

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

WRITTEN
ONLY

**Testimony in SUPPORT of HB757 HD1
Relating to Transportation**

REPRESENTATIVE SYLVIA LUKE, CHAIR
HOUSE COMMITTEE ON FINANCE

Hearing Date: 2/20/2019 4:00 PM Room Number: 308

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) regarding the implementation and fiscal impacts of this bill, and to the
3 priorities set forth in the Executive Biennium Budget Request.

4 **Department Testimony:** HB757 HD1 requires the Department of Transportation to adopt a
5 Vision Zero policy to eliminate all traffic fatalities in Hawaii. This measure proposes a working
6 group, which would be responsible for developing an action plan, including a combination of
7 engineering, enforcement, education, and emergency response strategies. The Vision Zero policy
8 differs from previous approaches to traffic safety efforts by emphasizing strategies that will
9 benefit the vulnerable and underserved populations.¹

10 The DOH stands ready to participate on the Vision Zero working group and will collaborate with
11 the Department of Transportation, other key state and county agencies, and community
12 organizations towards the goal of eliminating serious injuries and traffic fatalities.

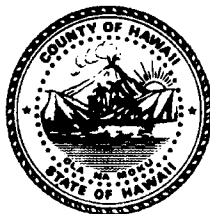
13 Over 40 cities across the US have become vision zero cities. According to the National Highway
14 Traffic Safety Administration (NHTSA), in 2016 Hawaii ranked 5th worst in the nation for
15 speed-related traffic fatalities. During the last decade, Hawaii has been above the national

¹ Vision Zero Network: <https://visionzeronetwork.org/how-does-vision-zero-differ-from-the-traditional-approach-to-traffic-safety/>

- 1 average for alcohol impaired driving fatalities. HB757 HD1 provides a mechanism for state
- 2 agencies and the legislature to support data-driven solutions to help reverse this trend.²
- 3 Thank you for the opportunity to testify.
- 4 **Offered Amendments:** None

² NHTSA Speed Visualization Data 2016: https://icsw.nhtsa.gov/nhtsa/fars/speeding_data_visualization/

Harry Kim
Mayor



Wil Okabe
Managing Director

Barbara J. Kossow
Deputy Managing Director

County of Hawai'i Office of the Mayor

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February 19, 2019

Representative Sylvia Luke, Chair
Committee on Finance

Representative Ty J.K. Cullen, Vice Chair
Committee on Finance

Dear Chair Luke, Vice Chair Cullen, and Committee Members:

RE: HB 757, HD1 Relating to Transportation (Vision Zero)

Hawai'i County is in support of Vision Zero, and in fact had a proclamation signing for Vision Zero about the same time this bill was being heard in a prior committee.

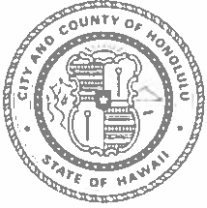
We will look forward to participating in whatever Task Force is established.

Thank you for this opportunity to testify.

Respectfully Submitted,

A handwritten signature in cursive script that reads 'Harry Kim'.

Harry Kim
MAYOR



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 202
HONOLULU, HAWAII 96813-3065
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

RON MENOR
Council Chair Emeritus &
Council Vice Chair
District 9

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WRITTEN TESTIMONY ONLY
February 20, 2019

TESTIMONY OF
COUNCIL CHAIR EMERITUS & VICE CHAIR RON MENOR
COUNCIL DISTRICT 9
CITY AND COUNTY OF HONOLULU

House Bill 757 HD1
RELATING TO TRANSPORTATION.

Chair Luke, Vice Chair Cullen and Members of the House Committee on Finance:

I am testifying in support of House Bill 757 HD1. I am submitting this testimony not on behalf of the Honolulu City Council, but as an individual Councilmember.

Vision Zero, also known as Target Zero in some states, is a movement that seeks to prevent and ultimately eliminate all traffic-related fatalities. The Vision Zero approach recognizes that drivers make mistakes so communities should implement policies and design roads that slow down vehicles in order to give people walking and biking safe alternatives and to reduce the chance that a human mistake leads to a fatality. The National Complete Streets Coalition endorses a Vision Zero approach in pursuit of the objective to design streets that prevent traffic injuries and fatalities, particularly for the most vulnerable road users.

