

STATE OF HAWAII
DEPARTMENT OF HEALTH
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Testimony in SUPPORT of S.B. 1401, S.D. 2
RELATING TO TRANSPORTATION

REPRESENTATIVE HENRY J.C. AQUINO, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: March 17, 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 supports Senate Bill 1401, Senate Draft 2 (S.B. 1401,
4 S.D. 2) which directs the DOT to implement a Complete Streets policy and adds reporting
5 requirements.

6 S.B. 1401, S.D. 2 proposes to clarify Act 54, the 2009 Complete Streets law, to assure its
7 proper implementation and effectiveness, as intended, by requiring the DOT to establish
8 performance measures, operational checklists, annual reports, and a public dashboard. Complete
9 Streets are streets designed and operated to enable safe use and support mobility for all users.
10 The beneficiaries of Complete Streets includes people of all ages and abilities, regardless of
11 whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.

12 The design of roads that integrate physical activity is a public health concern since the
13 built environment can promote or hinder physical activity. People who are physically active
14 generally have better health outcomes and are at less risk for serious chronic diseases and

1 conditions; often the same conditions closely linked to severe COVID-19 outcomes.¹ The
2 Centers for Disease Control and Prevention (CDC) initiative *Active People, Healthy Nation*
3 identifies eight key strategies to promote physical activity.² Among these, the top two are
4 “activity friendly routes to everyday locations” and “access to places for physical activity.” The
5 federal initiative identifies Complete Streets policies as a key approach to developing built
6 environments that support physical activity.

7 The implementation of the Complete Streets policy is a strategic way to design
8 environments that make physical activity an integral and routine part of daily life. In 2017, only
9 24.6% of adults in Hawaii met federal guidelines for physical activity.³ S.B. 1401, S.D. 2 aligns
10 with several of the Hawaii *State Physical Activity and Nutrition Plan 2030* Community Design
11 and Access objectives that promote physical activity through supportive built environment and
12 transportation policies.

13 The additional elements described in S.B. 1401, S.D. 2 into the state’s approach to
14 Complete Streets, originally enacted as Act 54 in 2009, is a welcome next step to improving
15 Hawaii’s built environment.

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

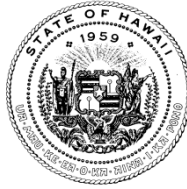
17 **Offered Amendments:** None

¹ CDC *About Physical Activity*. 2021.

² CDC *Active People Healthy Nation*. 2020.

³ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2017. http://ibis.hhdw.org/ibisph-view/query/result/brfss/RecPhysicalAct/RecPhysicalActCrude11_.html, 3-15-21.

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

March 17, 2021
10:30 AM
State Capitol, Teleconference

**S.B. 1401, S.D. 2
RELATING TO TRANSPORTATION.**

House Committee on Transportation

The Department of Transportation (DOT) **supports and offers comments** to S.B. 1401, S.D. 2. S.B. 1401, S.D. 2 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 21st 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.

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY
CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR

M ATTHEW GONSER, AICP, CFM
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER

WEDNESDAY, MARCH 17, 2021, 10:30 A.M.

STATE OF HAWAII
HOUSE COMMITTEE ON TRANSPORTATION

**TESTIMONY ON SENATE BILL 1401, SD2
RELATING TO TRANSPORTATION**

BY,

MATTHEW GONSER
EXECUTIVE DIRECTOR AND CHIEF RESILIENCE OFFICER
OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

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

The City and County of Honolulu (City) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports** Senate Bill 1401 SD2, which clarifies the existing State Complete Streets statute codified in section 264-20.5 of Hawaii Revised Statutes (HRS) to require the State Department of Transportation (DOT) to submit an annual report to the legislature detailing compliance on Complete Streets; require the State DOT to establish benchmarks and performance standards to track its performance on Complete Streets; require the State DOT to create a Complete Streets project checklist; and require the counties to consider Complete Streets policies when adopting or amending land use ordinances.

