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DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU  
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HONOLULU, HAWAII 96813-5097

February 11, 2025  
3:01 P.M.  
State Capitol, Room 224

**S.B. 1666**  
**RELATING TO TRANSPORTATION**

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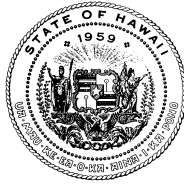
Senate Committee on Transportation and Culture and the Arts

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The Department of Transportation (DOT) **supports S.B. 1666**. S.B. 1666 requires each county, in collaboration with the DOT 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 DOT 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  
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**Testimony in SUPPORT of S.B. 1666  
RELATING TO TRANSPORTATION**

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

Hearing Date: February 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) for fiscal implications of implementation.
- 3 **Department Position:** The DOH supports Senate Bill 1666 (S.B. 1666), which requires each  
4 county, in collaboration with the DOT to establish a Summer Streets Pilot Program that closes  
5 vehicular traffic and repurposes roads for pedestrian and cyclist use, outdoor events, and other  
6 community-driven activities.
- 7 **Department Testimony:** Despite Hawaii's favorable climate, geography, and reputation for  
8 active outdoor living, only 24.8% of Hawaii residents, in 2019, met federal guidelines for  
9 physical activity.<sup>1</sup> The design of roads that integrate options like walking and bicycling is a  
10 public health concern since the safety and accessibility of a community's built environment can  
11 promote or hinder physical activity. This includes removing barriers and providing  
12 opportunities to cross streets safely and conveniently to access destinations such as bus stops,  
13 schools, and worksites. Safe, accessible, and walkable communities encourage physical activity  
14 and can promote better health outcomes in communities and whose populations are at less risk

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

1 for serious chronic diseases and conditions such as obesity, heart disease, and diabetes.<sup>2</sup>  
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.<sup>3</sup> 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.<sup>4, 5</sup>

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.<sup>6</sup> 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,

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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%20\\_13\\_2014.pdf](http://sallis.ucsd.edu/Documents/Pubs_documents/cicloSDias%20full%20report%20FINAL%20_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 over 50% of adult participants surveyed reported achieving 75 min or more of physical activity  
2 at the event. In Pennsylvania, 97% of participants in a comparable Open Streets program met  
3 the recommended 30 minutes of daily physical activity<sup>7</sup> and 39% of participants were found in  
4 the same study to have met the recommended 150 minutes of weekly physical activity, in just  
5 one day.

6 The DOH, in partnership with the Kauai County Planning Department to supports the  
7 Kauai Play Streets<sup>8</sup> program, which, since its inception in 2022, has been successful in  
8 expanding access to low-stress activity spaces for keiki and their families to engage in physical  
9 activity, particularly in rural communities.

10 By repurposing public assets such as streets, and opening them up to people, Summer  
11 Streets programs emphasize active enjoyment in our communities. They also help to normalize  
12 active transportation, such as biking and walking, which has potential to increase everyday  
13 physical activity. Given this emphasis, Summer Streets programs can benefit participants'  
14 health and wellbeing.

15 **Offered Amendments:** None

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

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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/>

# Cycle On Hawaii

## CYCLOVIA HAWAII

*Promoting Healthy Lifestyles*

808-395-3233

TO: Committee on Transportation and Culture and the Arts

HEARING: 3:01 p.m. Tuesday, February 11, 2025

SUBJECT: SB1666, Summer Streets Pilot Program - **SUPPORT**

Thank you for this opportunity to testify on SB1666, which would require counties to establish a Summer Streets Pilot Program. We support this effort.

In August 2012, Cycle On Hawaii held Hawaii's first Open Streets event in Kailua. Hele On Kailua consisted of bike education via a bike rodeo, 5k run, entertainment and a recognized expert in these types of community activities. Since it was the first event like that in Hawaii, we were quite limited in the street closures. It was still a success, however.



*5k at Hele On Kailua*

On May 10, 2013, we put together Hele On Kakaako with wide support from volunteers and the community, including Kamehameha Schools and the city. That event included a complete streets demonstration as well as 5k run, bike education and other activities. The Honolulu City Council recognized Cycle On Hawaii on June 5, 2013, for its efforts.



