



## **Testimony in support of HCR 219 “Urging the State Department of Transportation and County Departments of Transportation to seek greater Federal funding for constructing bike and pedestrian paths and improving currently available bike and pedestrian path infrastructure”**

The American Heart Association **supports HRC 219.**

The AHA is committed to nationwide implementation of complete streets policy. Working jointly with the Robert Wood Johnson Foundation (RWJF) to create Voices for Healthy Kids®, our goal is to create environments that support health so all people in the United States can eat healthier foods and be more active.

People of all ages and abilities want to go places safely and conveniently. Whether they drive, walk, bike, or ride a bus or train, when people are on a complete street they know they are on a road designed to safely accommodate their preferred mode of travel. Complete streets policies support more choices, so that everyone can get to the places that they need to go. Communities across the nation have begun to work toward making our streets safer and more convenient for all users (including bicyclists, pedestrians, and transit riders of all ages and abilities) through complete streets policies.

“Complete streets” is a term describing roads that allow safe and convenient travel for everyone who uses them and for all modes of transportation. These streets have infrastructure and design components, such as safe street crossings, accessible sidewalks, and bicycle lanes, that make it easy to walk to shops, bike to work, or cross the street to and from a train station.

Complete streets are safe, people-friendly, and support good health. Complete street design may offer many benefits to communities, including:

- Reduced traffic injuries
- Improved visibility of people walking and bicycling
- Improved air quality
- Improved friendliness of the street environment, for walking, bicycling, shopping, waiting for the bus, chatting with neighbors, or playing.

Street-scale improvements, such as sidewalks, bike lanes, and safe street crossings, will better connect communities and provide kids more opportunities to be physically active. Engaging in daily physical activity reduces the risk of obesity, coronary heart disease, stroke, hypertension, diabetes, and some types of cancer. Multiple studies have also shown that more active kids have higher levels of cardiovascular fitness. In fact, studies show that people in walkable neighborhoods generally get about 35 to 45 more minutes of moderate intensity physical activity a week and are less likely to be overweight or obese than those in low-walkability neighborhoods. But not only that; kids may also perform better academically and have increased levels of focus and good behavior in the classroom. Given that 75 percent of teens are not getting enough physical activity, it is

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critical to find ways to increase physical activity opportunities in the places where youth live, learn, and play. Complete streets approaches make it safe and convenient for people to incorporate physical activity into their daily routines.

Complete streets have also been found to benefit local economies. In a study of 37 complete streets projects by Smart Growth America, “complete streets projects were related to broader economic gains like increased employment and higher property values.” What’s more, the safety improvements of complete streets can have financial benefits. The report found that complete streets saved \$18.1 million in collision and injury costs in one year.

Planning and transportation agencies at the city, county, regional, or state level can help communities become safer for walking and bicycling by promoting and implementing comprehensive complete streets policies. HCR 219 urges our State and County departments of transportation to spur further building of bike and pedestrian paths by seeking additional Federal funding for those projects. The American Heart Association supports this resolution for both the health, and the economic benefits that it will bring to Hawaii.

We urge your support of HCR 219.

Respectfully submitted,

Donald B. Weisman  
Hawaii Government Relations and Communications Director

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March 21, 2018

Representative Henry J.C. Aquino, Chair, Committee on Transportation  
Representative Sean Quinlan, Vice Chair, Committee on Transportation  
Honorable Members of the House Committee on Transportation

RE: Support of HCR219/ HR189

Aloha Chair, Vice-Chair and Members of the Committee:

Thank you for the opportunity to testify in support of HCR219/ HR189. Blue Zones Project was brought to Hawaii by HMSA to help increase the overall well-being of our communities and to make Hawaii a healthier, happier place to live, work and play. To accomplish that goal, we address ways that we can lower the rates of obesity, tobacco use, and chronic diseases. Currently active in eight communities in Hawaii, we have engaged over 14,000 individuals and 400 organizations since the beginning of 2015.

As you may know, Hawaii ranked as the third healthiest place to live in 2017 by the Gallup-Sharecare Well-Being Index, yet it scored only 63.4 out of 100. We are committed to improving this number by making small changes like improving walkways or providing more bike lanes in the state so it will result in nudging community members toward healthier decisions daily because they are easy and safe choices.

HCR219/ HR 189 strongly aligns with our philosophy of enhancing the built environment of the community by improving the existing bike lanes and pedestrian walkways or increasing the overall numbers of walkways and bike paths in communities. When there are safe, accessible areas for multi-modal transportation, all users gain improved access and increased safety. As a state, we need to access all available funding to increase the safety for all users of our roadways. We look forward to collaborating with other stakeholders on these projects.

Thank you for this opportunity to testify, and we respectfully request that you pass this resolution onto the House Committee on Finance.

Sincerely,

A handwritten signature in black ink that reads "Peggy Mierzwa".

