



Hawaii Chapter of the
American Society of Landscape Architects

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Testimony for Bill 8 (2016) CD1

The Hawaii Chapter of ASLA is dedicated to protecting public health, safety, and welfare through enhancing and preserving Hawaii's natural environment as well as promoting healthy lifestyles through the built environment. Our goals as they relate to Complete Streets and Honolulu's Complete Streets Ordinance (Bill 26) are to raise awareness and increase collaboration with local agencies and the general public about the benefits of Complete Streets.

Complete Streets should be designed and operated so that all users such as pedestrians, individuals with mobility or visual assistance tools, bicycles, bus riders, and vehicle operators, can safely use the common public space.

Physical components of Complete Streets can range from bikeways to widened sidewalks, reduced street corner radii, raised crossed walks, speed bumps, longer pedestrian walk signals, bus-only lanes, to street trees and better street lighting. Many of these components provide safety and accessibility benefits across multiple modes of travel. They may also bring secondary benefits such as increased foot-traffic to businesses (thus stimulating local economies).

We understand the importance of public process in implementing Complete Streets. However, Bill 8 (2016) would create excessive bureaucratic procedures that will lead to bottlenecks in funding even small improvement projects, therefore impeding implementation of safer, more accessible, and better streets in Honolulu. By impeding Complete Street improvements, the City Council would, in effect, be *hindering how safely the people of Honolulu* access their city.

For the above reasons, the Hawaii Chapter of the American Society of Landscape Architects **opposes** Bill 8 (2016) CD1.

Mahalo for your consideration.