



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR

Deputy Directors
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO
JAMES KUNANE TOKIOKA

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

February 22, 2023
10:00 A.M.
State Capitol, Teleconference

S.B. 1506 S.D.1
RELATING TO TRANSPORTATION

Senate Committee on Ways and Means

The Department of Transportation (DOT) **supports the intent of S.B. 1506 S.D.1** and offers comments. S.B. 1506 S.D.1 establishes an additional program and committee that would be connected to the Department for administrative purposes only to develop strategies and facilitate transportation-related projects, makes changes to the Safe Routes to School Program, and appropriates funds.

Providing a safe transportation system is integral to the DOT's mission and safety is addressed in every project that is implemented. While the DOT supports creating and maintaining a transportation system that provides safe mobility for all modes and users, we are concerned that this bill creates processes that are duplicative and would conflict with the DOT's existing efforts. Therefore, the DOT does not recommend establishing the Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee.

Safety is the State's #1 priority. We have reported on our robust educational, enforcement, and engineering programs which we implemented to successfully save lives over years. We are proud partners with all counties who are equally dedicated to zero deaths on our roadways. We meet regularly with the four counties and metropolitan planning organizations to discuss project implementation, safety focus, and opportunities for funding from the Infrastructure Investment and Jobs Act funding and programs, including discretionary grant opportunities for safety such as Safe Streets and Roads for All. In this past federal fiscal year, DOT transferred \$25,000,000 to the four counties to provide funding for transit rolling stock and bus operations. The DOT will be providing up to \$60,000,000 of additional funding this fiscal year. Last year, the DOT also expended more than \$45 million for bicycle and pedestrian improvements, which include expenditures on raised crosswalks and shared use paths.

The problem DOT has is not lack of process, but a lack of funding. Additional funds dedicated specifically to bicycling and pedestrian safety are key to improving alternative modes of transportation. The DOT supports appropriating \$50,000,000 in general funds

to the DOT to address bicycle and pedestrian facilities on State and County transportation systems. The funding could be utilized immediately to advance the highest priority initiatives as identified by legislators, community members, and existing bike and ped plans from counties and the State.

The DOT supports the intent of this measure to improve safety for vulnerable users of the system. Establishing a one-time infusion of capital specifically for this improvement, and a committee to recommend improvements would be beneficial to the communities we serve and advance the State's Vision Zero approach.

If a Safe Routes for People Program is established, we request that Safe Routes to School projects considered under the Safe Routes for People Implementation Program have the same application and prioritization processes, and reporting requirements as other Safe Routes for People projects. This would simplify the program and allow for projects that include both areas surrounding schools as well as connections to destinations beyond schools to provide safe routes for all people. Safe Routes to School projects enable and encourage students to bike and walk to school, and are therefore limited to locations in the vicinity of schools. In order to eliminate that limitation for projects, the following amendments are requested.

- Revise the proposed 286-B(b) to include in the Safe Routes for People Implementation Committee one member representing the Hawaii Association of Independent Schools.

- Revise the proposed 291C-3(c) to read as follows.

~~The safe routes for people implementation committee, in consultation with the department of education, department of health, and Hawaii Association of Independent Schools, shall provide safe routes to school funds shall develop recommendations for school-based and community-based workshops and review project proposals and select priority infrastructure and non-infrastructure projects that will reduce vehicular traffic and congestion, encourage walking and bicycling, and promote health and safety around Hawaii's schools and common destinations.~~

- Delete the last sentence of the proposed 291C-3(d).

~~No later than twenty days prior to the convening of each regular session, the safe routes for people implementation committee shall submit to the legislature an annual report on the status and progress of the safe routes to school program, including an accounting of all grants provided through the program and a timeline for future grant awards.~~

- Delete the proposed 291C-3(g).

~~The director of transportation shall submit to the legislature an annual report of the status and progress of the safe routes to school program, including an accounting of all grants provided through the program and a timeline for future~~

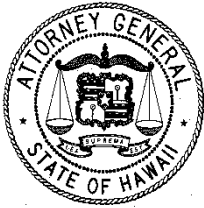
grant awards, no later than twenty days prior to the convening of each regular session.

- Revise the proposed 291C-4(c) to read as follows.

The department of transportation shall submit an annual report to the legislature no later than twenty days prior to the convening of each regular session that outlines the receipts of, and expenditures from, the special fund. This report shall include the status and progress of projects, an accounting of all grants provided for projects and a timeline for future grant awards.

In addition, we request the changes to the proposed 291C-3(e)(4) that would require between ten and thirty percent of safe routes for people funds intended for safe routes to school projects be disregarded. This is a requirement for Safe Routes to School federal funds obtained under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Imposing this requirement on funds in the Safe Routes for People fund would make these funds less flexible and prevent some infrastructure projects from extending beyond school areas.

Thank you for the opportunity to provide testimony.



**WRITTEN TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-SECOND LEGISLATURE, 2023**

ON THE FOLLOWING MEASURE:

S.B. NO. 1506, S.D.1, RELATING TO TRANSPORTATION.

BEFORE THE:

SENATE COMMITTEE ON WAYS AND MEANS

DATE: Wednesday, February 22, 2023 **TIME:** 10:00 a.m.

LOCATION: State Capitol, Room 211

TESTIFIER(S): **WRITTEN TESTIMONY ONLY.**

(For more information, contact Denise W.M. Wong or Marjorie Lau,
Deputy Attorneys General, at 587-2992)

Chair Dela Cruz and Members of the Committee

The Department of the Attorney General offers the following comments.

The bill's purpose is "to re-prioritize the safety of keiki and kupuna by fixing and simplifying the safe routes to schools program, expanding it to include safe routes for all people, re-engage community stakeholders, and appropriate a meaningful \$50,000,000 to move priority projects and save lives. (Page 2, lines 12-17). Section 2 of the bill establishes a safe routes for people implementation program (Program) within the Department of Transportation (DOT) to develop strategies and facilitate projects (page 4, lines 7-19), and establishes a safe routes for people implementation committee, comprised of specified members, to advise the State in carrying out the purposes of the Program (page 4, line 20, through page 8, line 20). Section 3 of the bill amends section 291C-3, Hawaii Revised Statutes (HRS), to (1) delete references to the counties, (2) transfer some of the Director of Transportation's responsibilities to the implementation committee, and (3) repeal the standards for the county safe routes to school program to make grants of funds. (Page 9, line 1, through page 13, line 21). Section 4 of the bill renames the special fund established in section 291C-4, HRS, and requires the fund to be administered by the DOT in conjunction with the implementation committee. (Page 14, line 1, through page 15, line 16). Section 5 of the bill appropriates funds. (Page 15, line 17, through page 16, line 4).

Although the bill appears to suggest that the DOT may fund priority projects in the Program through the safe routes for people special fund (page 5, line 20, through page 6, line 3), the bill does not include an appropriation out of this special fund. See article VII, section 5, of the Hawai'i Constitution ("No public money shall be expended except pursuant to appropriations made by law"). If the intent of the bill is to use the moneys from the special fund for the projects, we recommend adding a new section to the bill as follows:

SECTION __. There is appropriated out of the safe routes for people special fund the sum or \$_____ or so much as thereof as may be necessary for fiscal year 2023-2024 for the purpose of funding the safe routes for people projects selected and approved pursuant to sections 286-B and 291C-3, Hawaii Revised Statutes, and distribution to counties for implementation of such projects."