Peggy Mierzwa  
Statewide Policy Lead—Hawaii  
Blue Zones Project

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Hawaii by



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Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HOUSE COMMITTEE ON TRANSPORTATION  
Wednesday, March 21, 2018 — 9:45 a.m. — Room 423

**Ulupono Initiative Strongly Supports HCR 219, Urging the State Department of Transportation and County Departments of Transportation to Seek Greater Federal Funding for Constructing Bike and Pedestrian Paths and Improving Currently Available Bike and Pedestrian Path Infrastructure**

Dear Chair Aquino, Vice Chair Quinlan, and Members of the Committee:

My name is Murray Clay and I am Managing Partner of the Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and better management of waste and fresh water. Ulupono believes that self-sufficiency is essential to our future prosperity and will help shape a future where economic progress and mission-focused impact can work hand in hand.

**Ulupono strongly supports HCR 219**, which urges the State and county Departments of Transportation to seek greater federal funding for constructing bike and pedestrian paths.

Ground transportation represents approximately 25 percent of Hawai'i's energy consumption, and automobiles are the primary mode of transportation for residents and visitors. To reduce imported fossil fuel use in Hawai'i, we need to encourage the use of alternative modes of transportation such as bicycling. Ensuring the roadways accommodate all modes of transportation, by adding protected bike lanes and other complete streets concepts, unlocks the many benefits of multimodal transportation. These benefits include healthier and active communities, alleviated congestion, reduced demand for parking, and lower household transportation costs.

On average, transportation costs are the second largest household cost only behind housing. Thus, enabling significantly cheaper modes of transport can have a major impact on the livelihood of those living on Oahu, particularly given the high cost of housing and living in Hawai'i. Protected bikeways help unlock this value, so it is much more than just improving our clean, healthy, affordable, alternative transportation options, it can be an economic driver across the community.

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Currently, all of the islands lack sufficient bicycling infrastructure. Connected paths for bikers allow for safe, efficient, and accessible travel, which greatly facilitates increased ridership. As more dedicated bicycle lanes are installed, ridership will increase, and bicycling will become more commonplace. Furthermore, making Hawai'i more bike friendly aligns with the state's 100 percent renewable energy goal and the counties' pledge to eliminate fossil fuels from ground transportation.

Bicycling and multimodal transportation, however, require dedicated support. It is important to continue funding and implementing bicycle lane and complete street projects, as each project only further substantiates the value to users and the general public. UluPono strongly supports long-term dedication and commitment to a fully integrated multimodal transportation system.

Increased federal funding support for building out Hawai'i's bicycling and pedestrian infrastructure will help speed the growth of the network. Successfully procuring federal funding can demonstrate to public and private sector stakeholders that there is a real commitment and a viable plan to improving our transportation networks.

UluPono was an early supporter and funder of Biki, Honolulu's new bikeshare program. During the first six months of operation, a total of 360,729 rides were taken on Biki, with nearly two-thirds of those trips taken by residents. Biki's initial success and growing ridership is evidence of the possible positive results of building out bicycling infrastructure. Having more protected bicycle lanes would encourage further usage of bicycling, and Biki bikes, and help Hawai'i transition to a clean renewable energy future.

Thank you for this opportunity to testify.

Respectfully,

Murray Clay  
Managing Partner

ADDRESS

3442 Waialae Ave., Suite 1  
Honolulu, HI 96816

PHONE

808-735-5756



FAX

808-735-7989

EMAIL

bicycle@hbl.org

March 20, 2018

**Testimony on HCR219/HR189**

Aloha Transportation Chair Aquino, Vice Chair Quinlan, and esteemed members of the Committee on Transportation:

The Hawaii Bicycling League supports the intent of HCR219/HR189 to use more federal funding for bicycle and pedestrian projects. In our experience, the Hawaii Department of Transportation (HDOT), Oahu Metropolitan Planning Organization (OMPO), and county transportation departments have been proactive in pursuing and using federal funds for bicycle and pedestrian projects. We applaud the work of HDOT and OMPO in administering the Transportation Alternatives Program special funding for bicycle/pedestrian projects to ensure these funds are fully utilized for their intended purpose of developing bicycle and pedestrian projects. We certainly support the use of a greater portion of Hawaii's federal transportation funding for bicycle and pedestrian projects and the seeking of other federal funds that might be available.

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](mailto:chad@hbl.org)) or Daniel Alexander (808-275-6717, [Daniel@hbl.org](mailto:Daniel@hbl.org)).

Ride and Drive Aloha,

A handwritten signature in black ink, appearing to read "Chad Taniguchi", with a long horizontal flourish extending to the right.

Chad Taniguchi  
Executive Director  
Hawaii Bicycling League

A handwritten signature in black ink, appearing to read "Daniel Alexander", with a long horizontal flourish extending to the right.

Daniel Alexander  
Advocacy & Planning Director  
Hawaii Bicycling League