



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDUARDO P. MANGLALLAN
PATRICK H. MCCAIN
EDWIN H. SNIFFEN

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

February 14, 2022
3:00 P.M.
State Capitol, Teleconference

S.B. 2544
RELATING TO SAFE ROUTES TO SCHOOL

Senate Committee(s) on Transportation and Education

The Department of Transportation (DOT) **opposes** S.B. 2544, which establishes a Safe Routes to School (SRTS) advisory committee within the DOT to advise the State on strategies to ensure that each child is able to safely bike, walk, roll or bus to school, and appropriates funds to hire additional staff and procure facilities and equipment for the SRTS advisory committee.

The significant majority of schools, roughly 85%, in Hawaii are not on the State Highways system; consequently, SRTS projects around schools should be led by the counties. This proposed new advisory committee would result in the DOT directing priorities to the counties, rather than the counties directing programs based on their priorities and community needs.

For the schools on the State Highways system, the DOT has an existing bicycle and pedestrian program that uses an ongoing technical process coupled with community and public input to identify needs and priorities and develop recommended projects. Proximity to schools and other destinations is a key component in setting bicycle and pedestrian program priorities as set forth in documents such as the Bike Plan Hawaii Refresh and the Statewide Pedestrian Master Plan. The DOT bicycle and pedestrian program conducts regular monthly and quarterly coordination meetings with the primary bicycle advocacy group in each district. The Bike Plan Hawaii Refresh is finalizing the proposed project priorities based on feasibility, safety, connectivity, accessibility, as well as through input from our technical stakeholder coordinating meetings and community priorities through the statewide online survey. Creating an additional system to prioritize and program bicycle and pedestrian projects would generate a disconnect in our planning processes.

In addition, the public and community organizations attend meetings of the State Highways Safety Council (SHSC) to provide input and recommendations on planned activities to increase safety for bicyclists and pedestrians. Increased participation in

these existing SHSC meetings may be more beneficial and impactful than the establishment of a new advisory committee.

For the reasons stated above, the DOT does not recommend establishing a SRTS advisory committee or funding for additional staff, facilities, and equipment. This measure would duplicate our bicycle and pedestrian program efforts and be inefficient in achieving SRTS goals statewide.

Thank you for the opportunity to provide testimony.

DAVID Y. IGE
GOVERNOR



CRAIG K. HIRAI
DIRECTOR

GLORIA CHANG
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND
MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

WRITTEN ONLY
TESTIMONY BY CRAIG K. HIRAI
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE SENATE COMMITTEES ON TRANSPORTATION AND EDUCATION
ON
SENATE BILL NO. 2544

February 14, 2022
3:00 p.m.
Room 229 and Videoconference

RELATING TO SAFE ROUTES TO SCHOOL

The Department of Budget and Finance (B&F) offers comments on this bill.

Senate Bill No. 2544 establishes the Safe Routes to School Advisory Committee to develop a strategic plan for the Safe Routes to School program by November 1, 2025. This bill also appropriates an unspecified amount of general funds in FY 23 to the Department of Transportation for the hiring of one full-time equivalent Safe Routes to School Coordinator position and for any necessary facilities and equipment.

B&F notes that, with respect to the general fund appropriation in this bill, the federal Coronavirus Response and Relief Supplemental Appropriations Act requires that states receiving Elementary and Secondary School Emergency Relief (ESSER) II funds and Governor's Emergency Education Relief II funds must maintain state support for:

- Elementary and secondary education in FY 22 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and

- Higher education in FY 22 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

Further, the federal American Rescue Plan (ARP) Act requires that states receiving ARP ESSER funds must maintain state support for:

- Elementary and secondary education in FY 22 and FY 23 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 and FY 23 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

The U.S. Department of Education has issued rules governing how these maintenance of effort (MOE) requirements are to be administered. B&F will be working with the money committees of the Legislature to ensure that the State of Hawai'i complies with these ESSER MOE requirements.

Thank you for your consideration of our comments.

DAVID Y. IGE
GOVERNOR OF HAWAII



ELIZABETH A. CHAR, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
STATE COUNCIL
ON DEVELOPMENTAL DISABILITIES
PRINCESS VICTORIA KAMĀMALU BUILDING
1010 RICHARDS STREET, Room 122
HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-8100 FAX: (808) 586-7543
February 14, 2022

The Honorable Senator Chris Lee, Chair
Senate Committee on Transportation
The Honorable Senator Michelle N. Kidani, Chair
Senate Committee on Education
The Thirty-First Legislature
State Capitol
State of Hawai'i
Honolulu, Hawai'i 96813

Dear Senator Lee, Senator Kidani, and Committee Members:

SUBJECT: SB2544 Relating to Safe Routes to School

The Hawaii State Council on Developmental Disabilities **STRONGLY SUPPORTS SB2544** which establishes the Safe Routes to School advisory committee to develop a strategic plan for the Safe Routes to School Program by 11/1/2025. Appropriates funds for the hiring of a full-time Safe Routes to School coordinator.

Safe Routes to School programs offer opportunities for children with developmental disabilities to develop social skills and interact with their peers — and vice-versa. This program can also provide opportunities to teach pedestrian and bicycle safety skills, and positive experiences to encourage independent travel later in life.

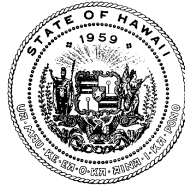
We as the State Council on Developmental Disabilities respectfully request to be a part of the advisory committee (page 4, line 5) to represent the perspective and needs of individuals with developmental disabilities relating to safe routes to school.

Thank you for the opportunity to submit testimony in **strong support of SB2544.**

Sincerely,

A handwritten signature in blue ink that reads "Daintry Bartoldus".

Daintry Bartoldus
Executive Administrator



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

WRITTEN TESTIMONY ONLY

**Testimony COMMENTING on S.B. 2544
RELATING TO SAFE ROUTES TO SCHOOL**

SENATOR CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION

SENATOR MICHELLE N. KIDANI, CHAIR
SENATE COMMITTEE ON EDUCATION

Hearing Date: February 14, 2022

Room Number: Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) for fiscal implications of implementation.

3 **Department Testimony:** The DOH offers comments on Senate Bill 2544 (S.B. 2544) which
4 would establish the safe routes to school (SRTS) advisory committee within the highway
5 division of the DOT to develop a strategic plan for the SRTS program and appropriates funds for
6 a full-time SRTS coordinator in the DOT. The DOH offers amendments to clarify the DOH
7 advisory committee designees.

