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

March 11, 2025
3:00 P.M.
State Capitol, Room 224

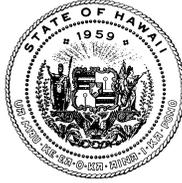
H.B. 1260 H.D. 1
RELATING TO TRANSPORTATION

Senate Committee on Transportation and Culture and the Arts

The Hawaii Department of Transportation (HDOT) **supports H.B. 1260 H.D. 1.** H.B. 1260 H.D. 1 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**

SENATOR CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS

Hearing Date: March 11, 2025

Room Number: Conference Room 224
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 and respectfully offers an amendment to remove language that applies the pilot program to
5 only counties with populations of two hundred and fifty thousand or less. The current version,
6 H.B. 1260, H.D. 1, would effectively exclude neighborhoods from Oahu for the proposed DOT
7 Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for pedestrian
8 and cyclist use, outdoor events, and other community-driven activities.

9 **Department Testimony:** Despite Hawaii's favorable climate, geography, and reputation for
10 active outdoor living, only 25% of Hawaii residents, in 2019, met federal guidelines for physical
11 activity.¹ The design of roads that integrate options like walking and bicycling is a public health
12 concern since the safety and accessibility of a community's built environment can promote or
13 hinder physical activity.

14 Safe, accessible, and walkable communities encourage physical activity and can
15 promote better health outcomes in communities whose populations are at greater risk for

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

1 serious chronic diseases and conditions such as obesity, heart disease, and diabetes.²
2 Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to
3 decreased air pollution in the form of vehicular exhaust and non-exhaust emissions such as tire
4 particulate matter.³ This contributes to cleaner air and a healthier environment, addressing
5 both 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,
21 Missouri, over 50% of adult participants surveyed reported achieving 75 minutes or more of
22 physical activity at the event. In Pennsylvania, 97% of participants in a comparable Open

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 3 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%202_13_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 Streets program met the recommended 30 minutes of daily physical activity⁷ and 39% of
2 participants were found in the same study to have met the recommended 150 minutes of
3 weekly physical activity, in just 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, several roadways were temporarily closed to motorized traffic so people of all ages
13 and abilities could enjoy streets as public spaces for recreational activities such as walking,
14 bicycling, jogging, skateboarding, and rollerblading, and included food vendors and
15 entertainment.⁹ Complimentary to that event was the Cooke Street Complete Streets
16 Demonstration project which included the installation of community-designed, temporary
17 improvements to make the street safer and more inviting to walk and bike, including street
18 furniture, public art, shading, vegetation, improved signage, and pedestrian safety
19 infrastructure.¹⁰ Additionally, the Ho’opili Festival Street Eats in East Kapolei is a reoccurring
20 open streets event which gives families the opportunity to access pop-up farmers markets and
21 activities for play.¹¹

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 By repurposing public assets such as streets, Summer Streets programs creates
2 inclusive opportunities for gathering and engaging in physical activity in communities where
3 people live, learn, and work. The programs also help to normalize active transportation, such
4 as biking and walking, which has potential to increase everyday physical activity. The goal of
5 Summer Streets programs is to benefit the participants' health and wellbeing and to enrich
6 community connectedness.

7 The DOH supports H.B. 1260, H.D. 1 and respectfully offers an amendment to revert to
8 the original bill language that included all counties and requests deleting the H.D. 1 threshold
9 that limits participation to counties with populations of two hundred and fifty thousand or less.

10 **Offered Amendments:**

11 Section 1, page 3, lines 1 through 2, amend the following:

- 12 (1) Require [a] each county [~~with a population of two hundred~~
13 ~~fifty thousand or less~~], in collaboration with
14 the department of transportation, to establish a summer
15 streets pilot program that temporarily closes
16 vehicular traffic and repurposes roads for pedestrian
17 and cyclist uses;

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



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation and Culture and the Arts

Date: March 11, 2025, Time: 3:00PM

Location (ex. CR 224 & Videoconference)

Measure HB1260

Measure Title: Relating to Transportation

Dear Chair Lee, Vice Chair Inouye, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB1260**, which would require a county with a population of 250,000 or less, in collaboration with the Department of Transportation, 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.

