COUNTY COUNCIL

COUNTY OF KAUA'I

Resolution

No. 2010-48, Draft 1

A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY FOR THE COUNTY OF KAUA'I

WHEREAS, Complete Streets is a set of design principles that promotes safe access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities; and

WHEREAS, streets that support and encourage multiple travel modes, and include safe and ample space for pedestrians, bicyclists, and public transportation users, are more conducive to community living and the efficient movement of people than streets designed primarily to move automobiles; and

WHEREAS, the integration of all travel modes in the design of streets and highways, especially in and around town cores, can help reduce traffic congestion by providing other travel options in lieu of automobile travel; and

WHEREAS, Complete Streets promotes non-motorized travel as alternatives to automobile travel, thus helping to reduce greenhouse gas emissions and personal transportation costs incurred by rising fuel prices; and

WHEREAS, numerous studies have demonstrated that Complete Streets facilitates walking, bicycling, and public transit use, thus increasing the amount of time one spends engaged in physical activity, which is an important component of a healthy lifestyle; and

WHEREAS, Complete Streets will help develop a connected and complete transportation network that will reduce hazards and improve safety for pedestrians and cyclists, especially vulnerable populations who may be unable to operate a motor vehicle, such as young children, the elderly, and the physically disabled; and

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, American Planning Association, and many other transportation, planning, and public health professionals; and

WHEREAS, in 2009 the State Legislature passed and the Governor signed into law Act 54 requiring counties to adopt a Complete Streets policy; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation, including the United States Department of Transportation, numerous state transportation agencies, and cities such as Sacramento, San Diego, Salt Lake City, Boulder, Chicago, Seattle, Iowa City, Louisville, and Portland; and

WHEREAS, the General Plan directs the County to consider alternatives to increasing the capacity of roadways by encouraging public transit, and to provide for pedestrian and bicycle facilities in town centers; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF KAUA'I, STATE OF HAWAI'I, that all roadway projects, including design, planning, reconstruction, rehabilitation, maintenance, or operations in the County of Kaua'i be balanced and equitable in accommodating and encouraging travel by bicyclists, public transportation vehicles and their passengers, and pedestrians of all ages and abilities in accordance with Complete Street principles.

BE IT FURTHER RESOLVED, that the County of Kaua'i plan for, design, and construct new County transportation improvement projects in accordance with Complete Streets principles in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles, with special priority given to pedestrian travel in town centers and other densely populated areas.

BE IT FURTHER RESOLVED, that the County of Kaua'i includes Complete Streets principles in the development and construction standards within the Kaua'i County Code.

Exemptions from Complete Streets principles may be allowed in the following circumstances:

a. During ordinary maintenance activities designed to keep roads in serviceable conditions, such as mowing, cleaning, sweeping, and surface treatments;

b. Where use of a particular highway, road, street, way, or lane by bicyclists or pedestrians is prohibited by law;

c. Where the costs would be excessively disproportionate to the need or probable use of the particular highway, road, street, way, or lane;

d. Where there exists a sparseness of population, or there exists other available means, or similar factors indicating an absence of a future need; or

e. Where the safety of vehicular, pedestrian, or bicycle traffic may be placed at unacceptable risk.

f. Where there are significant impacts to natural, topographical, cultural or historic resources that cannot be reasonably mitigated.

BE IT FURTHER RESOLVED, that the County of Kaua'i should include Complete Streets policies and principles in future General Plan, development plan, and special area plan updates.

BE IT FURTHER RESOLVED, that the Complete Streets Working Group of the Built Environment Task Force of Get Fit Kaua'i should submit a report to the Mayor and County Council on progress made towards the adoption of Complete Streets principles into the development and construction standards within the Kaua'i County Code within 18 months of the adoption of this resolution.

BE IT FURTHER RESOLVED, that the County of Kaua'i should consider the recommendations of the State Complete Streets Task Force when they are released and work with the State Department of Transportation to ensure that the County of Kaua'i implements a Complete Streets policy that is consistent with State roadway standards.

Introduced by:

/s/JAY FURFARO
(By Request)

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	Aye	Nay	Exc	Recused
Asing	X			
Bynum	X			
Chang	X			
Furfaro	X			
Kaneshiro	X			
Kawahara	X			
Kawakami	X			
Total	7	0	0	0

Certificate Of Adoption

We hereby certify that Resolution No. 2010-48, Draft 1 was adopted by the Council of the County of Kaua'i, State of Hawai'i, Lihu'e, Kaua'i, Hawai'i, on September 15, 2010.

County Clerk

Chairman & Presiding Officer

Dated September 16, 2010