8 Physical activity is essential to the development of the whole child and in establishing
9 positive health behaviors throughout the lifespan.¹ In 2019, just 13% of Hawaii High School
10 students and 17% of Hawaii Middle School students met the federal guidelines for physical
11 activity.^{2,3} SRTS programs are associated with increased active transportation, including an

¹ Elliott, E., Greenberg, J., Battista, R., Guerrero, H.G. (2021). Physical Activity Recommendations for Children and Adolescents: More Important Than Ever. US Physical Activity Alliance. Washington, DC: US.

² Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical activity - meet federal guidelines, High Schools, State-level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [February 11, 2022].

³ Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical Activity - meet federal guidelines, Middle Schools, State-Level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [February 11, 2022].

1 increase in the number of students walking or biking to and from school. While state level data
2 is limited the proportion of students across the United States from kindergarten to grade eight
3 who walk or bike to school fell from 48% in 1969 to only 13% in 2009.⁴ A 2014 evaluation of
4 several state-level SRTS projects found that they were associated with significant increases in
5 active school travel (from 12.9 percent to 17.6 percent), walking (from 9.8 percent to 14.2
6 percent) and bicycling (from 2.5 percent to 3.0 percent).⁵ SRTS efforts are also important for
7 advancing equity to create safer conditions for children and families with disabilities or who live
8 in low-income neighborhoods.⁶

9 S.B. 2544 is aligned with the DOH Healthy Hawaii Strategic Plan 2030 and addresses the
10 physical activity objectives to increase the miles of low stress bicycle and pedestrian
11 infrastructure across the state, and for the state and each county to identify and adopt mode-share
12 goals and measurements that prioritize walking, wheelchairs, and bicycling. The DOH supports
13 the implementation of the Department of Education (DOE) Wellness Guidelines and conducts a
14 yearly Safety and Wellness Survey that evaluates the implementation of the guidelines in all
15 DOE schools. The DOE Wellness Guidelines include objectives to support active transport by
16 encouraging students and staff to walk and/or bike to school.

17 The DOH looks forward to continued collaboration with the DOT and commits to
18 actively participate in the SRTS advisory committee if established, to ensure that health metrics
19 and health equity are included in any performance measures. DOH offers amendments to clarify
20 the DOH advisory committee designees.

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

22 **Offered Amendments:**

⁴ McDonald, N.C., Brown, A.L., Marchetti, L.M., & Pedroso, M.S. (2011). U.S. school travel, 2009 an assessment of trends. *American Journal of Preventive Medicine*, 41(2), 146–51. doi: 10.1016/j.amepre.2011.04.006

⁵ Stewart O, Moudon AV, Claybrooke C. Multistate evaluation of Safe Routes to School Programs. *Am J Health Promotion* 2014;28(Suppl 3):S89–96.

⁶ Zimmerman S, Lieberman M, Kramer K, Sadler B. At the intersection of active transportation and equity: Joining forces to make communities healthier and fairer. 2015.

1 Section 2, Page 4, delete line 8 through 11, and replace with the language below:

2 (2) Director of health designee having expertise on
3 State physical activity strategies.

4 (3) Director of health having expertise on State
5 school health strategies.

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February 14, 2022

3:00pm

State Capitol Teleconference

SB 2517

Relating to Safe Routes to School

SUPPORT

Senate Committees on Transportation and Education

Aloha Chair Lee and Members of the Senate Transportation and Education Committees,

The Hawaii Bicycling League supports Senate Bill 2544. We agree that establishing and funding a Safe Routes to School Coordinator position within HDOT and forming an Advisory Committee to develop a plan for SRTC is very worthwhile.

Hawaii has ambitious sustainability goals and chronic community health and social equity issues. These can be addressed in part by moving people from their high dependence on personal autos towards using traditional transportation modes to get keiki to and from school. (When our kupuna were kids, many walked and biked to school.)

Lines of cars waiting to drop off and pick up children waste fuel. Getting your child to and from school by car can be stressful for parents and kids. Children who must walk or bike because no one can drive them navigate unsafe roads. Other children miss out on the exercise they would get from walking or biking.

We understand making changes to our car-centric culture will not be easy. But change can happen with commitment, dedicated resources, and a solid plan. Passing SB 2544 will stimulate focus on creating safe routes to school and help with a transition towards better transportation options.

Thank you for the opportunity to provide testimony.

Sincerely,

A handwritten signature in blue ink that reads "Lori McCarney". The signature is written in a cursive style with a large, looped "L" and "M".

Lori McCarney
Executive Director

SB-2544

Submitted on: 2/11/2022 1:45:57 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Todd Boulanger	Testifying for Bikeshare Hawaii [aka Biki]	Support	No

Comments:

Aloha kakou Committee Chair and Vice Chair,

Regarding SB2544...

Honolulu's Biki bikeshare service is used by older students for their to and after school journeys, as our stations are located near many public and private schools in urban Honolulu...

The fact that - one third - of our state's roadway traffic fatalities this year were pedestrians and cyclists is tragic and we all understand that this is not acceptable...especially for children. It has degraded the once pleasurable walk or cycling to school trip that "us" as the previous generation enjoyed before we became motor vehicle drivers.

We wholeheartedly support the intent of this bill, to put together - a hui - that can work together to set goals and create strategies and make sure that even our small state can secure and use as many available resources as efficiently as possible on such a pervasive problem.

It is too important to do otherwise...as the old proverb says, 'it takes many hands to make light work';...as anyone in a hukilau knows.

Mahalo nui,

Todd Boulanger, Executive Director



Date: Monday, February 14, 2022

To: The Honorable Chris Lee, Chair
The Honorable Lorraine R. Inouye, Vice-Chair
Senate Committee on Transportation

The Honorable Michelle N. Kidani, Chair
The Honorable Donna Mercado Kim, Vice-Chair
Senate Committee on Education

From: Peggy Mierzwa, Community & Government Relations, AlohaCare

RE: **SB2544** Relating to Safe Routes to School

AlohaCare appreciates the opportunity to provide testimony in **SUPPORT** of **SB2544**. This measure establishes the Safe Routes to School (SRTS) advisory committee to coordinate with the Department of Transportation and other invested stakeholders to develop a comprehensive Safe Routes to School that has clear goals, responsibilities, engages vulnerable populations and recommends ways to best utilize the available local and federal SRTS funds. The measure also appropriates funding to hire a dedicated, full time SRTS coordinator

Founded in 1994, AlohaCare is a community-rooted, non-profit health plan serving over 80,000 Medicaid and dual-eligible health plan members on all islands. We are the only Hawai'i health plan that exclusively serves Medicaid patients. Our mission is to serve individuals and communities in the true spirit of aloha by ensuring and advocating for 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 Hawai'i.

