



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 S.C.R. 182
ENCOURAGING THE CITY AND COUNTY OF HONOLULU TO INITIATE A SUMMER STREETS
PILOT PROGRAM**

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: April 10, 2025

Room Number: Conference Room 430
via Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the City and County of Honolulu
2 regarding the fiscal implications of implementation.

3 **Department Position:** The DOH supports Senate Concurrent Resolution 182 (S.C.R. 182) which
4 encourages the City and County of Honolulu to initiate a summer streets pilot program.

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

10 Safe, accessible, and walkable communities encourage physical activity and can
11 promote better health outcomes in communities whose populations are at greater risk for
12 serious chronic diseases and conditions such as obesity, heart disease, and diabetes.²
13 Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to
14 decreased air pollution in the form of vehicular exhaust and non-exhaust emissions such as tire

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

² CDC *About Physical Activity*. 2021.

1 particulate matter.³ This contributes to cleaner air and a healthier environment, addressing
2 both immediate and long-term public health concerns.

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

12 For example, since its inception in 2008, the New York City Summer Streets program
13 found that 24% of attendees who reported that they did not routinely engage in moderate- or
14 vigorous-intensity physical activity would be engaged in the equivalent of 26–68 minutes of
15 moderate-intensity physical activity at Summer Streets.⁶ Summer Streets served as an
16 enticement for New Yorkers, including those who did not ordinarily meet physical activity
17 recommendations, to engage in physical activity. In a comparable program in St. Louis,
18 Missouri, over 50% of adult participants surveyed reported achieving 75 minutes or more of
19 physical activity at the event. In Pennsylvania, 97% of participants in a comparable Open
20 Streets program met the recommended 30 minutes of daily physical activity⁷ and 39% of

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%20 full%20report%20FINAL%202_13_2014.pdf](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>

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

1 participants were found in the same study to have met the recommended 150 minutes of
2 weekly physical activity, in just one day.

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

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

21 By repurposing public assets such as streets, Summer Streets programs create inclusive
22 opportunities for gathering and engaging in physical activity in communities where people live,

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 learn, and work. The programs also help to normalize active transportation, such as biking and
2 walking, which has potential to increase everyday physical activity. The goal of Summer Streets
3 programs is to benefit the participants' health and wellbeing and to enrich community
4 connectedness.

5 **Offered Amendments:** None

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



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation

Date: April 10, 2025, Time: 10:00AM

Location: Conference Room 430 & Videoconference

State Capitol

415 South Beretania Street

Measure SCR 182

**Measure Title: ENCOURAGING THE CITY AND COUNTY OF HONOLULU TO
INITIATE A SUMMER STREETS PILOT PROGRAM**

Dear Chair Kila, Vice Chair Grandinetti and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SCR182**, which encourages the City and County of Honolulu to establish a Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for pedestrian and cyclist use, outdoor events, and other cultural engagement.

SCR182 will create opportunities for safer, more vibrant public spaces by designating streets for pedestrians, cyclists, and community use through a Summer Streets Pilot Program for Urban Honolulu, as well as other neighborhoods that want to realize these benefits. 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 a pilot program will build momentum for implementation island-wide, creating scheduled, reoccurring events for people to experience safe streets for outdoor activities and gatherings. A Summer Streets program will provide opportunities for people to safely try various modes of transportation. Similar programs in other cities have increased foot traffic, improved public health, and boosted local economies by attracting more people to shared spaces.

This resolution would help us achieve Hawaii's climate goals by reducing vehicle emissions and encouraging sustainable transportation options. SCR182 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.



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

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION - Thursday, April 10 – 10:00am

Hawai'i Bicycling League Supports SCR 182, relating Summer Streets Pilot Program in Honolulu

Aloha Chair Kila, Vice Chair Grandinetti, 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.

