CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE 12-15

BILL 26 (2012)

A BILL FOR AN ORDINANCE

RELATING TO COMPLETE STREETS.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Purpose. The purpose of this ordinance is to implement the provisions of Section 264-20.5, Hawaii Revised Statutes (Act 54 SLH 2009), and establish a Complete Streets policy for the City and County of Honolulu.

SECTION 2. Chapter 14, Revised Ordinances of Honolulu 1990 ("Public Works Infrastructure Requirements Including Fees and Services"), is amended by adding a new article to be appropriately designated by the revisor of ordinances and to read as follows:

"**Article ___. Complete Streets**

Sec. 14-___.1 Definitions.

As used in this article:

"Accessibility" means the ability to reach desired destinations for all transportation system users.

"Complete streets features" include, but are 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.

"Context sensitive solution" means a process in which a full range of stakeholders are involved in developing complete streets transportation solutions that identify and incorporate appropriate complete streets features designed to fit into, enhance, and support the surrounding environment and context, including land use.

"Directors" means the directors of the departments of transportation services, design and construction, planning and permitting, and facilities maintenance.

"Multi-modal" means the movement of people and goods by more than one method of transportation. A street that accommodates walking, bicycling, mobility devices, transit and driving is multi-modal.

"National industry best practices" means guidelines established by national industry groups on complete streets best policy and implementation practices, including, but not limited to reports by the American Planning Association and the National Complete Streets Coalition.

"Transportation facility or project" means the planning, design, construction, reconstruction, maintenance or improvement of public highways, roadways, streets, sidewalks, traffic control devices and signage, and all facilities or improvements related to public transit.

"Users" mean motorists, bicyclists, individuals dependent on mobility devices, transit riders, pedestrians, and others who depend on the transportation system to move people and goods.

Sec. 14-___.2 Complete streets policy; principles.

(a) There is hereby established a complete streets policy and principles for the City and County of Honolulu to guide and direct more comprehensive and balanced planning, design, and construction of city transportation systems. Under this policy, the city hereby expresses its commitment to encourge the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for all users. Every transportation facility or project, whether new construction, reconstruction, or maintenance, provides the opportunity to implement complete streets policy and principles. This policy provides that a context sensitive solution process and multi-modal approach be considered in all planning documents and for the development of all city transportation facilities and projects.

(b) Complete streets principles consist of the following objectives:

(1) Improve safety;

(2) Apply a context sensitive solution process that integrates community context and the surrounding environment, including land use;

(3) Protect and promote accessibility and mobility for all;

(4) Balance the needs and comfort of all modes and users;

(5) Encourage consistent use of national industry best practice guidelines to select complete streets design elements;

(6) Improve energy efficiency in travel and mitigate vehicle emissions by providing non-motorized transportation options;

(7) Encourage opportunities for physical activity and recognize the health benefits of an active lifestyle;

(8) Recognize complete streets as a long-term investment that can save money over time;

(9) Build partnerships with stakeholders and organizations statewide; and

(10) Incorporate trees and landscaping as integral components of complete streets.

Sec. 14-___.3 Administration; implementation.

(a) The directors shall, based on a context sensitive solution process, employ a multi-modal approach and incorporate complete streets features in the planning, design, construction, maintenance and operation of transportation facilities and projects, including, but not limited to, the reconstruction, rehabilitation or resurfacing of any transportation facility under the jurisdiction of the directors.

(b) Within six months of the enactment of this ordinance, the directors shall jointly create, adopt, and publish a single complete streets checklist and associated procedures to be used by the directors and their staffs when initiating, planning, designing, revising, implementing and/or reviewing any transportation facility or project. The complete streets checklist shall be jointly updated from time to time by the directors as necessary to facilitate the implementation of complete streets.

(c) As used in this section, "complete streets checklist" means a tool to collect data and information about the status of the roadway and the surrounding area, as well as the details of the transportation facility or project, with a goal of identifying specific elements that can be incorporated to support and balance the needs of all users. Such specific elements shall be part of an implementation procedure to be prepared in conjunction with compilation of a checklist. Data and information

complied in the checklist include, but are not limited to, traffic volume, street classification and type; an inventory of sidewalk condition, transit facilities, and parking restrictions; and recommendations from any existing neighborhood, bicycle, pedestrian, transit or other plan.

(d) Complete streets features shall be incorporated into transportation plans, projects and programs following implementation procedures established by the complete streets checklist.

(e) Within one year of the enactment of this ordinance, the directors shall evaluate and initiate updates of existing ordinances, codes, subdivision standards, rules, policies, plans and design guidelines to ensure their consistency with the complete streets policy and principles. Design standards, guidelines and manuals shall incorporate national industry best practice guidelines, and shall be updated from time to time by the directors as necessary to reflect current best practices.