Additionally, any grant from the special fund would be subject to article VII, section 4, of the Constitution of the State of Hawai'i, which provides, "[n]o grant of public money or property shall be made except pursuant to standards provided by law." This bill does not appear to contain sufficient standards for grants of public money. Therefore, we recommend inserting appropriate standards in the bill. Examples of existing statutes that provide standards for agencies to issue grants are found in part II of chapter 9 and sections 10-17, 210D-11, and 383-128, Hawaii Revised Statutes. We have attached draft standards to this testimony as a sample.

Thank you for considering these comments.

POSSIBLE STANDARDS FOR THE GRANTS IN THIS BILL

- (1) Any grant shall be used exclusively for the purposes of this program.
- (2) The applicant shall indicate capability to properly use the grant for the purpose of the grant program.
- (3) The applicant shall comply with all applicable federal and state laws prohibiting discrimination against any person on the basis of race, color, national origin, religion, creed, sex, age, sexual orientation, disability, or any other characteristic protected under applicable federal or state law.
- (4) The grant shall not be used for purposes of entertainment or perquisites.
- (5) The applicant shall comply with other requirements as the department may prescribe.
- (6) All activities undertaken with funds received shall comply with all applicable federal, state, and county statutes and ordinances.
- (7) The applicant shall indemnify and save harmless the State of Hawai'i and its officers, agents, and employees from and against any and all claims arising out of or resulting from activities carried out or projects undertaken with funds provided hereunder, and procure sufficient insurance to provide this indemnification if requested to do so by the department.
- (8) The applicant shall agree to make available to the department all records the applicant may have relating to the grant, to allow state agencies to monitor the applicant's compliance with this section.



STATE OF HAWAII
STATE COUNCIL
ON DEVELOPMENTAL DISABILITIES
1010 RICHARDS STREET, Room 122
HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-8100 FAX: (808) 586-7543
February 22, 2023

The Honorable Senator Donovan M. Dela Cruz, Chair
Senate Committee on Ways and Means
The Thirty-Second Legislature
State Capitol
State of Hawai'i
Honolulu, Hawai'i 96813

Dear Senator Dela Cruz and Committee Members:

SUBJECT: SB1506 SD1 RELATING TO RELATING TO TRANSPORTATION.

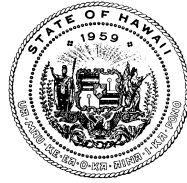
The Hawaii State Council on Developmental Disabilities **SUPPORTS SB1506 SD1**, establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. Establishes a Safe Routes for People Special Fund. Allows State Highway Fund moneys to be expended to establish protected walkways. Increases the minimum amount of State Highway Funds required to be expended by the Department of Transportation on ground transportation projects from two per cent to five per cent. Appropriates funds.

Establishing safer routes not only benefits keiki and kupuna but other members of the community who use ground transportation, including those with Intellectual/Developmental Disabilities. Safe and accessible walkways allow those with I/DD to have more freedom of travel and promote independence. Safe routes also allow better integration and interaction between those with I/DD and members of the community.

Thank you for the opportunity to be a part of the Safe Routes for People Implementation Committee and for the opportunity to submit testimony in **support of SB1506 SD1**.

Sincerely,

Daintry Bartoldus
Executive Administrator



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

**Testimony in SUPPORT of S.B. 1506, S.D. 1
RELATING TO TRANSPORTATION**

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

Hearing Date: February 22, 2023 Room Number: Conference Room 211

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) for fiscal implications of implementation and to the priorities of the
3 Executive biennium budget request.
- 4 **Department Testimony:** The DOH supports Senate Bill 1506, Senate Draft 1 (S.B. 1506,
5 S.D. 1) to establish a Safe Routes for People (SRFP) Implementation Committee to develop
6 strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna
7 using ground transportation facilities. This measure also authorizes the SRFP Implementation
8 Committee to develop the application process under the Safe Routes to School Program, renames
9 the Safe Routes to Schools (SRTS) Program Special Fund to the SRFP Special Fund, and
10 amends its purpose.

11 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,
12 only 24.8% of Hawaii residents, in 2019, met federal guidelines for physical activity.¹ More
13 needs to be done across the state to fund, plan, and build supportive infrastructure for active
14 living. The design of roads that integrate options like walking and bicycling is a public health
15 concern since the built environment can promote or hinder physical activity. People who are
16 physically active generally have better health outcomes and are at less risk for serious chronic
17 diseases and conditions; often the same conditions closely linked to severe COVID-19

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

1 outcomes.² The Centers for Disease Control and Prevention (CDC) initiative *Active People,*
2 *Healthy Nation* identifies eight key strategies to promote physical activity.³ Among these, the
3 top two are “activity friendly routes to everyday locations” and “access to places for physical
4 activity.”

5 Physical activity is also essential to the development of the whole child and in
6 establishing positive health behaviors throughout the lifespan.⁴ In 2019, just 13% of Hawaii
7 High School students and 17% of Hawaii Middle School students met the federal guidelines for
8 physical activity.^{5,6} SRFP programs create communities where children and people of all ages
9 can walk, bike, and roll safely and are associated with increased active transportation, including
10 an increase in the number of students walking or biking to and from school.

11 S.B. 1506, S.D. 1 aligns with several of the DOH Healthy Hawaii Strategic Plan 2030
12 Community Design and Access objectives that promote physical activity through supportive
13 built environment and transportation policies that prioritize walking, wheelchairs, and bicycling.
14 The measure is also consistent with the Department of Education (DOE) Wellness Guidelines for
15 which the DOH as a partner agency conducts a yearly Safety and Wellness Survey that evaluates
16 the implementation of the guidelines in all DOE schools. The Wellness Guidelines include
17 objectives to support active transport by encouraging students and staff to walk and/or bike to
18 school.

19 The DOH looks forward to continued collaboration with the DOT and commits to
20 actively participate in the SRFP Implementation Committee if established, to ensure that health
21 metrics and health equity are included in any performance measures.

² CDC *About Physical Activity*. 2021.

³ CDC *Active People Healthy Nation*. 2020.

⁴ 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.

⁵ 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 [January 27, 2023].

⁶ 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 [January 27, 2023].

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

2 **Offered Amendments:** None



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

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

**Testimony of
Leah Laramee
Coordinator, Hawai'i Climate Change Mitigation and Adaptation Commission**

**Before the Senate Committee on
WAYS AND MEANS**

**Friday, February 22, 2023
10:00 AM**

State Capitol, Via Videoconference, Conference Room 211

**In support of
Senate Bill 1506 Senate Draft 1
RELATING TO SAFE ROUTES TO SCHOOL**

Senate Bill 1506 SD1 establishes the safe routes to school advisory committee and appropriates funds. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) offers the following comments in support of this measure.**

Access to safe, accessible walkways and bikeways delivers on Hawai'i's climate, equity, and public health goals. The Commission's report Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility states that projects to address dangerous intersections such as Safe Routes to Schools and Parks, traffic calming, and shared-use paths are underfunded in Hawai'i. The Commission recognizes we need more significant investments in pedestrian, bicycle, and transit facilities. Moving people around with safer and sustainable transportation options that integrate walking, bicycling, rolling, transit, 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, schools, and jobs, improve air quality and help address climate change.