We suggest that the counties work with nonprofit organizations for this pilot program. Each county has at least one active bicycle-related organization. They would be in a good position to assist with planning as well as volunteers.

The bill appropriates \$1 million for each county. If this is just for planning, this may be a little high. Please discuss this in committee.

Please vote "yes" on SB1666.

Sincerely,

  
Natalie Iwasa, President

*Cycle On Hawaii is a 501(c)(3) charitable organization founded in 2012 by a group of advocates for bicyclists. Managed and directed entirely by volunteers, Cycle On Hawaii organizes community events such as Bike and Walk to School Days, cyclovias, bike rodeos for children, bike contests and parades, and educational workshops and presentations on Safe Routes to School.*



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**SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS**

Tuesday, February 11, 2025 – 3:00pm

**Hawai'i Bicycling League STRONGLY SUPPORTS SB 1666, Relating to Transportation**

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

My name is Eduardo Hernandez, and I am the Advocacy Director of 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 supports SB 1666**, which will 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 pedestrian and cyclist uses. By carving out a few hours when motor vehicles are excluded from the roads, we'll remove this primary barrier and threat to personal safety, especially for keiki and kūpuna.

**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*<sup>1</sup> 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 City<sup>2</sup> 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.

This has been the experience in Open Streets Programs in cities around the world, including Mexico City, New York, Long Beach, Tucson, Baltimore, Minneapolis, and Atlanta.

HBL stands ready to share our experience with the counties and to connect stakeholders statewide.



**Eduardo Hernandez**

Advocacy Director

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[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)

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



**SB-1666**

Submitted on: 2/10/2025 7:50:45 AM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Kelly Hudik	Testifying for PATH- People for Active Transportation Hawaii	Support	Written Testimony Only

Comments:

PATH-People for Active Transportation Hawaii is fully in favor of SB1666. Giving an opportunity to close down our streets for pedestrians and cyclists this summer is a great way to encourage people to get outside and be active. It is an opportunity to teach safe cycling and pedestrian safety, especially with the high number of traffic deaths on our roads last year.

We encourage you to support SB1666

-Kelly Hudik

PATH-COO

**SB-1666**

Submitted on: 2/10/2025 2:35:28 PM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Annie Liu	Individual	Support	Written Testimony Only

Comments:

Aloha,

I'm writing in strong support of the Summer Streets Program. My favorite days to bike are on a low-traffic Sunday mornings and during the HBL Annual Century ride when there is clear signage and traffic redirection to protect bikers' safety. A big obstacle to biking is the threat of traffic and the dangers implicit in sharing a road with large vehicles, frequently with speeding or inobservant drivers. The Summer Streets Program offers a fun way for the community to share safe streets and enjoy space in an urban environment to bike. I ask the committee to pass the measure and look forward to the day the program launches!

Mahalo for the opportunity to testify,

Annie

**SB-1666**

Submitted on: 2/7/2025 6:18:56 PM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Jacob Wiencek	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

This is an absolutely wonderful idea. Reclaiming our public spaces from cars to allow more human-centric activity should be a serious priority. I commend the Committee for considering this bill and urge the Committee to **SUPPORT** it!

**SB-1666**

Submitted on: 2/10/2025 2:35:38 PM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Chelsie Counsell	Individual	Support	Written Testimony Only

## Comments:

I strongly support this bill. There are many studies to show that riding bike and walking have positive impacts on the local economy as well as improving health and happiness of individuals. Creating opportunities for people to get out on bikes without the fear of interacting with cars is a critical step in creating and encouraging more people to ride their bikes.

**SB-1666**

Submitted on: 2/10/2025 4:18:05 PM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
John Rogers	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lee, Vice Chair Inouye and Committee Members,

I support SB1666 which requires 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. Requires each county to submit an initial proposal to the Director of Transportation and appropriates funds.

Cities and towns all over the US are creating pedestrian zones to improve livability and mobility. They have been found to increase foot traffic and have brought renewed investment. This is a great idea, please move this bill to enactment.

