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**A BILL FOR AN ACT**

RELATING TO COMPLETE STREETS.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1           SECTION 1. The legislature finds that "complete streets"  
2 that are designed not only for drivers, but also for  
3 pedestrians, bicyclists, and people with disabilities, are safer  
4 and more convenient. The Hawaii community development authority  
5 shall therefore establish and implement community development  
6 rules regarding "complete streets."

7           Because the development of "complete streets" will  
8 oftentimes involve improvements to county highways and land  
9 owned by the county adjacent to county highways, it is necessary  
10 to establish a procedure by which the affected county will be  
11 notified of the proposed improvements and given an opportunity  
12 to present its position on such improvements prior to decision-  
13 making by the Hawaii community development authority. The  
14 decision of the Hawaii community development authority shall be  
15 final and binding on the affected county.

16           Accordingly, the purpose of this Act is to authorize the  
17 Hawaii community development authority to establish community  
18 development rules regarding "complete streets" and to establish

H.B. NO. 859

1 a procedure by which an affected county may present its position  
2 on proposed improvements to county highways or land owned by the  
3 county adjacent to county highways prior to the authority's  
4 decision-making, which shall be final, conclusive, and binding  
5 on the affected county.

6 SECTION 2. Section 206E-5.6, Hawaii Revised Statutes, is  
7 amended to read as follows:

8 " ~~[+] §206E-5.6 [±]~~ **Public hearing for decision making;**  
9 **separate hearing required.** (a) When rendering a decision  
10 regarding:

11 (1) An amendment to any of the authority's community  
12 development rules established pursuant to chapter 91  
13 and section 206E-7; or

14 (2) The acceptance of a developer's proposal to develop  
15 lands under the authority's control,  
16 the authority shall render its decision at a public hearing  
17 separate from the hearing that the proposal under paragraph (1)  
18 or (2) was presented.

19 (b) The authority shall issue a public notice in  
20 accordance with section 1-28.5 and post the notice on its  
21 website; provided that the decision-making hearing shall not  
22 occur earlier than five business days after the notice is  
23 posted. Prior to rendering a decision, the authority shall

1 provide the general public with the opportunity to testify at  
2 its decision-making hearing.

3 (c) The authority shall notify the president of the senate  
4 and the speaker of the house:

5 (1) Of any public hearing upon posting of the hearing  
6 notice; and

7 (2) With a report detailing the public's reaction at the  
8 public hearing, within one week after the hearing.

9 (d) Whenever a developer's proposal to develop lands under  
10 the authority's control includes improvements to a county  
11 highway, as defined in section 264-1, or any land owned by the  
12 county adjacent to a county highway in accordance with the  
13 complete streets rules adopted by the authority, the authority  
14 shall notify the mayor of the affected county and provide the  
15 affected county with an opportunity to present its position on  
16 the proposed improvements at the public hearing at which the  
17 proposal is presented; provided that the public hearing shall  
18 not occur earlier than twenty days after the notice is given.  
19 If the authority approves the proposed improvements to a county  
20 highway or any land owned by the county adjacent to a county  
21 highway, the authority's decision shall be final and binding on  
22 the county. The county shall permit the approved improvements  
23 to be constructed and once the improvements are constructed in

1 accordance with the complete streets rules adopted by the  
2 authority, the county shall, without qualification, accept  
3 dedication thereof."

4 SECTION 3. Section 206E-7, Hawaii Revised Statutes, is  
5 amended to read as follows:

6 "[~~H~~]§206E-7[~~]~~ **Community development rules.** The authority  
7 shall establish community development rules under chapter 91 on  
8 health, safety, building, planning, zoning, [~~and~~] land use, and  
9 complete streets which, upon final adoption [~~of a community~~  
10 ~~development plan~~], shall supersede all other inconsistent  
11 ordinances, [~~and~~] rules, and regulations relating to the use,  
12 zoning, planning, and development of land and construction  
13 thereon. Rules adopted under this section shall follow existing  
14 law, rules, ordinances, and regulations as closely as is  
15 consistent with standards meeting minimum requirements of good  
16 design, pleasant amenities, health, safety, and coordinated  
17 development. The authority may, in the community development  
18 plan or by a community development rule, provide that lands  
19 within a community development district shall not be developed  
20 beyond existing uses or that improvements thereon shall not be  
21 demolished or substantially reconstructed, or provide other  
22 restrictions on the use of the lands."