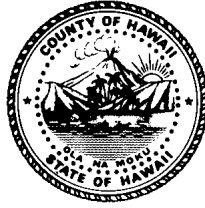
In particular, the Commission supports SB 1506 SD1 because it provides \$50,000,000 in funding for more safe routes for walking, rolling, and biking, fixes some of the outdated funding mechanisms for safe routes, including transferring administrative rules which the lack thereof resulted in no funding for the Counties last year, and provides collaboration, accountability, and transparency by establishing a Statewide Safe Routes Committee to provide guidance on a Safe Routes plan, goals, objectives, strategies, and outcomes and requires an annual report to the State Legislature on the progress of the items listed in the bill.

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 and guide investments, such as those listed in this bill, that will allow for people to feel safe while navigating their cities and towns outside of personal vehicles. Establishing the Safe Routes Committee, transferring administrative rules, and providing funding for safe routes are good first steps in achieving this.

Mahalo for the opportunity to comment in support of this measure.

Jennifer Kagiwada
Council Member District 2 South Hilo



Office: (808) 961-8272
jennifer.kagiwada@hawaiicounty.gov

HAWAI'I COUNTY COUNCIL - DISTRICT 2

25 Aupuni Street • Hilo, Hawai'i 96720

DATE: February 17, 2023
TO: Senate Committee on Ways and Means
FROM: Jennifer Kagiwada, Council Member
Council District 2
SUBJECT: SB 1506

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

I am testifying in strong support of SB 1506 to establish a Safe Routes for People Implementation Program and the associated Committee. These programs are an integral part of developing strategies and supporting transportation-related projects that focus on the safety of keiki and kupuna.

These Safe Streets and Safe Routes programs are especially needed in my District, as I have many constituents who are concerned about the traffic in their neighborhoods, especially near the schools. Both Waiakea Middle and Elementary Schools and EB DeSilva Elementary School are located in neighborhoods where children could and should be encouraged to walk, ride or roll to school. Unfortunately, the lack of barriers between automobile traffic and other modes of transportation along with excessive car speed due to poorly designed streets makes it extremely dangerous for our children and families to do anything but travel by car causing traffic congestion and pollution. Support from the National Safe Routes to School organization is desperately needed in our community.

Please pass SB 1506. Mahalo for the opportunity to testify in support of this bill.

Mahalo,

A handwritten signature in black ink, appearing to read 'Jenn Kagiwada'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Jenn Kagiwada

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulupd.org



RICK BLANGIARDI
MAYOR

ARTHUR J. LOGAN
CHIEF

KEITH K. HORIKAWA
RADE K. VANIC
DEPUTY CHIEFS

OUR REFERENCE ST-TK

February 22, 2023

The Honorable Donovan M. Dela Cruz, Chair
and Members
Committee on Ways and Means
State Senate
415 South Beretania Street, Room 211
Honolulu, Hawaii 96813

Dear Chair Dela Cruz and Members:

SUBJECT: Senate Bill No. 1506, S.D. 1, Relating to Transportation

I am Stason Tanaka, Acting Major of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports Senate Bill No. 1506, S.D. 1, Relating to Transportation.

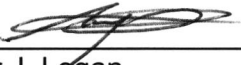
The HPD supports the proposal to establish the safe routes for people implementation program, the safe routes for people implementation committee, and all measures that increase the safety of pedestrians.

Implementing this program can assist in reducing the congestion on our roadways. Should this bill pass, the implementation of safe passages may encourage other forms of transportation, such as bicycles, skateboards, etc. The program and committee may also find viable solutions to help reduce the number of pedestrian-related fatalities each year.


The HPD urges you to support Senate Bill No. 1506, S.D. 1, Relating to Transportation. Thank you for the opportunity to testify.

APPROVED:

Sincerely,



Arthur J. Logan
Chief of Police


Stason Tanaka, Acting Major
Traffic Division

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

711 KAPIOLANI BOULEVARD, SUITE 1600
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

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, 10:00 AM, Via Videoconference

TO: Senator Donovan M. Dela Cruz, Chair, and Members of the Committee on
Transportation and Culture and the Arts

RE: TESTIMONY IN COMMENTS ON SENATE BILL 1506, SENATE DRAFT 1,
RELATING TO TRANSPORTATION

The Department of Transportation Services (DTS) of the City and County of Honolulu (City) provides the following comments on Senate Bill 1506, Senate Draft 1 (SB 1506 SD1), relating to transportation.

DTS **supports the intent** of the bill, but offers the following comments. SB 1506 SD1 proposes a new safe routes for people implementation program and committee that would be administratively within the State Department of Transportation and would develop strategies and facilitate transportation-related projects, makes changes to the Safe Routes to School Program, and appropriates funds

DTS has concerns that the new program, which is focused at the state level, may through duplicative processes diminish or overlook county needs and issues. The current Safe Routes to School program is community-based and flexible to local needs. To the extent practicable, DTS would like to continue the county safe routes to school program and the use of a safe routes to school coordinator to focus on Oahu's students and schools. This is only possible with funds from the safe routes to school special fund, which collects fines from speeding in a school zone and a safe routes to school surcharge. With the replacement of the safe routes to school special fund with the safe routes for people special fund, DTS would like the fines collected to be dedicated for programmatic uses such as hiring a safe routes to school coordinator, creating and publishing educational materials, conducting surveys, installing quick-build improvements, establishing walking school buses, and providing incentives and support to schools. It is necessary to have dedicated funds for these programmatic uses which will support the infrastructure improvements.

If a Safe Routes for People Program is established, DTS requests that Safe Routes to School projects be considered and prioritized under the same application, prioritization processes, and reporting requirements as other Safe Routes for People projects.

Thank you for the opportunity to submit these comments.

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11th FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-2277 • EMAIL: resilientoahu@honolulu.gov • INTERNET: www.resilientoahu.org

LATE

RICK BLANGIARDI
MAYOR



MATTHEW GONSER, AICP, CFM
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER

NICOLA HEDGE
DEPUTY DIRECTOR &
DEPUTY CHIEF RESILIENCE OFFICER

WEDNESDAY, FEBRUARY 22, 2023; 10:00 A.M.

STATE OF HAWAII
SENATE COMMITTEE ON WAYS AND MEANS

**TESTIMONY ON SENATE BILL 1506, SD1
RELATING TO TRANSPORTATION**

BY,

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

Dear Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee:

The City and County of Honolulu (“City”) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports** SB1506 SD1, which establishes a Safe Routes for People Implementation Program to continue to improve safety for keiki, kupuna and all residents in using ground transportation facilities.

Expanding safe and reliable access for all people to walk, bike, roll, stroll and use public transportation supports healthy and active communities, improves community cohesion and economic growth, reduces traffic congestion and is integral to reaching net-negative carbon emissions by 2045. On O’ahu, ground transportation alone is responsible for one-fifth of total emissions¹. Increased investments in transportation options that prioritize low and no-carbon modes of movement such as walking and biking are needed in order to achieve these many community benefits and climate goals. While many important improvements have already been made, on average, one person dies in a traffic crash per week on O’ahu, and those who walk, roll, or bike are more likely to be injured or killed².

