

BILL044(24)
Testimony

MISC. COMM. 426

TRANSPORTATION (TRANS)

TRANSPORTATION (TRANS) Meeting

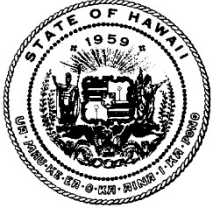
Meeting Date: Sep 24, 2024 @ 02:30 PM

Support: 3

Oppose: 0

I wish to comment: 1

Name: Bryan Mick	Email: bryan.mick@doh.hawaii.gov	Zip: 96734
Representing: Disability and Communication Access Board	Position: Support	Submitted: Sep 20, 2024 @ 02:06 PM
Name: Kealii Lopez	Email: asuganakagawa@aarp.org	Zip: 96813
Representing: AARP Hawaii	Position: Support	Submitted: Sep 23, 2024 @ 10:10 AM
Name: Natalie Iwasa	Email: iwasajunk@mail.com	Zip: 96825
Representing: Self	Position: I wish to comment	Submitted: Sep 23, 2024 @ 10:16 PM
Name: Jason Hintz	Email: jason.hintz@icloud.com	Zip: 96797
Representing: Self	Position: Support	Submitted: Sep 24, 2024 @ 09:31 AM
<p>Testimony:</p> <p>My name is Jason Hintz, courier for Joint Base Pearl Harbor-Hickam MWR. I am in support of Bill 44 (2024), specifically section 2 of the bill, with amendments to ROH section 15-7.1 that includes a provision for authorizing the DOT to evaluate and implement safety measures around school zones (public, private,, charter, DODDS, universities), including speed humps and raised crosswalks, in an effort to reduce traffic speed around all campuses for the safety of students, pedestrians and other drivers.</p> <p>Just within the past few years, I've had far too many close calls by speeding vehicles around school zones where I was nearly hit just exiting a vehicle to make deliveries. And far too many students and parents have had close calls, too. As we've seen and heard, there have been tragic results and while the city did take immediate actions around the affected areas, I feel they could do more...a lot more.</p> <p>I do believe that if the DOT works together with the city, state and federal officials to implement safety measures around all campuses, we can significantly reduce traffic speed around campuses and hopefully prevent another tragedy from happening.</p>		



DISABILITY AND COMMUNICATION ACCESS BOARD

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September 24, 2024

The Honorable Tyler Dos Santos-Tam
Chair, Committee on Transportation
and Members of the Committee on Transportation
Honolulu City Council
530 South King Street
Room 100
Honolulu, HI 96813

Regarding: Bill 44 (2024) – Relating to Traffic Safety

Dear Committee Chair Dos Santos-Tam and Members of the Honolulu City Council
Committee on Transportation:

The Disability and Communication Access Board (DCAB) supports Bill 44 (2024).

Pedestrians with disabilities have an increased risk of being struck by a motor vehicle because many do not have the speed or reflexes to move out of the way of an oncoming vehicle, and many use mobility aids or devices, which means they are lower to the ground and not in motorists' usual lines of sight.

DCAB adopted guiding principles on pedestrian mobility and safety of pedestrians with disabilities. Principles (1) and (13) are applicable to Bill 44 (2024):

- (1) Prioritize the safety of pedestrians over the travel times of vehicles.
- (13) Recognize that traffic speed is an important element of pedestrian safety. Speed limits should be set and enforced with an emphasis on pedestrian safety, including enhanced penalties for speeding in areas which have designated pedestrian routes.

Studies have shown that fatality rates increase exponentially with speed. Bill 44 (2024) will make our communities safer, reduce the frequency of collisions, and save lives.

Thank you for considering our testimony.

Sincerely,

KIRBY L. SHAW
Executive Director

Attachment: DCAB Guiding Principles on Mobility and Safety of Pedestrians with Disabilities



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Honolulu City Council Committee on Transportation
September 24, 2024
2:30 p.m.