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1 SECTION 4. Statutory material to be repealed is bracketed.

2 New statutory material is underscored.

3 SECTION 5. This Act shall take effect upon its approval.

4

5

INTRODUCED BY:



6

BY REQUEST

7

JAN 22 2013

# H.B. NO. 859

**Report Title:**

Hawaii Community Development Authority; Complete Streets

**Description:**

Requires the Hawaii Community Development Authority to develop and adopt complete streets design standards and street plans for the community development districts.

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*

JUSTIFICATION SHEET

DEPARTMENT: Business, Economic Development, and Tourism

TITLE: A BILL FOR AN ACT RELATING TO THE HAWAII COMMUNITY DEVELOPMENT AUTHORITY.

PURPOSE: Enable the streets of community development districts to provide comfortable, safe, and convenient routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meets the needs of all users of the streets, including children, older adults, and people with disabilities.

MEANS: Amend sections 206E-5.6 and 206E-7, Hawaii Revised Statutes.

JUSTIFICATION: Promotes safe and transit friendly residential settlement of urban Honolulu and the Kakaako Community Development District versus supporting continued sprawl of our population into rural and undeveloped agricultural lands and requires that the Authority develop and establish "complete streets" within community development districts.

Where the development of complete streets involve improvements to county highways and land owned by the county adjacent to county highways, affords the county opportunity to present its position on such improvements prior to decision making by the Authority.

Impact on the public: Supports establishment of transit-oriented development and a healthier community in all community development districts designated by the State Legislature.

Impact on the department and other agencies:  
None.

GENERAL FUND: None.

OTHER FUNDS: None.

PPBS PROGRAM  
DESIGNATION: BED 150 KA, BED 150 KL, BED 150 HE.

OTHER AFFECTED  
AGENCIES: State Department of Transportation, City and  
County of Honolulu Department of Planning  
and Permitting, Department of Facility  
Maintenance, and Department of  
Transportation Services.

EFFECTIVE DATE: Upon approval.





NEIL ABERCROMBIE  
GOVERNOR

EXECUTIVE CHAMBERS  
HONOLULU

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

Committee on Transportation  
Representative Ryan Yamane, Chair  
Representative Linda Ichiyama, Vice Chair

January 30, 2013  
10:00 am Room 309

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.

Thank you for the opportunity to testify.



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

**NEIL ABERCROMBIE**  
GOVERNOR

**RICHARD C.LIM**  
INTERIM DIRECTOR

No. 1 Capitol District Building, 250 South Hotel Street, 5th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804  
Web site: [www.hawaii.gov/dbedt](http://www.hawaii.gov/dbedt)

Telephone: (808) 586-2355  
Fax: (808) 586-2377

STATEMENT OF

RICHARD LIM, DIRECTOR  
DEPARTMENT OF BUSINESS ECONOMIC DEVELOPMENT AND TOURISM

BEFORE THE  
HOUSE COMMITTEE ON TRANSPORTATION  
Wednesday, January 30, 2013  
10:00 A.M.

State Capitol, Conference Room 309

in consideration of

**HB 859 – RELATING TO COMPLETE STREETS.**

Chair Yamane, Vice Chair Ichiyama, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) is in support of HB 859, 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.



# 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)

January 30, 2013

The Honorable Ryan I. Yamane, Chair  
The Honorable Linda Ichiyama, Vice Chair  
and Members of the House Committee on Transportation  
House of Representatives  
Hawaii State Capitol  
415 South Beretania Street  
Honolulu, HI 96813

Subject: House Bill 859, Relating to Complete Streets

Dear Chair Yamane 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 cursive script that reads "Breene Harimoto".