1 City and County of Honolulu Climate Action Plan: <https://www.resilientoahu.org/s/2020-2025-Climate-Action-Plan.pdf>.

2 City and County of Honolulu Complete Streets Program, Vision Zero Action Plan: <https://www.honolulu.gov/completestreets/visionzero>.

Chair Dela Cruz and Vice Chair Keith-Agaran
SB1506 SD1
February 22, 2023
Page 2

We do hope, however, that any such State-level program is in complement to, rather than in lieu of, the existing City-level Safe Routes to School Program implemented by the City's Department of Transportation Services (DTS). Implementing SB1506, in addition to City-level efforts, can support the City in meeting our local goals and objectives outlined in the Complete Streets program, Age-Friendly Honolulu, O'ahu Bike Plan (2019), Climate Action Plan (2021), O'ahu Pedestrian Plan (2022), and forthcoming Vision Zero Action Plan. We appreciate existing collaboration and future investment such as those outlined in SB1506 to continue building safe and affordable transportation benefits for local residents.

Thank you for the opportunity to testify in support of SB1506 SD1.



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facebook.com/AARPHawaii

The State Legislature
Senate Committee on Ways and Means
Wednesday, February 22, 2023
Conference Room 211, 10:00 a.m.

TO: The Honorable Donovan Dela Cruz, Chair
RE: Support for S.B. 1506, SD1 Relating to Transportation

Aloha Chair Dela Cruz and Members of the Committee:

My name is Keali'i Lopez and I am the State Director for AARP Hawai'i. AARP is a nonpartisan, social mission organization that advocates for individuals age 50 and older. We have a membership of nearly 38 million nationwide and nearly 140,000 in Hawaii. We advocate at the state and federal level for the issues that matter most to older adults and their families.

AARP supports S.B. 1506, SD1 which prioritizes the safety in design and funding for transportation-related projects implemented by the department of transportation and the counties.

Safety risks are not evenly spread among population groups or locations. Older adults, especially those ages 50-64 and 75+, are significantly more likely to be killed in traffic crashes while walking (SGA/NCSC, Dangerous by Design 2022). A study commissioned by AARP and conducted by Smart Growth America in March 2022 found that simply establishing general policy that promotes the safety of people walking, bicycling, and rolling isn't enough to improve safety outcomes. Policy needs to be supported by specific provisions requiring accountability and outlining required implementation activities.

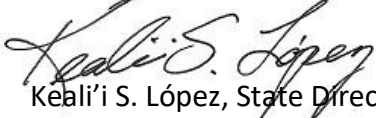
The accountability and implementation measures in S.B. 1506 SD 1 and the Safe Routes for People Implementation Program are consistent with AARP recommended practice including

- Creating an implementation committee that consists of representatives from relevant state departments and stakeholder groups, including representing older adults.
- Developing policies and procedures that will improve implementation at the state and county levels, including when applying for federal grants.
- Developing and tracking performance measures, metrics, and benchmarks.
- Producing annual reports that track progress, to be made available to the legislature and to the public.¹

AARP also supports the creation of separate, targeted funding programs and funding set-asides, such as those as provided in S.B. 1506 SD1, to improve the experience of people walking, biking, and rolling. State-level dedicated funding programs, such as those in Massachusetts, have proved popular with communities and have led to significant improvements in local policies and practices, as well as infrastructure investments. ²

Thank you very much for the opportunity to testify in support for **S.B 1506, SD1**.

Sincerely,


Keali'i S. López, State Director

¹ AARP's New Model Complete Streets Law, to be released in early Spring 2023

² Massachusetts DOT's Complete Streets Funding Program



HIPHI Board

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HMSA

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Kaiser Permanente

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

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 Collective

Date: February 17, 2023

To: Senator Donovan Dela Cruz, Chair
Senator Gilbert S.C. Keith-Agaran, Vice Chair
Members of the Senate Committee on Ways & Means

Re: Strong Support for SB 1506 SD1, Relating to Transportation

Hrg: Wednesday, February 22, 2023, at 10:00 AM, Conf Rm 211

The Obesity Prevention Task Force (OPTF), a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **strong support of SB 1560 SD 1**, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. It also establishes a Safe Routes for People Special Fund and allows State Highway Fund moneys to be expended to establish protected walkways. Furthermore, it increases the minimum amount of State Highway Funds required by the Department of Transportation to spend on ground transportation projects from 2% to 5%. To accomplish these goals, this measure also appropriates adequate funding.

The lack of safe routes throughout our communities is a danger to everyone.

Hawai'i Public Health Institute (HIPHI) appreciates the opportunity to provide STRONG SUPPORT for **SB 1506**. This comprehensive measure is a significant step toward ensuring our roadways are safe for all road users, particularly our most vulnerable populations. We must prioritize safety and design to reverse the increasing number of traffic-related deaths. In 2022, there were 117 traffic-related deaths, up from 94 in 2021.ⁱⁱ

Our current car-centric approach to the implementation of road projects results in unsafe roads for those who walk, bike, and roll to their destinations. To broaden the scope of the road projects being implemented, this measure forms a Safe Routes Implementation Committee. It will increase transparency, create meaningful recommendations and benchmarks, and ensure appropriate reporting on the outcomes of the Safe Routes projects.

Everyone has the right to walk, bike, and roll safely to all destinations.

A new Safe Routes Fund is created through this measure. The funds will be used to implement the state and county projects identified by the Implementation Committee. These projects will prioritize safe mobility for keiki and kupuna. This dedicated funding shows the state's commitment to genuinely enhancing our roads' safety.

This measure will fix outdated funding mechanisms to achieve safe roads and ensure counties can access the earmarked federal funding. These federal funds are for counties to develop the programs and provide the technical assistance needed to ensure successful projects.

This measure also requires that safety strategies such as protected pathways, signage and safety devices on and around walkways and bikeways, and thoughtful transportation facilities are adequately funded as inclusive parts of roadway projects. This funding will support prioritizing safety for non-automobile road users.

We would like to recognize the depth of thoughtfulness that has gone into this measure and its comprehensive approach to keeping all road users safer. It is a priority of the OPTF to increase active mobility. It is one of the ways to address chronic disease in our communities. In Hawai'i, 11.2% of adults have diabetes;ⁱⁱⁱ and 6.7% have coronary heart disease or have had a stroke^{iv}; these are the top causes of death in Hawai'i. To address these chronic diseases, and improve overall public health, safe and accessible roadways are necessary so that all people can benefit.

SB 1506 SD1 provides a variety of approaches to ensure safe roadways for all people and supports our communities' health and safety.

Thank you for the opportunity to provide testimony in **STRONG SUPPORT** of **SB 1506**.

Mahalo,



Peggy Mierzwa
Director of Policy & Advocacy
Hawai'i Public Health Institute

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 <https://www.staradvertiser.com/2023/01/06/hawaii-news/traffic-related-fatalities-in-hawaii-surged-in-2022/>

ⁱⁱⁱ https://diabetes.org/sites/default/files/2022-04/ADV_2022_State_Fact_sheets_all_rev_HI-4-4-22.pdf

^{iv} <https://www.americashealthrankings.org/explore/annual/measure/CVD/state/HI>

SB-1506-SD-1

Submitted on: 2/17/2023 6:58:58 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Megan Fox	Testifying for Malama Kaua'i	Support	Written Testimony Only

Comments:

The safety and health of our keiki, kūpuna, and communities are well worth this attention and investment. Mahalo for your consideration.

