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STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

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HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

Testimony of
DAWN N. S. CHANG
Chairperson

Before the Senate Committee on
WAYS AND MEANS

Tuesday, February 22, 2023
09:30 AM

State Capitol, Conference Room 211 Via Videoconference

In consideration of
SENATE BILL 1535, SENATE DRAFT 1
RELATING TO TRANSPORTATION

Senate Bill 1535, Senate Draft 1 proposes to allow the Director of the Department of Transportation (HDOT) to exempt certain ground transportation facility projects from historic preservation review, the environmental impact statement law, and the Hawaii Public Procurement Code under certain conditions to improve pedestrian safety. **The Department of Land and Natural Resources (Department) appreciates the amendments to Senate Draft 1 of this measure which narrowed the scope of the exemptions, and therefore supports this measure.**

The Department's testimony is limited to the proposed exemption of certain projects from historic preservation review. The Department recognizes the need for development of projects to improve pedestrian safety. The Department believes that historic preservation review contributes only a very small portion of the 5 to 7 years that the Legislature finds it takes to the HDOT implement and complete such projects. On average, the Department's State Historic Preservation Division (SHPD) review takes less than six months even for large, complex projects. For projects of the scope anticipated in Senate Bill 1535, Senate Draft 1, historic preservation review times are much shorter. Nearly 45% of all SHPD reviews are completed within the 30- or 45-days deadlines set by rule.

SHPD works with HDOT and the counties to expedite the review of projects that affect health and safety. The Department notes that it is likely that many transportation projects subject to the provisions of Senate Bill 1535, Senate Draft 1 will be in historic town centers. The Department believes that the design and installation of pedestrian safety measures should avoid or minimize impacts to the historic character of such areas.

While HDOT would not intend to harm historic and cultural resources, its expertise is transportation, and it does not have the expertise in assessing impacts to historic districts that SHPD does. Without historic preservation review, there is a strong possibility that the projects will be designed and implemented with little or no consideration of their impact on historic resources. The Department also believes the SHPD's rules and the federal regulations governing historic preservation review provide mechanisms for expediting these projects while still ensuring that historic properties are considered in project design and implementation.

The Department appreciates that the Senate Committees on Water and Land, Transportation and Culture and the Arts, and Government Operations adopted the Department's recommendations when they crafted Senate Bill 1535, Senate Draft 1 ensuring that the exemption from Chapter 6E, Hawaii Revised Statutes, review will only apply within areas previously disturbed and only to the depth of the known soil disturbance not to exceed twenty-four inches below grade, and will not apply in historic districts and areas with a high probability for the presence of archaeological sites or burial sites.

Mahalo for the opportunity to provide testimony in support of this measure.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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LATE

RICK BLANGIARDI
MAYOR



J. ROGER MORTON
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE SENATE COMMITTEE ON
WAYS AND MEANS

Wednesday, February 22, 2023, 9:30 AM, Via Videoconference

TO: Senators Donovan M. Dela Cruz, Chair, and Members of the Committee on Ways and Means

RE: TESTIMONY IN SUPPORT OF SENATE BILL 1535, RELATING TO TRANSPORTATION

The Department of Transportation Services (DTS) of the City and County of Honolulu (City) strongly supports Senate Bill 1535, Senate Draft 1 (SB 1535 SD1), relating to transportation.

SB 1535 SD1 proposes to allow the director of the State Department of Transportation (HDOT) to exempt certain State and City ground transportation facility projects from reviews under the historic preservation and environmental impact statement, under certain conditions.

The City strongly supports the measure as it will help to expedite projects that are valued at \$100,000 or less for protective infrastructure and related appurtenances for pedestrians, bicyclists, and people on other mobility devices by adding to any existing hardened travel surface, an area of hardened travel service of not more than twelve feet in width. The measure would support the collaborative undertakings between HDOT and the City in the planning, engineering, and implementation of safety measures to provide safe routes to schools for our keiki and safe neighborhoods for our kupuna. The measure would also help to expedite a 30-mile bicycle route between Nānākuli and Mānoa/Waikīkī that the City is working to develop in partnership with HDOT.