Breene Harimoto  
Chair, Committee on Transportation  
Honolulu City Council



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



KAKA  
KALAELOA

Neil Abercrombie  
Governor

Brian Lee  
Chairperson

Anthony J. H. Ching  
Executive Director

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STATEMENT OF

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

BEFORE THE

HOUSE COMMITTEE ON TRANSPORTATION

Wednesday, January 30, 2013

10:00 A.M.

State Capitol, Conference Room 309

in consideration of

**H. B. 859 – 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.

As depicted in attachment A, instead of simply being preoccupied with levels of service or the capacity of the roadway, the “complete streets” design

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

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

# KAKAAKO Transformations

Auahi & Cooke Street



Image Courtesy of: Kamehameha Schools

# KAKAAKO Transformations

Auahi & Cooke Street

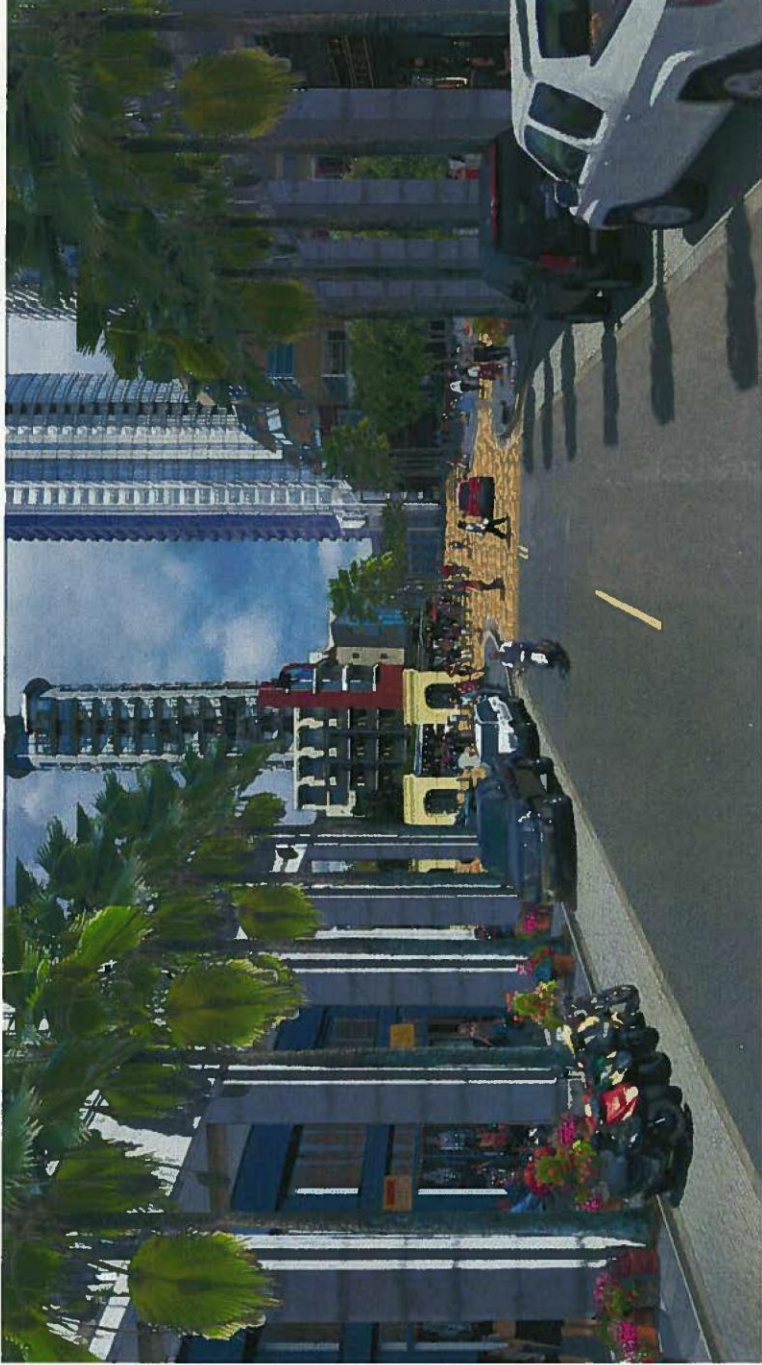


Image Courtesy of: Kamehameha Schools

# KAKAAKO Transformations

Auahi Street - Current



Image Courtesy of: Howard Hughes Corporation

# KAKAAKO Transformations

Auahi Street - Proposed

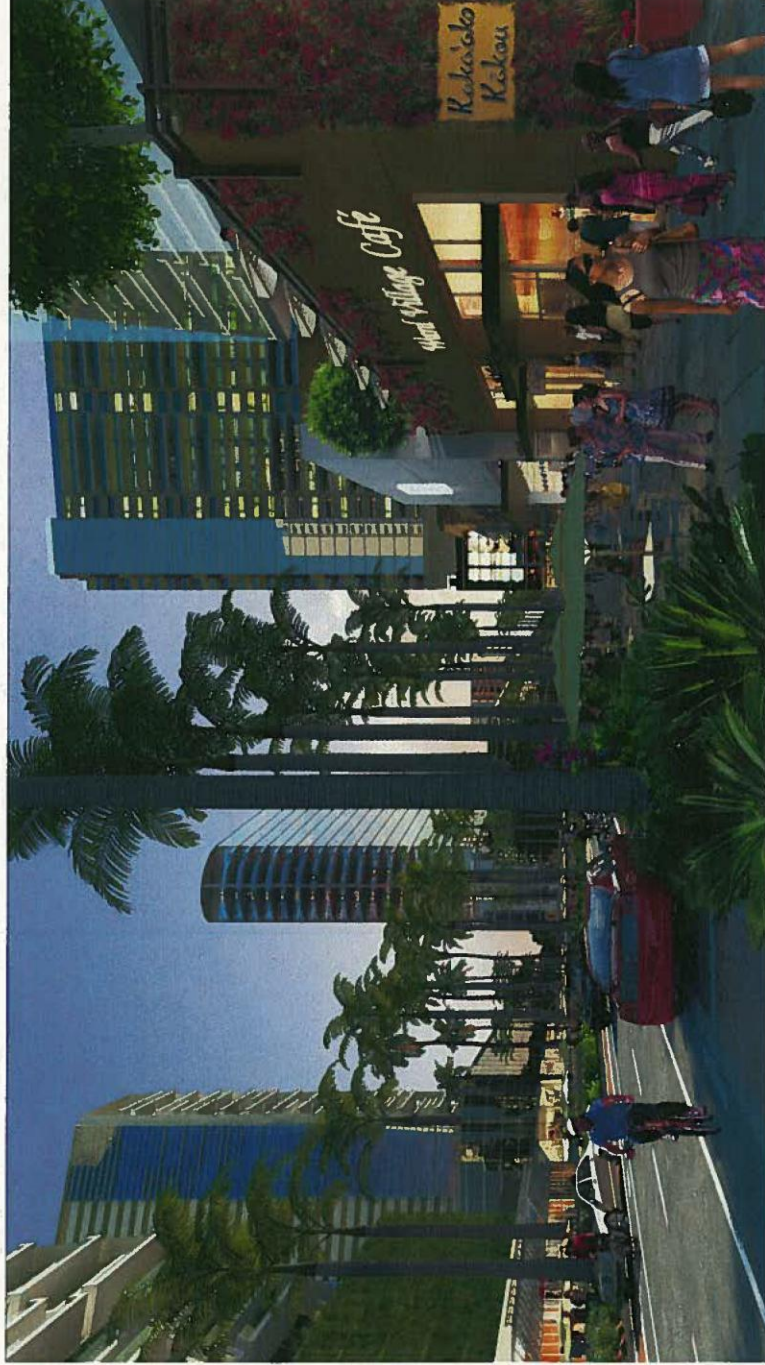


Image Courtesy of: Howard Hughes Corporation

HCDA

COMMUNITY + PLACE

# KAKAAKO Transformations

Ala Moana Blvd - Current