Currently the SRTS approach is fragmented, without clear goals and direction because there is no statewide coordinator to facilitate SRTS work and bring together stakeholders. SRTS funding is challenging to access and utilize in creative and effective ways. An advisory committee will be able to best get all our keiki to schools safely regardless if they walk, roll or bus. From a broad range of sectors, they will bring a variety of experiences to develop a strategic plan that prioritizes our most vulnerable children, recommend strategies for schools and communities to more easily access funding, and help to stabilize SRTS funding in the state. Our keiki deserve to get to school safely. Currently, the infrastructure is not in place to ensure safety statewide. Better utilization of available funding will help to achieve the SRTS goals.

Lack of physical movement leads to higher rates of obesity, heart disease, high blood pressure and diabetes. The infrastructure of where people live directly correlates to their health. Lack of safe infrastructure and poor health are disproportionately found in areas with the highest rates of the most

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vulnerable and disadvantaged residents. In addition to improving public health, this measure creates a path to more clearly address the state's transportation costs, greenhouse emissions, and decrease injuries and fatalities.

Supporting wellness in our communities is a multi-pronged approach, and we support the variety of ways in which we can achieve healthy, resilient communities.

We are grateful for your consideration of SB2544.



**American
Heart
Association.**

American Heart Association testimony in SUPPORT of SB 2544 “Relating to Safe Routes To School”

The American Heart Association supports SB 2544 Relating to Safe Routes To School.

Chairman of the Board

Jason Fujita

President

Michael Lui, MD

Board Members

Rick Bruno, MD, FACEP

Greg Christian

Jackie De Luz

Brandt Farias

Mimi Harris

Glen Kaneshige

Zia Khan, MD

Brandon Kurisu

Michael Rembis, FACHE

Andrew S. Rosen

Timothy Slottow

David Underriner

Jennifer Walker

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

Serving Hawaii since 1948

Our Mission:

“To be a relentless force for a world of longer, healthier lives.”

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

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.

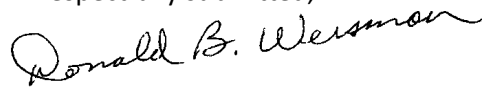
The policy statement supports a multi-pronged built environment approach, including:

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

SB2544 would establish a Safe Routes to School Advisory Committee and a dedicated staff person to focus on the needs of our keiki. It would also open a community dialogue with the State Department of Transportation to assist it in planning effective, safe alternative modes of transportation for our keiki to travel to and from their schools, while helping them to improve their physical health. Please support SB 2544.

Respectfully submitted, -

A handwritten signature in black ink that reads "Donald B. Weisman". The signature is written in a cursive style with a long, sweeping underline.

Donald B. Weisman
Hawaii Government Relations/Communications Director



Healthy Eating Active Living
Community Coalition
of Kauai County

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Steering Committee Members

Janet Berreman, MD, MPH,
FAAP
Kauai District Health Officer

Neil J. Clendeninn MD, PhD
*Chair, Lihue Tomorrow
Committee of LBA
(Lihue Business Association)*

Alan Clinton, MRP, M.Sc., B.S.
*Administrative Planning Officer
County of Kauai, Planning
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Michelle Jenkins, MPH
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Martinez Consulting

Tommy A. Noyes
Kauai Path

Valerie
Saki
Hawaii Public Health Institute

Marie Williams, MCRP, AICP
County of Kauai Planning Dept.

Ex-Officio
Bev Brody, PT
Coalition Director

February 12, 2022

Senate Committee on Transportation and Education
Monday, February 14, 2022 at 3:00 p.m.
Conference Room 229 & Videoconference

Senate Bill 2544
Relating to Safe Routes to School

To the Honorable Chair Lee, Vice Chair Inouye, Chair Kidani, Vice Chair Kim and Members
of the Senate Committee on Transportation and Education:

On behalf of Get Fit Kaua’i, the Healthy Eating Active Living (HEAL) Community Coalition of
Kaua’i County, I would like to thank you for the opportunity to testify and voice strong
support for SB2544.

Get Fit Kaua’i is a dynamic community coalition consisting of over 1000 affiliates and
partners. Members represent multiple sectors and disciplines including educators,
parents, students, elected officials, engineers, city planners, business and community
leaders, health officials, bicycle and pedestrian advocates, law enforcement personal, DOT
and numerous community individuals that have been committed to promoting physical
activity and healthy eating on Kauai since 1994.

Get Fit Kaua’i Safe Routes to School Countywide Task Force has created an island-wide
movement to create safe, convenient, and fun opportunities for children to bicycle and
walk to and from schools since 2009. Safe Routes to School on Kaua’i has been designed to
play a critical role in reversing the nationwide and statewide trend toward childhood
obesity and inactivity.

On July 12, 2012, Governor Abercrombie signed into law, HB2626, a Safe Routes to School
Special Fund; a fine based mechanism for moving traffic violations that would support Safe
Routes to School programs state-wide. Hawai’i Department of Transportation has done an
exceptional job in the disbursement of these funds to counties based on formulas
established through administrative rule-making, and in providing annual reports to the
Legislature.

HDOT manages the federal SRTS program, which has the following goals:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

According to the Safe Routes National Partnership, as of September, 2021:

- Hawai'i has lapsed or transferred over 30% of available funding from the Transportation Alternatives program.
- Hawai'i does not prioritize or give special consideration for SRTS projects in allocation of Transportation Alternatives funding.

SB2544 would establish a Safe Routes to School advisory committee that would coordinate with HDOT and other necessary stakeholders to develop a Safe Routes to School plan and set goals for Safe Routes to School programming within the state, define roles and responsibilities, ensure participation of vulnerable populations, and make recommendations for **optimizing the use of available state and federal funds** for Safe Routes to School programs.

In addition, the bill would appropriate funds for the hiring of a full-time safe routes to school coordinator within the department of transportation.

Get Fit Kaua'i acknowledges how much work the Hawaii Department of Transportation does and what a big challenge this is, and we're here to help!

This is a complicated shared concern that involves communities, nonprofits, multiple agencies, counties and state. This bill reflects that complexity and seeks solutions that honor it. There is a lot of work to do and **we would like to help by working together** and we would be grateful if HDOT would convene!

Get Fit Kaua'i enthusiastically supports this bill and urges you to vote in favor of SB2544 so we, as a team, can assist HDOT to better support communities, community outreach, education and programming.

