

**STATE OF HAWAII**  
**DEPARTMENT OF HEALTH**  
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**Testimony in SUPPORT of S.B. 1401, S.D. 1  
RELATING TO TRANSPORTATION**

SENATOR KARL RHOADS, CHAIR  
SENATE COMMITTEE ON JUDICIARY

SENATOR DONOVAN M. DELA CRUZ, CHAIR  
SENATE COMMITTEE ON WAYS AND MEANS

Hearing Date: February 23, 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:** DOH supports Senate Bill 1401, Senate Draft 1 (S.B. 1401, S.D. 1)  
4 which directs the DOT to fashion a Complete Streets policy and adds reporting requirements.

5 S.B. 1401, S.D. 1 proposes to clarify Act 54, the 2009 Complete Streets law, to assure its  
6 proper implementation and effectiveness, as intended, by requiring the DOT to implement  
7 performance measures, operational checklists, annual reports, and a public dashboard. Complete  
8 Streets are streets designed and operated to enable safe use and support mobility for all users.  
9 Those 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.<sup>1</sup>

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<sup>1</sup> 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.<sup>2</sup> The current CDC physical activity initiative *Active*  
9 *People, Healthy Nation* identifies eight key strategies to promote physical activity.<sup>3</sup> 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 While much progress has been made at the state and county levels to advance Complete  
14 Streets as intended by the original act, integrating the additional elements described in S.B. 1401,  
15 S.D. 1 into the state’s approach is a welcome next step towards the state’s health, safety and  
16 sustainability goals.

17 S.B. 1401, S.D. 1 is in alignment with several of the *State Physical Activity and Nutrition*  
18 *Plan 2030* Community Design and Access objectives that promote physical activity through  
19 supportive built environment and transportation policies.

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<sup>2</sup> CDC *About Physical Activity*. 2021

<sup>3</sup> CDC *Active People Healthy Nation*. 2020

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

2 **Offered Amendments:** None



**SB1401 SD1**  
RELATING TO TRANSPORTATION  
Ke Kōmike ‘Aha Kenekoa o ka Ho‘okolokolo  
Ke Kōmike ‘Aha Kenekoa o ke Ki‘ina Hana a me nā Kumuwaiwai

Pepeluali 23, 2021

10:30 a.m.

Lumi 211

The Office of Hawaiian Affairs (OHA) **SUPPORTS** SB1401 SD1, which would clarify and facilitate the implementation of our state’s complete streets policy, and thereby promote social determinants of health that can improve health outcomes and the quality of life for Native Hawaiians and other state residents.

OHA’s most recent strategic plan included a strategic priority of Maui Ola (Health), which represents our longstanding and continued commitment to improving the quality of life of Native Hawaiians. In furtherance of this priority, and in line with the Hawai‘i State Planning Act’s priorities under Hawai‘i Revised Statutes § 226-20, OHA has supported a “social determinants of health” approach to health policy, which takes a holistic and systemic view in assessing and addressing health in Hawai‘i’s communities. OHA notes that HRS § 226-20 requires all state agencies to strive for the elimination of the health disparities of Native Hawaiians and other communities, by identifying and addressing social determinants of health. **This includes prioritizing interventions, such as complete streets, that address the social determinants of health.**

Research shows that Native Hawaiians continue to experience disparate outcomes compared to the rest of the state population, with Native Hawaiians having the highest prevalence of chronic diseases like asthma, obesity, and diabetes, compared to the state population.<sup>1</sup> These health disparities are correlated with disparities in areas recognized as **social determinants of health**, such as housing, education, social services, leisure, individual rights, culture, and public safety. For example, in addition to having poorer health outcomes, Native Hawaiians have a lower median family income despite their higher participation in the labor force.<sup>2</sup> **Community design, including complete streets equitably designed for pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities, is one of the social determinants of health;** the lack of safe, walkable

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<sup>1</sup> See OFFICE OF HAWAIIAN AFFAIRS, NATIVE HAWAIIAN HEALTH FACT SHEET 2015 VOL. I, CHRONIC DISEASE , available at <https://www.oha.org/wp-content/uploads/Volume-I-Chronic-Diseases-FINAL.pdf>.

<sup>2</sup> See OFFICE OF HAWAIIAN AFFAIRS, INCOME INEQUALITY IN THE WAKE OF THE GREAT RECESSION (2016) available at <https://www.oha.org/wp-content/uploads/2014/05/Income-Inequality-and-Native-Hawaiian-Communities-in-the-Wake-of-the-Great-Recession-2005-2013.pdf>.

and bikeable streets, conducive to outdoor physical activity and associated physical and mental health benefits, can have a significant impact on the health of a community's residents.<sup>3</sup> **By promoting the implementation of the state's complete streets policy, this measure would help to address the social determinants of health associated with our transportation infrastructure, which would in turn help to address the health disparities seen in the Native Hawaiian and other communities.**

Therefore, OHA urges the Committee to **PASS** SB1401 SD1. Mahalo for the opportunity to testify on this important measure.