On-road transportation is the third-largest greenhouse gas emission source on O'ahu,¹ making gas-powered transportation one of the largest barriers to achieving the City's goal, and complementary State goal, of net-negative carbon emissions by no later than 2045 as codified in Ordinance 20-47. Complete Streets policies and programs are key to decarbonizing transportation by helping foster safer roadways and by promoting active mobility and reducing our dependence on cars. The importance of Complete Streets initiatives received broad public support in the development of the City's *O'ahu Resilience Strategy*, particularly Action 25: Accelerate Carbon-Free New Mobility Options and Action 38: Empower Neighborhoods to Co-Design Safe and Complete Streets.²

1 O'ahu Greenhouse Gas (GHG) Emissions Inventory, <https://resilientoahu.org/energy>.

2 City and County of Honolulu, *Ola: O'ahu Resilience Strategy*, <https://resilientoahu.org/resilience-strategy>.

Chair Aquino and Vice Chair Ilagan
SB1401, SD2
March 17, 2021
Page 2

By requiring the State to track its progress toward its Complete Street goals and directing the counties to consider Complete Streets in their land use ordinances, SB1401, SD2 will complement the work already being done at the City level to achieve both our complete streets and our greenhouse gas emission reduction goals.

Thank you for the opportunity to testify in support of SB1401, SD2.

SB-1401-SD-2

Submitted on: 3/15/2021 11:51:39 AM

Testimony for TRN on 3/17/2021 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Mike Golojuch, Sr.	Palehua Townhouse Association	Support	No

Comments:

Our association has supported complete streets and continues to do so. Also, I represent our townhouse association on the Citizens Advisory Committee, Oahu Metropolitan Planning Organization, which has also advocated for complete streets. Please pass SB1401.

Mike Golojuch, President, Palehua Townhouse Association



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**The State Legislature
Committee on Transportation
Wednesday, March 17, 2021
10:30 a.m.**

TO: The Honorable Henry Aquino, Chair

RE: S.B. 1401, SD2 Relating to Transportation

Aloha Chairs Aquino 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. SD2 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, SD2.

Sincerely,

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

Keali'i Lopez, AARP Hawai'i



**American
Heart
Association.**

American Heart Association testimony in SUPPORT of SB 1401, SD2 “Relating to Transportation”

The American Heart Association supports SB 1401, SD2 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:

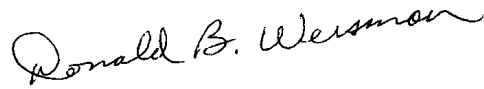
- Pedestrian and bicycle infrastructure that makes it easier for people to walk and bike by improving routes, sidewalks, bike lanes, street crossings and street furnishings such as benches, lighting, bike parking and storage or bicycle sharing programs. It is also integral to include people who use wheelchairs 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, SD2.

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 name.

Donald B. Weisman
Hawaii Government Relations/Communications Director



Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION
Wednesday, March 17, 2021 — 10:30 a.m.

Ulupono Initiative strongly supports SB 1401 SD 2, Relating to Transportation.

Dear Chair Aquino 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 SD 2, 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”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 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:

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.
- 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

March 16, 2021

To: Chair Aquino
Vice Chair Ilagan
House Committee on Transportation

RE: **Support for SB1401 SD2**

Thank you for this opportunity to testify in **SUPPORT** of SB1401 SD2 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 SD2.

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-SD-2

Submitted on: 3/16/2021 6:18:51 AM

Testimony for TRN on 3/17/2021 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
matthias kusch	Hilo Bayfront Trails, Inc	Support	No

Comments:

Aloha,

Hilo bayfront trails, Inc would like to support SB 1401. Please continue to support safe roads for a multi modal transportation.

Matthias Kusch

President Hilo Bay front trails



March 16, 2021

Good Morning,

My name is Jess Thompson, and I am the Executive Director of PATH—People's Advocacy for Trails Hawaii. PATH is a Hawaii-county based nonprofit and our **mission** is to safely connect people and places on **Hawaii** Island with pathways and bikeways.

Culturally responsive *complete streets' design* creates cleaner air, better health outcomes, more transportation options, and safer roadways for all people using a mobility device, walking, rolling, or driving in Hawaii County. Which is why PATH is thrilled with SB1401.

The data is clear. Our most vulnerable road users are most at-risk of traffic related injuries and deaths. We can change outcomes for our most vulnerable road-users by implementing a state wide complete streets policy.

Thank you for your commitment to the peoples of Hawai'i. Please vote yes on SB 1401.

Mahalo,

Jessica Thompson

Executive Director

PATH



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*Misty Pacheco, DrPH
University of Hawai'i at Hilo,
Department of Kinesiology and
Exercise Sciences*

*Garret Sugai
Kaiser Permanente*

Date: March 16, 2021

To: Representative Henry J.C. Aquino, Chair
Representative Greggor Ilagan, Vice Chair
Members of the House Transportation Committee

Re: Support for SB 1401, SD2, Relating to Transportation

Hrg: March 17, 2021 at 10:30 AM via Videoconference

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of SB 1401, SD2**, 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.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, SD2 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, SD2**.