Thank you for your time and your consideration.



Bev Brody

Get Fit Kaua'i – Director

H.E.A.L. (Healthy Eating Active Living)

Community Coalition of Kauai County

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Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION
Monday, February 14, 2022 — 3:00 p.m.

Ulupono Initiative supports SB 2544, Relating to Safe Routes to School.

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 the 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 supports SB 2544, which establishes the Safe Routes to School advisory committee to develop a strategic plan for the Safe Routes to School Program (SRTS) by 11/1/2025 and appropriates funds for hiring a full-time SRTS coordinator.

One way to help support clean transportation is to create the most robust, safe, and complete bicycle and pedestrian networks possible, especially for our keiki in their own neighborhoods. Though current transportation planning and decision-making have provided important SRTS projects and have added facilities through Complete Streets approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe, and comfortable bike and pedestrian networks puts keiki at risk. An [analysis of Hawai'i EMS calls](#) found that pedestrian and bicycling injuries to children are most likely to occur in the hours they are traveling to and from school.¹

With the anticipated increase in federal funds that can be deployed for such active transportation projects, and the importance of providing greater access to schools, a group of active transportation, health, and community organizations have been brainstorming on how best to help these policies, programs, and projects flourish and be integrated into the larger transportation processes more effectively. As with many important issues, ensuring there is a larger plan in place, and a community of practitioners and advocates willing to implement the plan, can maximize the federal funds and existing state resources.

¹ <https://www.hiphi.org/srts2022/>



This bill can help us understand more effectively which schools and school communities need the most help, what kind of help is needed to access SRTS funding, and how to effectively implement SRTS projects. The more we can support affordable options for keiki to get to school and protect them when they are walking and rolling, the better off our communities can be.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs



February 11, 2022

Good Afternoon,

My name is Jess Thompson, and I am the Executive Director of PATH—People for Active Transportation Hawai'i. PATH is a Hawaii County based nonprofit and our mission is to safely connect people and places on Hawai'i Island with pathways and bikeways.

First of all, thank you for your service to the peoples of Hawai'i. It is an honor to be with you this afternoon to provide testimony on behalf of SB 2544.

For 36 years, PATH has partnered with the state of Hawai'i, Hawai'i County, and the residents of Hawai'i County to deliver on the promise of cleaner, safer ways for people to walk, bike, and take mass transit on Hawai'i Island. We believe that access to safe, accessible walkways and bikeways delivers on Hawai'i's climate, equity, and public health goals. Here on Hawai'i Island, PATH provides bicycle and pedestrian classes to over 2,000 adults and keiki around the Island every year; we help coordinate the Mayor's Active Living Advisory Council; and we administer HIBIKE; Hawai'i County's highly successful Bikeshare system.

Hawai'i Island students face incredible challenges in getting to school safely. Safe Routes to School have not been as successful as they could be for three main reasons:

- 1) lack of a statewide SRTS strategic plan with clear, articulated goals
- 2) guidance from a full-time statewide coordinator whose only job is to support local communities in delivering on equity-focused SRTS projects and programming;
- 3) coordinated efforts to make sure Hawai'i is able to take full advantage of ALL the federal monies that come down through the Federal Department of Transportation for SRTS efforts to support our most vulnerable road users.

The **GOOD** news is that SB 2544 addresses the current challenges to SRTS implementation by developing a diverse statewide committee to create a statewide SRTS strategic plan AND funds a full-time SRTS coordinator at the state level.

Community based organizations, schools, and counties throughout Hawai'i (like all of us over here on Big Island!) are ready to partner more closely with the state to make sure every student has access to safe routes to school.

PATH strongly supports SB 2544.

Thank you for your leadership and commitment to the peoples of Hawai'i.

Mahalo,

Jessica Thompson

Executive Director

PATH



Feb 13th, 2022
Maui Bicycling League
Saman Dias Chair
99 Kahana Nui Rd
Lahaina HI 96761

Support of SB 2544

Maui Bicycling League supports SB 2544 for following reasons:

- Safe Routes to School (SRTS) is to ensure every child in Hawai'i enjoys the infrastructure, social support, confidence, and skills to walk, roll, bike, or bus to school.
- The Hawai'i Department of Transportation (HDOT) manages the federal SRTS program, which has the following goals:
 - Enable and encourage children, including those with disabilities, to walk and bicycle to school;
 - Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
 - Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- However, HDOT does not currently set goals for the percentage of students who use active modes of transportation to get to school. They maintain a list of schools that host SRTS programs but do not offer or fund technical assistance for program development. In addition, the state has a significant unspent balance of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds that could be used to support SRTS programming. Often communities are discouraged from applying due to difficulties in navigating the process.
- We believe the program can be improved by setting goals and hiring a full-time Safe Routes to School Coordinator to:
 - Set performance measures, goals and accountability for SRTS programming.
 - Ensure participation of vulnerable populations.
 - Make recommendations for optimizing use of available state and federal funds for SRTS programs, especially in light of [significant impending changes and increases to federal funding to support SRTS](#).
 - Assist community groups with the application process and management of the fund.
- According to the Safe Routes National Partnership, as of September, 2021:
 - Hawai'i has [lapsed or transferred over 30% of available funding from the Transportation Alternatives program](#).
 - Hawai'i does not prioritize or give special consideration for SRTS projects in [allocation of Transportation Alternatives funding](#).

Mahalo!

A handwritten signature in black ink, appearing to read "Saman Dias", written in a cursive style.

Maui Bicycling League
Chair - Saman Dias



HIPHI Board

Kilikina Mahi, MBA
Chair
KM Consulting LLC

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

Debbie Erskine
Treasurer

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Molokai Community Health Center

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University of Hawai'i - West O'ahu

Carissa Holley, MEd
Hale Makua Health Services

May Okihiro, MD, MS
John A. Burns School of Medicine,
Department of Pediatrics

Misty Pacheco, DrPH
University of Hawai'i at Hilo

Michael Robinson, MBA, MA
Hawai'i Pacific Health

Kathleen Roche, MS, RN, CENP
Kaiser Permanente

Dina Shek, JD
Medical-Legal Partnership
For Children in Hawai'i

Garret Sugai

Titiimaea Ta'ase, JD
State of Hawai'i, Deputy Public Defender

HIPHI Initiatives

Coalition for a
Tobacco-Free Hawai'i

Community Health
Worker Initiative

COVID-19 Response

Hawai'i Drug & Alcohol Free
Coalitions

Hawai'i Farm to School Hui

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Food Security Coalition

Date: February 13, 2022

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

Senator Michelle N. Kidani, Chair
Senator Donna Mercado Kim, Vice Chair
Members of the Committee on Education

