



HAWAII COMMUNITY
DEVELOPMENT AUTHORITY



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STATEMENT OF

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

BEFORE THE

HOUSE COMMITTEE ON FINANCE

Monday, February 25, 2013

1:30 A.M.

State Capitol, Conference Room 325

in consideration of

H.B. 859 H.D.2 Relating to Complete Streets

Purpose: Authorizes the Hawaii Community Development Authority (HCDA) to establish community development rules regarding "Complete Streets". Establishes a procedure by which an affected county may present its position on proposed improvements to county highways or lands owned by the County adjacent to county highways prior to the Authority's decision-making. HD 2 provides that the Authority must adopt findings that the proposed Complete Streets improvements must be consistent with the affected county's adopted Complete Streets policy and principles, is consistent with national best practice guidelines and is reflective of current best practices in the affected county. GOV-08(13)

Position: The Authority strongly supports passage of this Governor's Initiative. Establishing "complete streets" that promote safe, convenient and efficient facilities for all modes of transportation as well as pedestrians is a program whose time has come!

I note that House Draft 2 incorporates language that seeks to ensure that any proposed "Complete Streets" improvements are consistent with County Complete Streets policy and principles. I also understand that a conversation has been opened with officials of the City & County of Honolulu to ensure that

the HCDA efforts are coordinated and complementary of county programs beyond the boundaries of the community development districts.

Coordination with any affected county will ensure that bike facilities/routes will connect seamlessly with facilities outside of the community development district. Existing bus transit and alternate modes of transportation (e.g., bike/car sharing systems, neighborhood trolleys or other feeder transit program) within the community development districts will also connect with logical destinations outside of the district (e.g., Waikiki, Ala Moana shopping center, central business district, Chinatown, others).

As the principles of Complete Streets programs are nearly universally accepted (whether viewed from a state or county perspective) and as the City & County of Honolulu has already enacted its own ordinance (Bill 26 2012) passage of the Governor's initiative will signal the start of development of an unified State/County Complete Streets program in urban Honolulu.

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