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DEPARTMENT OF HEALTH  
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WRITTEN  
TESTIMONY ONLY

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

SENATOR DONOVAN M. DELA CRUZ, CHAIR  
SENATE COMMITTEE ON WAYS AND MEANS

Hearing Date: March 28, 2025

Room Number: Conference Room 211  
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, Senate Draft 1  
4 (H.B. 1260, H.D. 1, S.D. 1), and respectfully suggests amendments.

5 **Department Testimony:** The temporary repurposing of public assets such as streets, Summer  
6 Streets programs create inclusive opportunities for gathering and engaging in physical activity  
7 in communities where people live, learn, and work. The programs also help to normalize active  
8 transportation, such as biking and walking, which has potential to increase everyday physical  
9 activity. The goal of Summer Streets programs is to benefit the participants' health and  
10 wellbeing and to enrich community connectedness.

11 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,  
12 only 25% of Hawaii residents, in 2019, met federal guidelines for physical activity.<sup>1</sup> The design  
13 of roads that integrate options like walking and bicycling is a public health concern since the

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

safety and accessibility of the built environment in communities can promote or hinder physical activity.

Safe, accessible, and walkable communities encourage physical activity and can promote better health outcomes in communities whose populations are at greater risk for serious chronic diseases and conditions such as obesity, heart disease, and diabetes.<sup>2</sup> Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to decreased air pollution in the form of vehicular exhaust and non-exhaust emissions such as tire particulate matter.<sup>3</sup> This contributes to cleaner air and a healthier environment, addressing both immediate and long-term public health concerns.

Unfortunately, safe and accessible places for people to gather and be active are often lacking in under-resourced communities. “Summer Streets” programs, also known as “Open” or “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. Summer Streets initiatives are one way to combat preventable chronic conditions, in a way that emphasizes community engagement and enjoyment of existing, and often underutilized, municipal infrastructure. If implemented regularly, Summer Streets have been shown to increase rates of physical activity in communities at a relatively low cost to cities.<sup>4,5</sup>

For example, since its inception in 2008, the New York City Summer Streets program found that 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 min of moderate-intensity physical activity at Summer Streets.<sup>6</sup> Summer Streets served as an

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<sup>2</sup> CDC *About Physical Activity*. 2021.

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

<sup>4</sup> 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](http://sallis.ucsd.edu/Documents/Pubs_documents/cicloSDias%20full%20report%20FINAL%202_13_2014.pdf)

<sup>5</sup> CicLAvia Research & Evaluation Group: Progress Report 1

<sup>6</sup> 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 enticement for New Yorkers, including those who did not ordinarily meet physical activity  
2 recommendations, to engage in physical activity. In a comparable program in St. Louis,  
3 Missouri, over 50% of adult participants surveyed reported achieving 75 minutes or more of  
4 physical activity at the event. In Pennsylvania, 97% of participants in a comparable Open  
5 Streets program met the recommended 30 minutes of daily physical activity<sup>7</sup> and 39% of  
6 participants were found in the same study to have met the recommended 150 minutes of  
7 weekly physical activity, in just one day.

8         The intent of these pilot projects is to temporarily close smaller community streets. For  
9 example, the DOH, in partnership with the Kauai County Planning Department supports the  
10 Kauai Play Streets<sup>8</sup> program, which, since its inception in 2022, has been successful in  
11 expanding access to low-stress activity spaces for keiki and their families to engage in physical  
12 activity, particularly in rural communities.

13         On Oahu, comparable Summer Street events have been vital in providing opportunities  
14 for physical activity and providing community-led opportunities to pilot active transportation  
15 demonstration projects in their communities. For example, the 2013 “Hele on Kakaako”  
16 Cyclovia, several roadways were temporarily closed to motorized traffic so people of all ages  
17 and abilities could enjoy streets as public spaces for recreational activities such as walking,  
18 bicycling, jogging, skateboarding, and rollerblading, and included food vendors and  
19 entertainment.<sup>9</sup> Complimentary to that event was the Cooke Street Complete Streets  
20 Demonstration project which included the installation of community-designed, temporary  
21 improvements to make the street safer and more inviting to walk and bike, including street  
22 furniture, public art, shading, vegetation, improved signage, and pedestrian safety

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<sup>7</sup> 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

<sup>8</sup> <https://www.playstreetskauai.com/>

<sup>9</sup> *Cooke Street Complete Streets Demonstration — Better Block Hawaii.*

infrastructure.<sup>10</sup> Additionally, the Ho'opili Festival Street Eats in East Kapolei is a reoccurring open streets event which gives families the opportunity to access pop-up farmers markets and activities for play.<sup>11</sup>

The DOH supports H.B. 1260, H.D. 1, S.D. 1, and respectfully offers a suggestion that the State Safe Routes to School (SRTS) Committee may be a good fit for collaboration since many of the small streets appropriate for a Summer Streets pilot would be near or within a reasonable distance of community schools. The SRTS Committee also meets regularly providing opportunities for collaboration required in the S. D. 1, while the State Highway Safety Modernization Council has not yet convened since the pilot program was initiated.