State and City government need to be proactive in addressing the alarming increase in pedestrian accidents and fatalities. For example, the number of pedestrian fatalities increased 180 percent statewide from 2017 to 2018.

It's a growing problem and there is no panacea. Government needs to implement a multifaceted approach that involves a range of solutions including increased penalties for those who violate pedestrian safety laws and a stakeholders task force working toward solutions.

Mahalo for the opportunity to testify in support of this bill.

VALERIE T. POINDEXTER
Council Member
Chair, Committee on Parks and Recreation
Council District 1



Phone: (808) 961-8018
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HAWAI'I COUNTY COUNCIL

County of Hawai'i
Hawai'i County Building
25 Aupuni Street, Suite 1402
Hilo, Hawai'i 96720

February 19, 2019

Committee on Finance

Representative Sylvia Luke, Chair

Representative Ty J.K. Cullen, Vice Chair

Email: repluke@capitol.hawaii.gov

Email: recullen@capitol.hawaii.gov

Subject: Testimony Supporting HB757 HD1, Relating to Transportation

Hearing: February 20, 2019, 4:00 p.m., Conference Room 308

Dear Chair and Vice Chair:

On behalf of myself and the constituents of Council District 1, Hāmākua, County of Hawai'i, I would like to express our support of HB757 HD1, and submit a brief testimony as follows:

This bill requires DOT and county transportation departments to adopt Vision Zero policies to prevent and eliminate traffic fatalities and establishes and funds a temporary working group in DOT to review traffic policies and recommendations to prevent traffic fatalities, develop an action plan, and report to the Legislature.

I strongly support and urge the enactment of HB757 HD1. Thank you for your time and consideration.

Sincerely,

Valerie T. Poindexter

February 20, 2019

RE: Support **HB757 HD1** Relating to Transportation

Chair Luke, Vice-Chair Cullen, and Members of the Finance Committee:

Mahalo for hearing this measure that calls for better ways to address the tragic deaths on our state and local roads. We support HB 757 HD1.

Brought to Hawaii by HMSA, Blue Zones Project helps increase the overall well-being of our communities to make Hawaii a healthier, happier place to live, work, and play. To accomplish that goal, we address ways to lower obesity rates, tobacco use, and chronic diseases.

At Blue Zones, we try to increase opportunities for people to move naturally throughout their day. Currently, our shared public right of ways discourage natural movement. In 2018, 43 pedestrians were killed compared to 38 motorists, and in total road deaths, 117 people were killed. There needs to be a radical, comprehensive, systematic approach to addressing safety on our roads. By working together, we can increase the safety for all road users. Vision Zero is not just a plan or a policy, it is a wholistic approach to safety by using data, street design, driver education, and pedestrian awareness.

Tragically, three individuals were killed in a horrific crash on Monday evening. Although it happened all at once, this scene is not unfamiliar. Again and again people are killed on our roadways. A single death causes great loss and sorrow to family, friends, and our community. Speeding, distracted driving, and intoxication are all major contributors to these deaths.

Vision Zero, a strategy to eliminate traffic fatalities, originated in Sweden in 1997, when it was adopted as the official road policy founded on the core belief that loss of life was not an acceptable price to pay for mobility. In the United States, large and small cities from coast to coast have been recognized as Vision Zero Communities by the Vision Zero Network. By implementing a variety of strategies many lives have been saved. In 2017, through adoption of Vision Zero, both San Francisco and New York City have seen the lowest traffic related fatalities since record keeping began in the early 1900s.

Vision Zero approach identifies the places where the highest incidences of fatalities occur, and then utilizes polices and best practices to systematically address the deadly situations. Our roadways need to be made safe for our most vulnerable users.