Re: Support for SB 2544, Relating to Safe Routes to School

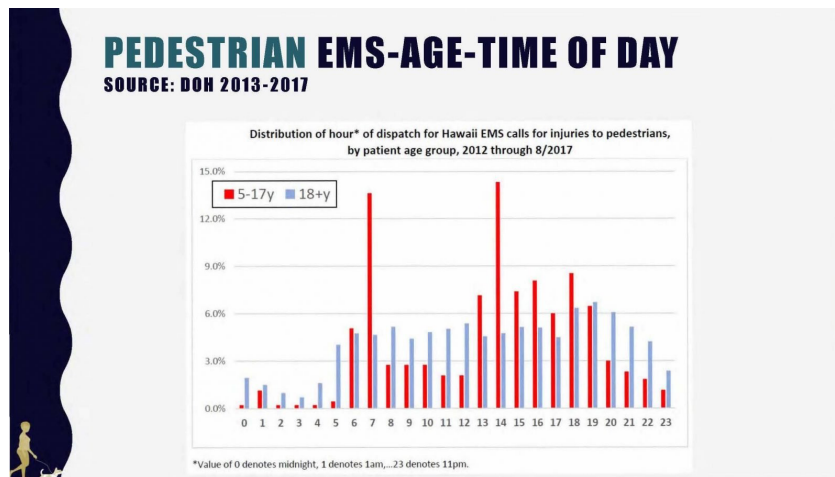
Hrg: February 14, 2022 at 3:00 PM via videoconference

The Obesity Prevention Task Force (OPTF), a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **support of SB 2544**, which establishes a Safe Routes to School (SRTS) Advisory Board and funds a full-time SRTS coordinator position within the Hawai'i Department of Transportation (HDOT).

The lack of safe routes to school puts keiki at risk.

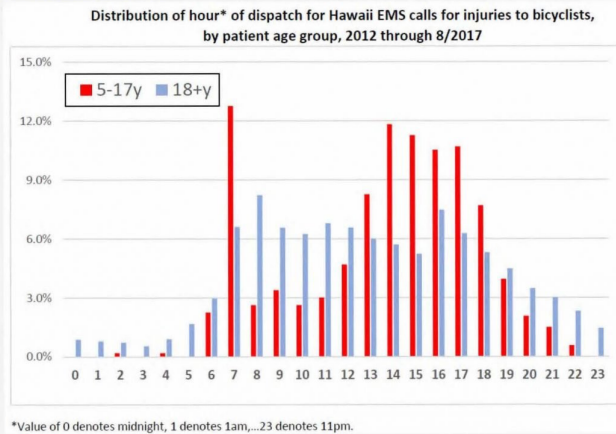
Many neighborhoods in Hawai'i still lack the infrastructure to allow keiki to safely walk, roll, bike, or bus to school. This has been worsened by the pandemic, with increased school bus driver shortages both in Hawai'i and nationally leaving some students stranded. These disruptions may force children to stay home from school or parents to sacrifice their work to take their kids to school. At the same time, children engage in less physical activity, which contributes to the onset of chronic disease.

The lack of complete, safe, and comfortable bike and pedestrian networks puts keiki at risk. An analysis of Hawai'i EMS callsⁱⁱ (below) found that pedestrian and bicyclists injuries to children are most likely to occur in the hours they are traveling to and from school.



BICYCLIST EMS-AGE-TIME OF DAY

SOURCE: DOH 2013-2017



Safe Routes to School is effective in improving children's safety, reducing air pollution, and encouraging physical activity.

SRTS is an approach to creating neighborhoods in which keiki can safely walk, roll, bike, or bus to school. State SRTS programs are associated with increased walking and biking to and from school. Over a 3-year period, a comparative analysis based upon a national sample of school SRTS programs found that SRTS was associated with:

- An increase in the percentage of students who walked to and from school from 7-8 percent to 15-16 percent
- An increase in the percentage of students who biked to and from school from one percent to two percent.ⁱⁱⁱ

SB 2544 provides needed support for HDOT and collaboration to further the goals of SRTS.

Although HDOT manages the federal SRTS program for Hawai'i and receives funding from the federal government for this purpose, the department does not currently set goals for the percentage of students who use active modes of transportation to get to school. HDOT maintains a list of schools that host SRTS programs but does not currently offer or fund technical assistance for program development. In addition, the state has a significant unspent balance of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds that could be used to support SRTS programming.

According to the Safe Routes National Partnership, as of September, 2021^{iv}:

- Hawai'i has lapsed or transferred over 30% of available funding from the Transportation Alternatives program.
- Hawai'i does not prioritize or give special consideration for SRTS projects in allocation of Transportation Alternatives funding.

Additionally, difficulties navigating the process of applying for funds means that communities often feel discouraged from applying.

We believe that the goals of SRTS can be furthered by supporting HDOT with a full-time SRTS coordinator, and a Safe Routes to School Advisory Committee to:

- Set performance measures, goals and accountability for SRTS programming;
- Ensure participation of vulnerable populations;
- Make recommendations for optimizing use of available state and federal funds for SRTS programs, especially in light of significant impending changes and increases to federal funding to support SRTS^v; and
- Assist community groups with the application process and management of the fund.

For the above reasons, OPTF urges the committees to **PASS SB 2544**. Thank you for the opportunity to provide testimony.

Mahalo,



Amanda Fernandes, JD
Policy and Advocacy Director

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

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

ⁱⁱ Hawai'i Strategic Highway Safety Plan, 2013-2019, https://www.oahumpo.org/?wpfb_dl=1497.

ⁱⁱⁱ National Center for Safe Routes to School, Shifting Modes: A Comparative Analysis of Safe Routes to School Program Elements and Travel Mode Outcomes (January 2012). https://www.pedbikeinfo.org/pdf/SRTSfederal_ShiftingModesAnalysis.PDF.

^{iv} Safe Routes Partnership, Transportation Alternatives Program – State of the States. September 30, 2021. https://www.saferoutespartnership.org/sites/default/files/uploads/In_Motion/tap_state_of_the_states_september_2021.pdf.

^v Safe Routes Partnership, *What's the Status of Federal Funding for Safe Routes to School, Walking, and Bicycling?*. Webinar, October 14, 2021. <https://www.saferoutespartnership.org/resources/webinar/what%E2%80%99s-status-federal-funding>.