**Offered Amendments:**

Section 1, paragraph 3, page 3, lines 8 to 10, amend the following:

(3) Require each county with a population of two hundred fifty thousand or more to collaborate with the ~~state highway safety and modernization council~~ state safe routes to school committee; and

Section 2(c), page 4, lines 10 to 11, amend to the following:

more shall collaborate jointly with the ~~state highway safety and modernization council~~ state safe routes to school committee to develop the proposals to be submitted to the director of transportation.

Thank you for the opportunity to testify on this measure.

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

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



## COMMITTEE ON JUDICIARY

Senator Karl Rhoads, Chair

Senator Mike Gabbard, Vice Chair

DATE: Friday, March 28, 2025

TIME: 10:02 AM

PLACE: Conference Room 016 & Videoconference

From: Lisa Dau, RN, MBA, BSN, CPSTI  
Injury Prevention Coordinator

Re: **HB958 HD2, SD1 Relating to Transportation**

My name is Lisa Dau, and I am the Injury Prevention Coordinator for the Keiki Injury Prevention Coalition (KIPC). KIPC's mission is to prevent and reduce injuries to children in Hawaii. I am writing to express my support for **HB958 HD2, SD1, which aims** to enhance safety and regulation for bicycles equipped with motors and other electric micro-mobility devices. I believe these measures are essential for our community.

The requirements of this bill are essential for several reasons:

1. **Enhanced Safety for Riders and Pedestrians**

The requirement for all bicycles equipped with motors to maintain all wheels on the ground at all times helps to prevent reckless behaviors that could lead to injuries or death.

2. **Regulating High-Speed Electric Devices in Sensitive Areas**

This bill ensures that pedestrians are safe from fast-moving devices, reducing the risk of incidents.

3. **Clearer Labeling and Consumer Awareness**

Requiring manufacturers and distributors to apply labels to electric bicycles and to place informational signs at points of sale provides much-needed clarity regarding classification and usage. This transparency will help consumers make informed decisions and comply with the law.

4. **Updated and Consistent Terminology**

Defining "electric bicycle" in place of "low-speed electric bicycle" and introducing the term "electric micro-mobility device" ensures consistency. Applying the same regulations as electric foot scooters to electric micro-mobility devices creates a unified regulatory framework, reducing confusion among riders and law enforcement.



5. **Age and Sidewalk Restrictions for Class 3 Electric Bicycles**

Prohibiting children under 16 from operating Class 3 e-bikes and restricting their use on sidewalks prioritizes safety.

6. **Helmet Requirements for Minors**

Helmets significantly reduce the severity of head injuries in crashes, making this a crucial safety measure.

7. **Clarification on Moped and Motor Scooter Regulations**

Repealing the requirement that moped drivers use bike lanes and substituting "motor drive cycle" with "motor scooter" clarifies existing regulations, ensuring consistency and preventing unnecessary incidents between mopeds and cyclists.

I urge the committee to pass HB958 HD2, SD1 to create safer and more structured regulations for these rapidly growing modes of transportation.

Sincerely,

Lisa Dau, RN, MBA, BSN, CPSTI

KIPC, Injury Prevention Coordinator

<https://kipchawaii.org/>



## HIPHI Board

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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 27, 2025

To: Senator Donovan M. Dela Cruz, Chair  
Senator Sharon Y. Moriwaki, Vice Chair  
Members of the Senate Committee on Ways and Means

RE: Support for HB1260 HD1 SD1, Relating to Transportation

Hrg: March 28, 2025, 10:02 AM, Conference Room 211

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Hawai'i Public Health Institute (HIPHI)<sup>1</sup> **supports HB1260 HD1 SD1**, 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.

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.<sup>2</sup> 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.<sup>3</sup> Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to decreased air pollution through vehicular exhaust and non-exhaust emissions such as tire particulate matter.<sup>4</sup> This contributes to cleaner air and a healthier environment, addressing both immediate and long-term public health concerns.

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<sup>1</sup> 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.

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

<sup>3</sup> CDC About Physical Activity. 2021.

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

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

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



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.<sup>5</sup> 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.<sup>6</sup> 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.<sup>7</sup>

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 blue ink, appearing to read "Lauren Loor".

Lauren Loor  
Healthy Eating + Active Living Statewide Program Manager

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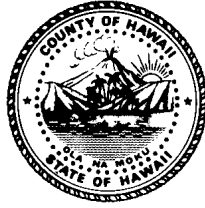
<sup>5</sup> Wolf, S. A., Grimshaw, V. E., Sacks, R., Maguire, T., Matera, C., & Lee, K. K. (2015). The impact of a temporary recurrent street closure on physical activity in New York City. *Journal of Urban Health*, 92(2), 230–241. <https://doi.org/10.1007/s11524-014-9925-0>

<sup>6</sup> 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](https://activelivingresearch.org/sites/activelivingresearch.org/files/PrevMed2014_Engelberg.pdf)

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



**Jennifer Kagiwada**  
Council Member District 2 South Hilo



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## **HAWAI'I COUNTY COUNCIL - DISTRICT 2**

25 Aupuni Street • Hilo, Hawai'i 96720

DATE: March 27, 2025

TO: Senate Committee on Ways & Means

FROM: Jennifer Kagiwada, Council Member  
Council District 2

SUBJECT: HB 1260 HD1 SD1

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committee,

I am writing in support of HB 1260 HD1 SD1, 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".

Jenn Kagiwada