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<sup>3</sup> BARBARA MCCANN & SUZANNE RYNNE, EDs., COMPLETE STREETS: BEST POLICY AND IMPLEMENTATION PRACTICES 2, 4-5, 10 (2010) available at <https://planning-org-uploaded-media.s3.amazonaws.com/publication/online/PAS-Report-559.pdf>.



/AIKIKI NEIGHBORHOOD BOARD NO. 9

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The Waikiki Neighborhood Board supports the concept of the following bill: SB1401

At the February 9, 2021 Regular Meeting of the Waikiki Neighborhood Board the Board voted in favor of the concept of this bill.

This Bill would seem to support issues like Complete Streets implantation and require Counties to plan for future construction and funding for critical pedestrian and transportation safety.

*Robert J. Finley*  
Robert J. Finley  
Chair



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

SENATE COMMITTEES ON JUDICIARY AND WAYS & MEANS  
Tuesday, February 23, 2021 — 10:30 a.m.

**Ulupono Initiative strongly supports SB 1401 SD 1, Relating to Transportation.**

Dear Chair Rhoads, Chair Dela Cruz and Members of the Committees:

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 SD 1**, which directs the Department of Transportation (DOT) 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”<sup>1</sup> to a more meaningful level, helping to reduce our vehicle dependency. Ulupono Initiative’s recent report on the vehicle economy<sup>2</sup> 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.<sup>3</sup> 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.)<sup>4</sup>

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 DOT, 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:

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

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

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

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

*Investing in a Sustainable Hawai'i*

- 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.
- Solutions that address the DOT’s concerns about federal performance metrics and increases in bikeway expenditures. Although it is true that penalties can be incurred by not meeting federal performance targets, it is also important to note that the DOT is the agency that is responsible for setting those targets within the federal performance metrics. There are no standards set by the federal government, meaning that we can find ways to meet both the federal objectives and our own active transportation needs. This bill helps provide a framework for the DOT to address these flexibility issues as well as set out a strategy for increasing our investments in active transportation projects.

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



February 21, 2021

To: Chair Rhoads  
Vice Chair Keohokalole  
Senate Committee on Judiciary

Chair Dela Cruz  
Vice Chair Keith-Agaran  
Senate Committee on Ways and Means

RE: **Support for SB1401 SD1**

Thank you for this opportunity to testify in **SUPPORT** of SB1401 SD1 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.<sup>1</sup> 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 SD1.

Thank you for this opportunity to testify,

Colby Takeda, MBA, MPH  
Senior Manager

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<sup>1</sup> 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



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**The State Legislature**  
**Committees on Judiciary and Ways and Means**  
**Tuesday, February 23, 2021**  
**10:30 a.m.**

TO: The Honorable Karl Rhoads, Chair  
The Honorable Donovan Dela Cruz, Chair

RE: S.B. 1401, SD1 Relating to Transportation

Aloha Chairs Rhoads, Dela Cruz, and Members of the Committees:

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. SD1 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, SD1.

Sincerely,

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

Keali'i Lopez, AARP Hawai'i



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Date: February 22, 2021

To: Senator Karl Rhoads, Chair  
Senator Jarrett Keohokalole, Vice Chair  
Members of the Judiciary Committee

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

Re: Support for SB 1401, SD1, Relating to Transportation

Hrg: February 23, 2021 at 10:30 AM via Videoconference

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The Obesity Prevention Task Force of the Hawai'i Public Health Institute<sup>i</sup> is in **Support of SB 1401, SD1**, which clarifies existing Complete Streets statute and adds reporting requirements 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.<sup>ii</sup> 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 2009<sup>iii</sup>, 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, SD1.**

Mahalo,



Jaylen Murakami  
Advocacy and Outreach Coordinator

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<sup>i</sup> 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.

<sup>ii</sup> Atherton, E. & Osborne, B. (2016). Driving Public Health with Transportation. [Powerpoint Slides]

<sup>iii</sup> Act 54, Session Laws of Hawai'i 2009



## American Heart Association testimony in SUPPORT of SB 1401, SD1 “Relating to Transportation”

The American Heart Association supports SB 1401, SD1 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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### Our Mission:

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For more information on the AHA’s educational or research programs, visit [www.heart.org](http://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:

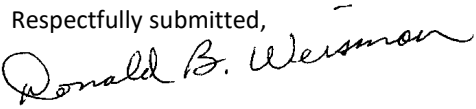
- Pedestrian and bicycle infrastructure that makes it easier for people to walk and bike by improving routes, sidewalks, bike lanes, street crossings and street furnishings such as benches, lighting, bike parking and storage or bicycle sharing programs. It is also integral to include people who use wheelchairs 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, SD1.