Sec. 14-___.4 Exceptions.

(a) A multi-modal approach and complete streets features are not required if a director of an affected department determines, in writing with appropriate documentation, prior to or during the design process, that:

(1) Use of a street or highway by non-motorized users is prohibited by law; or

(2) The cost would be excessively disproportionate to the need or probable future use over the long term; or

(3) There is an absence of current or future need; or

(4) The safety of pedestrian, bicycle or vehicular traffic may be placed at unacceptable risk.

(b) Each written exception with accompanying documentation shall become a public record and shall be published electronically or online on the official website of the city, and shall be on file and available for public inspection at the office of the city clerk and at the office of the department making the determination.

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Sec. 14-___.5 Annual report; performance standards.

(a) On or before December 31st of each year following the enactment of this ordinance, the directors shall submit to the council a report detailing their compliance with the complete streets policy and principles during the prior fiscal year, and listing the transportation facilities and projects initiated during that year and the complete streets features incorporated therein. The report shall include a list of exceptions made pursuant to Section 14-___.4 for that year.

(b) Within two years of the enactment of this ordinance, the directors shall establish and publish performance standards with measurable benchmarks reflecting the capacity for all users to travel with appropriate safety and convenience along roadways under the jurisdiction of the city. Annual reports for the year in which measurable performance standards are established, and all years thereafter, shall include a report of each agency's performance under such measures, and where appropriate, shall identify problem areas and suggested solutions, and provide recommendations to improve the process.

(c) The annual reports required in this section may be part of the agency's annual reports required by charter.

Sec. 14-___.6 Training.

The directors shall require and provide training for their staffs in complete streets policies, principles, and implementation procedures that may be applicable to the performance of their duties."

SECTION 3. From the effective date of this ordinance, the director of the department of transportation, with the assistance of the other directors, shall commence planning activities for a complete streets demonstration project to test and demonstrate the effectiveness of the city's complete streets program. An area of city roads within the urban core of Honolulu shall be selected as the site for the demonstration project. The director shall report to the council the location and scope of the demonstration project. At the conclusion of the project, the director shall report to the council the results of the project against measurable performance benchmarks and any recommendations to improve the implementation of the complete streets policy.

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SECTION 4. This ordinance shall take effect upon its approval.

INTRODUCED BY:

Breene Harimoto

DATE OF INTRODUCTION:

MAR 14 2012

Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this 25th day of May, 2012.

PETER B. CARLISLE, Mayor
City and County of Honolulu

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

ORDINANCE 12–15

BILL 26 (2012)

Introduced: 03/14/12 By: BREENE HARIMOTO

Committee: TRANSPORTATION

Title: A BILL FOR AN ORDINANCE RELATING TO COMPLETE STREETS.

Links: BILL 26 (2012)
CR-132
CR-176

Voting Legend: Y= Aye, Y* = Aye w/Reservations, N = No, A = Absent, ABN = Abstain

COUNCIL	03/21/12	BILL PASSED FIRST READING AND REFERRED TO COMMITTEE ON TRANSPORTATION.									
	ANDERSON	Y	BERG	Y	CACHOLA	Y	CHANG	Y	GABBARD	Y	
	GARCIA	Y	HARIMOTO	A	KOBAYASHI	Y	MARTIN	Y			
TRANSPORTATION	04/05/12	CR-132 – BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON SECOND READING AND SCHEDULING OF A PUBLIC HEARING.									
PUBLISH	04/14/12	PUBLIC HEARING NOTICE PUBLISHED IN THE HONOLULU STAR-ADVERTISER.									
COUNCIL/PUBLIC HEARING	04/25/12	CR-132 ADOPTED. BILL PASSED SECOND READING, PUBLIC HEARING CLOSED AND REFERRED TO COMMITTEE ON TRANSPORTATION.									
	ANDERSON	Y	BERG	Y	CACHOLA	Y	CHANG	A	GABBARD	Y	
	GARCIA	Y	HARIMOTO	Y	KOBAYASHI	Y	MARTIN	Y			
PUBLISH	05/03/12	SECOND READING NOTICE PUBLISHED IN THE HONOLULU STAR-ADVERTISER.									
TRANSPORTATION	05/03/12	CR-176 – BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON THIRD READING.									
COUNCIL	05/09/12	CR-176 ADOPTED AND BILL 26 (2012) PASSED THIRD READING.									
	ANDERSON	Y	BERG	Y	CACHOLA	Y	CHANG	Y	GABBARD	Y	
	GARCIA	Y	HARIMOTO	Y	KOBAYASHI	Y	MARTIN	Y			

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.

BERNICE K. N. MAU, CITY CLERK

ERNEST Y. MARTIN, CHAIR AND PRESIDING OFFICER