SB-1506-SD-1

Submitted on: 2/19/2023 5:26:28 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Joseph Kohn MD	Testifying for We Are One, Inc. - www.WeAreOne.cc - WAO	Support	Written Testimony Only

Comments:

Strongly Support SB1506 SD1 Improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which positively impacts health and helps address the root causes of many chronic diseases. **When we prioritize road safety from keiki to kūpuna, everyone benefits.**

www.WeAreOne.cc



Email: communications@ulupono.com

SENATE COMMITTEE ON WAYS & MEANS
Wednesday, February 22, 2023 — 10:00 a.m.

Ulupono Initiative supports SB 1506 SD1, Relating to Transportation.

Dear Chair Dela Cruz 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 choices, and better management of freshwater resources.

Ulupono supports SB 1506 SD1, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities; establishes a Safe Routes for People Special Fund; authorizes the Safe Routes for People Implementation Committee to develop the application process under the Safe Routes to School Program; and renames the Safe Routes to Schools Program Special Fund to the Safe Routes for People Special Fund and amends its purpose.³

In recent years, both the state and counties have made phenomenal progress in advancing safe and convenient active transportation, and there continues to be a lot of great projects moving forward. We are grateful that HDOT continues to lead or support worthy projects such as the eight dedicated projects in the Act 222 (95) bikeways report,¹ the successful RAISE grant on Kaua'i², and the most recent earmark for the 30-mile "East to West O'ahu Active Transportation Corridor."

However, the sheer magnitude of needs seems to outstrip the department's current capacity. The Hawai'i Climate Change Mitigation and Adaptation Commission inventoried active transportation plans across the state to identify those high-priority pedestrian, bicycle, and multimodal projects that were generally unfunded (includes both state and county projects). Collectively they identified almost \$1 billion in potential unfunded high-priority projects.³

¹ <https://hidot.hawaii.gov/wp-content/uploads/2021/12/Act22295-Annual-Bikeway-Project-Expenditures.pdf>

² <https://www.kauai.gov/Government/Office-of-the-Mayor/RAISE-Grant>

³ <https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>

More funds toward dedicated implementation, in partnership with the larger community, will be very powerful in progressing these projects forward and addressing residents' needs.

We believe additional resources from the State can really help meet our collective goals:

- Improve congestion—one of the best ways to reduce congestion is by reducing roadway demand through these types of walking, biking, and transit access networks, not through more roadway capacity.⁴ Walking, biking, and bus all carry more people throughput than vehicles in a congested corridor, providing true choice and access.
- Reduce our climate impacts—it is not possible to rely exclusively on the electrification of the current system to meet our climate goal of carbon net neutrality by 2045.⁵ We need those who want to walk, bike, and bus to be able to do so as conveniently as possible.
- Help support safer choices—biking and walking have become progressively more dangerous, and that needs to change. Hawai'i is now the 13th most dangerous state for walking and biking.⁶ The way to change this is to build protected networks that focus on the walking and biking experience, and not just moving them out of the way of fast-moving traffic.⁷
- Lower the cost of living in Hawai'i—if we can help our households' shed cars, 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.⁸ In addition, housing can become more affordable if we don't dedicate so much land and financial resources to expensive, space-intensive car dependency.

As Hawai'i's transportation needs are increasingly complex and challenging, we appreciate this committee's efforts to look at policies that support more active transportation.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

⁴ <https://www.cnu.org/publicsquare/2021/03/19/reduced-demand-just-important-induced-demand>

⁵ Presentation at Hawaii Climate Change Mitigation and Adaptation Commission Meeting 4/6/2022
https://www.youtube.com/watch?v=VqwhX8RI_IQ

⁶ <https://smartgrowthamerica.org/dangerous-by-design/>

⁷ <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>

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



Promoting Healthy Lifestyles

808-395-3233

TO: Committee on Ways and Means
HEARING: 10 a.m. Wednesday, February 22, 2023
SUBJECT: SB 1506, SD1, Safe Routes for People - **SUPPORT**

Thank you for allowing testimony on SB 1506, SD1, which would establish a Safe Routes for People Implementation Program and related committee to facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation. Cycle On Hawaii supports this program.

As supporters and advocates for Safe Routes to School, we've heard people express frustration as well as concerns that it is difficult to ride or walk from homes to schools. Similar problems are faced by kupuna, who may want to ride their bikes for errands or exercise but fear for their safety.

Please note that in addition to well-maintained bike lanes and sidewalks, safe routes also include things like properly-placed sensor loops (to make it easier to trigger signal light changes), well-maintained shoulders, shared use paths that are adequate in width and free of tree roots pushing through the asphalt as well as education about and enforcement of laws related to bicyclists and pedestrians.

Please vote "yes" on SB 1506, SD1, and make bike and pedestrian infrastructure a priority in Hawaii.

Sincerely,

Natalie Iwasa, President

Cycle On Hawaii is a 501(c)(3) charitable organization founded in 2012 by a group of advocates for bicyclists. Managed and directed entirely by volunteers, Cycle On Hawaii organizes community events such as Bike and Walk to School Days, cyclovias, bike rodeos for children, bike contests and parades, and educational workshops and presentations on Safe Routes to School.



Hawai'i Children's Action Network Speaks! is a nonpartisan 501c4 nonprofit committed to advocating for children and their families. Our core issues are safety, health, and education.

To: Senator Dela Cruz, Chair
Senator Keith-Agaran, Vice Chair
Senate Committee on Ways and Means

Re: SB1506 SD1, relating to transportation
10 a.m., Feb. 22, 2023

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran and committee members:

On behalf of Hawai'i Children's Action Network (HCAN) Speaks!, mahalo for the opportunity to **testify in STRONG SUPPORT of Senate Bill 1506 SD1, relating to transportation.**

Too many communities in Hawai'i do not have transportation infrastructure that works for our most vital users: keiki and kūpuna. Children using active transportation options—whether by choice or necessity—have to walk, ride or roll on unsafe and high-traffic roads. Elders are forced to traverse unsafe or uneven terrain to access crucial healthcare services and maintain important social connections. The result is that both keiki and kūpuna often feel like they have no safe place on our roads, sidewalks or other transportation infrastructure. **The impact can be deadly.**

SB1506 is an important step forward as it couples funding with community-based expertise while establishing key goals that set a necessary vision for Hawai'i's transportation future.

We appreciate the bill's inclusion of invested partners in education, equity work, health, kūpuna issues and more. **We especially appreciate the inclusion of a member that can speak to the ways families with young children move through the islands.** Families' challenges with transportation can have enormous impacts—from access to quality early care and learning experiences to increasing stressors that can have negative impacts on young children to access to places and spaces that cultivate healthy development and well-being.

Please support SB1506 SD1.

Mahalo,

Ke'ōpū Reelitz
Director of Early Learning and Health Policy



ADDRESS
3442 Waiialae Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

SENATE COMMITTEE ON WAYS AND MEANS
Wednesday, February 22, 2023 – 10:00am

Hawai'i Bicycling League strongly supports SB1506 SD1, relating to Safe Routes for People

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. 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 SB1506 SD1, which implements a Safe Routes for People program and establishes a Safe Routes for People committee. Additionally, it increases the minimum amount of State Highway Funds required to be expended on ground transportation projects from two to five percent.

