

STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

Testimony of
Anukriti Hittle
Coordinator, Hawaii Climate Change Mitigation and Adaptation Commission

Before the Senate Committee on
TRANSPORTATION

Tuesday, February 9, 2021
3:05PM
State Capitol, Conference Room 224

In support of
SB 1401
RELATING TO TRANSPORTATION

SB 1402 proposes to direct the department of transportation to fashion a complete streets policy and reporting requirements. **On behalf of the Hawaii Climate Change Mitigation and Adaptation Commission (Commission), I support this measure.**

The Hawaii Climate Change Mitigation and Adaptation Commission “recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.” The Commission, established by Act 32 SLH 2017 to uphold the United States’ pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state’s climate response. Co-chaired by DLNR and Office of Planning, it consists of 20 members—chairs of four legislative committees, and executive department heads at the county and state levels.

Reducing emissions from ground transportation is one of the top priorities of the Commission. In 2018, it recognized that ground transportation contributes significantly to Hawaii’s share of greenhouse gas emissions. The Commission supports mechanisms to reduce overall vehicle miles traveled as well as converting all remaining vehicle based ground transportation to renewable, zero-emission fuels and technologies. This measure would be a significant step towards achieving these goals.

As noted in DOT’s 2020 Act 100 Report,

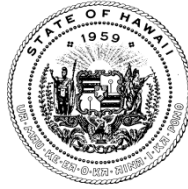
Co-Chairs:
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Director, Office of Planning

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Chair, Senate AEN
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Chair, House EEP
Chair, House WTH
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHH
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Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

Although it accounts for only 22% of the total centerline miles of highways and roads, the State Highway System carries approximately 56% of the total 22.42 million annual vehicle miles traveled in Hawaii.

These vehicle miles traveled (VMT) produce greenhouse gases responsible for the current climate crisis. Actions proposed in this measure would address the disproportionate impact that the current transportation system has on emissions by addressing VMT, and provide an opportunity for the state to step into a leadership role to address the climate crisis.

Thank you for the opportunity to offer testimony in support of this measure.



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

February 9, 2021
3:05 PM
State Capitol, Room 224 via video conference

S.B. 1401
RELATING TO TRANSPORTATION.

Senate Committee on Transportation

The Department of Transportation (DOT) **supports and offers comments** to S.B. 1401. S.B. 1401 directs the DOT to fashion a complete streets policy and reporting requirements.

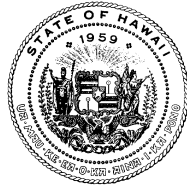
The DOT has a Complete Streets policy that applies to planning, design, construction, maintenance, and operations and implements a transportation system consistent with Complete Streets principles and the goals proposed by the bill. Complete Streets principles ensure the accommodation of all users of the road, regardless of their age, ability, or preferred mode of transportation. Complete Streets takes into consideration the needs of all users of the transportation system, including bicyclists, pedestrians, transit, freight, work force, and emergency services modes and users.

The DOT is also working towards increased transparency and access to information via its website. For example, the DOT makes project information available on its website and this past year, the Highways Division developed a webpage to share its Act 100 annual report, which shares performance measures it has established for its priority goal areas. The bill proposes that the DOT report on "measurable performance standards and benchmarks, as established in conjunction with the Moving Ahead for Progress in the 21st Century Act process applicable to each project." Per federal requirements, the DOT reports on the performance measures established by Moving Ahead for Progress in the 21st Century and the Fixing America's Surface Transportation Acts. These reports are available to the public.

The DOT has concerns with the drastic increase required for federal bikeway expenditures, which is increasing from 2% to 8%. Similar to many other State DOTs, the DOT is facing a challenge of having the needs of the State Highway System greatly outweigh available resources. The U.S. DOT has also established performance measures, including requirements for targets for pavement and bridge condition, which if not met, the DOT will incur penalties. Therefore, the DOT must be able to allocate its resources to ensure the federal requirements are met. The DOT has been meeting and

often exceeding the 2% requirement with the past three years of expenditures ranging from 2.4% to 6.6% (\$3.7 million - \$10.6 million). Therefore, the DOT requests that the increased be revised from 8% to 5% on a three year average. The average will account for the nature of transportation project expenditures, which often are not evenly spread out through the project life/phases.