While HBL supports SCR 182 and previously testified in support of HCR 177, which encourages the City & County of Honolulu to initiate a Summer Streets pilot program, it is important for the record to reflect the reason these nonbinding and unfunded resolutions are even being considered:

This committee voted to amend HB 1260 by striking the applicability of a pilot open streets program for a county with a population of more than 250,000 residents (Honolulu).

We are confused by this amendment and unaware of the need for omitting the City & County of Honolulu from the pilot program. Since introduction, public testimony, including from the Hawai'i Departments of Health and Transportation, has been overwhelmingly in favor of this bill, and funding for this bill as originally written.

For these reasons, it is HBL's recommendation that this resolution be adopted and for this committee to go into HB 1260, HD 1, SD 2 conference committee with the backing of the public and the State Departments of Health and Transportation to implement a funded pilot open streets program in every county statewide.

This initiative aligns with our mission to make Hawai'i a safer, more accessible, and bicycle-friendly place for all.

Open streets events, such as Summer Streets, temporarily close roads to vehicular traffic and open them to people walking, biking, and rolling. These programs have been successfully implemented in cities worldwide, providing substantial social, economic, and public health benefits, including:

- Safer Streets for All – By creating car-free corridors, Open Streets events allow people of all ages and abilities to experience our streets without the fear of traffic-related harm.

Families, keiki, and kūpuna can enjoy outdoor activities in a safe and welcoming environment.

- Encouraging Active Transportation – Events like this promote biking and walking as viable modes of transportation, fostering a culture of sustainable mobility and reducing reliance on cars.
- Community Building & Economic Benefits – Open streets create vibrant public spaces, bringing communities together and providing a boost to local businesses by increasing foot and bike traffic.
- Health & Well-being – Physical activity is essential for public health, and Open Streets events encourage movement in a fun and engaging way. Participants are more likely to continue biking and walking beyond the event itself.
- Environmental Impact – By temporarily reducing car travel, open streets events contribute to improved air quality and reduced carbon emissions, supporting broader sustainability goals.

HBL has long advocated for safer, more accessible streets across O‘ahu, and we are encouraged by the opportunity to see this vision come to life through the Summer Streets pilot program.

Mahalo for your time and consideration.

Ride Aloha,

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director
Hawai‘i Bicycling League



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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: April 9, 2025

To: Representative Darius K. Kila, Chair
Representative Tina Nakada Grandinetti, Vice Chair
Members of the Committee on Transportation

RE: Support for SCR 182, ENCOURAGING THE CITY AND COUNTY OF
HONOLULU TO INITIATE A SUMMER STREETS PILOT PROGRAM

Hrg: April 10, 2025, 10:00 AM, Conference Room 430

Hawai'i Public Health Institute (HIPHI)¹ and the Healthy Eating + Active Living² (HEAL) Statewide Coalition are in **strong support of SCR182**, which encourages the City and County of Honolulu to initiate a Summer Streets 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 2019.³ 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.⁴ 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.⁵ This contributes to cleaner air

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 The Healthy Eating + Active Living (HEAL) Coalition, formerly known as the Obesity Prevention Task Force, was created by the legislature in 2012 and is comprised of over 60 statewide organizations. The HEAL Coalition works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents.

³ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

⁴ CDC About Physical Activity. 2021.

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

⁵ American Lung Association. Health Impact of Pollution | State of the air. (n.d.).

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



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.⁶ 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.⁷ 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.⁸

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 critical measure.

Mahalo,

A handwritten signature in black ink, appearing to read "Lauren Loor".

Lauren Loor
Healthy Eating + Active Living Statewide Program Manager

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>

⁷ 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

⁸ CicLAvia Research & Evaluation Group: Progress Report 1. 2017. <https://pmc.ncbi.nlm.nih.gov/articles/PMC5083970/>

SCR-182

Submitted on: 4/9/2025 2:48:39 PM

Testimony for TRN on 4/10/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Frank Schultz	Individual	Support	Written Testimony Only

Comments:

I support this initiative.