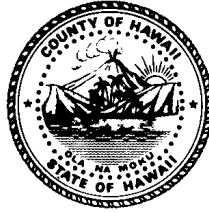


Harry Kim
Mayor



Wil Okabe
Managing Director

Barbara J. Kossow
Deputy Managing Director

County of Hawai'i Office of the Mayor

25 Aupuni Street, Suite 2603 • Hilo, Hawai'i 96720 • (808) 961-8211 • Fax (808) 961-6553
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(808) 323-4444 • Fax (808) 323-4440

April 1, 2019

Senator Donovan M. Dela Cruz, Chair
Senator Gilbert S.C. Keith-Agaran, Vice Chair
Committee on Ways and Means

Dear Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee Members:

RE: HB 757, HD1, SD1 Relating to Transportation

Hawai'i County is in support of Vision Zero, and has already had a proclamation signing endorsing the concept.

We note that HB757 has been substantially restructured as it has worked its way through the legislative process. We look forward to participating in whatever framework is ultimately established to achieve the goal of preventing, and even eliminating, traffic-related fatalities.

Thank you for this opportunity to testify.

Respectfully Submitted,

Harry Kim
MAYOR

Council Chair
Kelly T. King

Vice-Chair
Keani N.W. Rawlins-Fernandez

Presiding Officer Pro Tempore
Tasha Kama

Councilmembers
Riki Hokama
Alice L. Lee
Michael J. Molina
Tamara Paltin
Shane M. Sinenci
Yuki Lei K. Sugimura



Director of Council Services
Maria E. Zielinski

COUNTY COUNCIL
COUNTY OF MAUI
200 S. HIGH STREET
WAILUKU, MAUI, HAWAII 96793
www.MauiCounty.us

April 2, 2019

TO: Honorable Donovan Dela Cruz, Chair
Senate Committee on Ways and Means

FROM: Yuki Lei Sugimura
Councilmember

DATE: April 3, 2019

SUBJECT: **SUPPORT OF HB 757 H.D. 1, S.D.1 RELATING TO TRANSPORTATION**

Thank you for the opportunity to testify in SUPPORT this important measure. The purpose of this measure is to require DOT and county transportation departments to adopt Vision Zero policies to prevent and eliminate traffic fatalities. It also requires the state highway safety council, in consultation with the counties, to review traffic policies and recommendations to prevent traffic fatalities, develop an action plan, and report to the Legislature.

As Chair of the Maui County Council's Multimodal Transportation committee, I support efforts to prevent traffic fatalities and injuries by taking preventative measures that prioritize traffic safety. Two principles of Vision Zero help further this goal:

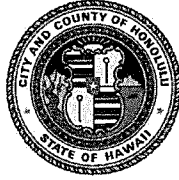
1. Vision Zero recognizes that people will sometimes make mistakes, so roadways and traffic policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities.
2. Vision Zero acknowledges that many factors contribute to safe mobility – including roadway design, speeds, behaviors, technology, and policies – and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

I support HB757 HD1 SD1 to help promote and improve pedestrian safety and mobility for all residents.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • web: www.honolulu.gov

KIRK CALDWELL
MAYOR



WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

April 3, 2019

The Honorable Donovan M. Dela Cruz, Chair
The Honorable Gilbert S. C. Keith-Agaran, Vice Chair
and Members of the Senate
Committee on Ways and Means
State Capitol, Room 211
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee:

SUBJECT: Testimony on House Bill 757 - Relating to Transportation

The Department of Transportation Services supports this measure and recommends an amendment.

Vision Zero is a priority of the City and County of Honolulu. It is a proven approach to prevent and ultimately eliminate traffic fatalities in Hawaii. Vision Zero relies on data-driven strategies and places urgency and accountability on system designers and policymakers.


Our department is already implementing Vision Zero strategies through its Complete Streets Program and proposes a Vision Zero Action Plan to the Oahu Metropolitan Planning Organization to identify high crash locations, prioritize projects, and develop educational materials. The City Council has also adopted Resolution 18-219, *Urging the City Administration to Adopt the Goals, Strategies, and Policies of Vision Zero.*

We support the mandated adoption of the Vision Zero policy by the State and counties; however, given the context-specific nature of successful Vision Zero plans, we request your consideration of an amendment to allow for individual action plans and working groups for each jurisdiction, to be driven by the respective jurisdiction, rather than an overarching statewide plan.