Thank you for the opportunity to provide testimony.



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
Honolulu, HI 96801-3378
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Testimony COMMENTING on S.B. 1401
RELATING TO TRANSPORTATION

SENATOR CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION

Hearing Date: February 9, 2021

Room Number: Videoconference

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.

3 **Department Testimony:** The DOH offers comments on Senate Bill 1401 (S.B. 1401) which
4 directs the DOT to fashion a Complete Streets policy and adds reporting requirements.

5 S.B. 1402 proposes to clarify Act 54, the 2009 Complete Streets law, to assure its proper
6 implementation and effectiveness, as intended, by requiring the DOT to implement performance
7 measures, operational checklists, annual reports, and a public dashboard. Complete Streets are
8 streets designed and operated to enable safe use and support mobility for all users. Those
9 include people of all ages and abilities, regardless of whether they are traveling as drivers,
10 pedestrians, bicyclists, or public transportation riders.

11 In Hawaii, only 24.6% of residents met federal guidelines for physical activity.¹

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2018.

1 The implementation of policies like Complete Streets lead to the development of physical and
2 built environments that encourage walking and bicycling and is a strategic way to make physical
3 activity an integral and routine part of daily life.

4 According to the Centers for Disease Control and Prevention (CDC), “active people
5 generally live longer and are at less risk for serious health problems like heart disease, type 2
6 diabetes, obesity, and some cancers. For people with chronic diseases, physical activity can help
7 manage these conditions and complications.” Notably, these chronic diseases are closely linked
8 to more severe COVID-19 outcomes.² The current CDC physical activity initiative *Active*
9 *People, Healthy Nation* identifies eight key strategies to promote physical activity.³ Among
10 these, the top two are “activity friendly routes to everyday locations” and “access to places for
11 physical activity.” The CDC *Active People, Healthy Nation* initiative identifies Complete Streets
12 policies as a key approach to developing built environments that support physical activity.

13 S.B. 1401 is in alignment with several of the *The State Physical Activity and Nutrition*
14 *Plan 2030* Community Design and Access objectives that promote physical activity through
15 supportive built environment and transportation policies.

16 Thank you for the opportunity to testify on this measure.

17 **Offered Amendments:** None

² CDC *About Physical Activity*. 2021

³ CDC *Active People Healthy Nation*. 2020

SB-1401

Submitted on: 2/8/2021 3:00:45 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John Rogers	Testifying for Transportation Chair, Ewa neighborhood Board #23	Support	No

Comments:

Aloha Chair Senator Lee, Vice Chair Senator Inouye and members of the Transportation Committee Please accept my testimony for this very important legislation.

In 2009 [Act 54](#) was signed into law and requires that the HDOT adopt complete streets policy that seeks to reasonably accommodate convenient access and mobility for all users of the public highways.

[Act 54](#) applies to new construction, reconstruction, and maintenance of highways, roads, streets, ways, and lanes located within urban, suburban, and rural areas, if appropriate for the application of complete streets.

[Act 54](#) established a temporary task force to determine and propose changes to design standards and guidelines and make recommendations, restructuring procedures, rewriting design manuals, and creating new measures to track success that could be established to apply statewide to provide consistency for all highway users.

In 2010 the complete streets task force published the [complete streets legislative report](#) which made the following recommendations to implementing complete streets policy:

- institutionalizing complete streets thru strategic points of integration
- use national best practice guidance documents when selecting complete streets design elements
- adopt meaningful performance measures that are tied to the vision and purpose of the complete streets policy and principles
- that agencies ensure that zoning codes, subdivision codes, design guidelines and manuals and other regulations and ordinances are consistent with the complete streets policy
- that agencies should explore, prioritize, and implement diversified funding sources to support independent complete streets projects.