TO: City Council Committee on Transportation
FROM: Keali'i Lopez, AARP State Director
RE: Bill 44, CD1 -Relating to Traffic Safety - Support

Aloha Chair Dos Santos-Tam and Members of the Committee on Transportation:

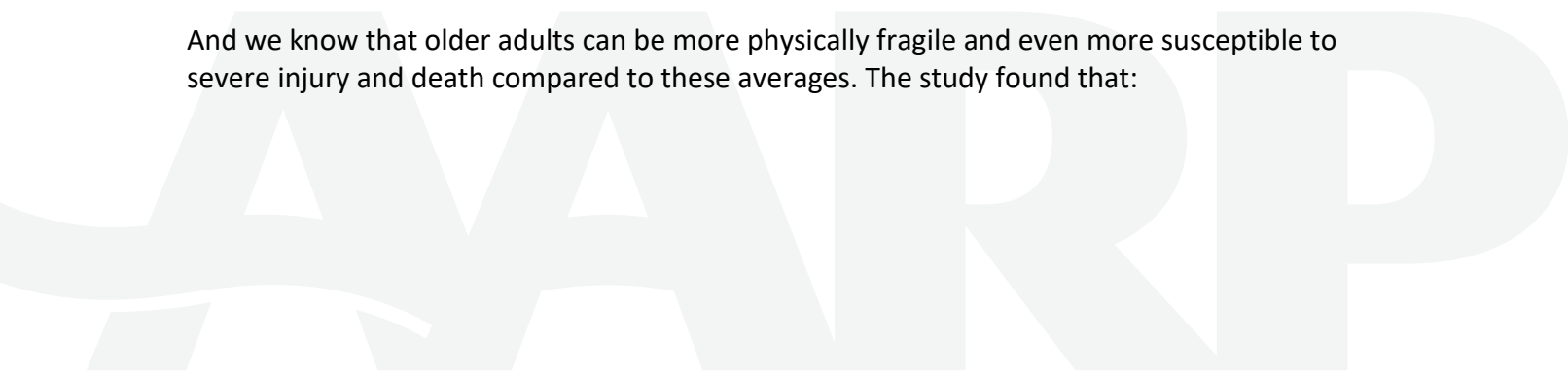
My name is Keali'i Lopez, and I am the State Director for AARP Hawai'i. AARP is a nonpartisan, social impact organization that advocates on issues that matter most to older adults and their families. We have a membership of nearly 38 million nationwide and nearly 140,000 in Hawai'i.

AARP Hawai'i strongly supports Bill 44, CD1 which promotes public safety on roadways by establishing more appropriate speed limits on certain streets. Reducing speed limits can indeed make a significant difference in improving safety for all road users, especially the more vulnerable ones like pedestrians, bicyclists, and motorcyclists. This is especially important for older residents. Hawai'i's Vulnerable Road User Safety Assessment found that the age group of pedestrians involved in the greatest number of crashes were within the 60-69-year-old age group, followed by the 70 to 79-year-old age group. And studies have shown that 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).

Lowering speed limits in key locations such as schools and residential neighborhoods can significantly reduce the severity of crashes, leading to fewer injuries and fatalities. Every additional mile per hour, pedestrian collisions with cars lead to more severe injuries and death. According to one of the most highly respected studies on pedestrian risk vs. speed:

- The average adjusted, standardized risk of severe injury is 18% at an impact speed of 20 mph, and 30% at 25 mph.
- The average adjusted, standardized risk of death is 7% at an impact speed of 20 mph, and 12% at 25 mph.

And we know that older adults can be more physically fragile and even more susceptible to severe injury and death compared to these averages. The study found that:



- The average adjusted, standardized risk of severe injury for a 70-year-old pedestrian is 35% at 20 mph, and 52% at 25 mph.
- The average adjusted, standardized risk of death for a 70-year-old pedestrian is 12% at 20 mph, and 23% at 25 mph. (PedRiskVsSpeed-AAAFTS -aaafoundation.org)

It is paramount that Honolulu continues to address the need for safer roads for drivers and pedestrians who walk, bike, and use other modes of transportation.

Thank you for the opportunity to testify in support of Bill 44,CD1.

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa
808-395-3233

DATE: Tuesday, September 24, 2024

SUBJECT: Bill 44, CD1, Relating to Traffic Safety - **COMMENTS**

Aloha Chair Dos Santos-Tam and Councilmembers,

Thank you for allowing testimony on Bill 44, CD1, which is related to speed controls. A CD1 authorizes the director of transportation services to evaluate and implement installation of traffic calming measures, including speed humps and raised crosswalks, in school zones.

Many speed humps and raised crosswalks have been installed on Oahu by the Hawaii Department of Transportation. Some of these speed humps make it more difficult and in some cases unsafe for bicyclists, because they are installed all the way through the bike lane or near the bottom of hills.

While speed humps may be a good way to control motorized traffic, there are times when they should not be installed.

Please also keep in mind that speed humps also slow down emergency vehicles, which is not good in life-or-death situations.