

**lowen1-Kyli**

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Wednesday, February 06, 2013 3:20 PM  
**To:** waltestimony  
**Cc:** david@blueplanetfoundation.org  
**Subject:** Submitted testimony for HB859 on Feb 8, 2013 08:30AM  
**Attachments:** HB859 HD1 complete streets HCDA.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**HB859**

Submitted on: 2/6/2013

Testimony for WAL on Feb 8, 2013 08:30AM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Aquino	Blue Planet Foundation	Support	No

Comments:

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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**HOUSE COMMITTEE ON WATER & LAND**

February 8, 2013, 8:30 A.M.

Room 325

**(Testimony is 2 pages long)**

**TESTIMONY IN SUPPORT OF HB 859 HD1**

Chair Evans and members of the Water & Land Committee:

The Blue Planet Foundation supports HB 859 HD1, requiring the Hawaii Community Development Authority (HCDA) to develop and adopt “complete streets” design standards and street plans for the community development districts. We believe this bill will give the HCDA proper direction to provide safe, comfortable and convenient routes for multi-modal transportation – walking, bicycling and other alternate transportation options.

Blue Planet is a local non-profit committed to ending the use of fossil fuel on Earth by making Hawaii a global leader for energy independence. Blue Planet believes the transformation to clean, indigenous, renewable sources of energy is critical to the state’s economy, security and quality of life. While much of our work has been focused on renewable energy and reducing electricity use, transportation in Hawaii (cars, trucks, ships and planes) accounts for approximately two-thirds of the oil consumed. In 2011, Hawaii cars burned over 470 million gallons of gasoline. For a typical car, that’s enough gasoline to cover the distance equivalent to over 21,000 round trips to the moon. Providing convenient, effective alternatives to automobile use is needed to decrease our consumption of gasoline and other fossil fuels.

Blue Planet strongly believes that incorporating “complete streets” design standards will reduce automobile usage by creating an environment that encourages walking, biking, and other transportation alternatives. Additionally, “complete streets” will help to relieve traffic congestion, improve public welfare by addressing a wide array of health and environmental problems and improve the safety, comfort and convenience of all street users, including children, elderly, and people with disabilities.

Blue Planet supports HB 859 HD1 to ensure that Hawaii’s developing communities incorporate safe, healthy and alternative modes of transportation into street design, further advancing our critical goal of reducing our state’s dependence on imported fossil fuels.

In order to ensure timely incorporation of “complete streets” design standards and street plans, Blue Planet respectfully asks that the bill take effect upon approval.

Thank you for the opportunity to testify.



**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**

**NEIL ABERCROMBIE**  
GOVERNOR

**RICHARD C. LIM**  
DIRECTOR

**MARY ALICE EVANS**  
DEPUTY DIRECTOR

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Statement of  
**RICHARD C. LIM**  
**Director**

Department of Business, Economic Development and Tourism

Before the  
**HOUSE COMMITTEE ON WATER & LAND**  
Friday, February 8, 2013  
8:30 A.M.  
State Capitol, Conference Room 325

in consideration of

**HB 859, HD 1**  
**RELATING TO COMPLETE STREETS.**

Chair Evans, Vice Chair Lowen, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) is in support of HB 859, HD 1, which authorizes the Hawaii Community Development Authority (HCDA) to establish community development rules regarding “Complete Streets,” and establish a procedure by which an affected county may present its position on proposed improvements to county highways or land owned by the county adjacent to county highways prior to the Authority’s decision-making.

The passage of this administrative proposal establishing “complete streets” or roadway facilities that are not “car-centric,” but rather promote safe, convenient and efficient modes of transportation for all modes of transportation as well as pedestrians. Accordingly, HCDA should develop design standards that will transform the streets within its community development districts and to coordinate that work, where appropriate, with county authorities.