Image Courtesy of: Howard Hughes Corporation

Exhibit C



HCDA

COMMUNITY + PLACE

# KAKAAKO Transformations

Ala Moana Blvd - Proposed

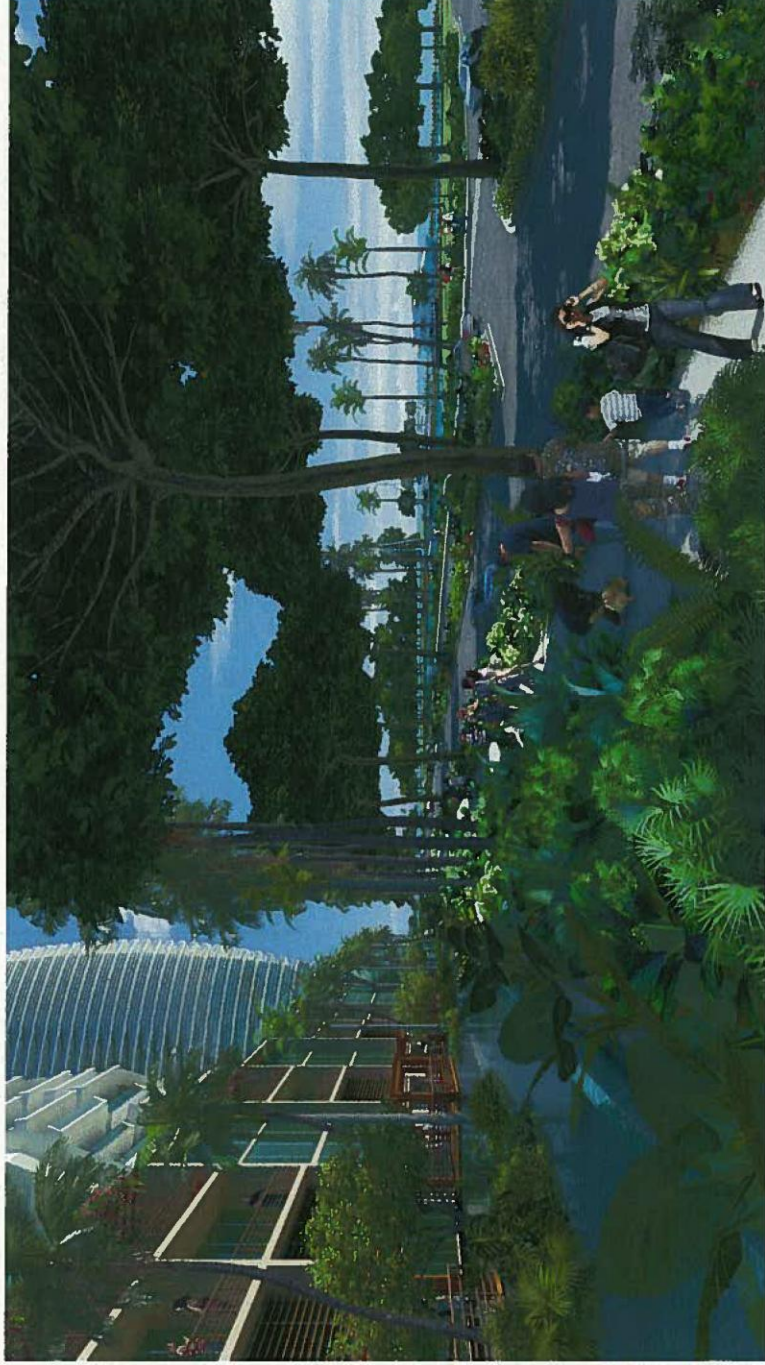


Image Courtesy of: Howard Hughes Corporation

Exhibit C

To: Committee on Transportation  
Representative Ryan Yamane, Chair  
Representative Linda Ichiyama, Vice Chair

Date: Wednesday, January 30, 2013  
Time: 10:00 a.m.  
Place: Conference Rm. 309

Testifier: Eudice Schick, Individual  
AARP member

Bill: HB 859  
In Strong Support

Chair Yamane and Committee Members, thank you for the opportunity to submit testimony in strong support of HB 859, relating to Transportation.