As to validating the record of HDOT implementing a cogent Complete Streets Policy and acting on it, one only has to look at the League of American Bicyclists' Bicycle Friendly America Report Card. The League of American Bicyclists (LAB) is our nation's premier bicycling advocacy and bicycle education organization. The LAB ranks Hawaii 38 of 50 states in the [2019 Bicycle Friendly State Report Card](#). In the Policies and Programs category, in the bicycle friendly report card, Hawaii ranks 31 of 50 and scores a D+ when answering the question: Does the state have a complete streets policy and processes to support its implementation. The HDOT does do a lot of great work but making our roadways safe for all uses following a Complete Streets protocol is not one of them.

Requiring HDOT to submit annual reports detailing compliance with Complete Streets policy and principles, establishing and publishing performance standards and most importantly, developing a Complete Streets Checklist to be posted on its website will provide much needed oversight and transparency.

Thank you!

February 6, 2021

To: Chair Lee, Vice Chair Inouye, Members of the Senate Committee on Transportation

RE: **Support for SB1401**

Thank you for this opportunity to testify in **SUPPORT** of SB1401 and for helping to promote policies and practices aimed at making our streets safer. Blue Zones Project was brought to Hawai'i 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 support policies that aim to lower rates of obesity, tobacco use, and chronic disease.

A complete streets policy can have a significant impact on deterring negative driver behavior, lowering speeds, and reducing traffic crashes, thereby encouraging active transportation, such as walking and biking. This bill helps to clarify the current complete streets policy and requires annual reporting, increased measurement standards, and improved infusion of safe design in new projects, repaving, and other maintenance activities. Our complete streets program also aligns with the goals and strategies of Vision Zero, which we know has had great success around the world.

After implementing Vision Zero in 2014, New York City benefitted from four consecutive years of declining traffic fatalities between 2013 and 2017, with 2017 being the safest year on record with a 28% decline in traffic fatalities and a 45% decline in pedestrian deaths.¹ Similar results were seen in other cities, including San Francisco. Such achievements in improved safety, mode shift, and boosts in public health outcomes were only possible with proper measurement and reporting.

As we work towards our goal of zero traffic fatalities, we must continue to support engineering, equity, evaluation, and policy efforts backed by data, which is why we ask for your support for SB1401

Thank you for this opportunity to testify,

Colby Takeda, MBA, MPH
Senior Manager

¹ City of New York. Vision Zero: Mayor de Blasio Announces Pedestrian Fatalities Dropped 32% Last Year, Making 2017 Safest Year on Record. January 8, 2018

SB-1401

Submitted on: 2/7/2021 12:02:19 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dyson Chee	Testifying for Hawai'i Youth Climate Coalition	Support	No

Comments:

On behalf of the Hawai'i Youth Climate Coalition, thank you for the opportunity to testify in support of SB1401.



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION
Tuesday, February 9, 2021 — 3:05 p.m.

Ulupono Initiative strongly supports SB 1401, Relating to Transportation.

Dear Chair Lee and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono strongly supports SB 1401, which directs the Department of Transportation to fashion a Complete Streets policy and reporting requirements. This bill ultimately would support the full embracing and application of Complete Streets policies to improve the safety of all our community members, particularly our most vulnerable and those that cannot afford vehicle ownership. It would also support those that walk and “roll”¹ to a more meaningful level, helping to reduce our vehicle dependency. Ulupono Initiative’s recent report on the vehicle economy² highlights the costs of our current transportation system that accrues more than \$3.25 billion annually from injuries and fatalities alone. Effective and documented Complete Streets policies and programs can help deliver safety benefits that prevent these crashes and the subsequent losses.³ As we make active transportation options safer, particularly if they connect to our existing transit networks, we can also help meet our transportation emission reduction imperatives and improve cost of living by not consigning our population to what is essentially forced vehicle ownership – which accounts for an additional \$13,800 annually in private costs (or 17% of our state’s household income.)⁴

