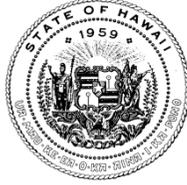


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 21, 2025
12:00 p.m.
State Capitol, Room 308

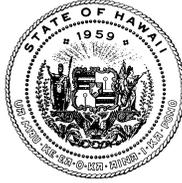
H.B. 1260 H.D. 1
RELATING TO TRANSPORTATION

House Committee on Finance

The Hawaii Department of Transportation (HDOT) **supports H.B. 1260 H.D. 1.**, which requires a county with a population of 250,000 or less, in collaboration with the HDOT to establish a Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for pedestrian and cyclist use, outdoor events, and other community-driven activities. It also requires each county to submit an initial proposal to the Director of Transportation and appropriates funds out of the general fund.

The HDOT supports efforts to promote active transportation and support vibrant communities. We will coordinate with the Counties to accomplish the objectives of the Summer Streets Pilot Program while still maintaining transportation safety and mobility for all transportation system users.

Thank you for the opportunity to provide testimony.



STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
P.O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

**Testimony in SUPPORT of H.B. 1260, H.D. 1
RELATING TO TRANSPORTATION**

REPRESENTATIVE KYLE T. YAMASHITA, CHAIR
HOUSE COMMITTEE ON FINANCE

Hearing Date: February 21, 2025

Room Number: Conference Room 308
and Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) regarding the fiscal implications of implementation.

3 **Department Position:** The DOH supports House Bill 1260, House Draft 1 (H.B. 1260, H.D. 1),
4 which requires a county with a population of two hundred fifty thousand or less, in
5 collaboration with the DOT to establish a Summer Streets Pilot Program that closes vehicular
6 traffic and repurposes roads for pedestrian and cyclist use, outdoor events, and other
7 community-driven activities.

8 **Department Testimony:** Despite Hawaii's favorable climate, geography, and reputation for
9 active outdoor living, only 25% of Hawaii residents, in 2019, met federal guidelines for physical
10 activity.¹ The design of roads that integrate options like walking and bicycling is a public health
11 concern since the safety and accessibility of a community's built environment can promote or
12 hinder physical activity. This includes removing barriers and providing opportunities to cross
13 streets safely and conveniently to access destinations such as bus stops, schools, and worksites.
14 Safe, accessible, and walkable communities encourage physical activity and can promote better
15 health outcomes in communities whose populations are at greater risk for serious chronic

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

1 diseases and conditions such as obesity, heart disease, and diabetes.² Additionally,
2 encouraging walking and biking reduces reliance on motor vehicles, leading to decreased air
3 pollution in the form of vehicular exhaust and non-exhaust emissions such as tire particulate
4 matter.³ This contributes to cleaner air and a healthier environment, addressing both
5 immediate and long-term public health concerns.

6 Unfortunately, safe and accessible places for people to gather and be active are often
7 lacking in under-resourced communities. “Summer Streets” programs, also known as “Open”
8 or “Play Streets” can remedy this by allowing community members to gather, socialize, walk,
9 run, bike, skate, dance, or participate in other activities on streets temporarily closed to
10 motorized traffic. Summer Streets initiatives are one way to combat preventable chronic
11 conditions, in a way that emphasizes community engagement and enjoyment of existing, and
12 often underutilized, municipal infrastructure. If implemented regularly, Summer Streets have
13 been shown to increase rates of physical activity in communities at a relatively low cost to
14 cities.^{4,5}

15 For example, since its inception in 2008, the New York City Summer Streets program
16 found that 24% of attendees who reported that they did not routinely engage in moderate- or
17 vigorous-intensity physical activity would be engaged in the equivalent of 26–68 min of
18 moderate-intensity physical activity at Summer Streets.⁶ Summer Streets served as an
19 enticement for New Yorkers, including those who did not ordinarily meet physical activity
20 recommendations, to engage in physical activity. In a comparable program in St. Louis, MO,
21 over 50% of adult participants surveyed reported achieving 75 min or more of physical activity
22 at the event. In Pennsylvania, 97% of participants in a comparable Open Streets program met

² CDC *About Physical Activity*. 2021.