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

**SB-1401-SD-1**

Submitted on: 2/21/2021 8:34:09 AM

Testimony for JDC on 2/23/2021 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Paul Bernstein	Individual	Support	No

Comments:

Aloha Chair Dela Cruzm Vice Chair Agaran, and Ways and Means Committee Members, and Chair Rhoads, Vice Chair Keohokalole, and Judiciary 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 and health. The complete streets policy can help us achieve these goals. This bill will help make complete streets a reality by both:

1. Establishing meaningful metrics so progress toward this goal can be measured;  
and
2. Dedicating needed funds as this bill increases from the existing state requirement to expend eligible federal funds on projects relating to bicycling from 2% to 5%.

Mahalo nui loa for hearing my thoughts on Bill 1401.

Kind regards,

Paul Bernstein



**SB-1401-SD-1**

Submitted on: 2/21/2021 3:37:28 PM

Testimony for JDC on 2/23/2021 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ronald Reilly	Individual	Support	No

Comments:

Dear Transportation Committee Chair Chris Lee, Vice Chair Lorraine Inouye and Committee Members,

I strongly support SB1401.

This bill will expand safer road and highway access for all users and encourage and require the department of transportation and county transportation departments to take much needed steps to develop a complete streets network.

To meet Hawaii's clean energy goals all avenues available, all tools in the tool box, need to be brought to bear and this must include facilities and infrastructure that encourage near universal access for non-motorized road users. I am concerned that time is running out for us to take meaningful action to mitigate our increasingly obvious climate emergency.

Thank you for hearing this important legislation and I urge your unanimous support.

Sincerely, Ron Reilly Volcano Village, Hawaii Island.

**SB-1401-SD-1**

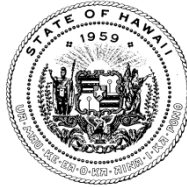
Submitted on: 2/22/2021 8:24:22 AM

Testimony for JDC on 2/23/2021 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jennifer Milholen	Individual	Support	No

Comments:

Mahalo for considering this important measure that promotes responsible and safe roadways for all users.



**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

February 23, 2021  
10:30 A.M.  
State Capitol, Teleconference

**S.B. 1401, S.D. 1**  
**RELATING TO TRANSPORTATION**

Senate Committees on Ways and Means and Judiciary

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The Department of Transportation (DOT) **supports and offers comments** to S.B. 1401, S.D. 1 which 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 21<sup>st</sup> Century and the Fixing America’s Surface Transportation Acts. These reports are available to the public.

The DOT appreciates the revision of the federal bikeway expenditure requirement from 8% to 5%. However, the DOT requests that the requirement be 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.

**LATE**

**SB-1401-SD-1**

Submitted on: 2/22/2021 11:38:07 AM  
Testimony for JDC on 2/23/2021 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
John Rogers	Testifying for Transportation Committee Chair Ewa NB #23	Support	No

Comments:

Aloha Chairs, Co-chairs and Committee Members,

I support SB1401 SD1. This very important legislation will help ensure that all of our roadways are constructed, reconstructed, repaved and maintained for all users in mind, encouraging a vision zero future.

Thank You!

**LATE**

**SB-1401-SD-1**

Submitted on: 2/22/2021 12:50:36 PM

Testimony for JDC on 2/23/2021 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lori McCarney	Testifying for Hawaii Bicycling League	Support	No

Comments:

Aloha,

Thank you for your further consideration of SB 1401. Hawaii Bicycling League remains in strong support. We know that safer--complete--streets will enable more people to bicycle for transportation, health and recreation. This brings only benefit to the State of Hawaii.

Thank you!

**LATE**

**SB-1401-SD-1**

Submitted on: 2/22/2021 3:31:30 PM

Testimony for JDC on 2/23/2021 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Smith	Individual	Support	No

Comments:

I strongly support the complete streets legislation. Our highways are extremely dangerous; we need some leadership to reform the current transformation of our highways into freeways, and back towards safe, attractive, green thoroughfares for all.

**LATE**

**SB-1401-SD-1**

Submitted on: 2/23/2021 12:30:08 AM

Testimony for JDC on 2/23/2021 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Amy Brinker	Individual	Support	No

Comments:

Support