As development in areas such as the urban core of Honolulu is being pursued, it is important that the community and neighborhoods that are created provide safe, convenient and

efficient accommodations for all modes of transportation within the context of the surrounding land use, without reducing the effectiveness of the roadway to move vehicles. Establishing safe, efficient and convenient streets is a part of any recipe to produce healthy and prosperous communities.

In the course of developing these design standards, it will be important that the community, stakeholders and the general public is involved. However, I am confident that HCDA will provide opportunities for stakeholders and the community to weigh-in to ensure that the streets will indeed be complete in every sense of the word.

Thank you for the opportunity to provide comments in support of passage of this Governor's initiative.

**lowen1-Kyli**

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Wednesday, February 06, 2013 5:19 PM  
**To:** waltestimony  
**Cc:** leann.s.uehira@hcdaweb.org  
**Subject:** Submitted testimony for HB859 on Feb 8, 2013 08:30AM  
**Attachments:** HB859, HD1\_BED-HCDA\_2-8-13\_WAL.pdf

**HB859**

Submitted on: 2/6/2013

Testimony for WAL on Feb 8, 2013 08:30AM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Anthony J. H. Ching	HCDA	Support	Yes

Comments:

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HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



KAKA  
KALAELOA

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Chairperson

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STATEMENT OF

ANTHONY J. H. CHING, EXECUTIVE DIRECTOR  
HAWAII COMMUNITY DEVELOPMENT AUTHORITY

BEFORE THE

HOUSE COMMITTEE ON WATER & LAND

Friday, February 8, 2013

8:30 A.M.

State Capitol, Conference Room 325

in consideration of

**H. B. 859, H. D. 1 – RELATING TO COMPLETE STREETS.**

**Purpose:** Authorizes the Hawaii Community Development Authority (“HCDA”) to establish community development rules regarding “Complete Streets”. Establish a procedure by which an affected county may present its position on proposed improvements to county highways or land owned by the county adjacent to county highways prior to the authority’s decision-making.  
GOV-08(13)

**Position:** This testimony reflects my view only as the Authority has not had an opportunity to review and act on this measure. The HCDA finds that “complete streets” or roadway facilities should be designed not only for cars/drivers, but also provide for safe, convenient and efficient modes of transportation for public transit vehicles, pedestrians, bicyclists, motorcyclists, and persons with disabilities. As streets differ in character, throughput, purpose and size, where one size does not fit all situations, it is important that design standards for “complete streets” are included all of the HCDA community development plans and rules.

Testimony reflects the view and position of the Executive Director and not necessarily that of the Authority.

As depicted in attachment A, instead of simply being preoccupied with levels of service or the capacity of the roadway, the “complete streets” design standard would include but not be limited to: the surrounding land use; frontage type; street landscaping and furniture; public access and accommodation; public transit stops; bicycle; intersection design; and pedestrian and parking facilities. This design would seek to provide enhance safe, convenient and efficient accommodations for all modes of transportation within the context of the surrounding land use, without reducing the effectiveness of the roadway to move vehicles.

The proposal also provides a mechanism for an affected county to present its position on proposed improvements to county highways or land owned by the county adjacent to county highways prior to the authority’s decision-making. This mechanism will ensure that the implementation of the complete streets design standards is done in coordination with best management practices and county priorities.

Attachment B illustrates what are elements of complete streets design standards. Attachment C shows how section of Auahi Street and Ala Moana Boulevard might be transformed via the application of complete streets design standards.

Outreach directed to the community, stakeholders and the general public has been conducted and has generated positive support. As complete streets design standards are developed and reviewed prior to adoption, there will be continued outreach and opportunity given for the stakeholders and the community to weigh in to ensure that the streets that are constructed are indeed complete in the sense that they are safe, convenient and efficient venues for the community to move around in.

Thank you for the opportunity to provide comments in support of this administrative proposal.



What is a  
**COMPLETE STREET**  
in Kakaako?



Traditional road classifications emphasize vehicle movement.



Complete Street Types emphasize the character of the entire street.