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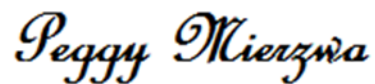
Currently, Maui County, City and County of Honolulu, and the County of Hawaii have formally committed, through resolution or proclamation, to the process of bringing Vision Zero to their counties. Kauai recently passed their street design manual into law, which calls for “safer streets for all”. This county work is to ensure the safety of all the road users by taking into consideration people with all physical abilities. Working to implement their Complete Streets Plans, creating Vision Zero implementation plans, collecting data, collaborating on ideas, and reaching out to the Vision Zero Network for best practices and support are all ways to amplify safety.

This bill requires a collaborative effort with county, state, and other involved groups. It is important to have strong working collaborations with the state department of transportation, county transportation entities, highly invested groups such as law enforcement and AARP, as well as other community groups like PATH.

We believe that the time has come to more effectively address this major issue. Many people have been working together to achieve a safer community. This measure will help coordinate the efforts.

Mahalo for this opportunity to testify in support of HB757 HD1.

Sincerely,



Peggy Mierzwa
Statewide Policy Lead—Hawaii Blue Zones Project

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Hawaii by



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Medicine, Native Hawaiian
Research Office

En Young, MBA
Sansei, Lanai

Date: February 19, 2019

To: Representative Sylvia Luke, Chair
Representative Ty Cullen, Vice Chair
Members of the Finance Committee

Re: Support for HB757 HD1, Relating to Transportation

Hrg: February 20, 2019 at 4:00pm at Conference Room 308

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of HB757 HD1**, which creates a temporary working group to assess and develop a plan to adopt a vision zero policy for the state.

We applaud the legislature's commitment to creating safer, more livable streets with the goal of eliminating all traffic fatalities and reducing severe injuries. Injuries are not accidents – they are predictable and preventable. Vision Zero is a growing movement in cities across the nation that focuses on improving transportation systems and infrastructure for vehicle traffic as well as for people who walk, ride bicycles, and use other forms of transportation. Vision Zero is a bold vision that is not only possible, but necessary.

HIPHI convenes Healthy Eating, Active Living coalitions in each county. HIPHI supports all efforts to improve the built environment to make our roads safer and to encourage active transportation such as walking and biking. Vision Zero is a bold vision that is not only possible, but necessary and we urge the State legislature to join Hawaii county and Maui county in getting to zero deaths.

We support efforts to adopt the goals of Vision Zero to help promote and improve pedestrian safety and mobility for all residents, and ask to please pass HB757 HD1 out of committee.

Mahalo,

A handwritten signature in black ink, appearing to read 'Trish'.

Trish La Chica, MPA
Policy and Advocacy Director

ⁱ Created by the legislature in 2012, the Obesity Prevention Task Force is comprised of over 60 statewide organizations, and works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents. The Hawai'i Public Health Institute (HIPHI) convenes the Task Force and supports and promotes policy efforts to create a healthy Hawai'i.

Hawai'i Public Health Institute is a hub for building healthy communities, providing issue-based advocacy, education, and technical assistance through partnerships with government, academia, foundations, business, and community-based organizations.

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February 12, 2019

Testimony Supporting HB757 HD1

Aloha Chair Luke, Vice Chair Cullen, and esteemed members of the Committee on Finance:

Hawaii Bicycling League **strongly supports House Bill 757 HD1**, which requires the state Department of Transportation and county transportation departments to adopt a Vision Zero policy of the State and it establishes a task force to create recommendations for implementation.

One-hundred and seventeen people died on Hawaii's streets in 2018. This was part of an ongoing epidemic of traffic violence. In 2017, 106 people died and in 2015 120 people died. Every one of these deaths is a preventable tragedy. This is, in the clearest of terms, a crisis facing our community. We deserve safety and we need bold action to stop traffic deaths and serious injuries.

Vision Zero is a bold policy declaration that we will not accept traffic deaths and that we can and must act to stop traffic deaths. The bold statement of Vision Zero must be backed by equally bold actions – dedicating resources to better understanding where and how traffic deaths and serious injuries are occurring, developing clear and specific plans for engineering, enforcement, and education actions, and most importantly, the resources to implement with the speed and urgency knowing that lives depend on it.

