

From: CLK Council Info
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Subject: Transportation Speaker Registration/Testimony

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Speaker Registration/Testimony

All fields marked "(*)" are required and must be completed in order for this form to be valid.
Note: Registrations are not accepted prior to the agendas being posted.

Name(*) Bill Sager
Phone (*) 808-375-1114
Email (*) bsager42@gmail.com
Meeting Date (*) 2016-03-02
Council/PH Committee (*) Transportation
Agenda Item (*) H8
Your position on the matter (*) Oppose
Representing (*) Organization
Organization Blue Zone Project Policy Committee
Do you wish to speak at the hearing? (*) No

Written Testimony

March 1, 2016 Blue Zones Project was brought to Hawaii by HMSA to work with and in communities to transform the state into an even better place to live, work, and play. Hawaii ranks as one of the healthiest states in the nation in overall well-being as measured by the Gallup-Healthways Well-Being Index®. However, improvements can be made in areas such as smoking, obesity, and easier access to walking and biking paths, local fruits and vegetables, and healthy restaurant options. In an effort to advance the health of everyone in Hawaii, HMSA is focusing on improving health and well-being—and not just treating sickness. With that being said, Blue Zones Project-Koolaupoko Policy Committee opposes Bill 8. In 2006, Honolulu voters passed Charter Amendment 8, requiring that it “shall be one of the priorities of the department of transportation services to make Honolulu a pedestrian and bicycle-friendly city.” Honolulu’s Complete Streets Ordinance (Bill 26) enables the city to identify opportunities to accommodate all users of the road and maximize transportation dollars within existing projects. It requires that the four city

departments—DTS, DDC, DFM, DPP—that work with the county’s roadways use an interdepartmental checklist to assess opportunities to improve travel for all users of the road in conjunction with new development, reconstruction, and maintenance projects. Bill 8 would require that the Council approve every individual Complete Streets project—from sidewalks to curb ramps. This would separate planning for vehicular traffic from planning for non-drivers and will prevent holistic project planning. Bill 8 will create a system of micro-management by the City Council that will require planners to plan for non-drivers separately from planning for vehicles. The Complete Streets concept cannot be implemented without comprehensive planning. Adapting Complete Streets into road projects is one project not two separate projects. Bill 8 will make implementation of Complete Streets virtually impossible. Blue Zones Project-Koolaupoko Policy Committee joins the Complete Streets Coalition in expressing our concerns about Bill 8. We are thankful to have begun constructive conversations with the Council and look forward to working with Council to better implement Complete Streets policy. Thank you for considering our comments. Bill Sager Blue Zones Project-Koolaupoko Policy Committee Chair

**Testimony
Attachment**

**Accept Terms and
Conditions (*)**

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