The Honorable Donovan M. Dela Cruz, Chair
The Honorable Gilbert S. C. Keith-Agaran, Vice Chair
Testimony on House Bill 757
April 3, 2019
Page 2

Thank you for the opportunity to submit this written testimony and for your consideration of our proposed amendment

Very truly yours,


Wes Frysztacki
Director



O'ahu County Democrats
oahudemocrats.org



Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee on Ways and Means,

RE: HB757 HD1 SD1, Relating to Vision Zero.

The O'ahu County Democrats write in support of House Bill 757, House Draft 1, Senate Draft 1. We "support safety and security in all dimensions as a basic right of all residents of the state of Hawai'i" in our Platform.¹ Any reasonable measure to institute policies like Vision Zero, evidence-based policies that work to improve traffic safety, is a reason for hope.

It has been to our continued disappointment that we have led the nation in senior pedestrian deaths, and that many of our pedestrian deaths are commonly attributable to speeding and distracted drivers, a state that is *entirely* preventable. This measure is well-justified in addressing these problems. It has hope to work because it is rooted in the principles of shared responsibility among all road users, and leadership from our public servants.

The proposed statutory language for §286 appears well-suited for the purposes of effecting Vision Zero policy as law. It is specific in listing the three-pronged approach of engineering, enforcement and education, but it leaves implementation up to the Department of Transportation, as it should. The worst implementation of Vision Zero has perhaps been in Florida, where overly prescriptive policy resulted in a perverse incentive that defunded Vision Zero when the incidence of fatalities and casualties was higher. Instead, the legislature may find that a cooperative and flexible approach as suggested by this measure will work best for the people.

Please vote in support of HB757 HD1 SD1. We thank Representative Aquino for this excellent measure. Mahalo for your consideration.

A handwritten signature in cursive script that reads "DP Armstrong".

DYLAN P. ARMSTRONG, VICE CHAIR
O'AHU COUNTY COMMITTEE, O'AHU COUNTY DEMOCRATS

1. Platform of the O'ahu County Democrats. <https://www.oahudemocrats.org/oahuplatform.htm>

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Testimony Supporting HB757

Aloha Chairs Dela Cruz, Vice Chair Keith-Agaran, and esteemed members of the Committee on Weighs and Means:

Hawaii Bicycling League **strongly supports House Bill 757 HD1 SD1**, which requires the state Department of Transportation and county transportation departments to adopt a Vision Zero policy and charges the State Highway Safety Council with developing a Vision Zero action plan and reporting recommendations to the legislature in 2020 and 2021.

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 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



April 3, 2019

RE: Support **HB757 HD1 SD1** Relating to Transportation

Chair Dela Cruz, Vice-Chair Keith-Agaran, and Members of the Ways and Means 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 SD1.

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.

Far too many people are dying on our roadways. A single death is one too many. The loss to family, friends, and our community is great. Speeding, distracted driving, and intoxication are all major contributors to these deaths. There are proven ways to help mitigate the high number of deaths we have been experiencing.

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.

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, and other highly invested groups.

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 SD1.

Sincerely,

Peggy Mierzwa

Peggy Mierzwa
Statewide Policy Lead—Hawaii Blue Zones Project

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Hawaii by



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HB-757-SD-1

Submitted on: 4/1/2019 10:45:17 AM

Testimony for WAM on 4/3/2019 10:20:00 AM

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

Comments:

HB-757-SD-1

Submitted on: 4/1/2019 10:46:21 AM

Testimony for WAM on 4/3/2019 10:20:00 AM

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

Comments:

HB-757-SD-1

Submitted on: 4/1/2019 10:54:41 AM

Testimony for WAM on 4/3/2019 10:20:00 AM

| Submitted By | Organization | Testifier Position | Present at Hearing |
|---------------------|---------------------|---------------------------|---------------------------|
| Molliane Gotter | Individual | Support | No |

Comments:

HB-757-SD-1

Submitted on: 4/1/2019 11:22:39 AM

Testimony for WAM on 4/3/2019 10:20:00 AM

| Submitted By | Organization | Testifier Position | Present at Hearing |
|---------------------|---------------------|---------------------------|---------------------------|
| Molly Mamaril | Individual | Support | No |

Comments:

HB-757-SD-1

Submitted on: 4/1/2019 12:03:03 PM

Testimony for WAM on 4/3/2019 10:20:00 AM

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

Comments:

I strongly support this Vision Zero Bill. We need to work toward solutions that keep pedestrians, motorists, and everyone on the road safe. With the increase in population and number of automobiles on the road, we need a system in place, and thoughtful action to prevent fatalities.