Thank you for your work on HB757 to advance Vision Zero. We urge that Section 2 of the bill be amended to include the county police departments and all departments that have a role in implementing engineering, enforcement, and education solutions to make our streets safe for all with language such as "The department of transportation, the county transportation departments, county police departments, and all departments that have a role in implementing engineering, enforcement, and education solutions shall adopt a vision zero policy that seeks to prevent and ultimately eliminate all traffic fatalities through a combination of engineering, enforcement, education, and emergency response strategies that focus on equity."

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 Daniel Alexander (808-275-6717, Daniel@hbl.org) or Chad Taniguchi (808-255-8271).

Ride and Drive Aloha,

A handwritten signature in black ink, appearing to read "Daniel Alexander".

Daniel Alexander
Co-Executive Director
Hawaii Bicycling League

A handwritten signature in black ink, appearing to read "Chad Taniguchi".

Chad Taniguchi
Director Emeritus
Hawaii Bicycling League

HB-757-HD-1

Submitted on: 2/19/2019 3:33:54 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melodie Aduja	O`ahu County Committee on Legislative Priorities of the Democratic Party of Hawai`i	Support	No

Comments:

HB-757-HD-1

Submitted on: 2/17/2019 6:08:31 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Anthony Chang	Individual	Support	Yes

Comments:

Aloha Chair Luke, Vice Chair Cullen and other members of the esteemed House Committee on Finance

My name is Anthony Chang, Six years this March my sister, Emelia Hung, who was 24 years old, was struck by a car and died not far from here. And I stand in strong support of this bill.

Hawaii has one of the highest pedestrian fatality rates in the U.S., with traffic collisions having the highest number of deaths, physical injury wise worldwide, and passing Vision Zero legislation is a step in the right direction. Over the years other transportation issues such as traffic flow have taken a higher priority over safety and those problems haventh gotten better whole people continue to die unnecessarily. In honor of my sister's memory, I'm currently a graduate student studying Hawaii at University of Hawaii, with a specific focus on walkability, sustainable transportation, and travel safety.

If you have further questions feel free to ask me or contact me anytime.

Anthony Chang
1245 Maunakea St. #2310
Honolulu, HI 96817

Larry Geller
Honolulu, HI 96817

COMMITTEE ON FINANCE
Rep. Sylvia Luke, Chair
Rep. Ty J.K. Cullen, Vice Chair

HB757
FIN
Wednesday, February 20, 2019
4:00 p.m.
Room 308

February 17, 2019

Re: HB757 Relating to Transportation

In Support with Comments

Dear Rep. Luke, Rep. Cullen and members of the Committee:

I am technically still president of the Pedestrian Safety Coalition although it has not met in years and is effectively defunct.

But as a board member of Kokua Council and past president, I'm **angry that Hawaii leads the nation in senior pedestrian deaths year after year after year and that nothing effective has been done about it.**

Performance measures for public officials could make a difference – please see last page.

I'd like to start with these observations for the committee to chew upon:

- **The Legislature can pass laws, but if HPD does not enforce them, they are ineffective.** Despite the passage of good laws, the risk to our lives continues. Pedestrian education is no substitute for enforcement of traffic laws.
- Are both the City and State departments of transportation contributing to the death toll? They will dispute this-- perhaps the working group can look into it.

I submit this photo as an example. S. King St. at Kemole Ln. had no pedestrian crossing signs at the time of my King St. drive-through with a dash cam of March, 2015.



Hawaii's roads are deadliest in the nation for senior pedestrians

By HNN Staff | January 10, 2017

HONOLULU (HawaiiNewsNow) - Hawaii roads are the riskiest in the nation to pedestrians 65 and over, a new report concludes.

The report released Tuesday from the National Complete Streets Coalition found that 42.2 percent of pedestrian deaths in Hawaii from 2005 to 2014 were seniors.

By comparison, 15 percent of Hawaii's population is 65 or older.

The report said a pedestrian older than 65 in Hawaii is four times more likely to die walking on Hawaii roads than a younger walker.

...