February 13, 2022

To: Chair Lee
Vice Chair Inouye
Senate Committee on Transportation

Chair Kidani
Vice Chair Mercado Kim
Senate Committee on Education

RE: **Support for SB2544**

Thank you for this opportunity to testify in **SUPPORT** of SB2544 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 efforts that aim to lower rates of obesity, tobacco use, and chronic disease.

This bill is a critical step in increase safety for youth and their families who walk, bike, and roll to and from school. Over the past five years, Blue Zones Project - Hawaii has been working in communities across the state to improve conditions around school campuses; this includes hosting walk to school day events, launching walking school busses, supporting quick build projects, and executing other Safe Routes to School programs. We work with school administrators, teachers, parents, and students to build capacity around transportation safety programs and enjoy showing families the joys of active transportation. In total, we've been able to help over 15 schools with projects and programs to promote safety and increase transportation equity, both in urban and rural communities. This, however, is not enough—everyone child deserves a right to safely walk, bike, and roll to and from school, which is why this bill is so important.

As we work towards our shared vision for healthier, happier communities, we must include diverse voices in conversations around how we plan for and execute projects related to the safety of our students. This is why we are so supportive of this bill and encourage you to support it, as well.

Thank you for this opportunity to testify.

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Hawaii by



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Connected for Life

LATE

Support SB 2544

February 14, 2022

Honorable Senator Chris Lee Chair
Honorable Lorraine R. Inouye Vice chair
Members of Senate Committee on Transportation

Honorable Senator Donna Mercado Kim Chair
Honorable Senator Michelle N. Kidani Vice chair
Members of Senate Committee on Education
Senate Conference Room 229
Honolulu, HI 96813

Dear Chair Lee and Chair Kim and Members of the Committees on Transportation and Education,

The American Diabetes Association (ADA) on behalf of all people affected by diabetes in Hawaii we would like to commend you for your leadership in seeking to address the rising numbers of obesity and diabetes in Hawaii. **The safe routes to school programs in SB 2544 are great step to address obesity in Keiki and reduce health care costs in Hawaii.**

[The Robert Wood Johnson Foundation reported](#) that in the 12-month period that ended August 2020, youth obesity in Hawaii rose nearly 40% — with 15.5% of children (ages 10-17) considered obese.¹

A study of 53 schools in four different states found walking and biking to school increased 37 percent after Safe Routes to School projects were implemented.² Keiki who live in communities with safe infrastructure for walking and biking exercise more and are less likely to be obese or develop type 2 diabetes in their lifetime.

The ADA urges you to support SB 2544 for the health of our Keiki. Thank you for your consideration. If you have questions or would like to discuss this issue, please contact me lkeller@diabetes.org or Lorraine Leslie at lleslie@diabetes.org or (808) 947-5735 X7035

Sincerely,

Handwritten signature of Laura Keller in black ink.

Laura Keller
Managing Director Advocacy

Handwritten signature of Lorraine Leslie in black ink.

Lorraine Leslie
Executive Director

¹[Obesity Rates for Youth Ages 10 to 17 - The State of Childhood Obesity](#)

² Orion Stewart, Anne Vernez Moudon, and Charlotte Claybrooke (2014) Multistate Evaluation of Safe Routes to School Programs. American Journal of Health Promotion: January/February 2014, Vol. 28, No. sp3, pp. S89-S96.



LATE

SB2544

SAFE ROUTES TO SCHOOL PROGRAM

Ke Kōmike ‘Aha Kenekoa o ke Alakau
(Senate Committee on Transportation)

Ke Kōmike ‘Aha Kenekoa o ka Ho‘ona‘auao
(Senate Committee on Education)

Pepeluali 14, 2022

3:00 p.m.

Room 229

The Office of Hawaiian Affairs (OHA) **COMMENTS** on SB2544, which would establish the Safe Routes to School advisory committee to develop a strategic plan for the Safe Routes to School Program by 11/1/2025.

Safe Routes to School (SRTS) is a **national and international movement to encourage more children in grades K through 8 to walk and bicycle to and from school** by creating a safe, convenient, and fun commute. The Hawaii Department of Transportation (HDOT) manages the federal Safe Routes to School (SRTS) program¹, which has the following goals: Enable and encourage children, including those with disabilities, to walk and bicycle to school; make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The Honolulu City Council has also provided measures to 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.²

OHA is the constitutionally-established body responsible for protecting and promoting the rights of Native Hawaiians. OHA’s most recent strategic plan included a strategic priority of Maui Ola (Health)³, which represents our longstanding and continued commitment to

¹ Dept of Transportation SRTS: <https://hidot.hawaii.gov/blog/2020/01/31/safe-routes-to-school-call-for-applications-3/>
<https://hidot.hawaii.gov/highways/srts/>

² Complete Streets HNL city council report:
https://www.honolulu.gov/rep/site/dts/dts_docs/160907_CS_Implementation_Report_Kamehameha_IV_FINAL.pdf

https://www.honolulu.gov/rep/site/dts/dts_docs/160907_CS_Implementation_Report_Waipahu_FINAL.pdf

³ 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>.

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 also adopted Ho'ona'auao as another one of its strategic priorities, which focused on maximizing the choices of life and work via Native Hawaiians gaining knowledge and exceling in educational opportunities at all levels. OHA's Mana I Maui Ola Strategic Plan (2020-2035) continues to incorporate Educational Pathways as a strategic direction, based on strategic goals. 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/safe routes to school programs, that address the social determinants of health.**

Community design, including complete streets/safe routes to schools which create equitably designed routes 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 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.⁴ **By promoting the implementation of the state's Complete Streets policy and the concomitant Safe Routes to School 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.**

With the COVID-19 pandemic adding unprecedented levels of strain, health concerns and uncertainty in nearly all sectors of our society, including throughout our educational infrastructure, the adoption of practices such as Safe Routes to School may be critical to helping schools move forward together in collaboration and in the best interests of our students, teachers, families, and the larger community.

Mahalo nui for the opportunity to provide testimony on SB2544.

⁴BARBARA 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>.

SB-2544

Submitted on: 2/10/2022 10:27:16 AM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Paula Adams	Individual	Support	No

Comments:

Dear Chair Lee and Chair Kidani, Vice Chair Inouye and Vice Chair Mercado Kim, and members of the Committee,

I am here as an individual citizen to support SB 2544 Relating to Safe Routes to School. I believe that infrastructure should be in place for all of us to be able to walk, bike and use public transportation in a safe manner. With the pass of this legislation, Hawaii will move forward to create safe routes to school for our children and youth to access. Thanks for this opportunity to testify.