³ American Lung Association. Health Impact of Pollution | State of the air. (n.d.). <https://www.lung.org/research/sota/health-risks>

⁴ Carlson, J., Sallis, J., Engelberg, J., Black, M., Sanchez, J., & Ryan, S. (2014). Evaluation of San Diego’s First CicloSDias Open Streets Event. http://sallis.ucsd.edu/Documents/Pubs_documents/cicloSDias%20full%20report%20FINAL%2013_2014.pdf

⁵ CicLAvia Research & Evaluation Group: Progress Report 1

⁶ Wolf, S. A., Grimshaw, V. E., Sacks, R., Maguire, T., Matera, C., & Lee, K. K. (2015). The impact of a temporary recurrent street closure on physical activity in New York City. *Journal of Urban Health*, 92(2), 230–241. <https://doi.org/10.1007/s11524-014-9925-0>

1 the recommended 30 minutes of daily physical activity⁷ and 39% of participants were found in
2 the same study to have met the recommended 150 minutes of weekly physical activity, in just
3 one day.

4 The intent of these pilot projects is to temporarily close smaller community streets. For
5 example, the DOH, in partnership with the Kauai County Planning Department supports the
6 Kauai Play Streets⁸ program, which, since its inception in 2022, has been successful in
7 expanding access to low-stress activity spaces for keiki and their families to engage in physical
8 activity, particularly in rural communities.

9 On Oahu, comparable Summer Street events have been vital in providing opportunities
10 for physical activity and providing community-led opportunities to pilot active transportation
11 demonstration projects in their communities. For example, the 2013 “Hele on Kakaako”
12 Cyclovia saw several roadways temporarily closed to motorized traffic so that people of all ages
13 and abilities could enjoy streets as public spaces for recreational activities such as walking,
14 bicycling, jogging, skateboarding, rollerblading, food vendors, entertainment, etc.⁹
15 Complimentary to that event was the Cooke Street Complete Streets Demonstration project
16 which included the installation of community-designed, temporary improvements to make the
17 street safer and more inviting to walk and bike, including street furniture, public art, shading,
18 vegetation, improved signage, and pedestrian safety infrastructure.¹⁰ Additionally, the Hoopili
19 Festival Street Eats in East Kapolei is a reoccurring open streets event which gives families the
20 opportunity to access pop-up farmers markets and activities for play.¹¹

21 By repurposing public assets such as streets, and opening them up to people, Summer
22 Streets programs emphasize active enjoyment in our communities. They also help to normalize

⁷ 1 Engelberg, J. K., Carlson, J. A., Black, M. L., Ryan, S., & Sallis, J. F. (2014). Ciclovía participation and impacts in San Diego, CA: The first
CicloSDias. *Preventive Medicine*, 69, Supplement, S66–S73

⁸ <https://www.playstreetskauai.com/>

⁹ *Cooke Street Complete Streets Demonstration — Better Block Hawaii.*

¹⁰ *Cooke Street Complete Streets demonstration — Better Block Hawaii.* Better Block Hawaii. <https://www.betterblockhawaii.org/cooke-street-complete-streets-demonstration>

¹¹ *Festival Street Eats | Ho’opili Community.* (n.d.). Ho’opili Community. <https://www.hoopilihoa.com/event-details/festival-street-eats>

1 active transportation, such as biking and walking, which has potential to increase everyday
2 physical activity. Given this emphasis, Summer Streets programs can benefit participants'
3 health and wellbeing.

4 **Offered Amendments:** None

5 Thank you for the opportunity to testify on this measure.



Testimony in Support HB1260, HD1 Relating to Transportation

Committee on Finance

February 21, 2025

Lisa Dau, RN, Injury Prevention Coordinator

Keiki Injury Prevention Coalition (KIPC)

Rep. Kyle Yamashita, Chair, Rep. Jenna Takenouchi, Vice-Chair, and Members of the Committee,

My name is Lisa Dau, and I am representing the Keiki Injury Prevention Coalition in strong support of HB1260, HD1 to establish a Summer Streets Pilot Program in each county, in collaboration with the Department of Transportation. This initiative represents an important step toward creating more vibrant, healthy, and connected communities across our state.