This bill establishes an Implementation Committee, made up of key stakeholders across the islands, which will prioritize projects that focus on safe mobility for all road users from keiki to kupuna. The dedicated funding will then allow the Department of Transportation to act on these projects in a timely fashion.

We applaud the efforts our elected officials, department leaders, and community organizations to collaborate and bring this bill forward. This is a comprehensive approach towards improving the safety of Hawai'i's streets for all.

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.

Mahalo for the opportunity to provide testimony. Please support SB1506 SD1 and help create safer streets for all.

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, 10:00 a.m.

SB 1506 SD1
Relating to Transportation:
Safe Routes for People Implementation

Aloha kakou Chair Dela Cruz and Members of the Committee:

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.

Bikeshare Hawaii supports S.B. 1506, SD1 which prioritizes the safety in design and funding for transportation-related projects implemented by the department of transportation and the counties. It is critical that our island reduce our roadway fatalities and decarbonize more land trips so that we can address our climate crisis; and bicycles (and bikeshare) 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,

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

Todd Boulanger,
Executive Director

Ranked
as a Top US
Bikeshare Service
by NACTO
since 2017

Mail:
PO Box 2362
Honolulu, HI 96804

888-340-2454

info@
bikesharehawaii.org

GoBiki.org

@GoBikiHI



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.

Cyclists and Pedestrians Are Underserved HDOT Customers:

We support the passage of this bill as it would help make our state roadways, like Nimitz Highway, Ala Moana Boulevard, etc. – safer and much more attractive for our ~100,000 customers each year to bicycle on, many of whom are kupuna and keiki. Currently, most of our customers tend to avoid state roadways as they are not as 'bike friendly' as in town arterials often are. We all must act to reverse the growing numbers of dead and injured roadway users in this state; as other communities have. Furthermore, adding diverse roadway customer viewpoints and allocating a higher proportion to bike ped funding per project would help reach this goal quicker.

Drivers Want Safe Spaces for Cyclists and Pedestrians to Travel:

Providing safe and convenient roadway facilities for cyclists and walkers also greatly helps motor vehicle drivers...by giving drivers the peace of mind that there is a place for cyclists and pedestrians to travel when they pass them while driving on state routes. Many cyclists and pedestrians have to make 'illogical to drivers' traffic movements due to gaps or barriers in the state transportation facility network. Furthermore, most drivers are also pedestrians when they start and stop their trips and in those rare occasions when their vehicle breaks down on state roadways.

School Transport Shortage:

Many bus routes nationwide are limited due to the on-going staffing shortage. Broadening the programmatic funding of school transportation to include shared cycling services and parking facilities would help many a high school student with school commuting and after school mobility (sports, work, and to 'dual credit' college classes) when other shared options are not a convenient option. Bikeshare service areas currently include 11 high schools (9 Honolulu and 2 Hawaii County) and six college / university campuses.

Mahalo nui loa for the opportunity to testify in support for **SB1506 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

2021 biki> SNAPSHOT

The System

 1192 BIKI BIKES

 131 BIKI STOPS

Ridership

1,047,000+
TOTAL RIDES

104,000+
TOTAL RIDERS ↑ 76%
from 2020


↑ 31% from 2020

23,000+
ACTIVE MEMBERS ↑ 59%
from 2020

8,200+ NEW SIGN UPS

Community Benefits

estimated based on 18.8 million minutes traveled

 **2.4 million**
miles traveled

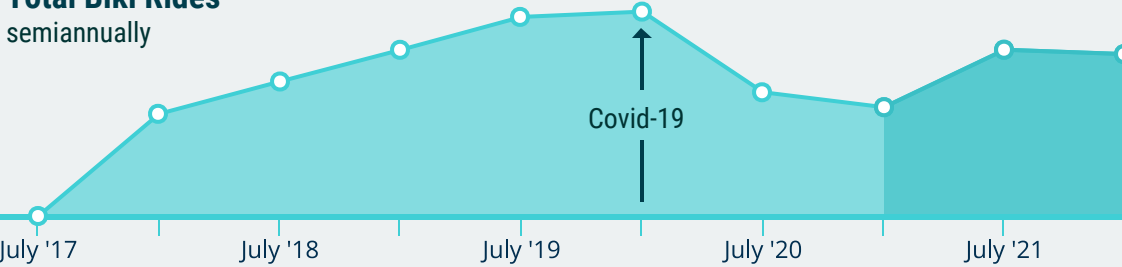
 **2.9 million**
lbs of CO2 avoided

 **96 million**
calories burned

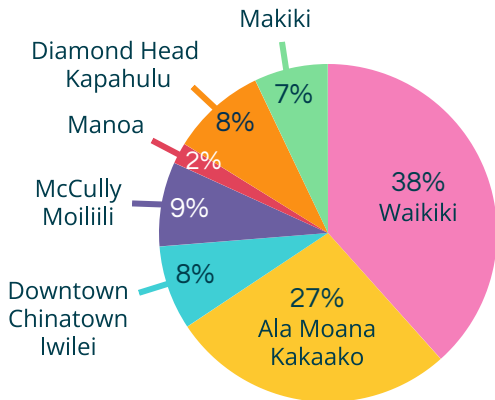
Average Ride Time

17 minutes 22 seconds

Total Biki Rides semiannually

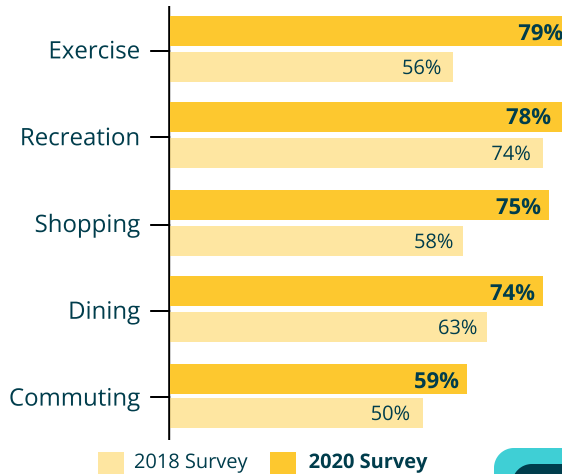


Where do Biki users ride? usage by neighborhood



50% OF RIDES TAKEN BY OAHU RESIDENTS 

How / why do members use Biki?



Since signing up for a Biki membership...