# COMPLETE STREET

## Program Elements



- Pedestrian Countdown Signals
- Crosswalk Markings
- Landscape Buffer
- Street Tree
- Bicycle Sharrows
- Bicycle Lane Safely Located
- Bicycle Intersection Design
- Bus and Service Vehicle Pull-Out Lanes
- Omni--directional Crosswalk (Barnes Dance)
- Speed Tables



# COMPLETE STREET

Intersection Design



HCDA

COMMUNITY + PLACE

# KAKAAKO Transformations

Auahi & Keawe Street



Image Courtesy of: Kamehameha Schools

Exhibit C



# KAKAAKO Transformations

Auahi & Keawe Street



Image Courtesy of: Kamehameha Schools

HCDA

COMMUNITY + PLACE

# KAKAAKO Transformations

Auahi & Cooke Street



Image Courtesy of: Kamehameha Schools

Exhibit C



HCDA

COMMUNITY + PLACE

# KAKAAKO Transformations

Auahi & Cooke Street

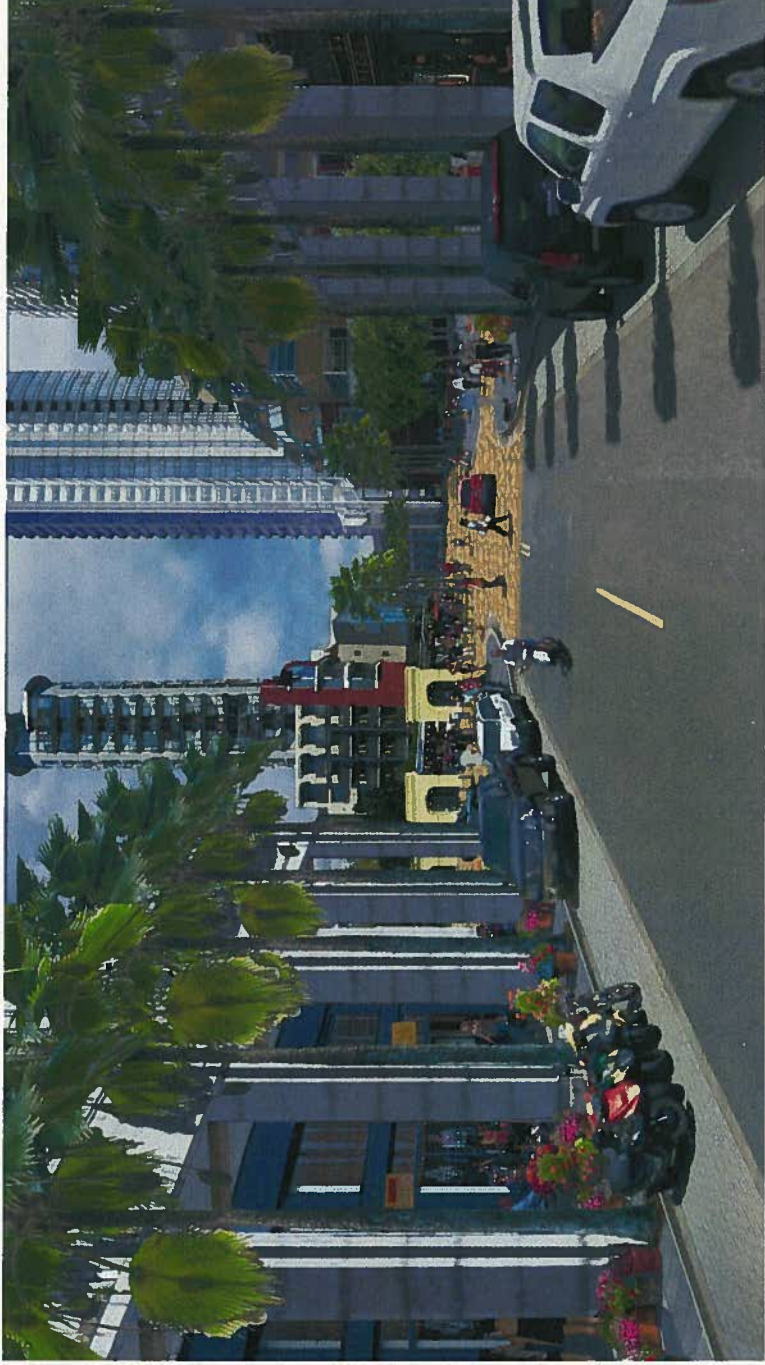


Image Courtesy of: Kamehameha Schools

Exhibit C

HCDA

COMMUNITY + PLACE

# KAKAAKO Transformations

Auahi Street - Current



Image Courtesy of: Howard Hughes Corporation

Exhibit C



# KAKAAKO Transformations

Auahi Street - Proposed



Image Courtesy of: Howard Hughes Corporation



# KAKAAKO Transformations

Ala Moana Blvd - Current



Image Courtesy of: Howard Hughes Corporation

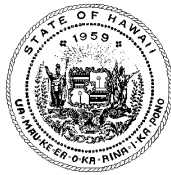


# KAKAAKO Transformations

Ala Moana Blvd - Proposed



Image Courtesy of: Howard Hughes Corporation



NEIL ABERCROMBIE  
GOVERNOR

EXECUTIVE CHAMBERS  
HONOLULU

Testimony in **support** of HB859  
Relating to Complete Streets

Committee on Water & Land  
Representative Cindy Evans, Chair  
Representative Nicole Lowen, Vice Chair

February 8, 2013  
8:30 am Room 325

Chair Yamane, Vice-Chair Ichiyama, and members of the Transportation Committee:

The Office of the Governor **supports** House Bill 859, Relating to Complete Streets. This measure would require that the Hawaii Community Development Authority (HCDA) develop and adopt complete streets design standards and street plans for the community development projects. HCDA must also establish a procedure whereby the affected county will be notified and given an opportunity to present its position on improvements related to complete streets prior to decision making by the HCDA.