Paula Adams

SB-2544

Submitted on: 2/10/2022 3:02:17 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Gerard Silva	Individual	Oppose	No

Comments:

This is another Pay for Play Job that is not needed and is a wast of time and money!!

DATE: February 11, 2022

TO: Chair Lee, Vice Chair Inouye
Transportation Committee Members

Chair Kidani, Vice Chair Mercado Kim
Education Committee Members

FROM: Jenn Kagiwada, Hilo

SUBJECT: SUPPORT SB 2544 Relating to Safe Routes to School

Aloha Chairs, Vice Chairs and Committee Members,

Thank you for considering my testimony in **SUPPORT** of Senate Bill 2544 Relating to Safe Routes to School.

Establishing and ensuring safe walking, biking and riding routes to our schools will improve and save lives of our keiki, their families and our communities by:

- Allowing students and families to get to and from schools without fearing for their safety
- Encouraging families to use alternative modes of transportation (walking, biking, rolling, etc.) to get to school
- Encouraging student daily exercise
- Reducing traffic congestion in our communities
- Reducing polluting emissions from individual auto use to and from school every day during the school year

For these reasons I **SUPPORT SB 2544** and ask that you to pass it out of your committees.

Mahalo!

SB-2544

Submitted on: 2/11/2022 10:52:11 AM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Natasha Woodward	Individual	Support	No

Comments:

As a public school employee, I have seen first hand by home much traffic delays are caused by everyone driving their kids to school. It is also a negative impact on the environment. I strongly support more infrastructure to allow kids to walk or bike to school safely, both providing them with much needed exercise and caring for the environment at the same time.

SB-2544

Submitted on: 2/11/2022 10:54:01 AM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Ruby Pap	Individual	Support	No

Comments:

Please vote yes on SB2544!

- Safe Routes to School (SRTS) is to ensure every child in Hawai‘i enjoys the infrastructure, social support, confidence, and skills to walk, roll, bike, or bus to school.
- The Hawai‘i Department of Transportation (HDOT) manages the federal SRTS program, which has the following goals:
 - Enable and encourage children, including those with disabilities, to walk and bicycle to school;
 - Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
 - Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- However, HDOT does not currently set goals for the percentage of students who use active modes of transportation to get to school. They maintain a list of schools that host SRTS programs but do not offer or fund technical assistance for program development. In addition, the state has a significant unspent balance of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds that could be used to support SRTS programming. Often communities are discouraged from applying due to difficulties in navigating the process.
- We believe the program can be improved by setting goals and hiring a full-time Safe Routes to School Coordinator to:
 - Set performance measures, goals and accountability for SRTS programming.
 - Ensure participation of vulnerable population.
 - Make recommendations for optimizing use of available state and federal funds for SRTS programs, especially in light of [significant impending changes and increases to federal funding to support SRTS](#).
 - Assist community groups with the application process and management of the fund.
- According to the Safe Routes National Partnership, as of September, 2021:
 - Hawai‘i has [lapsed or transferred over 30% of available funding from the Transportation Alternatives program](#).
 - Hawai‘i does not prioritize or give special consideration for SRTS projects in [allocation of Transportation Alternatives funding](#).

SB-2544

Submitted on: 2/11/2022 10:58:25 AM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Stephen Harris	Individual	Support	No

Comments:

At Wai`alae Public Charter School students walk in busy streets to get to the school buildings. On 19th Ave. there is a wall at the edge of the school property. Sometimes cars park so close to the wall that the keiki cannot walk in the protective passageway between the wall and parked cars so they need to walk in the middle of the road, which has many cars. It would be helpful to have a law requiring cars in these situations to park at least one foot from the wall or other obstruction so that keiki can walk in the protective passageway rather than in the road. Mahalo.

SB-2544

Submitted on: 2/11/2022 12:55:20 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Nancy Kanna	Individual	Support	No

Comments:

Dear Chair Kidani and members of the Senate Education Committee, and Chair Lee and members of the Senate Transportation Committee,

Do you remember what it was like to walk to/from school when you were a kid? You got some exercise, talked story with friends, enjoyed the fresh air. That was a long time ago, and over time, and our dependence on the automobile, a larger population and a myriad of other reasons, has led to a car culture to transport our keiki to school. In many communities long gone is the opportunity to walk to/from school because it simply is not safe.

It's not just about walking--it's about physical fitness, establishing social skills and building a mindful awareness of one's surroundings. These all translate into adulthood and into our future workforce.

I urge you to support SB2544 to accomplish the first step by establishing an advisory committee and funding a SRTS coordinator.

Sincerely,

Nancy A. Kanna

Hanapepe, HI

SB-2544

Submitted on: 2/11/2022 1:07:37 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Suzanne Fields	Individual	Support	No

Comments:

It is well known that Safe Routes to School (SRTS) ensures that every child in Hawai‘i enjoys the infrastructure, social support, confidence, and skills to walk, roll, bike, or bus to school.

The Hawai‘i Department of Transportation (HDOT) manages the federal SRTS program and has the following goals:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

HOWEVER, the HDOT does not currently set goals for the percentage of students who use active modes of transportation to get to school. They maintain a list of schools that host SRTS programs but do not offer or fund technical assistance for program development. In addition, the state has a significant unspent balance of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds that could be used to support SRTS programming. Often communities are discouraged from applying due to difficulties in navigating the process.

We believe the program can be improved by setting goals and hiring a full-time Safe Routes to School Coordinator to:

- Set performance measures, goals and accountability for SRTS programming.
- Ensure participation of vulnerable populations.
- Make recommendations for optimizing use of available state and federal funds for SRTS programs, especially in light of [significant impending changes and increases to federal funding to support SRTS](#).
- Assist community groups with the application process and management of the fund.
- According to the Safe Routes National Partnership, as of September, 2021:
 - Hawai‘i has [lapsed or transferred over 30% of available funding from the Transportation Alternatives program](#).

- Hawai‘i does not prioritize or give special consideration for SRTS projects in [allocation of Transportation Alternatives funding](#).

I STRONGLY support establishing this SRTS position to ensure that HDOT actually sets and meets established goals. This accountability is critical to ensuring the safety of our keiki and encourages activities that support physical fitness and health.

Thank you,

Suzanne Fields

Haiku Maui

SB-2544

Submitted on: 2/11/2022 1:07:39 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Lauren Nelson	Individual	Support	No

Comments:

Safe routes to school are essential for education equity and public health. Please vote to support SB2544.