As mentioned in the preamble, the current ten-year-old policy has not achieved all the objectives desired at the state level. Although some of these Complete Street activities are in practice now within our State Department of Transportation, it is unclear which are and if they have been successful since no retrospective has been undertaken. The DOT currently does not include many new advances in Complete Streets policy, project evaluation, design practices and more that evolved. Now would be an excellent time to document barriers to broader Complete Streets implementation and integration, and identify new opportunities to support the expansion of Complete Streets and active transportation. Some specific identified gaps include:

¹ Additional term for biking and those in other types of devices that those with mobility impairments use as it is more inclusive.

² <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

³ <https://www.transportation.gov/mission/health/complete-streets>

⁴ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

- An emphasis on transit-supportive projects. This means prioritizing projects that improve access to transit within decision-making. For example, there are many bus stops on all islands on State facilities that lack pedestrian, bicycling, or even basic access for those with mobility impairments.
- Dedicated funding (or a funding assessment) for activities with both the State DOT as well as the counties to implement their Complete Streets programs; this could be through existing funding (not just new funding).
- The development of a project scoping form or checklists that help improve project development and the community outreach around those projects. Generally speaking, there is significant opportunity to improve community outreach and engagement. The DOT director recently submitted comments on the safety improvements for Nimitz Highway/Ala Moana and appeared to be the only one to have done so. Given the use and impact to the community, it is difficult to believe no one else felt compelled to comment.
- Application of “quick build” approaches that test out more multimodal designs prior to construction. These include such activities as painting curb extensions, putting up temporary roundabouts, using striping, delineators, and other low-cost, non-permanent materials to see if the designs perform better from a safety and multimodal perspective. These also have the added benefit of being a dynamic way of engaging with our communities in a more proactive manner.

Overall, it is possible that the projects have become more Complete Streets-oriented over the past ten years, but it does not appear that that State has benefitted from all the positive aspects of a Complete Streets approach.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs



Young Progressives Demanding Action
P.O. Box 11105
Honolulu, HI 96828

February 8, 2021

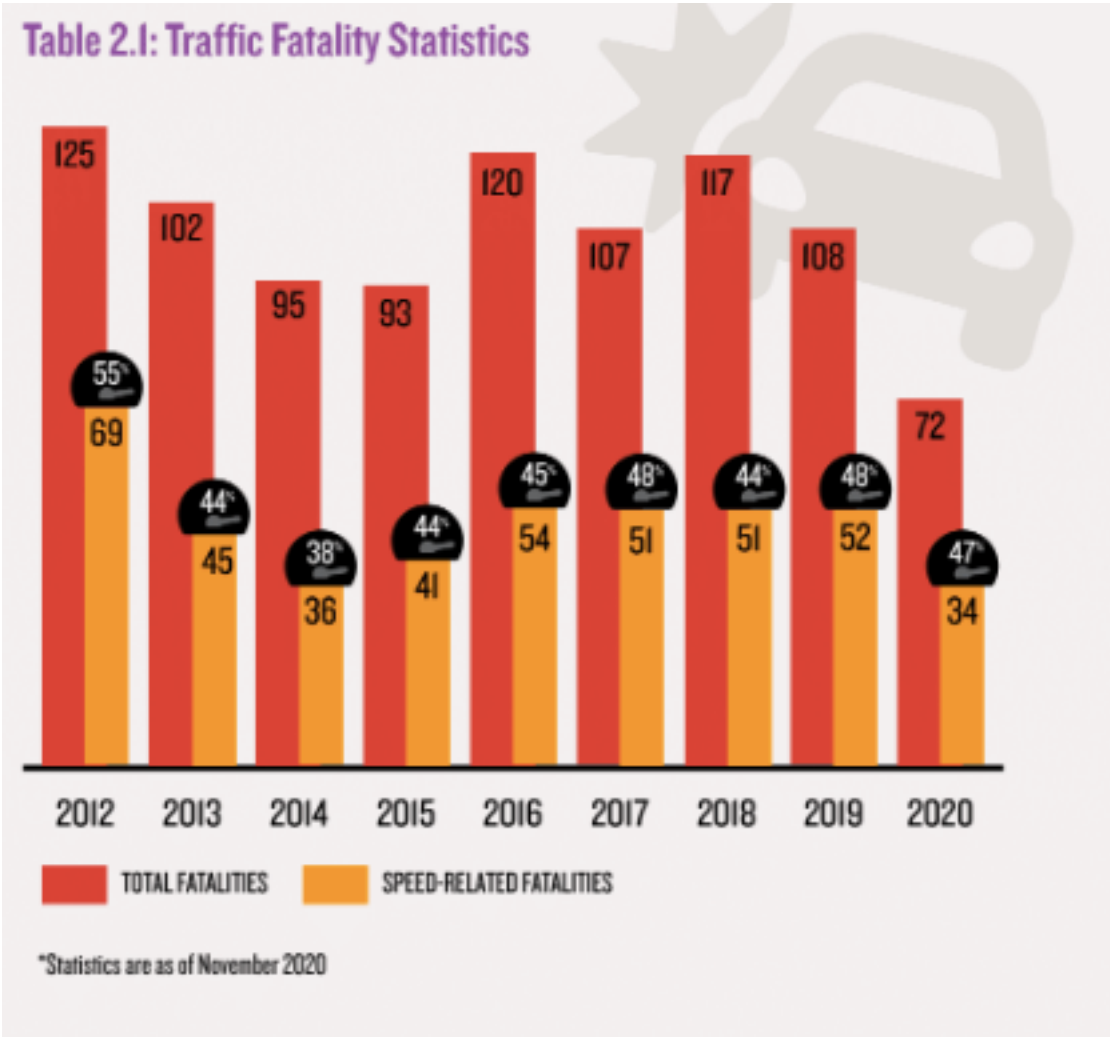
RE: Testimony in Support of SB 1401

Aloha Chair and Committee Members,

The Young Progressives Demanding Action is writing in support of Senate Bill 1401 (S.B. 1401). This bill will hold the State of Hawai‘i Department of Transportation more accountable for their Complete Streets requirements, through an annual report detailing compliance of Complete Streets policies and principles, establishing performance standards made publicly available, requiring the application of Complete Streets principles to new projects, reconstruction, repaving, operations, and maintenance, requiring a Complete Streets checklist for each project made publicly available, and requiring the counties to consider Complete Streets policies when adopting or amending land use ordinances.

All people should have the right to safe, comfortable, and equal access to community destinations and public places—whether walking, driving, bicycling, moving with assistive devices, or taking public transportation. However, many community groups have experienced systemic underinvestment, or have needs that have not been met through a traditional transportation approach, including: older adults, people living with disabilities, people who cannot afford or do not have access to a car, and Black, Native Hawaiian, Hispanic or Latino/a/x, and other Pacific Islander communities. Unfortunately, too many of our streets prioritize moving cars at dangerously high speeds over safety for all people who use the street.

In Hawai‘i, speed related crashes account for 47% of all traffic fatalities over a 10 year span from 2008 to 2017 (Hawai‘i Department of Transportation, 2020). Nationally, Hawai‘i ranks the fifth highest in proportion of speed-related fatal crashes (National Highway Traffic Safety Administration, 2020). Many of the people dying in our crashes are our kūpuna, with Hawai‘i leading the nation in the rate of older pedestrian fatalities (ages 60+) (Honolulu Age Friendly Cities Plan, 2015). Overall, the state ranks 13th in the country for pedestrian fatalities, among all age groups (Honolulu Age Friendly Cities Plan, 2015).