HB1260 will create safer, more vibrant public spaces by designating streets for pedestrians, cyclists, and community use through a Summer Streets Pilot Program. Closing select streets to vehicular traffic fosters active transportation, promotes local businesses, and provides residents with safe, car-free spaces for recreation and social gatherings.

We are hopeful that launching the program in counties with populations of 250,000 or less will build momentum for broader implementation Statewide, including Oahu. By demonstrating the benefits of this initiative on a smaller scale, we believe it will pave the way for an eventual program on Oahu, improving public spaces and transportation options for all residents.

Similar programs in other cities have increased foot traffic, improved public health, and boosted local economies by attracting more people to shared spaces. This initiative aligns with Hawaii's climate goals by reducing vehicle emissions and encouraging sustainable transportation options. Counties should also consider integrating bike buses and cargo bike demonstrations to highlight alternative mobility options for families. Investing in Summer Streets will enhance community well-being, economic vitality, and equitable access to public space across Hawaii.

HB1260 aligns with the Vision and Goals of the Oahu Regional Transportation Plan (ORTP), by promoting an equitable and resilient transportation system.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for HB1260 - Relating to Transportation
Senate Committee on Transportation and Culture and the Arts (TCA)
March 11, 2025

Dear Chair Lee, Vice Chair Inouye, and members of the TCA 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



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SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
Tuesday, March 11, 2025 – 3:00pm

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

Aloha Chair Lee, Vice Chair Inouye 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>



HIPHI Board

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Department of Pediatrics

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John A. Burns School of Medicine, Native
Hawaiian Research Office

HIPHI Initiatives

Coalition for a
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: March 10, 2025

To: Senator Chris Lee, Chair
Senator Lorraine R. Inouya, Vice Chair
Members of the Senate Committee on Transportation and Culture and Arts

RE: Support for HB1260 HD1, Relating to Transportation

Hrg: March 11, 2025, 3:00 PM, Conference Room 224

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, the New York City Summer Streets program has been in operation since 2008, and 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 during the event. 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".

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 in Support HB1260, HD1 Relating to Transportation

Committee on Transportation and Culture and The Arts

March 11, 2025

Lisa Dau, RN, Injury Prevention Coordinator

Keiki Injury Prevention Coalition (KIPC)

Sen Chris Lee, Chair, Sen Lorraine Inouye, 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/>



P.O. Box 392, Kilauea, Kauai, HI, 96754

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Support for HB1260 HD1, Relating to Transportation
March 11, 2025, 3:00 PM, Conference Room 224
Get Fit Kauai Supports HB 1302

Dear Senator Chris Lee, Chair, Senator Lorraine R. Inouya, Vice Chair and members of the Senate Committee on Transportation and Culture and Arts;

Get Fit Kauai supports HB1260 HD1, which would create a Summer Streets Pilot Program that temporarily closes roads to vehicles and repurposes them for pedestrians, cyclists, and community activities.

We recommend an amendment to remove the population-based restriction (only counties with populations of 250,000 or less) and require all counties to establish a Summer Streets program. Limiting the program to larger populations excludes smaller communities that would greatly benefit from it, without clear justification.

While Hawai'i enjoys a favorable climate and reputation for outdoor activity, only 24.8% of residents met the federal guidelines for physical activity in 2019. Road design plays a crucial role in promoting or hindering physical activity. When communities offer safe, accessible streets for walking and biking, it leads to improved health outcomes, particularly in populations at risk for chronic conditions like obesity, heart disease, and diabetes.

Encouraging walking and cycling not only promotes physical health but also helps reduce air pollution by decreasing reliance on motor vehicles. This contributes to cleaner air and a healthier environment.

Unfortunately, under-resourced communities often lack safe recreational spaces. Summer Streets programs, also known as Open Streets, can help by temporarily closing roads to motor vehicles, allowing people to walk, bike, and engage in outdoor activities. These events have been shown to increase physical activity rates at a low cost to cities. For example, New York City's Summer Streets program has encouraged participants to engage in up to 68 minutes of moderate-intensity activity, with some people meeting their weekly physical activity goals in a single day.

By repurposing public spaces for active use, Open Streets programs normalize walking and cycling, promoting healthier lifestyles. We urge the passage of HB1260 HD1 with the proposed amendment, which would bring these benefits to all Hawai'i communities.

Mahalo for considering our testimony on this important initiative.