Complete streets are designed to enable safe and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transport users of all ages and abilities. This measure will promote safe and transit friendly residential settlement of urban Honolulu and the Kakaako Community Development District.

The Administration recognizes the fact that these complete streets will interface with county roads and is supportive of HCDA and the affected county communicating and coordinating with one another.

Thank you for the opportunity to testify.



# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII 96813-3065

**BREENE HARIMOTO**  
Councilmember District VIII  
Chair, Committee on Transportation  
Telephone: (808) 768-5008  
Email: [bharimoto@honolulu.gov](mailto:bharimoto@honolulu.gov)

February 08, 2013

The Honorable Cindy Evans, Chair  
The Honorable Nicole E. Lowen, Vice Chair  
and Members of the House Committee on Water and Land  
House of Representatives  
Hawaii State Capitol  
415 South Beretania Street  
Honolulu, HI 96813

Subject: House Bill 859, HD 1, Relating to Complete Streets

Dear Chair Evans and Committee Members:

I offer my testimony in general support of this measure but would like to also raise a few comments and concerns. The Honolulu City Council recently enacted Ordinance 12-15 which implements the provision of Section 264-20.5, Hawaii Revised Statutes (Act 54 SLH 2009), and establishes a Complete Streets policy for the City and County of Honolulu. Likewise, establishing a Complete Streets policy will be a useful tool for the Hawaii Community Development Authority (HCDA) to help address future planning, development, and transportation issues.

It is important, however, that HCDA and the city work together to align their Complete Streets principles and coordinate their Complete Streets projects. As street design and construction within HCDA's boundaries must connect to and interface with county designed and constructed streets, coordination is essential. This is particularly relevant if the authority's decision on a Complete Streets project is final and binding on the city, and that the city "shall, without qualifications, accept dedication thereof." I would have serious concerns if the authority's decision results in the county having to accept dedication of a street that is inconsistent with our county plans and/or our Complete Streets standards.

