield the right-of-way to pedestrians in the crosswalk. To paint additional signs and messages will distract from the intent of the crosswalk and the control of traffic. Communities have ample opportunity to advertise their community pride by installing signs that comply with sign codes of both the state and the city. HB 1507 should be tabled.

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