This legislation offers a unique opportunity to pilot this concept in Hawaii. I believe this program will have a positive impact on our communities in several key ways:

- **Promoting Active Transportation by** encouraging walking and cycling, improving public health, and reducing reliance on cars. This can lead to decreased traffic, improved air quality, and increased physical activity among residents.
- **Boosting Local Economies** by creating a pedestrian-friendly environment that can attract foot traffic to local businesses, stimulating economic activity.
- **Strengthening Community Connections** by creating public spaces where people can gather, socialize, and participate in community events.
- **Enhancing Quality of Life** by prioritizing people over cars, creating a more livable and enjoyable environment.

The requirement for each county to submit an initial proposal to the Director of Transportation ensures a collaborative and well-planned approach that allows flexibility and customization to meet each community's needs. The appropriation funds are crucial for the successful implementation of investing in our public spaces and the well-being of our residents.

I urge the committee to consider this legislation and pass HB1260, HD1.

Thank you for your time and consideration.

Sincerely,

Lisa Dau, RN, MBA, BSN, CPSTI

KIPC, Injury Prevention Coordinator

The Keiki Injury Prevention Coalition's (KIPC) mission is to prevent and reduce injuries to children in Hawaii. <https://kipchawaii.org/>



HIPHI Board

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Tobacco-Free Hawai'i

Community-Based Research &
Evaluation

Community Health
Worker Initiatives

COVID-19 Response

Environmental Health

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Farm to School Network

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective/Healthy Aging &
Community Living

Public Health Workforce Development

Date: February 20, 2025

To: Representative Kyle Yamashita, Chair
Representative Jenna Takenouchi, Vice Chair
Members of the House Committee on Finance

RE: Support for HB1260 HD1, Relating to Transportation

Hrg: February 21, 2025, 12:00 PM, Conference Room 308

Hawai'i Public Health Institute (HIPHI)¹ **supports HB1260 HD1**, which would establish a Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for pedestrian and cyclist use, outdoor events, and other community-driven activities.

Suggested Amendment: Require all counties to establish a summer streets pilot program, not just those with a population of 250,000 or less. There is no clear rationale or evidence to support this specific population requirement. This would limit the impact of this pilot program.

Although Hawai'i has a favorable climate, geography, and reputation for active outdoor living, only 24.8% of Hawai'i residents met federal guidelines for physical activity in 2019.² The design of roads that integrate options like walking and bicycling is a public health concern since the safety and accessibility of a community's built environment can promote or hinder physical activity. This includes removing barriers and providing opportunities to cross streets safely and conveniently to access destinations such as bus stops, schools, and worksites.

Safe, accessible, and walkable communities encourage physical activity and can promote better health outcomes in communities whose populations are at less risk for serious chronic diseases and conditions such as obesity, heart disease, and diabetes.³ Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to decreased air pollution through vehicular exhaust and non-exhaust

¹ Hawai'i Public Health Institute's mission is to advance health and wellness for the people and islands of Hawai'i. We do this through expanding our understanding of what creates health of people and place, fostering partnerships, and cultivating programs to improve policies, systems, and the environments where people live, learn, work, age, and play.

² Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

³ CDC About Physical Activity. 2021.

<https://www.cdc.gov/physical-activity/php/about/index.html>



emissions such as tire particulate matter.⁴ This contributes to cleaner air and a healthier environment, addressing both immediate and long-term public health concerns.

Unfortunately, safe and accessible play places are often lacking in under-resourced communities. 'Summer Streets' programs, also known as Open and Play Streets, can remedy this by allowing community members to gather, socialize, walk, run, bike, skate, dance, or participate in other activities on streets temporarily closed to motorized traffic. Open Streets initiatives combat preventable chronic conditions in a way that emphasizes community engagement and enjoyment of existing, and often underutilized, municipal infrastructure. If implemented regularly, Open Streets could increase rates of physical activity in communities at a relatively low cost to cities.

As an example, with regard to the New York City Summer Streets program, in operation since 2008, 24% of attendees who reported that they did not routinely engage in moderate- or vigorous-intensity physical activity would be engaged in the equivalent of 26–68 minutes of moderate-intensity physical activity. Summer Streets served as an enticement for New Yorkers, including those who did not ordinarily meet physical activity recommendations, to engage in physical activity.⁵ In a comparable program in St. Louis, MO, over 50% of adult participants surveyed reported achieving 75 minutes or more of physical activity at the event.⁶ For some individuals, a day at Open Streets can provide the recommended minutes of physical activity for one week. Participant surveys also highlight that, in the absence of Open Streets programs, many would otherwise be engaged in sedentary behaviors.⁷

By repurposing public assets such as streets, Open Streets programs emphasize active enjoyment in our communities. They also help to normalize active transportation, such as biking and walking, which has the potential to increase everyday physical activity and uplift participants' health and well-being.