I ask this Committee to amend the provisions of this bill to retain the county's current jurisdiction regarding the permitting and dedication of project improvements

Thank you again for allowing me the opportunity to testify. If you have any questions, please feel free to contact me at 768-5008.

Very truly yours,

A handwritten signature in black ink that reads "Breene Harimoto". The signature is written in a cursive style.

Breene Harimoto  
Chair, Committee on Transportation  
Honolulu City Council

**Testimony of Robert Loy**  
**Director of Environmental Programs**  
**The Outdoor Circle**  
**HB859 HD1**  
**Committee on Water and Land**  
**Committee on Energy and Environmental Protection**  
**February 8, 2013 8:30 AM**  
**Room 325**

**RE: Strong Support for HB 859 HD1 relating to Complete Streets**

Thank you for the opportunity to express our strong support for this measure

The legislation directs to the Hawaii Community Development Authority (HCDA) to establish “complete streets” rules for the community development districts and provide for input from a county whose highway lands are affected by a developer’s proposal that includes complete streets prior to decision making.

Inasmuch as HCDA already is on record in support of Complete Street concepts in the land developed under its jurisdiction, part of the goal of this bill is functionally already underway. HCDA has made it quite clear that it intends to incorporate Complete Streets philosophies and designs into its projects.

The remaining portion of HB859 requires that when HCDA projects involve a county highway or lands adjacent to a county highway that it will notify the mayor of the affected County so it might testify about the impacts-including those created by complete streets elements-at the project’s public hearing prior to approving HCDA’s permits to build the project.

We believe these are acceptable requirements that will ensure the counties’ concerns are aired and considered before accepting the dedication of the project. This collaboration will help ensure the success of the project and the enjoyment of complete streets by residents.

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR  
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KIRK CALDWELL  
MAYOR



MICHAEL D. FORMBY  
DIRECTOR DESIGNATE  
MARK N. GARRITY, AICP  
DEPUTY DIRECTOR

February 7, 2013

The Honorable Cindy Evans, Chair  
and Members  
House Committee on Water and Land  
The Honorable Chris Lee, Chair  
and Members  
House Committee on Energy &  
Environmental Protection  
House of Representatives  
Hawaii State Capitol  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Evans, Chair Lee and Committee Members:

Subject: House Bill 859, HD 1  
Relating to Complete Streets

The Department of Transportation Services (DTS) appreciates the efforts of your Committee, the Department of Business, Economic Development and Tourism and the Hawaii Community Development Authority (HCDA) to promote safe and transit friendly development of lands under HCDA's control.

DTS supports HB 859, HD 1, to the extent it authorizes HCDA to establish community development rules regarding "complete streets" and establish a procedure for the county to present its position on proposed improvements to a county highway or any land owned by the county adjacent to a county highway in accordance with the complete streets rules adopted by HCDA.

Ordinance 12-15, which implements the provision of Section 265-20.5, Hawaii Revised Statutes (Act 54, SLH 2009), was passed by the Honolulu City Council in 2012 and establishes a Complete Streets policy for the City and County of Honolulu (City). Given the connectivity between lands under HCDA's control and City lands subject to development consistent with Ordinance 12-15, it is critical that HCDA and the City work and plan together to make sure their Complete Streets' standards, policies, rules and requirements are consistent and applied uniformly.

The Honorable Cindy Evans, Chair  
The Honorable Chris Lee, Chair  
Page 2  
February 7, 2013

Given the uncertainty as to what "community development rules regarding 'complete streets'" will be adopted by HCDA, DTS is presently unable to support HB 859, HD 1, to the extent it requires the county to "permit the approved improvements to be constructed" and "without qualification, accept dedication thereof." The City respectfully requests this Committee defer the provisions found in the last sentence of Section 206E-5.6 (d) until such time as this Committee is informed as to the complete streets rules adopted by HCDA.

The City met with the Executive Director of HCDA following the hearing of HB 859 before the Transportation Committee and agreed to work with HCDA to the extent the language is clarified.

Very truly yours,

Michael D. Formby  
Director Designate