49%
drive less

11%
reduced # of cars in home

58%
saved money

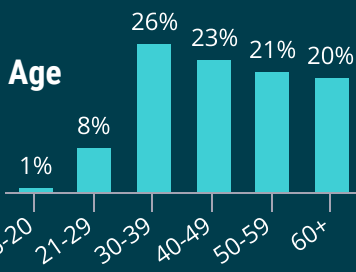
56%
discovered a new business

57%
exercise more

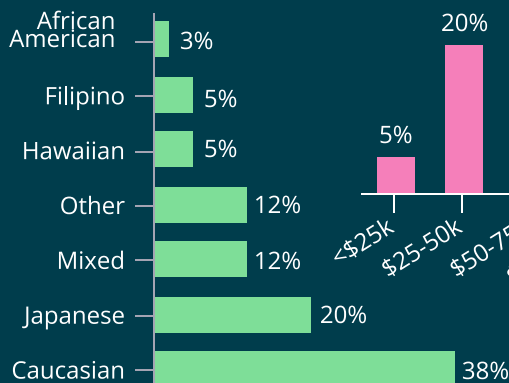
30%
lost weight

19% OF MEMBERS REPORT USING BIKI TO CONNECT TO THE PUBLIC BUS 

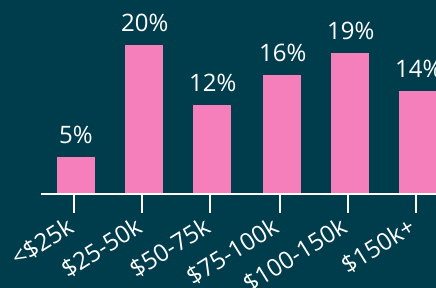
MEMBER DEMOGRAPHICS



Ethnicity



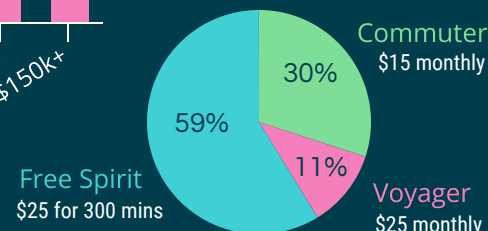
Annual Household Income





Residence

1. 96815 4. 96813
2. 96826 5. 96822
3. 96814

Membership Type



Gender
 **55%** MALE  **45%** FEMALE

SB-1506-SD-1

Submitted on: 2/17/2023 8:26:27 AM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kristin Mills	Individual	Support	Written Testimony Only

Comments:

Aloha,

As a resident of Pukalani, a parent, and health educator for the Hawaii State Department of Health, I am in strong support for SB1506. Over the last few years, our traffic fatalities have continued to climb. Habitual DUI's are at a much higher rate than before the pandemic, and people continue to speed through red lights. When we have "Safe Routes for People" as focusing on safe roads for ALL (keiki to kupuna), we make our roadways safer for ALL. And we desperately need safer roadways.

Please support SB1506 so we can make our roadways safer and so we can prevent unnecessary deaths.

Mahalo,

Kristin Mills, MS, MA

Resident of Pukalani Maui

SB-1506-SD-1

Submitted on: 2/17/2023 5:35:09 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Shay Chan Hodges	Individual	Support	Written Testimony Only

Comments:

- All road users are entitled to being safe.
- Traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while 2022 saw 117 deaths (DOH).
- When we prioritize road safety from keiki to kūpuna, everyone benefits.
- Impactful and funded safe routes strategies are necessary to improve road safety in Hawai‘i.
- This bill calls for a variety of strategies to be put in place such as protected walkways, better signage, safety devices, and protected bikeways, and it calls for sufficient funding of those projects.
- Improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases.
- While state level data is limited, the proportion of [students across the U.S. in grades K–8 who walk or bike to school fell from 48% in 1969 to only 13% in 2009](#).
- When states prioritize road safety through systemic programming, there is increased walking and biking to and from school.
 - The percentage of students who walked to and from school increased from 7-8 percent to 15-16 percent.
 - The percentage of students who biked to and from school increased from one percent to two percent.
- A [2014 evaluation of state-level safe routes projects](#) found that they were associated with significant increases in active school travel (from 12.9 percent to 17.6 percent), walking (from 9.8 percent to 14.2 percent), and bicycling (from 2.5 percent to 3.0 percent).
- [Safe streets efforts can be even more important for subpopulations](#) such as children with a disability or those that live in low-income neighborhoods.

SB-1506-SD-1

Submitted on: 2/17/2023 6:12:29 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Nancy Manali-Leonardo	Individual	Support	Written Testimony Only

Comments:

I am a retired senior who has more than enough time to walk. But most places I want to walk has very unsafe infrastructure that can cause me to trip and fall.

When I do walk it feels like I am walking through a field of landmines as I have to weave in and out of uneven sidewalks and streets.

This is not acceptable.

Please pass this bill so I and others can walk safely.

Thank you for allowing me to testify.

Nancy Manali-Leonardo

808-542-1556

96815

SB-1506-SD-1

Submitted on: 2/17/2023 6:58:54 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Evelina Bondar	Individual	Support	Written Testimony Only

Comments:

Please help us walk and bike safely. It is especially important for kids to be able to bike home as its difficult to get them midday for parents. Please help our health, safety, and the economy (keep parents at work) while kids can get home safely by walking or biking home. thank you!

SB-1506-SD-1

Submitted on: 2/18/2023 12:40:19 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

In support of SD1. Thank you.

SB-1506-SD-1

Submitted on: 2/18/2023 12:55:03 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Deb Marois	Individual	Support	Written Testimony Only

Comments:

Aloha Senators,

As a resident of Upcountry Maui and a professional in the community development/public health sector, I am writing to urge you to pass SB 1506. Prioritizing road safety for keiki and kupuna benefits everyone. Road safety issues here range from a lack of bike lanes and sidewalks to a brand-new high school being built next to a busy highway without safe pedestrian crossing, which has resulted in the long-term delay of the school opening. Safe Routes for People puts focus on development that supports health and safety, as well as helping address climate change.

Mahalo for your consideration.

Deb Marois

SB-1506-SD-1

Submitted on: 2/18/2023 1:52:51 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
matthias kusch	Individual	Support	Written Testimony Only

Comments:

Aloha,

As a retired Hawaii Fire Department fire fighter, I know first hand the horrible outcomes from vehicle vs pedestrian or bicycle accidents. There are many options to provide safe corridors for bicycles and pedestrians to get to school work or recreation. Walking and bicycling are one of the most basic forms of transportation that virtually everyone can use. They are the ultimate transportation equity tool, for very little cost considering the life span of paths, greenways, signage and road striping and seperation. Lets also consider the climate impacts of people switching to human powered transportation. Consider this from a traffic perspective: If you were to get 20 people to convert from driving a car to walking or riding a bicycle, that is about 500 feet of cars lined up in traffic! 100 people to convert? Thats around ONE MILE of cars in traffic!

With our lower socio-economic populations stradled by housing costs, car costs and disproportionately high health costs due to lack of recreational options (walking is free) that lead to further disabilities, dislocation from work and become more dependant of state subsidies, providing safe paths for pedestrians and bicycles is probably revenue neutral (consider the one time cost of construction vs. use multiplied by reduced health care needs over decades).

Support SB 1506 and support our communities by providing funding to create safe routes to school, transportation equity, health equity and climate resilience.

Thank you,

Matthias Kusch

SB-1506-SD-1

Submitted on: 2/18/2023 4:10:48 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Noel Morin	Individual	Support	Written Testimony Only

Comments:

Dear Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee members,

I STRONGLY SUPPORT SB1506 SD1. We know how to keep pedestrians and bicyclists safe on our streets. The technology and know-how exist, but we need to execute.