SB-2544

Submitted on: 2/11/2022 4:09:15 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
mary santa maria	Individual	Support	No

Comments:

Dear Committe,

Please pass this bill. As a long time supporter and advocate for Safe Routes To School, I strongly support this bill. Hawaii has talked for a long time about making SRTS a reality, but only through funding a full time position within the HDOT will this become a reality. The time is now. Creating an advisory group will keep the program targeted, and provide our keiki with the safety and healthy lifestyles that they deserve. Safe walking, biking and rolling should be in every keiki's options . Please support this bill and create a funded position within the HDOT, and an advisory group

Mahalo

Mary Santa Maria, MS, MPH

Makawao, Hawaii

SB-2544

Submitted on: 2/11/2022 4:31:11 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Michelle K.	Individual	Support	No

Comments:

I strongly SUPPORT this bill. Kids deserve safe side walks and protected bicycle lanes to get to school and elsewhere. They cannot drive and do not want to become a burden on their parents/caregivers. Not everyone wants to take the bus during the pandemic, so do the right thing by giving kids access to safe streets on their way to and back from school.

Date: February 11, 2022

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

The Honorable Michelle N. Kidani, Chair
The Honorable Donna Mercado Kim, Vice Chair
Members of the Senate Committee on Education

Re: **Support for SB2544**, Relating to Safe Routes to School

Hrg: Monday February 14, 2022 at 3:00 PM Conference Room 229 & Videoconference

Aloha Senate Committees on Transportation and Education,

As a parent, community member and healthcare professional I am writing in **strong support of SB2544** which establishes the Safe Routes to School advisory committee to develop a strategic plan for the Safe Routes to School Program by 11/1/2025; and, appropriates funds for the hiring of a full-time Safe Routes to School coordinator.

The purpose Safe Routes to School (SRTS) programs is to ensure every child in Hawaii enjoys the infrastructure, social support, confidence, and skills to walk, roll, bike, or bus to school.

While state-level data is limited, the proportion of students across the US in grades K-8 who walk or bike to school fell from 48% in 1969 to only 13% in 2009.

State SRTS programs are associated with increased walking and biking to and from school. Over a 3-year period, a comparative analysis based on a national sample of school SRTS programs found that SRTS was associated with a significant increase in the percentage of students who walked or biked to and from school.

SRTS efforts improve equity for access to safe routes to school for children with a disability and those living in low-income neighborhoods, among others who experience safe access disparity.

The Hawaii Department of Transportation (HDOT) manages the federal SRTS program. However, HDOT does not currently set goals for the percentage of students who use active modes of transportation to get to school. In addition, Hawaii has a significant unspent balance of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds that could be used to support SRTS programming.

I believe Hawaii's SRTS program can be significantly improved by setting goals and hiring a full-time Safe Routes to School Coordinator.

I **strongly support SB2544**, respectfully ask you to pass it out of committee.

Many thanks for your consideration,

Forrest Batz, PharmD
Keaau, HI

SB-2544

Submitted on: 2/12/2022 1:59:30 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Cortney Midla	Individual	Support	No

Comments:

I support SB2544. I walk my son to school daily and cross more than 6 lanes of traffic at the intersection of Vineyard and Nu'uano. Many cars run red lights or immediately turn right when the light turns green, without looking for pedestrians, so we are very aware the importance of pedestrian safety. We are lucky to have sidewalks on our entire route to school, when many neighborhoods are not so fortunate.

Please support this bill to encourage children to engage in a healthy lifestyle and fight climate change.

SB-2544

Submitted on: 2/12/2022 2:33:28 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Travis Idol	Individual	Support	No

Comments:

I am submitting testimony in support of SB2544 to establish a Safe Routes to School (SRTS) Advisory Committee and appropriate funds for a SRTS school coordinator within HDOT. Hawaii has a complex geography and history of urban, suburban, and rural development that has resulted in a highly variable infrastructure for automobiles, buses, bicycles, and pedestrians. While the state and the counties have various departments and programs to address these infrastructural needs, one area that needs specific focus and effort is safe routes to schools. We need to be encouraging and supporting a diversity of transportation options to schools, especially those outside of a personal automobile. I am a committed commuter cyclist (CCC) who has navigated the roads and streets of Honolulu for 20 years now. Having lived downtown for the past dozen years, I have walked to my child’s schools, to church, to stores, to the nearby YMCA, the museums, the state library, to cultural and community events, and other locations and venues. I have also welcomed and appreciated the city’s commitment to and implementation of Complete Streets.

It is long overdue that we apply this thinking and these principles and practices to safe routes to schools. Creating a committee would help to set goals, performance measures, ensure full participation of the community, and make recommendations on how to use existing and available resources to support the work that is needed. A coordinator position would provide a key person with the focus and mandate to work with various departments and programs to ensure we make schools and surrounding neighborhoods a priority for alternative transportation options and upgrades. It’s a great addition to what we are already doing, so let’s keep up the good work!

I urge you to support SB2544

SB-2544

Submitted on: 2/12/2022 4:00:47 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Kathleen Hagan	Individual	Support	No

Comments:

I am writing in strong support of SB2544 which would establish the safe routes to school advisory committee to coordinate with the department of transportation and other necessary stakeholders. As a nurse, parent, and member of the Maui County Healthy Eating Active Living Coalition, I feel passionate about our keiki having the opportunity to bike, walk, roll, or bus safely to school. This won't happen without funding and coordination, so I respectfully ask that you pass this bill out of committee.

Mahalo,

Kathleen Hagan

Paia, HI 96779

SB-2544

Submitted on: 2/13/2022 10:29:58 AM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Kristin Green	Individual	Support	No

Comments:

Aloha,

Thank you for your time considering SB2544. I am firmly in support of funding, building, and protecting safe pedestrian routes to school. Access to sidewalks and bike routes keep our keiki safe, which gives caregivers the peace of mind of allow kids to walk to/from school. This frees up caregivers to work through their shift without necessarily needing to pick keiki up from school themselves.

As a community member without children of my own, I also appreciate using these same sidewalks and bike routes during the evenings while I walk my dog or ride my bike. SB2544 is healthy for our enitre community, and it aligns with stated goals of reducing traffic, increasing fitness, and building a tighter knit community.

Mahalo,

Kristin Green

LATE

SB-2544

Submitted on: 2/13/2022 9:42:04 PM

Testimony for TRS on 2/14/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Carolyn Eaton	Individual	Support	No

Comments:

Aloha, Chairs Kidani and Lee, Vice Chairs Kim and Inouye and members of both Committees. My name is Carolyn Eaton, and I strongly support this bill.