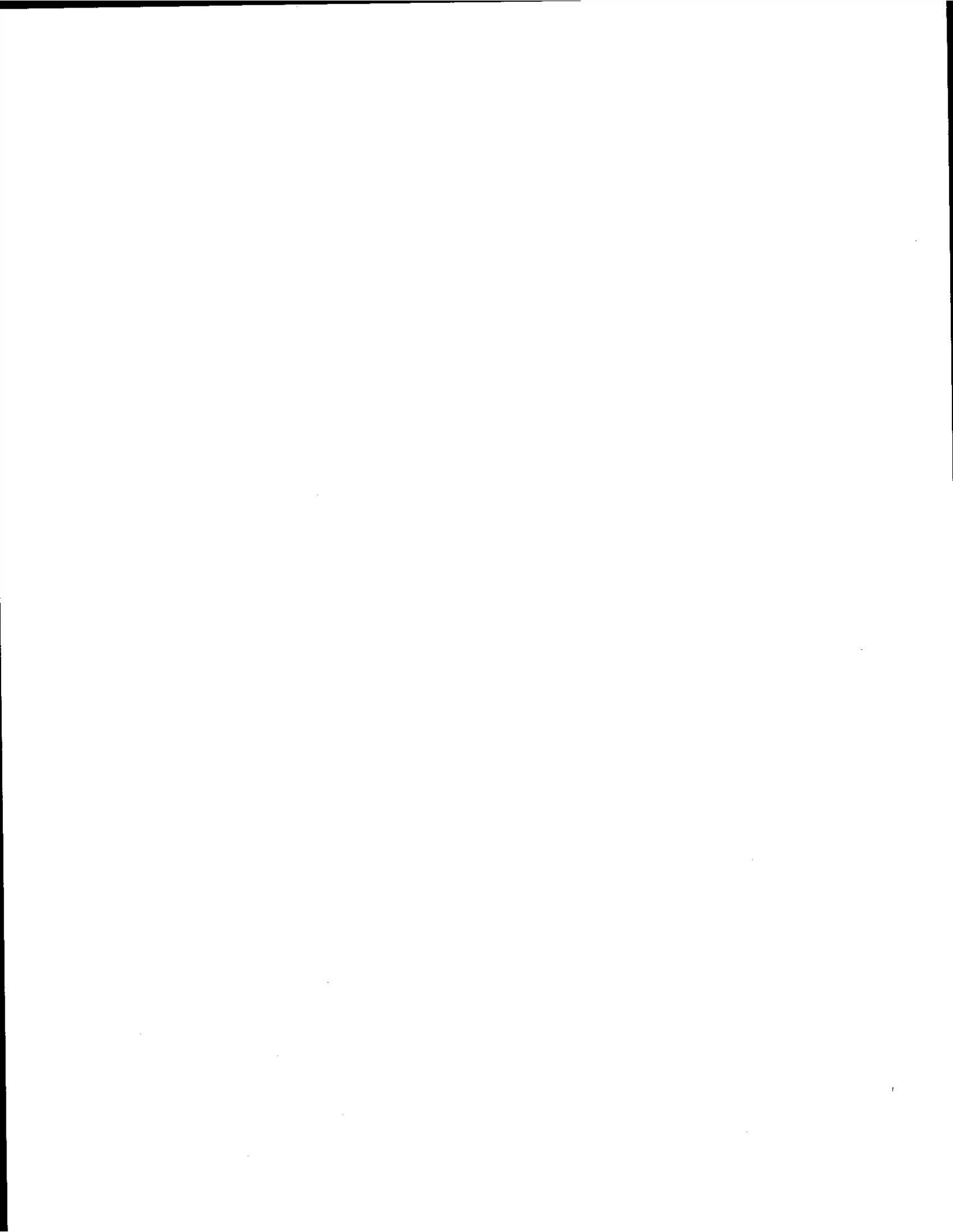
“Complete Streets” is a wonderful concept. It will protect our citizens, both young, elderly, and disabled. It will protect our bicycle riders who are in constant fear of being hit. It will give our citizens a safe place to walk and exercise. It is also consistent with the City and County of Honolulu’s Council that passed a similar measure.