Sincerely, Noel Morin

Climate, Sustainability, and Resilience Advocate

Hilo

SB-1506-SD-1

Submitted on: 2/18/2023 5:07:16 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
David Kingdon	Individual	Support	Written Testimony Only

Comments:

Legislators:

I write asking for your support of SB1506. It is worth noting that I am a paramedic, and also have a background in public health and injury prevention. I also happen to be an avid cyclist and bicycle commuter. My family and I walk and bicycle around Maui *in spite* of poor cycling and pedestrian infrastructure. There are many who are understandably not willing or able to take these risks, and they should not have to: our roadways should be safe and accommodating to all types of users, not just automobiles.

Improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which positively impacts health and helps address the root causes of many chronic diseases. When we prioritize road safety from keiki to kūpuna, everyone benefits.

Thank you for your consideration.

Sincerely,

David Kingdon, MPH, Paramedic

SB-1506-SD-1

Submitted on: 2/19/2023 9:31:22 AM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Michele Nihipali	Individual	Support	Written Testimony Only

Comments:

- All road users are entitled to being safe.
- Traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while 2022 saw 117 deaths (DOH).
- When we prioritize road safety from keiki to kūpuna, everyone benefits.
- Impactful and funded safe routes strategies are necessary to improve road safety in Hawai‘i.
- This bill calls for a variety of strategies to be put in place such as protected walkways, better signage, safety devices, and protected bikeways, and it calls for sufficient funding of those projects.
- Improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases.
- While state level data is limited, the proportion of [students across the U.S. in grades K–8 who walk or bike to school fell from 48% in 1969 to only 13% in 2009](#).
- When states prioritize road safety through systemic programming, there is increased walking and biking to and from school.
 - The percentage of students who walked to and from school increased from 7-8 percent to 15-16 percent.
 - The percentage of students who biked to and from school increased from one percent to two percent.
- A [2014 evaluation of state-level safe routes projects](#) found that they were associated with significant increases in active school travel (from 12.9 percent to 17.6 percent), walking (from 9.8 percent to 14.2 percent), and bicycling (from 2.5 percent to 3.0 percent).
- [Safe streets efforts can be even more important for subpopulations](#) such as children with a disability or those that live in low-income neighborhoods.

Please support SB1506

Thank you for your consideration,

Michele Nihipali

54-074 A Kam Hwy.

Hauula, HI 96717

February 19, 2023

Senate Committee on Ways and Means

Dear Honorable Chair Dela Cruz, Vice Chair Keith-Agaran and the Senate Committee on Ways and Means,

I am writing as a private citizen to **support** SB 1506, Relating to Transportation.

I strongly support statewide efforts to improve the safety of our roadways for pedestrians. The tragic death of Sara Yara underscores the urgent need to put in place better measures to improve pedestrian safety on the roads.

I live very close to the intersection where Sara Yara was killed and her fellow student was seriously injured. I have crossed that intersection many times, often pushing a stroller with my toddler. That intersection always makes me nervous as cars run the light regularly. Further, cars making left turns onto Kapiolani from Kamake'e street often attempt the turn as pedestrians are crossing. I have never seen anyone ticketed for running the light. But just as importantly, that intersection, along with many others in the neighborhood and across Hawai'i are not designed with pedestrian safety in mind.

While that particular accident was at a stoplight, albeit one that is poorly marked, I have seen many near misses on the crosswalks in the surrounding neighborhood. I live on Ward Street where many crosswalks connecting the Eva and Diamond Head sides of the road near the Blaisdell have been removed. Because of the long walk between Kapiolani and King street, where there are stoplights, many pedestrians attempt to cross the road illegally. For many with mobility disabilities, this can be a necessity because the distance between stoplights is formidable. While illegal, it is also more expedient for people who are parked on Ward.

The one remaining crosswalk between King and Kapiolani connects the Symphony Building to the Blaisdell ticket booth, and it is commonly used on Wednesday during the Farmers Market. Drivers rarely stop for pedestrians and people usually have to wait until there is no traffic. The reasons this crosswalk, like so many others, is dangerous is because it is very poorly marked and there is no enforcement of laws protecting pedestrians. Implicitly, drivers assume a right-of-way and all too frequently get frustrated when having to stop for pedestrians. Education campaigns, clearer marking of crosswalks, and enforcement could all help to curb pedestrian deaths.

For such a small state, we have a remarkable number of pedestrian and bicyclist deaths each year. Many are avoidable and could be prevented with better infrastructure and enforcement. In fact, as reported by the [University of Hawai'i News](#), pedestrian deaths are on the rise in Hawai'i and nationally. Nationally, pedestrians and bicyclists account for 20% of all traffic

fatalities. Many deaths are the result of dangerous travel conditions that increase the vulnerability of people who are walking or biking.

The UH News article covered a [scientific article](#) that I co-authored. In our work, we examined 162 news articles that reported on 164 crash events. Media coverage of these events rarely described traffic safety issues. This has caused misunderstandings by the public and policy-makers of effective ways to improve traffic safety for everyone: pedestrians, bikers, moped users, drivers, etc. Evidence shows that built environment and institutional changes are needed to protect pedestrians and bicyclists. They also show that such efforts can improve health equity. Additionally, as more people walk or bike places, the physical activity helps to protect their health and by virtue of this, cut healthcare costs. It is also helpful to the environment to have less people driving.

Unfortunately, our state has not prioritized efforts to protect pedestrians and bikers and certainly does little to promoting walking and biking. Without such efforts there will inevitably be more tragic deaths.

Sincerely,
Catherine M. Pirkle, PhD
Honolulu, Hawai'i

References

UH News. <https://www.hawaii.edu/news/2022/02/03/media-coverage-of-crashes-study/>
February 3, 2022.

Keliikoa B, Thompson M, Johnson C, Cacal S, Pirkle C, Sentell T. Public health framing in local media coverage of crashes involving pedestrians or bicyclists in Hawai'i, 2019: A content analysis. *Transportation Research Interdisciplinary Perspectives*. 2022; 13:100525.

SB-1506-SD-1

Submitted on: 2/19/2023 10:35:50 PM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Will Caron	Individual	Support	Written Testimony Only

Comments:

We so, so need this to pass. We need safe, walkable communities. Please support SB1506 SD1.

SB-1506-SD-1

Submitted on: 2/20/2023 6:33:09 AM

Testimony for WAM on 2/22/2023 10:00:00 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

Mahalo nui loa

Anthony Chang

SB-1506-SD-1

Submitted on: 2/21/2023 9:21:04 AM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Candyce Kaaiai	Individual	Support	Written Testimony Only

Comments:

I am submitting testimony, not as part of an organization, but as a community member living in Kaaawa, on the island of Oahu. We have no sidewalks along Kamehameha Hwy, where many residents walk for daily exercise. I have myself, been blown over by cars and trucks that drive too close to the easement which has no clear demarcation to let drivers know to stay in their lane. I have been told often by medical staff to get more active, but how am I supposed to do that when I live way out on the windward side with virtually little access to exercise venues (not even including how costly they are) and have no safe place to walk which is my preferred type of activity?

Please consider creating more safe and accessible walking paths, or at the very least, sidewalks.

Thank you,

Candyce Kaaiai

SB-1506-SD-1

Submitted on: 2/21/2023 9:57:19 AM

Testimony for WAM on 2/22/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Loren Lindborg	Individual	Support	Written Testimony Only

Comments:

Traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while 2022 saw 117 deaths (DOH).