Mahalo,



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

ⁱⁱⁱ Act 54, Session Laws of Hawai'i 2009

LATE

SB-1401-SD-2

Submitted on: 3/16/2021 11:59:01 AM

Testimony for TRN on 3/17/2021 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
John Rogers	Transportation Committee Chair Ewa Neighborhood Board #23	Support	No

Comments:

Aloha Chair Aquino, Vice Chair Ilagan and members of the Transportation Committee. Please accept my testimony for this very important legislation. I support this Legislation and hope the effective date of 2137 inserted in SD2 will be removed in the final draft.

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.

Best Regards,

John Rogers

Transportation Committee Chair Ewa NB #23

LATE

SB-1401-SD-2

Submitted on: 3/16/2021 1:06:45 PM

Testimony for TRN on 3/17/2021 10:30:00 AM

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

Comments:

The Hawaii Bicycling League strongly supports SB1401SD2 to strengthen DOT's implementation of Complete Streets accessible to 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. Workable mechanisms, such as 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.



LATE

Date: Wednesday, March 17, 2021

To: The Honorable Representative Henry J.C. Aquino, Chair
The Honorable Representative Greggor Ilagan, Vice-Chair
Committee on Transportation

From: Peggy Mierzwa, Senior Policy Analyst, External Affairs

RE: **SB1401 SD2 SUPPORT** Relating to Transportation

AlohaCare appreciates the opportunity to provide testimony in **support** of SB1401 SD2. This measure would require the Department of Transportation to submit an annual report to the legislature on the Complete Streets work that has been achieved. It will require the DOT to implement performance measures, operational checklists, annual reports and a public dashboard.

Founded in 1994, AlohaCare is a community-rooted, non-profit health plan serving 73,000 Medicaid and dual-eligible health plan members on all islands. It is the only state health plan exclusively serving Medicaid patients. Our mission is to serve individuals and communities in the true spirit of aloha by ensuring and advocating access to quality health care for all. We believe that health is about supporting whole-person care, including access to housing and food security, to build a stronger, healthier Hawaii.

The state and county have both begun implementing elements of Complete Streets. The additional requirements of reporting, providing performance measures, while providing a public dashboard are all accountability elements, which will help to strengthen our Complete Streets program. Ensuring well developed road conditions for all users helps to uplift community health. People's health is adversely affected when they do not have safe built environments.

Lack of physical movement leads to higher rates of obesity, heart disease, high blood pressure and diabetes. Poorly developed infrastructure and poor cardiovascular health conditions are disproportionately found in areas with the highest rates of the most vulnerable and disadvantaged residents. All people deserve safety while traveling by foot, bicycle or transit in areas that are well lit and well developed. This bill takes steps to provide a more equitable experience for all users of our roadways by providing transparency and reporting elements.

Mahalo for considering to move SB1401 SD2, a comprehensive approach to transportation planning forward.

SB-1401-SD-2

Submitted on: 3/15/2021 7:33:57 PM

Testimony for TRN on 3/17/2021 10:30:00 AM

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

Comments:

Aloha Chair Aquino, Vice Chair Ilagan, and Transportation Committee Members:

I am submitting testimony in support of SB 1401 with amendments 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

I propose doubling the five per cent figure to ten per cent in the paragraph that starts: "At least [~~two~~] five per cent of eligible federal funds, and in addition, other state highway fund moneys as available..."

Mahalo nui loa for hearing my thoughts on Bill 1401.

Paul Bernstein

LATE

SB-1401-SD-2

Submitted on: 3/16/2021 4:43:41 PM

Testimony for TRN on 3/17/2021 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Shannon Jaquess	Individual	Support	No

Comments:

I support SB 1401.

LATE

SB-1401-SD-2

Submitted on: 3/16/2021 8:30:38 PM

Testimony for TRN on 3/17/2021 10:30:00 AM

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

Comments:

My name is John Kawamoto, and I support SB 1401 SD2, which requires the development of a plan to accommodate convenient access and mobility for all users of the public highways within their respective jurisdictions, including pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities.

In promoting a complete streets policy, this bill will deter negative driver behavior, lower speeds, and reduce traffic crashes. This bill will also promote personal health by encouraging active transportation, such as walking and biking.

This bill will reduce emissions from ground transportation. Ground transportation contributes significantly to Hawaii's greenhouse gas emissions, so this bill should be one of Hawaii's priorities in addressing climate change.

For the foregoing reasons, I support SB 1401, SD 2.