Best Regards,

John Rogers

Transportation Committee Co-chair Ewa NB #23

**SB-1666**

Submitted on: 2/10/2025 5:47:15 PM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
JONATHAN LOTT	Individual	Support	Written Testimony Only

Comments:

I was involved in a closed-streets "cyclovia" event in Kakaako back in May of 2013. It was very well attended and popular. Streets around Mother Waldron Park were closed to cars and had temporary bike and pedestrian-friendly features. The open streets events on Kalakaua Ave during covid were also very popular. More please!

-Jon, car-free since 2005, Waikiki Vulnerable Road User



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

My name is Kiana Otsuka, and I am an O'ahu resident writing in **strong support of SB1666**.

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.

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

Mahalo,

Kiana Otsuka

**LATE**

**SB-1666**

Submitted on: 2/10/2025 10:00:17 PM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Kyle Kolomona Nakatsuka	Individual	Support	Remotely Via Zoom

Comments:

Aloha,

I am a lifelong O'ahu resident writing in support of SB1666.

The benefits of cycling are obvious to anyone who rides, but because cars constantly occupy roads, and because they kill so many of our residents every year, people are afraid to ride bikes unless they can be separated from cars. Physically separating bikes from cars is expensive: bike paths require valuable real estate and laying down new pavement. However, SB1666 innovatively proposes bikes and cars be separated not by space, but by time - no new asphalt has to be laid, and no extra space is taken up; we can just use the existing roads on weekends and non-rush-hour times when there is not so much traffic.

Opening streets for bikes in this way would be an incredible recreational opportunity for residents and tourists alike. Similar programs at National Parks and Forests across the US draw thousands of visitors every year who flock to these locations just to enjoy these spaces in a unique way.

More importantly, however, these short opportunities to ride roads without cars can be a powerful catalyst to encourage people to start commuting by bicycle. Unfortunately, figuring out how to commute to work can be somewhat complex - you have to figure out all your equipment, navigate routes, get used to handling your bike, understand road conditions, etc. - and all of this can be overwhelming if you have to juggle it all while also focusing on the threat of death from cars driving past. Giving our residents one day a year to figure these things out without cars can set them on the path to commuting to work on a bike. Increased bicycle commuting in turn will alleviate so many of the problems our State faces with parking shortages, traffic, road maintenance due to vehicle damage, and expensive gas prices, vehicle insurance, and registration fees.

I appreciate your support for safe and new opportunities for recreation in Hawaii and for working to solve our islands' many problems through bicycle commuting.

**LATE**

**SB-1666**

Submitted on: 2/11/2025 9:23:44 AM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Germaine Meyers	Individual	Support	Remotely Via Zoom

Comments:

Strong Support of SB1666

- This bill promotes kakou communities, togetherness.
- Streets are large outdoor hard surfaces. They are better suited for certain events, as compared to grass surface in a park.
- Streets provide the ability to do bike and pedestrian events like "walk-a-thons" kick-off event to promote health, bike events to support keiki health, craft and entertainment events to promote mele and hula, etc.
- I love outdoor events.
- This bill promotes health and happiness. Togetherness outdoors, under the sun or moon.

**LATE**

**SB-1666**

Submitted on: 2/11/2025 9:28:06 AM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Lehua	Individual	Support	Written Testimony Only

Comments:

I fully support this bill! I think that allowing people to experience some time on public streets without cars would give folks a new appreciation for all of the ways that they get around each day. I also think it would encourage more people to practice bike-riding, or walking, both of which are environmentally friendly and physically healthy alternatives to driving cars. Giving space for community events without having to worry about cars would open up large amounts of public space to host events that would normally have to be hosted in a specific park or recreational space. The streets are widely accessible to people living in those neighborhoods, and could invite more casual participation. In conclusion, I support SB1666 and hope it goes through!

**LATE**

**SB-1666**

Submitted on: 2/11/2025 11:34:58 AM

Testimony for TCA on 2/11/2025 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Paul Weissman	Individual	Support	Written Testimony Only

Comments:

I am a biker and strongly support SB1666 as a measure to further biking safety and encourage bicycling as an alternative method of transport for Hawaii.