Source: Hawai'i Department of Transportation, 2020

We need a more accountable Complete Streets approach that integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This will help to ensure streets put safety over speed, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

We urge you to support S.B. 1401 as Complete Streets improves equity, safety, and public health, while reducing transportation costs and traffic woes. The number of deaths and serious injuries on our roads are unacceptable, and we need more accountability for the priority of safety over speed.

Thank you again for the opportunity to submit testimony.

Mahalo,

Young Progressives Demanding Action
action@ypdahawaii.org



**American
Heart
Association.**

American Heart Association testimony in SUPPORT of SB 1401, “Relating to Transportation”

The American Heart Association supports SB 1401, Relating to Transportation.

Regular physical activity is one of the most important things people can do to improve their cardiovascular health; however, population levels of physical activity remain low in the United States. A science advisory published last year by the American Heart Association, “Built Environment Approaches to Increase Physical Activity,” finds that improving built environments by making it easier and more enticing for people to use active transportation can help increase physical activity.

The advisory finds that by connecting activity-friendly routes to everyday destinations, such as work, school, shopping centers, parks, public transportation hubs and the like, people increase their physical activity levels by walking, biking or rolling, which ultimately improves cardiovascular health in all populations.

“Regular physical activity is associated with a wide array of health benefits, from reducing feelings of anxiety and depression and improving sleep and cognition, to lowering the risk of developing type 2 diabetes, some cancers and heart disease,” said the advisory’s lead author John Omura, MD, from the Division of Nutrition, Physical Activity, and Obesity at the Centers for Disease Control and all Americans. By implementing built environment strategies, communities across the United States can be designed in ways that help promote healthy and active living, increase physical activity, and ultimately improve cardiovascular health for everyone.”

However, these improvements are not possible unless government officials at the community, state and federal levels embrace and invest in built environment improvements through policy change, according to the AHA policy statement, “Creating Built Environments That Expand Active Transportation and Active Living Across the United States,” which was published alongside the science advisory.

The policy statement concludes that using human-powered, active transportation is one of the leading evidence-based strategies to increase physical activity, regardless of age, income, racial or ethnic background, ability or disability, but that environments must be conducive to such activity.

“Moving people around with safer and sustainable transportation options that integrate walking, bicycling and wheelchair use while connecting routes to all of a region’s geographic areas can improve community development, foster economic revitalization, link people to the health care system and jobs, improve air quality and help address climate change,” said the policy statement’s lead author Deborah Young, PhD., director of Behavioral Research in the Department of Research & Evaluation at Kaiser Permanente Southern California. “Providing easy access to green spaces and recreational areas not only encourages physical activity, but contributes to a healthier

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For more information on the AHA’s educational or research programs, visit www.heart.org or contact your nearest AHA office.

planet, promotes social interactions within communities and enhances overall health and well-being.”

According to the policy statement, there is no single solution to bettering built environments. Instead, community, state and federal governments, along with advocacy groups and community members, must work together to implement policies that will allow for people to feel safe while navigating their cities and towns outside of personal vehicles.

The policy statement supports a multi-pronged built environment approach, including:

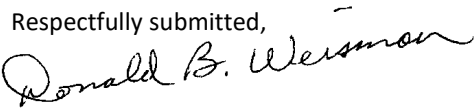
- Pedestrian and bicycle infrastructure that makes it easier for people to walk and bike by improving routes, sidewalks, bike lanes, street crossings and street furnishings such as benches, lighting, bike parking and storage or bicycle sharing programs. It is also integral to include people who use wheelchairs and other mobility assistive devices in these plans.
- Complete streets policies that ensure street designs address the needs of all vehicle and non-vehicle users.
- Safe Routes to School programs that enable children to walk, bike and roll to and from school safely. This is especially important due to COVID-19 concerns with crowded school buses.
- Public transit use and the first/last mile challenge improvements that can lead to more physical activity because of the active travel that is often required to get to transit stops and final destinations. First mile/ last mile may be difficult in many areas of the U.S. because of land use patterns in which people live in lower-density areas distant from public transportation or where there are inadequate pedestrian and bicycle facilities between transit stops and trip origin or termination points.
- Traffic Safety/Vision Zero plans that work to achieve a transportation system with no fatalities.
- Street-scale design and placemaking that make improvements to the walkability of communities by enhancing the experience people who walk bike, roll and use public transit have.
- Mixed land use and zoning that compel people to use active transportation. Housing, businesses, retail, educational, civic, recreational and other types of buildings and spaces are intermingled to make it easier and more appealing for people to get around without using a personal vehicle.