"Seniors also tend to rush when they're crossing the street because they see that countdown signal come down and it's going 10, nine, eight and they think they have to rush to across the street. What happens is they rush and sometimes they fall and cannot be seen by a driver," Rae added.

An unmarked crossing on King St. is a pedestrian death waiting to happen. I took more photos of signage and pedestrian crosswalks along King Street for a blog article.

As to HPD enforcement, we have laws mandating (for example), a vehicle must stop before making a right turn on red; left turns are permitted at the green arrow only (for intersections with green arrows); intersections are to be kept clear when the light turns red.

The Legislature passed these and other traffic laws ages ago, but HPD *does not enforce them*. At the Vineyard Boulevard intersections with Nuuanu Ave. and at Pali or at Queen Emma, for example, there is **never a police car**. There is **never any police presence**.

- **Traffic laws are not enforced. Drivers know this.**
- Drivers know that they can ignore the law and the chances they will be caught are Zero.
- As a result, stopping before turning right on red is the rare exception.
- As a result, cars continue to turn long after the green arrow is off and the pedestrians have the “walk” sign. Red-light running is a recognized threat to safety.
- As a result, some cars turn left from the center lane, particularly at the Pali and Queen Emma intersections.
- As a result, during the evening rush hour, when the traffic light turns yellow, cars may start to move forward to fill and block the intersection at Nuuanu.

Some time ago the elimination of some pedestrian crosswalks appeared in the news. Whether state or city DOT, the practice is extremely dangerous. On King St., for example, one of the blacked-out intersections was incompletely blacked out-- the white crosswalk paint was still visible. Pedestrians were still crossing at that intersection. During the day, there is a good chance some cars will stop, but at night, if the pedestrian is wearing dark clothing, **the former crosswalk has been turned into a death trap.**

- The dependence on human sacrifice to determine transportation policy is barbaric.

“A typical traffic signal is not appropriate for the crosswalk because it is close to the heavily traveled Castle Junction intersection at Pali and Kamehameha highways, and because the area in front of HPU did not meet the minimum requirement of five pedestrian "incidents" in a 12-month period”—*Department of Transportation spokesman Dan Meisenzahl after the death of HPU student Mariah Danforth-Moore*

Final point: **Neither the DOTs nor HPD are held accountable for pedestrian deaths and injuries.** Perhaps this bill might suggest that the working group study how this might be done. Nor are officials held accountable for compliance with Complete Streets, with the result that there is little or no consultation with the public. Would the public have consented to the removal of popular crosswalks? I suspect not. [Not traffic related, but was the public consulted before lampposts were installed in middle of the sidewalks on Ala Moana Blvd. roughly between Punchbowl and Ward, with inadequate wheelchair clearance?] **Please see next page for a suggestion for this bill or for the working group on the need for accountability.**

Performance measures for public officials would identify failures and bring accountability

While no one single measure is sufficient to assess the performance of individual public managers or departments, the unwavering position of Hawaii as **worst in the nation for per-capita senior citizen fatalities** is an indication that city and state government, and transportation managers in particular, are failing to meet their responsibility to the people—and in this case, it is costing lives.

While fatalities are most often cited, there are of course serious and less serious injuries that result when a car or truck encounters a pedestrian on the street. People can be maimed for life. Promising careers are ended. Productive people become dependent. **Allowing unsafe conditions to exist without mitigation year after year is a failure of public policy of immense proportion.**

What we want to see is a decline in the number of deaths each year over earlier years. We would like also to see the numbers for injuries and know that they are also decreasing.

The failure is not just of the management of Hawaii's departments of transportation—it is a failure of government at every level in the state to embrace and remedy the unfortunate situation. Legislators read the newspaper and are fully aware of the annual death toll. Yet we still see unprotected intersections and missing signage on one of the most traveled streets in the city of Honolulu: South King Street, as an example. There would be plenty of other candidate streets crying for improvement.

If our leaders let these problems roll from year to year, how can there be improvement?

This needs to change.