Thank you for the opportunity to submit testimony in support.

SB-1535-SD-1

Submitted on: 2/20/2023 7:37:26 AM

Testimony for WAM on 2/22/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Tommy Noyes	Testifying for Kauai Path, Inc.	Support	Written Testimony Only

Comments:

STONG SUPPORT FOR SB 1535

Aloha Senators on serving on the Transportation, Water & Land, and Government Operations Committees,

Kindly accept this testimony supporting SB 1535, a bill that would exempt HDOT from certain reviews and studies for small roadway improvements that are safety focused.

Currently, many alternative transportation projects that could improve the safety of vulnerable users simply are not feasible, given the need for an environmental impact study or another hurdle.

This bill would help eliminate that obstacle, and make it much easier to implement life saving roadway improvement projects.

One suggestion that would make this bill even more positively impactful is to increase the eligible project cost from \$100k to \$500k.

Kauai Path, Inc. is an educational non-profit with the vision of Kaua'i residents working together to preserve, protect, and extend access island-wide through the design, implementation, and stewardship of non-motorized multi-use paths.

Please advance and help support this bill!

Mahalo and kind regards, Tommy A. Noyes, executive director, Kauai Path, Inc.



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SENATE COMMITTEE ON WAYS AND MEANS
Wednesday, February 22, 2023 – 9:30am

Hawai'i Bicycling League supports SB1535 SD1, Relating to Transportation

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee Members,

My name is Travis Counsell, and I am the Executive Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll. This means creating infrastructure that is designed for all users with safety as a top priority.

Hawai'i Bicycling League strongly supports SB1535 SD1, which allows the Director of Transportation to exempt certain ground transportation facility projects from historic preservation review and the environmental impact statement law, subject to certain conditions.

HBL views this bill as a positive step towards expediting important safety improvements on our roadways. Too many people are injured or killed due to poor infrastructure design. We often hear that extensive and expensive reviews and analyses prevent improvements from occurring. Removing hurdles that delay or prevent much needed improvements will help to create safer streets for all users.

Hawai'i residents, especially our keiki and kūpuna, need safe, accessible places to walk, roll, and bike. This bill can help make this a reality by speeding up implementing these much needed improvements.

Mahalo for the opportunity to provide testimony. We strongly urge you to pass this legislation to allow for less hurdles in the creation of safe spaces for vulnerable road users. Please support SB1535 SD1.

Ride Aloha,

Travis L. Counsell
Executive Director
Hawai'i Bicycling League



LATE

The Hawaii State Legislature
Senate Committee on Ways and Means
Wednesday, February 22, 2023 Conference Room 211, 09:30 a.m.

**SB 1535 SD1
Relating to Transportation**

Aloha kakou Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee Members,

My name is Todd Boulanger and I am the Executive Director of Bikeshare Hawaii (BSH). BSH is a local non-profit organization that advocates for bikeshare (shared micro mobility) services across the state of Hawaii and the convenient and safe mobility of our over **480,000 Biki customers** which includes kama'ainas and visitors between the ages of 16 to 80+ years old. Biki provides emission free transport (over **5.8 million rides** to date) between Iwilei, Downtown, Waikiki, Kakaako, Waikiki, Makiki to Diamond Head. This is an equivalent of **12.8 million miles**. Biki members report that **11% of their households** have reduced their car ownership and this was possible, as their new bike trips replaced **49% of their car trips** (SOVs) since they joined. These avoided car trips intown allow for more roadway lane and parking space here in 'the city' for those driving in from 'the country', often those who cannot bike [or bus] in but must drive in to urban Honolulu for work, essential shopping, medical appointments etc. Bikeshare is currently also offered in Hilo and Kailua-Kona and there is interest for similar services in Maui and Kauai too.