HB-757-SD-1

Submitted on: 4/1/2019 3:35:52 PM

Testimony for WAM on 4/3/2019 10:20:00 AM

| Submitted By | Organization | Testifier Position | Present at Hearing |
|---------------------|---------------------|---------------------------|---------------------------|
| Keikilani Uehara | Individual | Support | No |

Comments:

HB-757-SD-1

Submitted on: 4/1/2019 4:34:55 PM

Testimony for WAM on 4/3/2019 10:20:00 AM

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

Comments:

I am writing in support of HB757. In 2014, Karl Hagen was fatally struck while cycling on the shoulder of Pi'ilani Highway. This tragedy, along with other traffic accidents, has started a critical initiative to bring a national campaign – Vision Zero – to Maui County. This national collaborative campaign seeks to increase, safe, healthy, equitable mobility for all.

On September 15th of 2018, Blue Zones Project Central Maui hosted Maui's Vision Zero launch with a gathering in Kalama Park to celebrate the Mayor's Vision Zero proclamation, followed by a 5-mile memorial bike ride through Kihei led by Maui Bicycling League.

Blue Zones Project and Healthy Eating Active Living Coalition are partners in the Vision Zero Launch and ongoing advocacy. As a statewide partner in support of Vision Zero, we know it pays to invest in walking, biking and transit, which essentially equal more active, healthier communities. Vision Zero ensures our community will approach these efforts with safety as the priority. Streets that are safer for walking and biking help create healthier communities by encouraging people to use active transportation. Our commitment to Vision Zero has brought together elected leaders, engineers, police, and community members to move toward the goal of zero traffic fatalities on Maui by 2040.

Citizens, agencies, and elected officials all play important roles in promoting road safety. Vision Zero is based on the idea that traffic deaths are preventable through coordinated engineering, enforcement and education. Designing roads to slow vehicles down and give people walking and biking safe alternatives will reduce the chance that a human mistake leads to death.

Please support HB757. Mahalo for your consideration.

Laksmi Abraham, Maui, HI

HB-757-SD-1

Submitted on: 4/2/2019 8:26:15 AM

Testimony for WAM on 4/3/2019 10:20:00 AM

| Submitted By | Organization | Testifier Position | Present at Hearing |
|---------------------|---------------------|---------------------------|---------------------------|
| jeffrey alameida | Individual | Support | No |

Comments:

April 2, 2019

To: Chair Dela Cruz
Vice Chair Keith-Agaran
Senate Committee on Ways & Means

Re: **Support for HB757 HD1 SD1**

Aloha Chair Luke, Vice Chair Cullen, members of the Senate Committee on Ways & Means:

Thank you taking time to read my testimony in **SUPPORT of HB757 HD1 SD1**, requesting the State of Hawai'i to adopt a Vision Zero policy.

As a public health professional that drives a car, bikes, and walks throughout urban Honolulu, I cannot stress how important it is that we prioritize street safety for the benefit of our entire community. Through better street engineering, enforcement, education, evaluation, and policy changes, we can work across sectors to address this major issue, and I strongly believe Vision Zero provides an effective framework to do so.

Vision Zero is a collaborative, comprehensive road traffic safety program founded in Sweden that aims for zero traffic fatalities or serious injuries. Since its founding, Sweden has become a leader in road safety and has seen traffic fatalities cut in half from 1996 to 2016. This multidisciplinary approach brings together local leaders in health, traffic engineering, and law enforcement to create policies and practices to improve the safety of travel.

