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P7, Bill 8

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February 16, 2016
Chair Ernest Y. Martin and esteemed Councilmembers,

Testimony Opposing Bill 8

Aloha,

Complete Streets is a way of planning, designing, maintaining and building our streets to accommodate those that walk, bike, drive, take transit, and those with disabilities. While Complete Streets is a national best practice, our Honolulu ordinance has its roots in City Charter Amendment 8 passed in 2006 by 72% of voters stating it “shall be one of the priorities of the department of transportation services to make Honolulu a pedestrian- and bicycle-friendly city.” Acting on this voter mandate, in 2012 the Council unanimously passed Bill 26 making Complete Streets the approach our City departments take towards our roadways. To facilitate implementation, the bill established a Complete Streets checklist “to be used by the directors (DDC, DFM, DPP, DTS) and their staffs when initiating, planning, designing, revising, implementing and/or reviewing any transportation facility or project”.

Bill 8, in our interpretation, would require Council review and approval of the standard Complete Streets Checklist form and Complete Streets design standards, guidelines, and manuals that are already required under Revised Ordinances of Honolulu Section 14-33. A compliance by date should be included in the bill to provide sufficient time should be provided for the requirements to be satisfied, so no projects will be delayed. Besides the compliance by date, based on this interpretation, we do not have any fundamental issues with the bill.

However, based on comments from Councilmembers Trevor Ozawa and Carol Fukunaga at the 2/11/16 Committee on Transportation hearing they stated the intention of the bill is that every project’s Complete Streets checklist be brought before Council for approval. In which case, we oppose the bill as it would create a number of issues:

- It would significantly delay every project.
- Funding needs to be provided for planning and design to complete the checklist – The Complete Streets checklist is completed during the planning and design phase for most projects, which means the project must have already received this planning and design funding, yet the bill doesn’t allow for funding until the checklist is complete and accepted.
- It would likely lead to missed opportunities – The increased schedule and work of project-by-project approval may lead to City departments

not seizing every opportunity to implement Complete Streets improvements.

- Other tools are already available to shape projects – currently Council has tools in the form of resolutions and approval of the Oahu Bike Plan.

If the Council's objective is to improve the public process for work on our roadways to make them safer for walking, biking, and driving, we urge the consideration of an enhanced process in line with that included in Bill 82 (2015) in lieu of this bill.

The community wants safer streets for walking and biking. In 2016 a 72% supermajority voted in favor of Charter Amendment 8. More recently, in 2015 a scientific Star Advertiser survey found that 66% of Oahu respondents supported the implementation of more bikeways. The Council should be work towards fulfillment of these community desires, not passing bills that would delay and impede progress.

Thank you very much for considering the comments of the Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Chad Taniguchi (808-735-5756, chad@hbl.org) or Daniel Alexander (808-275-6717, daniel@hbl.org).

Ride and Drive Aloha,



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