HB-757-HD-1

Submitted on: 2/18/2019 11:20:53 AM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kirstin Kahaloa	Individual	Support	No

Comments:

HB-757-HD-1

Submitted on: 2/18/2019 11:46:51 AM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Laksmi M Abraham	Individual	Support	No

Comments:

I am writing in strong support of HB757. On Maui, we have already adopted Vision Zero with a Mayoral Proclamation and we're now in the process of adopting a resolution to support implementation of this vital program in Maui County. I strongly believe this should be a statewide effort, as we should all be committed to putting people before cars. It's time for us to realize that we CAN save lives by making Vision Zero a priority in our state. Thank you for your consideration and please support H757!

HB-757-HD-1

Submitted on: 2/18/2019 12:11:36 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Cyrus Howe	Individual	Support	No

Comments:

HB-757-HD-1

Submitted on: 2/18/2019 1:27:56 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Royce Fukuroku	Individual	Support	No

Comments:

HB-757-HD-1

Submitted on: 2/18/2019 3:05:04 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carissa Holley	Individual	Support	No

Comments:

I stongly support funding for a Vision Zero workgroup. With all the added distractions and growing number of people and cars on the road, this workgroup is essential to helping decrease the number of traffic fatalities. This needs to be a statewide initiative taken seriously.

HB-757-HD-1

Submitted on: 2/18/2019 4:20:30 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

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

Comments:

Vison Zero is an important next step for making our communitis livable and safe. There are more and more people on our sidewalks and bike routes, whether for exercise, to run errands, or as a daily commute. Even those who drive are still pedestrians for that last couple blocks after they park. To keep these vulnerable users safe, too often we rely on punishments to deter reckless behavior (tickets for speeding or running red lights) when even a simple moment of distraction can cause a deadly collision. Vison Zero will prompt out agencies to look for design and engineering solutions to decrease and hopefully eliminate fatalities on our roads.

HB-757-HD-1

Submitted on: 2/18/2019 5:05:49 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

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

Comments:

Vision Zero is a vision that there are NO fatalities on our oadways. This is what we all NEED to stive for, whether it's in our professional or personal life. Everyone has the right to be safe on Hawai'i's roadways. That should be common sense.

Thank you for the opportunity to testify.

HB-757-HD-1

Submitted on: 2/18/2019 7:17:53 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

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

Comments:

Aloha,

Please pass HB 757. Hawaii drivers have caused enough fatalities and accidents to our community. I am an active bicycle rider and walker to work and consider myself brave to ride and walk to work. Please protect me! Having a task force focused on Vision Zero will surely benefit our community. I, Travis Schmidt, support HB 757.

Thank you,

Travis Schmidt

HB-757-HD-1

Submitted on: 2/18/2019 8:26:53 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Susan J. Wurtzburg	Individual	Support	No

Comments:

Aloha Committee Members,

I live on Oahu, and enjoy walking, running, and bicycling along the roads. Far too many times, my experience is marred by drivers who create unsafe conditions for me. While running, I once had a van swerve toward me, while the driver laughed, and I had to consider diving off the side of the road over the cliffs above Hawaii Kai, along the coastal road. The driver and his companion laughed hysterically and the swerved back into the road, and off the edgeway. I guess it was fun to scare a runner. This experience is not unique. Most people on the ground on our roadways have been terrorized by drivers, or just frightened because of incompetent or drunk drivers.

The stats on pedestrian/biker/runner deaths on the roads are horrifying. It would be wonderful to have organized planning among all levels of government to reduce these unnecessary deaths (& horrific injuries) significantly.

Please pass this bill.

Mahalo,

Susan J. Wurtzburg, Ph.D.

HB-757-HD-1

Submitted on: 2/19/2019 10:46:02 AM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sery Berhanu	Individual	Support	No

Comments:

Aloha,

I, Sery Berhanu, strongly support HB757. Unfortunately, in the past years several people have needlessly been injured or have lost their lives on our streets due to traffic accidents. These accidents can be prevented if we take a proactive approach that prioritizes traffic safety. HB757 is a great step forward to eliminate traffic deaths and injuries. Vision Zero will give everyone the right to move safely within our city and in our communities.