I am looking forward to the day when our entire state will be developing our roads and neighborhoods under the “Complete Streets” design.

Thank you for your consideration of my testimony for HB 859.

Sincerely,

Eudice Schick



Fax Number: 586-6221

No. of pages: 2 (includes cover page)

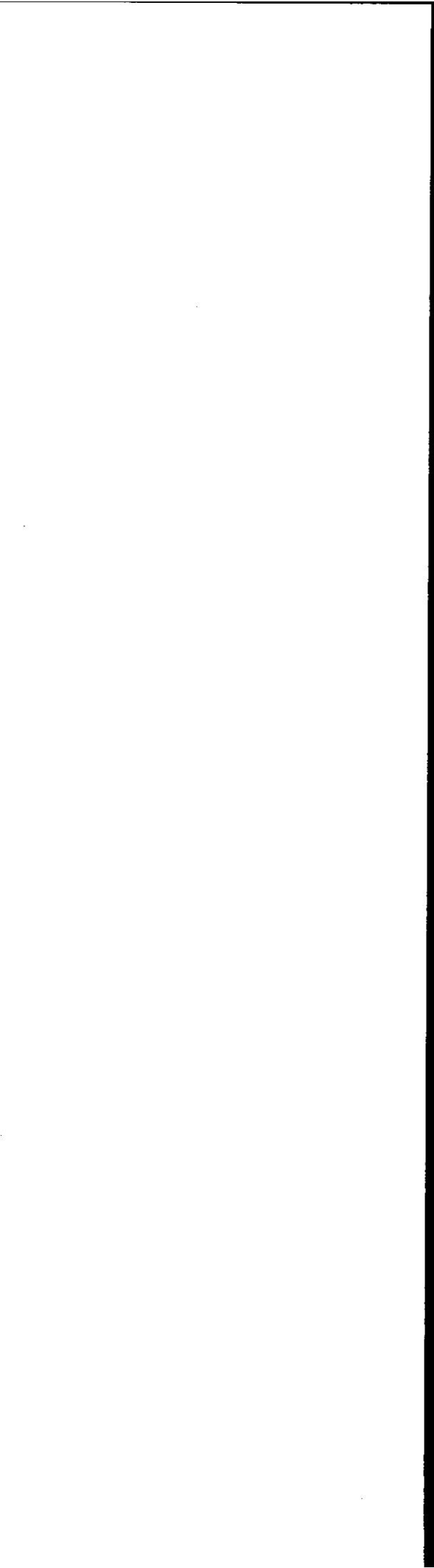
Testifier: Eudice R. Schick, Individual  
AARP member

Committee: Committee Om Transportation

Date and Time: Wednesday, January 30, 2013 10 a.m. rm. 309

Measure number: HB 859

No. of copies: 10



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

January 29, 2013

The Honorable Ryan I. Yamane, Chair  
and Members  
House Committee on Transportation  
House of Representatives  
Hawaii State Capitol  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Yamane and Committee Members:

Subject: House Bill 859, 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 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 Ryan I. Yamane, Chair  
and Members  
House Committee on Transportation  
Page 2  
January 29, 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 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.

Very truly yours,



Michael D. Formby  
Director Designate



**HOUSE COMMITTEE ON TRANSPORTATION**

January 30, 2013, 10:00 A.M.

Room 309

**(Testimony is 1 page long)**

**TESTIMONY IN SUPPORT OF HB 859**

Chair Yamane and members of the Transportation Committee:

The Blue Planet Foundation supports HB 859, 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 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.

Thank you for the opportunity to testify.