The AHA has long supported policies to encourage active transportation and create equitable opportunities for healthy living in communities across the country.

The AHA supports requiring departments of transportation, metropolitan planning organizations and local municipalities to adopt “complete streets”

policies to consider the needs of all users in all transportation projects—
whether walking, bicycling, public transportation, or driving. Please support
SB 1401.

Respectfully submitted,

A handwritten signature in black ink that reads "Donald B. Weisman". The signature is written in a cursive style with a horizontal line above the "i" in "Weisman".

Donald B. Weisman
Hawaii Government Relations/Communications Director



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**The State Legislature
The Senate
Committee on Transportation
Tuesday, February 9, 2021
3:05 p.m.**

TO: The Honorable Chris Lee, Chair

RE: S.B. 1401 Relating to Transportation

Aloha Chair Lee and Members of the Committee:

My name is Keali'i Lopez and I am the State Director for AARP Hawai'i. AARP is a membership organization of people age fifty and over, with nearly 145,000 members in Hawai'i.

AARP Hawai'i supports S.B. 1401 which directs the department of transportation to fashion a complete streets policy and reporting requirements.

AARP has been a long-time proponent of "Complete Streets" that are designed and operated for safe, comfortable and convenient travel by pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. We believe that the opportunity for everyone to travel safely in the community is fundamental to Hawaii's ability to create livable communities.

Complete Streets policies offer the opportunity to gradually improve the travel options of people of all ages. By following a Complete Streets process, Hawaii will be able to balance the sometimes-competing requirements of older drivers and older pedestrians by slowing vehicles down where necessary, by creating an easily navigated multimodal network of streets, and by improving visibility. AARP has worked very closely with the City and County of Honolulu in their Age-Friendly City initiative and looks forward to supporting a statewide effort in making Hawaii a livable and age-friendly community for all.

Thank you very much for the opportunity to support S.B. 1401.

Sincerely,

A handwritten signature in black ink, appearing to read "Keali'i Lopez".

Keali'i Lopez, AARP Hawai'i

ADDRESS

3442 Wai'ālae Ave., Suite 1
Honolulu, HI 96816

PHONE

808-735-5756

**FAX**

808-735-7989

EMAIL

bicycle@HBL.org

February 8, 2021

Hawaii State Senate Transportation Committee

RE: SB 1401 Hawaii Bicycling League SUPPORTS

Aloha Committee Members,

Hawaii Bicycling League strongly supports SB 1401. In our efforts to promote the creation of more and better bicycle and pedestrian infrastructure in our state, we interact with both City & County and State Departments of Transportation.

Act 54, passed in 2009, required Cities & Counties and the State to implement Complete Streets policies. Cities and Counties soon developed specific internal processes to achieve Act 54 requirements. We observe that these entities are focused upon and implement Complete Streets when they are possible and make sense.

It is not our general experience that the State does the same. There is a small, but valiant team within the State's DOT that attempts to effect Complete Streets initiatives within their Department. But without stated processes and requirements to do so, they are less likely to be successful in their efforts.

SB 1401 requires HDOT to design and implement Complete Streets processes and requirements that have proven to be effective in Hawaii's Cities and Counties. Please support SB 1401 so that all of Hawaii's roadways receive Complete Streets consideration.

Sincerely,

A handwritten signature in blue ink that reads "Lori L. McCarney". The signature is fluid and cursive, with the first name "Lori" and last name "McCarney" clearly legible.

