

February 29, 2016

To: The Honorable Joey Manahan, Chair
Members, Honolulu City Council Transportation Committee

From: Pioneering Healthier Communities

Committee Meeting: Thursday, March 3, 2016, City Council Meeting Room

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RE: Testimony Opposing Bill 8

Aloha! Transportation Chair Joey Manahan and esteemed Councilmembers,

Pioneering Healthier Communities (PHC) opposes Bill 8 due to the barriers it creates for seamless inclusion of amenities for alternatives modes of transportation when new roadways are built and existing roadways are resurfaced or repaired.

PHC was a member of the Complete Streets Coalition in 2012 that sought and received broad support for Bill 24: *Relating to Complete Streets* by presenting testimony at Neighborhood Boards throughout the island. Bill 24, which became law that same year addressed the need for the City and County of Honolulu to embrace human-scaled roadway development through the inclusion of "Complete street features," that included, but were not limited to:

"...sidewalks, crosswalks, accessible curb ramps, curb extensions, raised medians, refuge islands, roundabouts or mini-circles, traffic signals and accessible pedestrian signals such as audible and vibrotactile indications and pedestrian countdown signals, shared-use paths, bicycle lanes, paved shoulders, street trees, planting strips, signs, pavement markings including multi-modal pavement striping, street furniture, bicycle parking facilities, public transportation stops,

and facilities including streetscapes, dedicated transit lanes, and transit priority signalization.”

The ten objectives of Bill 24 mirror the objectives of PHC in creating environments, policies, and programs that encourage healthier lifestyles - particularly among our youth; and include increased roadway safety, a balanced level of comfort and needs for all roadway users and modes of travel, improved energy efficiency, and the inclusion of trees and landscaping that helps slow traffic down and helps humanize environments.

It's important to recognize that investment in Complete Streets principals is a long-term endeavor that will save money over time by 1) optimizing equipment, materials, and labor for roadway building and resurfacing projects that include the building of pedestrian-scale amenities into a single construction effort; 2) by increasing safety and subsequently decreasing the number of deaths and injuries; and 3) by providing safer transportation corridors that encourage more bicycling and walking commutes for work, chores, entertainment and fitness—as seen in other communities that have incorporated Complete Street principals. Reducing car dependency has the capacity to reduce personal expenditures, reduce carbon emission and reliance on fossil fuels, and can help create healthier lifestyles that can in turn reduce health care costs.

For all of these reasons, we oppose Bill 8 and encourage the Council to vote “no” on this bill.

Respectfully,

Members of Pioneering Healthier Communities,

Paula Adams

Joy Barua

Daniel Leung

Ray L'Heureux

May Okihiro

Anni Peterson

Barbara Pleadwell

Diane Tabangay