



March 1, 2016

Councilmember Joey Manahan, Chair  
Committee on Transportation  
Honolulu City Council

Chair Mahanan and Committee Members,

My name is Jackie Boland, Director of Education and Outreach at AARP Hawaii. We appreciate this opportunity to testify on Bill 8, Relating to Complete Streets, on behalf of our nearly 150,000 members in Hawaii. AARP is committed to ensuring that seniors and future generations live their best lives. To that end, Honolulu's Complete Streets policy is part of building a more livable community that makes that possible.

AARP Hawaii is greatly encouraged by last week's meetings with Councilmembers Ozawa, Manahan, and Fukunaga. We understand that the Honolulu City Council supports Complete Streets and is committed to working with stakeholders to craft an alternative to Bill 8 that would improve on the county's existing Complete Streets policy. We look forward to participating in this process and therefore submit only written testimony to explain the reasons why we oppose Bill 8.

The intent of the amendment language in the bill is ambiguous so we are responding on two points:

- 1) Both the Complete Streets checklist and the design manual are meant to be over-arching policy documents to be used by the City and County of Honolulu to provide a context sensitive solution process and multi-modal approach for considering all users in planning documents and the development of all transportation facilities and projects.
  - a. The Complete Streets Checklist is a tool for helping the four departments working with the roads (transportation services, design and construction, planning and permitting, and facilities maintenance) assess opportunities for applying a multi-modal approach to all road projects in Hawaii.
  - b. The design manual is meant to give guidance on how to apply specific types of roadway treatments and nationally recognized best practices if it is determined that there is an opportunity to include Complete Streets features in a transportation facility or project.

While it might make sense for the Honolulu City Council to review and approve these high level documents, the added language in the Bill 8 amendments related to withholding funding implies that the Council may see these documents as being different for every roadway project or complete streets feature. Since this is not their purpose in the context

RECEIVED  
CITY CLERK  
C & C OF HONOLULU  
2016 MAR -2 AM 11:09

of Bill 26 as it is currently written, clarity is needed to fully understand the intent of the amendment language in Bill 8.

- 2) If, as many Complete Streets advocates fear, the amendment language is meant to ensure that any transportation project that includes Complete Streets features is identified as a "Complete Streets Project," and therefore subject to council approval on a case by case basis, we strongly oppose. This would dismantle the Honolulu Complete Streets law, meant to embed consideration for all users into planning practices.
  - a. It would separate out transportation features for non-drivers from the rest of a project and treat them as stand-alone projects requiring special scrutiny. It would hold transportation projects including Complete Streets features to a different public input process than other transportation projects and serve as a disincentive to the departments for including them.
  - b. One of the exemption criteria in Bill 26 (14-4) is "if the cost of the Complete Streets feature would be excessively disproportionate to the need or probable future use over long term." This clause is intended to protect against unreasonably high expenditure. Therefore, Bill 8 is unnecessary. Moreover, it will likely serve as a disincentive for including Complete Streets features such as sidewalks or curb cuts if they are not the primary purpose of the project. Departments will be reluctant to include these features because of the risk of having a project delayed for 45 days and the possibility of having funding withdrawn.
  - c. It would burden the Honolulu City Council with a role that is currently handled by fully staffed city departments, bypass the current public input processes, and inevitably slow progress – not just in the transportation arena but across all the issues being worked on by the Council as their time would inevitably need to be focused primarily on transportation.

We commend the Honolulu City Council for seeking to improve the Honolulu Complete Streets policy by improving communication and the public input process. Bill 8 is not the vehicle for doing this. We look forward to working with you on an alternate bill.