Vision Zero has since been adopted by over 20 major U.S. cities since 2014, including New York City, San Francisco, Washington D.C., and Austin. Between 2016-2017, New York City, San Jose, Los Angeles, Philadelphia, San Antonio and San Diego—cities with an active Vision Zero program—each saw a reduction in pedestrian fatalities. More specifically, San Francisco benefited from a 41% reduction in pedestrian deaths from 2013 (a year before Vision Zero was implemented) to 2017, a year that the city recorded the lowest traffic fatalities since 1915. Since implementing Vision Zero in 2014, New York City has benefitted from four consecutive years of declining traffic fatalities, ending 2017 as the safest year on record with a 28% decline in traffic fatalities and a 45% decline in pedestrian deaths from 2013 (a year before Vision Zero was implemented) to 2017.

Again, I absolutely support polices that make places where people live, work and play healthier and happier, and encourage this committee to pass **HB757 HD1 SD1**. Street fatalities and other serious injuries are preventable. Thank you for your time and consideration.

Respectfully,



Colby R. Takeda
(808) 497-6647
colbytakeda@gmail.com

LATE

DAVID Y. IGE
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

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

April 3, 2019
10:20 AM
State Capitol, Room 2

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

Senate Committee on Ways and Means

The Department of Transportation (DOT) **supports** the intent of H.B. 757, H.D.1.

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.



LATE

Subject: Support HB757 HD1 SD1

Dear Chair Lorraine R. Inouye, Chair Clarence K. Nishihara, members of both the Senate Committee on Transportation and the Senate Committee on Public Safety, Intergovernmental, and Military Affairs,

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 HD1 SD1 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 HD1 SD1, 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 **State Highway Safety Council** would be an appropriate body to fulfill duties listed in HB757 HD1 SD1.

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.hawaiiishsp.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.



LATE

HIPHI Board

Michael
Robinson, MBA, MA
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Hawaii Pacific Health

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Keawe'aimoku
Kaholokula, PhD
John A. Burns School of
Medicine, Department of
Native Hawaiian Health

Bryan Mih, MD, MPH
John A. Burns School of
Medicine, Department of
Pediatrics

Rachel Novotny,
PhD, RDN, LD
University of Hawaii at Manoa,
College of Tropical Agriculture
and Human Resources

Catherine Taschner, JD
McCorriston Miller Mukai
MacKinnon LLP

JoAnn Tsark, MPH
John A. Burns School of
Medicine, Native Hawaiian
Research Office

En Young, MBA
Sansei, Lanai

Date: April 2, 2019

To: Senator Donovan Dela Cruz, Chair
Senator Gilbert Keith-Agaran, Vice Chair
Members of the Ways and Means Committee

Re: Support for HB757 HD1, SD1 Relating to Transportation

Hrg: April 3, 2019 at 10:30am at Conference Room 211

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of HB757 HD1 SD1**, which creates a temporary working group to assess and develop a plan to adopt a vision zero policy for the state.

According to the Hawai'i State Department of Transportation, there have been 1,616 intersection crashes from red light and other traffic signal violations (2011-2016) and 13 deaths from drivers disregarding a red light (2011-2018). Red light cameras have been found to reduce crashes at signalized intersections by 25-30%ⁱⁱ and reduce the most serious crashes that are most likely to result in serious injury or deathⁱⁱⁱ.

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 SD1 out of committee.

Mahalo,



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.

ⁱⁱ Richard A. Retting, Susan A. Ferguson & A. Shalom Hakkert (2003) Effects of Red Light Cameras on Violations and Crashes: A Review of the International Literature, *Traffic Injury Prevention*, 4:1, 17-23, DOI: [10.1080/15389580309858](https://doi.org/10.1080/15389580309858)

ⁱⁱⁱ Federal Highway Administration. (2005, April). Safety Evaluation of Red-Light Cameras—Executive Summary. Retrieved March 12, 2019, from <https://www.fhwa.dot.gov/publications/research/safety/05049/>

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bicycle@hbl.org

Testimony Supporting HB757

Aloha Chairs Dela Cruz, Vice Chair Keith-Agaran, and esteemed members of the Committee on Weighs and Means:

Hawaii Bicycling League **strongly supports House Bill 757 HD1 SD1**, which requires the state Department of Transportation and county transportation departments to adopt a Vision Zero policy and charges the State Highway Safety Council with developing a Vision Zero action plan and reporting recommendations to the legislature in 2020 and 2021.

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 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,

Daniel Alexander
Co-Executive Director
Hawaii Bicycling League

Chad Taniguchi
Director Emeritus
Hawaii Bicycling League