Thank you,

Sery Berhanu

HB-757-HD-1

Submitted on: 2/19/2019 3:14:14 PM

Testimony for FIN on 2/20/2019 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Seth Kolloen	Individual	Support	No

Comments:

Traffic-reduction methods are especially needed out on the west side, where roads and intersections are designed for people traveling 25 mph, but cars often see the wide open lanes and interpret that as an invitation to drive much faster. If those speeds don't come down we'll see more and more crashes and fatalities from people trying to turn across multiple lanes of traffic where cars are going 40-50 mph. Ko Olina has traffic mitigation (speed humps) which are REALLY ANNOYING when you are driving, but they do keep everyone at 25 mph, which makes everyone safer.



LATE

Subject: Support HB757 HD-1

Dear Chair Sylvia Luke, Vice Chair Ty J.K. Cullen, Vice Chair and members of the House Committee on Finance,

My name is Kari Benes and I am the Chair of the Hawaii Strategic Highway Safety Plan (SHSP). The Strategic Highway Safety Plan Core Committee has identified “Vision Zero policies and goals” as a priority for 2019.

Recent analysis by FARS ranks Hawaii as the 5th worst in the nation for speed-related driving fatalities.¹ In addition, 2008-2017 FARS data reveals Hawaii as being above the national average for alcohol-impaired driving fatalities for the entire decade. We currently rank the 5th worst in the nation for the percentage of alcohol-impaired driving fatalities.² We applaud the legislature for the desire to reverse this trend and work towards eliminating deaths on our roadways.

HB757 HD-1 differs from traditional transportation working groups, because it provides a mechanism for the working group to report back to the legislature. This measure places emphasis on the two leading factors in roadway deaths in Hawaii, speed and impairment.

As outlined in HB757 HD-1, a vision zero approach analyzes information from a system that fails. This approach sounds negative, but by examining deeper data about crashes, system loopholes and human errors we can identify engineering, education, enforcement, emergency response, and equitable solutions within our transportation networks.³

¹ https://icsw.nhtsa.gov/nhtsa/fars/speeding_data_visualization/

² <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812630>

³ <https://visionzeronetwork.org/how-does-vision-zero-differ-from-the-traditional-approach-to-traffic-safety/>

The Hawaii Strategic Highway Safety Plan's vision is that all of Hawaii's road users arrive safely at their destinations. You can help us achieve our goal of reducing yearly fatalities, by supporting this measure.

To view the Strategic Highway Safety Plan, go to www.hawaiihsps.com

Strategic Highway Safety Plan Mission

Save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the Strategic Highway Safety Plan.

HB-757-HD-1

Submitted on: 2/20/2019 7:49:22 AM

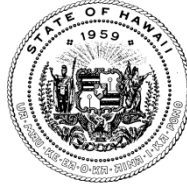
Testimony for FIN on 2/20/2019 4:00:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Megan Tabata	Individual	Support	No

Comments:

DAVID Y. IGE
GOVERNOR



LATE

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February 20, 2019
4:00 PM
State Capitol, Room 308

**H.B 757, H.D.1
RELATING TO TRANSPORTATION**

House Committee on Finance

The Department of Transportation (DOT) **supports the intent of H.B. 757 H.D.1**, but submits the following as its comments on said bill.

DOT, and our partners, lead the development of Hawaii's Strategic Highway Safety Plan. The plan was a collaboration that involved traffic safety, public safety and public health experts from government, the private sector and community groups statewide. The strategies were developed through meetings of a broad group of stakeholders consisting of more than 150 representatives of local, state, federal and community organizations.

As with Vision Zero, the Hawaii Strategic Highway Safety Plan has the vision that all Hawaii's road users arrive safely at their destinations.

DOT strongly believes that a strong multifaceted approach using legislation, enforcement and education is what is necessary to reduce the number of fatalities and injuries that are occurring on our State's roads. Furthermore, strong community and legislative support, in addition to establishing stronger laws, will result in the reduction of motor vehicle fatalities and injuries.

Thank you for the opportunity to provide testimony.