Todd Boulanger,
Executive Director

Ranked
as a Top US
Bikeshare Service
by NACTO
since 2017

Bikeshare Hawaii supports S.B. 1535, SD1 which offers flexibility to vulnerable roadway user projects so that spot transportation safety enhancements can be made by the department of transportation and the counties. It is critical that we remove any barriers in the way of our island reducing our roadway fatalities, as this will help to decarbonize more land trips so that we can address our climate crisis. Supporting bicycles (and bikeshare) as a transport tool is one of the cheapest and most efficient ways to do this sooner than later. This bill once adopted and implemented will aid these and many other important quality of life issues in Hawai'i:

Cycling Lowers the Cost of Living in Hawai'i:

Supporting bikeshare helps expand our urban households' ability to shed cars through bikesharing, we can help them save up to \$16,200 per year while reducing the indirect public costs associated with vehicle ownership that amount to \$11.2 billion per year in Hawai'i.¹ For example, an intown family of four would pay less than \$800 per year for unlimited 30-minute Biki rides, using our \$15 Commuter membership. Up to 19% of Biki members combine bikeshare with transit use, important for more distant trips. In addition, urban housing can become more affordable if we don't dedicate so much land and financial resources to expensive, space-intensive car dependency. For example, each structured car stall (parking garage or suburban home) requires over 320 square feet which is similar to the space of a studio apartment.

¹ The Costs of the Vehicle Economy in Hawai'i," <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>.



Roadway Injuries and Fatalities:

Adopting SB15235 SD1 would aid our transportation professionals in reversing the tragic trend of a 23% increase in the fatalities of vulnerable roadway users (cyclists, rollers and walkers) in Hawaii. These are the customers of our county and state transportation facilities, but not served as well as in other communities that have reached zero fatalities (vision zero). This is a big problem BUT it is not irreversible...I have worked in communities with much worse traffic fatality rates (Abu Dhabi) that have with strong leadership have reversed it.

Speaking based on my 20+ years as a public works / transportation planner/ roadway safety auditor: the importance of SB1535, SD1 is to add flexibility for constructing quickly any spot safety improvements at a cost less than the planning and reporting costs of doing so...even before a shovel is turned. Often these identified spot barriers / gaps can hold up important ADA and pedestrian and bike network connection that are critical in our island's solutions for our climate crisis.

The other thing to remember...is that many urban arterial roadways once had parallel wider sidewalk facilities with trees but were later widened for motor vehicle capacity enhancements after the territorial era but the preexisting pedestrian [and bikeway] facilities may have been removed or degraded during this "improvement". It has become perverse that this retrofitting of historic "design wrongs" - and building environmentally friendly complete street facilities - has become more difficult and often postponed due to increased environmental reporting that new facilities require versus the past road widening.

This bill, once implemented, will help to align these two actions in their shared outcome for a safer Hawai'i.

Recommended Revision:

Please consider increasing the cap on such spot interventions from \$100,000 to \$500,000; as \$100,000 cannot even construct a pair of intersection traffic signals, as an example.

Mahalo nui loa for the opportunity to testify in support for SB1535 SD1.

Best regards,

A handwritten signature in black ink, appearing to read "Todd Boulanger".

Todd Boulanger
Executive Director

PS. For more up to date information on Biki, Honolulu's *bikeshare transit service*, the state's second largest transit service to go: www.gobiki.org

SB-1535-SD-1

Submitted on: 2/20/2023 6:32:38 AM

Testimony for WAM on 2/22/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Anthony Chang	Individual	Support	Written Testimony Only

Comments:

Aloha Honorable Senators

Please pass this bill and please increase the funding from \$100,000 to \$500,000

Traffic fatalities [until recently were the leading cause of death for children 18 and under](#) inside and outside of cars, and [in Hawai'i it still is](#). As most commuting is done during rush hour, usually the same times as people take their children to school, providing safe routes to school would help with dealing with daily congestion, along with climate change, make Hawaii healthier, and save families money, especially those with low income. Safety needs to become a greater priority for kupuna and keiki alike.

My sister Emelia Hung, died at age 24 ten years ago trying to cross the street. My grandma Wai Lan Chang a few years before that got hit by a car trying to cross the street and only survived because she landed in cross, though she never walked the same.