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Mahalo,

BBrody

Bev Brody

Get Fit Kauai – Director

H.E.A.L. (Healthy Eating Active Living)

Community Coalition of Kauai County

(808) 212-4765

Jennifer Kagiwada
Council Member District 2 South Hilo



Office: (808) 961-8272
jennifer.kagiwada@hawaiicounty.gov

HAWAI'I COUNTY COUNCIL - DISTRICT 2

25 Aupuni Street • Hilo, Hawai'i 96720

DATE: March 10, 2025
TO: Senate Committee on Transportation and Culture and the Arts
FROM: Jennifer Kagiwada, Council Member
Council District 2
SUBJECT: HB 1260 HD1

Aloha Chair Lee, Vice Chair Inouye, and members of the Committee,

I am writing in support of HB 1260 HD1, requiring each county, in collaboration with the Department of Transportation 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. Additionally, this bill requires each county to submit an initial proposal to the Director of Transportation.

As the Council Member for Hilo, I am looking forward to this opportunity to bring additional economic revitalization to our downtown Hilo area. I have already begun having meetings with various Department heads and community stakeholders to determine where the best site might be to host a Summer Street in Hilo. The feedback so far has been well received.

This legislation is in alignment with our [County of Hawai'i Complete Streets Policy – Res. 11-171](#) as well as our [EnVision Downtown Hilo 2025](#) plan and I ask for your support in passing this bill.

Mahalo,

A handwritten signature in black ink, appearing to read 'Jenn Kagiwada'. The signature is fluid and cursive.

Jenn Kagiwada

HB-1260-HD-1

Submitted on: 3/10/2025 12:36:54 PM

Testimony for TCA on 3/11/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Marysue Joyce	Individual	Support	Written Testimony Only

Comments:

I support the Summer Streets program. Building pedestrian friendly communities is important to the vitality of a town.

Please support HB1260

Mahalo,

Marysue Joyce

HB-1260-HD-1

Submitted on: 3/11/2025 7:13:22 AM

Testimony for TCA on 3/11/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Noelle Lindenmann	Individual	Support	Written Testimony Only

Comments:

Aloha legislators -

I write to you in support of HB1260. I encourage you to not exclude large population centers from this bill, and to find ways to include all communities. This may take the form of finding smaller avenues for closure for safe streets. This doesn't have to include major or main roads.

Mahalo,

Noelle Lindenmann, Kailua-Kona

TO: Members of the Committees on Transportation and Culture and the Arts

FROM: Natalie Iwasa, aka Bike Mom
808-395-3233 (Do not Redact)

HEARING: 3:00 p.m. Tuesday, March 11, 2025

SUBJECT: HB1260, HD1, Summer Streets Program - **COMMENTS
& AMENDMENT REQUESTED**

Aloha Chairs Lee and Committee Members,

Thank you for this opportunity to provide testimony on Bill HB1260, HD1, which would require certain counties to create a Summer Streets Pilot Program.

I support this pilot project. Such events are also referred to as “Open Streets” and “Cyclovias” which bring communities and families together for fun, healthy outdoor activities.

I am disappointed, however, that the City and County of Honolulu was removed from the bill. **Please amend the bill to include all counties.**

HB-1260-HD-1

Submitted on: 3/10/2025 12:37:56 AM

Testimony for TCA on 3/11/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
TIM REIMER	Individual	Oppose	Written Testimony Only

Comments:

Summer Streets Pilot Program Bill, is not a positive idea for Down Town, it is Not Smart City , where cars are denied to certain areas of town. Doing this will eliminate parking spaces and lanes for cars to drive in. Allowing bicycles and pedestrians, priority , to areas of town , is discriminatory to handicapped residents needing access to those areas also, they can't ride a bicycle or walk. ACLU , will be notified of this action . You seem to be so Pro Bicyclists and anti car drivers. You have already used millions of dollars for town bike lanes and lane marking. People have lost on street customer parking close to stores due to bike paths , destroying town businesses, now you have new ideas to reduce town access even more. My Testimony is negative on this issue, reducing area access to car owners..Oahu is not a Smart City , people need access to all points of town, regardless.

HB-1260-HD-1

Submitted on: 3/11/2025 10:16:31 AM

Testimony for TCA on 3/11/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
nicole tergeoglou	Individual	Support	Written Testimony Only

Comments:

What a great idea! Please support.