Lori L McCarney
Executive Director



LATE

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Exercise Sciences

Garret Sugai
Kaiser Permanente

Catherine Taschner, JD
McCorriston Miller Mukai
MacKinnon LLP

Date: February 8, 2021

To: Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
Members of the Senate Transportation Committee

Re: Support for SB 1401, Relating to Transportation

Hrg: February 9, 2021 at 3:05 PM in Conference Room 224

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of SB 1401**, which adds clarification of the Complete Streets policy to ensure effective implementation by the State Department of Transportation.

Complete Streets makes transportation equitable by enabling safe, convenient and comfortable travel for users of all ages and abilities, regardless of their mode of transportation.

Complete Streets policies benefit the communities by accommodating everyone by improving safety, promoting better health, creating stronger economies, providing more choices, and helping out the environment.ⁱⁱ Because of Complete Streets, our youth and elderly are able to safely cross the street, get around without a car, go for a walk, spend time outdoors, walk to schools and food markets, and enjoy public spaces and parks.

SB 1401 builds on the state complete streets law passed by the legislature in 2009ⁱⁱⁱ, which required the State Department of Transportation to adopt a complete streets policy and encourage the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for all users. Establishing performance standards with measurable benchmarks, checklists to ensure incorporation of complete streets policies in new transportation projects, and annual reporting requirements are positive steps to increase the transparency and accountability of the program.

Mahalo for the opportunity to submit testimony in **support of SB 1401**.

Mahalo,

A handwritten signature in cursive script that reads 'Jaylen Murakami'.

Jaylen Murakami
Advocacy and Outreach Coordinator

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 hawaii'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 Atherton, E. & Osborne, B. (2016). Driving Public Health with Transportation. [Powerpoint Slides]

ⁱⁱⁱ Act 54, Session Laws of Hawai'i 2009

LATE

SB-1401

Submitted on: 2/9/2021 12:22:03 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Taniguchi	Testifying for Hawaii Bicycling League	Support	No

Comments:

SB1401 provides a workable mechanism for the DOT to implement Complete Streets, streets complete for all users.

This bill makes it the default for planners and engineers to make our streets safely accessible for people who walk, bike, drive and transit. A checklist ensures time is spent fully considering access for all modes. (For example, without a checklist we currently see streets being repaved with no prior thought to striping bike lanes, even when there is adequate space.)

Walking and bicycling can change our world to be safer, healthier, and sustainable (when combined with transit and judicious use motor vehicles).

For meaningful change in a timeframe that will make a difference to our future, sufficient funds need to be allocated. Requiring 8% of all ground transportation funds for multiuse paths (walk, jog, run, skateboard, baby stroll. bike) and bikeways makes meaningful change possible.

Mahalo for your support.

SB-1401

Submitted on: 2/8/2021 12:18:59 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

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

Comments:

Aloha Chairman Lee and Transportation Committee Members:

I am submitting testimony in support of SB 1401 as we need to accelerate the Department of Transportation's efforts to reduce Hawaii's greenhouse gas emissions from the transportation sector and improve overall mobility.

Bill 1401 will provide much needed transparency by forcing the Dept. of Transportation (DOT) to report on metrics that are much more closely aligned with emissions and mobility. In addition, DOT's compliance with the bill will allow the community to recognize the value of complete streets and hence build political support for this project thus raising its profile and progress towards its completion. If we are to meet our goals of 100% renewable by 2045, complete streets is a MUST.

Mahalo nui loa for hearing my thoughts on Bill 1401.

Kind regards,

Paul Bernstein, PhD

LATE

SB-1401

Submitted on: 2/8/2021 5:46:13 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
David Smith	Individual	Support	No

Comments:

Strong support. This is badly needed. HDOT is turning our highways into freeways, and the trend needs to be reversed, creating transportation corridors that create green, safe transportation routes for all means of transportation - COMPLETE STREETS!