Mahalo for the opportunity to testify on this important measure.

Mahalo,

A handwritten signature in black ink, appearing to read 'Lauren Loor', is positioned above the typed name.

Lauren Loor
Healthy Eating + Active Living Statewide Program Manager

⁴ American Lung Association. Health Impact of Pollution | State of the air. (n.d.).

<https://www.lung.org/research/sota/health-risks>

⁵ Wolf, S. A., Grimshaw, V. E., Sacks, R., Maguire, T., Matera, C., & Lee, K. K. (2015). The impact of a temporary recurrent street closure on physical activity in New York City. *Journal of Urban Health*, 92(2), 230–241.

<https://doi.org/10.1007/s11524-014-9925-0>

⁶ Carlson, J., Sallis, J., Engelberg, J., Black, M., Sanchez, J., & Ryan, S. (2014). Evaluation of San Diego's First CicloSDias Open Streets Event. https://activelivingresearch.org/sites/activelivingresearch.org/files/PrevMed2014_Engelberg.pdf

⁷ CicLAvia Research & Evaluation Group: Progress Report 1. 2017. <https://pmc.ncbi.nlm.nih.gov/articles/PMC5083970/>



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for HB1260 - Relating to Transportation
House Committee on Finance (FIN)
February 20th, 2025 at 12PM

Dear Chair Yamashita, Vice Chair Takenouchi, and members of the FIN committee, Mahalo for the opportunity to express **STRONG SUPPORT for HB1260**, which would require each county, in collaboration with the department of transportation, to establish a summer streets pilot program that temporarily closes vehicular traffic and repurposes roads for pedestrians and bicyclists. We also offer suggested amendments to strengthen the bill.

Hawai'i Appleseed is in support of HB1260 as we anticipate the Summer Streets program to produce:

- **Public Health Benefits:** A 2023 study published in the The Lancet medical journal found a growing body of evidence demonstrating that Summer Streets programs are important public health interventions that address many health challenges including obesity and social isolation.¹ This is important as almost a quarter of American adults report that they do not engage in any physical activity outside of their jobs.² By improving bicycle and pedestrian facilities and experiences, we can create opportunities for people to exercise recreationally and build exercise into their daily routine by bicycling or walking to work, shops, and services.
- **Economic Benefits:** Summer Streets programs are often complemented with activities to encourage physical activity, civic engagement, and economic development. A 2022 found that Summer Streets had a significant positive economic impact and increased sales for businesses in corridors where these programs were occurring.³

Additionally, to strengthen the bill and enhance its impact, we recommend removing the provision that the bill shall only apply to counties with a population of two hundred fifty thousand or less. This provision would exclude residents and local businesses on O'ahu from enjoying and benefitting from the Summer Streets program. Some roadways on O'ahu already close temporarily for events, such as the marathon. However these events are often private and require payment to participate. As a free and public event, the Summer Streets program would allow all residents, regardless of income, age or physical ability, to benefit from these temporary road closures.

¹ Velázquez-Cortés, Daniel et al., Health benefits of Open Streets programmes in Latin America: a quantitative health impact assessment, The Lancet Planetary Health, Volume 7, Issue 7, e590 - e599. July, 2023.

² US Department of Transportation, Active Transportation and Health, June 10, 2024.
<https://www.transportation.gov/mission/health/active-transportation-and-health>.

³ New York City DOT, Streets for Recovery: The Economic Benefits of the NYC Open Streets Program, October 2022.
<https://www.nyc.gov/html/dot/downloads/pdf/streets-for-recovery.pdf>.

In each county, there are many low-traffic roadways that are suitable for the Summer Streets program. To maximize the effectiveness of this program, we believe it is important that residents across the state have the opportunity to experience and benefit from the program.

Mahalo for the opportunity to testify on this important measure.

A handwritten signature in black ink that reads "Abbey Seitz". The signature is written in a cursive, flowing style.

Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice



ADDRESS
3442 Wai'ālae Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION
Thursday, February 13, 2025 – 10:00am

Hawai'i Bicycling League STRONGLY SUPPORTS HB 1260, HD 1, Relating to Transportation

Aloha Chair Yamashita, Vice Chair Takenouchi, and Committee Members,

My name is Eduardo Hernandez, and I am the Advocacy Director for the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

Throughout its 50-year history, HBL has consistently identified that **a primary barrier for people to choose cycling for transportation, recreation, or health is that they feel physically vulnerable sharing the roads with cars, buses, and trucks.**

Accordingly, **Hawai'i Bicycling League strongly supported HB 1260 when it was introduced and considered by the House Transportation Committee.** However, the amended draft which is before you today only applies to counties with populations below 250,000 people, to establish a Summer Streets Pilot Program that temporarily closes vehicular traffic and repurposes roads for pedestrian and bicyclist uses. As such, the vast majority of the state's population will not get to participate in this innovative pilot which has many proven benefits, especially for keiki and kūpuna.

HBL urges this committee **to make the Summer Streets program a statewide pilot** as originally planned and; also to **require that community stakeholders be assigned a role to work with the counties and HDOT** to identify the optimal routes, days, and times for this program to operate and; to **establish a date before 12/31/25 when a plan shall be established.** Finally, HBL recommends funding the pilot with the recommended \$1,000,000 appropriation, otherwise the bill becomes an unfunded mandate for the counties.

Public Safety Benefits

The Summer Streets Pilot Program is aligned with municipal public safety plans like:

- The **Honolulu Pedestrian Plan** published in 2022 to create vibrant, safe, and accessible streets for people of all ages.
- The **Honolulu Vision Zero Action Plan**, a data-based initiative to reduce and eliminate traffic deaths and serious injuries on our streets by 2035.
- The **Community Design & Active Living Program** of the Department of Health Chronic Disease Prevention and Health Promotion Division.

This pilot program is also aligned with the **Oahu Destination Management Plan**, published in coordination with the Hawai'i Tourism Authority, which aims to manage visitor impact in part by creating more opportunities to ride bicycles.

Furthermore, a [2024 study published by the Hawai'i Appleseed Center for Law and Economic Justice](#) detailed the imbalance that exists in our transportation system and the need to create an equitable system that prioritizes not just vehicles, but the well-being of Hawai'i's entire population including pedestrians and people who ride bicycles.

Public Health Benefits:

There are numerous public health reasons to support a Summer Streets Pilot. A 2023 study published in the *The Lancet*¹ medical journal found a growing body of evidence that these types of Open / Summer Streets initiatives are important public health interventions that address many health challenges including obesity and social isolation.

According to the US Department of Transportation, almost a quarter of American adults report that they do not engage in any physical activity outside of their jobs, and sedentary lifestyles are an important reason that two-thirds of U.S. adults are overweight or obese. By improving bicycle and pedestrian facilities/experiences, we can create opportunities for people to exercise recreationally and build exercise into their daily routine by bicycling or walking to work, shops, and services.

Economic Benefits:

Open/Summer Streets are often complemented with activities to encourage physical activity, civic engagement, local economic development, community development, recovery and revitalisation of public spaces, and changing transport behaviour through walking and cycling advocacy. A 2022 report published by New York City² found that Open Streets had a **significant economic impact**, increasing sales for businesses in these corridors and reduced sales in nearby control corridors.

HBL strongly believes that creating a fun day to walk, ride, and roll as well as engage with local health services, food, and entertainment will help shift public perception that cycling is dangerous and get people to consider how they can begin to reduce their own vehicle miles traveled using bicycles.