Along with my experiences I hold a Master's in Urban and Regional Planning with a focus on transportation statistics, infrastructure, and history. Feel free to ask me anything

Please pass this and bill and increase the funding from \$100,000 to \$500,000

Mahalo nui loa

Anthony Chang

SB-1535-SD-1

Submitted on: 2/20/2023 9:09:50 AM

Testimony for WAM on 2/22/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Jennifer Nelson	Individual	Support	Written Testimony Only

Comments:

I ride my bike from Makiki Heights over the H1 overpass and all the way down to Kaka'ako or Waikiki in either direction using the bike lanes. In the Eva direction, there needs to be a repainted surface to a more flush green that drivers can see. There also should be blinking lights alerting drivers that are turning past that bike lane that they should look out for oncoming cyclists before they make the turn left towards mauka. Also the roadway where there is a bike lane going down Auahi street, there are multiple broken shoulders where a cyclist has to get out the bike lane and ride on the the car lane suddenly. As well as potholes this needs to be fixed. Also the king street bike lane going towards diamond head needs to be repaved, repainted and have a continuous path. There are several spots where the oth breaks making it confusing for both cyclists and drivers.

NYC, a city that was notorious for plenty of cyclist accidents did a really incredible job back in 2010 creating green streets for bicyclists that both cyclists and drivers were able to understand. This made NYC one of the best examples of how a super dense and urban location can turn into a bike friendly place.

SB-1535-SD-1

Submitted on: 2/20/2023 4:45:56 PM

Testimony for WAM on 2/22/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Riki Nakamoto	Individual	Support	Written Testimony Only

Comments:

I support SB 1535

sincerely,

Riki Nakamoto

SB-1535-SD-1

Submitted on: 2/21/2023 8:59:39 AM

Testimony for WAM on 2/22/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
McKenna Nieves	Individual	Support	Written Testimony Only

Comments:

I'm one of many road cyclists on the island that feel that small changes could help make our roads so much safer for us cyclists and other pedestrians. Reducing barriers to these improvements would be a win for the community as a whole. One example would be the shoulder of Franklin D. Roosevelt Ave/Iroquois Point Rd, which connects Ewa to Kapolei and is frequently used by cyclists, including some of the larger organized group rides. Most of the shoulder is in poor repair and there are only a few inches of the shoulder that can be used by road bikes, forcing us cyclists to either take the lane of traffic or hug the lane. Both of these options understandably frustrate some of the drivers that we're sharing the road with and road rage incidents are unfortunately a common occurrence. Paving the shoulder is an improvement that would not only help keep us cyclists and pedestrians safe, but would also help keep traffic flowing and alleviate driver frustrations. This is a relatively small improvement that would go a long way towards keeping the community safe, and this is just one example of many roads on Oahu facing the same issue. Reducing barriers to these sorts of improvements would be a win for our community as a whole as they would allow for these improvements to be made more quickly once the need is recognized. Thank you for your consideration.

SB-1535-SD-1

Submitted on: 2/21/2023 9:46:03 AM

Testimony for WAM on 2/22/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
josephine tanimoto	Individual	Oppose	Written Testimony Only

Comments:

Aloha. I come from Kawaihae on the Big Island. We are impacted by the Ironman Triathlon, the public bus system and the military who traverse our community. Our Keiki go to canoe practice, walk to the beaches, etc. We would appreciate a lot more updates in infrastructure, but not at the cost of exempting Preservation Reviews and Environmental Impact Statements.

There are many unidentified burials, historic sites and history that needs to be identified. For example, Kawaihae has an incomplete Queen Ka'ahumanu Highway/Kawaihae Road intersection for many years. There is a historic burial site next to this priority intersection. Bikers use this boulder enclosure for bathroom, tourist stop and walk all over to see the sunrise and sunset and who knows what else on the shoulder of this intersection.

The State and all the government authorities should pay to get these sites and others, and get this Preservation Sites all registered and identified by signage-first.

Mahalo