S/Eduardo Hernandez

Advocacy Director

1

[https://www.thelancet.com/journals/lanplh/article/PIIS2542-5196\(23\)00109-2/fulltext?ref=modesofliving.com#:~:text=Several%20studies%20have%20suggested%20that.noise%2C%20and%20improves%20air%20quality](https://www.thelancet.com/journals/lanplh/article/PIIS2542-5196(23)00109-2/fulltext?ref=modesofliving.com#:~:text=Several%20studies%20have%20suggested%20that.noise%2C%20and%20improves%20air%20quality)

² <https://www.nyc.gov/html/dot/downloads/pdf/streets-for-recovery.pdf>

HB-1260-HD-1

Submitted on: 2/19/2025 9:41:55 PM

Testimony for FIN on 2/21/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kiana Otsuka	Individual	Support	Written Testimony Only

Comments:

Dear Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee,

My name is Kiana Otsuka, and I am an O‘ahu resident **writing in support of HB1260 HD1, and offer suggestions to improve the bill.**

I’d like to ask the committee to amend the bill back to its original language, and remove the stipulation that the summer streets pilot program can only apply to counties with a population of two hundred fifty thousand or less. As written the Summer Streets Pilot Program and its appropriation cannot be used on O‘ahu, and I feel the bill should be amended so that O‘ahu residents can enjoy the benefits of the Summer Streets Pilot Program.

I was able to experience the open streets event on Kalākaua Avenue when the road was shut to cars, and open to only people walking, rolling, and biking. I had so much fun, and it was really great to see people take back the streets from vehicle traffic.

I support this bill, as I’d like to see more of these kinds of events across the state, and hope the committee will consider including O‘ahu.

Thank you for the opportunity to testify and for considering my testimony.

Mahalo,

Kiana Otsuka

February 20, 2025

Trevor Nagamine
PO Box 37966
Honolulu, HI 96837
tnagamine.nb25@gmail.com

Rep. Kyle Yamashita, Chair
Committee on Finance
Hawai'i State House of Representatives
415 S. Beretania St. Rm. 306
Honolulu, HI 96813

RE: HB1260 — RELATING TO TRANSPORTATION

Dear Chair Yamashita and Members of the Committee,

My name is Trevor Nagamine, and I am a resident of Mililani. I am also a member of Neighborhood Board No. 25 (Mililani/Waipio/Melemanu); however, I am submitting this testimony in my individual capacity, and this testimony does not reflect an official position of Neighborhood Board No. 25. I am writing today in support of HB1260.

HB1260 would establish a pilot program to temporarily close and repurpose selected streets for the exclusive use of cyclists and pedestrians. The current draft of the bill currently excludes the City and County of Honolulu from the pilot program. While I support the intent of this bill, I respectfully ask that the exemption for O'ahu be deleted if the committee chooses to pass this bill.

Thank you for your time and attention to this matter.

Mahalo,

Trevor Nagamine

HB-1260-HD-1

Submitted on: 2/20/2025 11:43:53 AM

Testimony for FIN on 2/21/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Justin Menina	Individual	Support	Written Testimony Only

Comments:

Dear Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee,

My name is Justin Menina, and I am an McCully-Mō‘ili‘ili resident writing in support of HB1260 HD1, and offer suggestions to improve the bill.

I’d like to ask the committee to amend the bill back to its original language, and remove the stipulation that the summer streets pilot program can only apply to counties with a population of two hundred fifty thousand or less. As written the Summer Streets Pilot Program and its appropriation cannot be used on O‘ahu, and I think the bill should be amended so that O‘ahu residents can equitably enjoy the benefits of the Summer Streets Pilot Program.

I have had the pleasure of visiting a number of Open Street events in San Luis Obispo in California, Copenhagen, Denmark and here on O‘ahu I was able to experience the open streets event on Kalākaua Avenue and Hotel Street when the road was shut to cars, and open to only people walking, rolling, and biking. I had so much fun, and it was really great to see people take back the streets from vehicle traffic. Additionally, when I take the Skyline rail visit friends in Ho‘opili in Kapolei, I take advantage of attending the Festival Street Eats event.

I whole-heartedly support this bill, as I’d like to see more of these kinds of events across the state, and hope the committee will consider including O‘ahu.

Thank you for the opportunity to testify and for considering my testimony.

Mahalo,

Justin Menina

HB-1260-HD-1

Submitted on: 2/20/2025 4:34:28 PM

Testimony for FIN on 2/21/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Christopher Tipton	Individual	Comments	Written Testimony Only

Comments:

I have previously written in support of this bill. However, I cannot understand why it has been altered to no longer apply to the most populous county of Hawaii. Why should the residents of and visitors to Oahu not get the experience the benefits of temporarily closing streets to loud and dangerous vehicles? Please restore this bill back to original, with applicability to us all.