

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.B. 3029, S.D. 1, H.D. 1  
RELATING TO COMMUNITY DEVELOPMENT**

REPRESENTATIVE CHRIS TODD, CHAIR  
HOUSE COMMITTEE ON FINANCE

Hearing Date: April 7, 2026  
2:00 PM

Room Number: Conference Room 308  
via Videoconference

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Hawaii Community  
2 Development Authority (HCDA) regarding the fiscal implications of implementation.
- 3 **Department Position:** The DOH supports Senate Bill 3029, Senate Draft 1, House Draft 1  
4 (S.B. 3029, S.D. 1, H.B. 1), which requires a county with a population of no greater than three  
5 hundred thousand, in collaboration with the HCDA, to establish a Summer Streets Pilot Program  
6 that closes vehicular traffic and repurposes roads for pedestrian and cyclist use, outdoor  
7 events, and other community-driven activities. The measure requires the HCDA to select the  
8 county for the pilot program, authorizes the county to consult with the DOH, and requires the  
9 county to submit an initial proposal to the HCDA.
- 10 **Department Testimony:** The temporary repurposing of public assets such as Summer Streets  
11 and Play Streets programs create inclusive opportunities for gathering and engaging in physical  
12 activity in communities where people live, learn, and work. These programs also help to  
13 normalize active transportation, such as biking and walking, which has potential to increase  
14 everyday physical activity.

15 The DOH is agreeable to working with the HCDA regarding best practices for developing  
16 a pilot Summer Streets program and providing recommendations for funding mechanisms for a

1 pilot Summer Streets demonstration. The DOH funded, and worked with partners to develop,  
2 the first Play Streets Kauai project in 2022 with grant funding to connect communities with local  
3 support and to promote physical activity for keiki and ohana. The Play Streets program  
4 continues to hold regular low-cost events through the Kauai County Planning Department.<sup>1</sup>  
5 These events can typically be implemented for less than \$50,000.00 using a variety of funding  
6 mechanisms.

7 Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living,  
8 only 33% of adults in Hawaii met federal guidelines for physical activity.<sup>2</sup> The design of roads  
9 that integrate options like walking and bicycling is a public health concern since the safety and  
10 accessibility of a community’s built environment can promote or hinder physical activity. Safe,  
11 accessible, and walkable communities encourage physical activity and can promote better  
12 health outcomes in communities whose populations are at less risk for serious chronic diseases  
13 and conditions such as obesity, heart disease, and diabetes.<sup>3</sup>

14 Since its inception in 2008, the New York City Summer Streets program found that 24%  
15 of attendees who reported that they did not routinely engage in moderate- or vigorous-  
16 intensity physical activity would be engaged in the equivalent of 26 to 68 minutes of moderate-  
17 intensity physical activity at Summer Streets.<sup>4</sup> Summer Streets served as an enticement for  
18 New Yorkers, including those who did not ordinarily meet physical activity recommendations,  
19 to engage in physical activity. In a comparable program in St. Louis, Missouri, over 50% of adult  
20 participants surveyed reported achieving 75 minutes or more of physical activity at the event.  
21 Additionally in Pennsylvania, 97% of participants in a comparable Open Streets program met  
22 the recommended 30 minutes of daily physical activity<sup>5</sup> and 39% of participants were found in

---

<sup>1</sup> County of Kauai, Planning Department, Play Streets Kauai: Connecting Communities Through Active Play: <https://www.kauai.gov/Government/Departments-Agencies/Planning/Play-Streets-Kauai>

<sup>2</sup> Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

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

<sup>4</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>5</sup> 1 Engelberg, J. K., Carlson, J. A., Black, M. L., Ryan, S., & Sallis, J. F. (2014). Cyclovía participation and impacts in San Diego, CA: The first CicloSDias. *Preventive Medicine*, 69, Supplement, S66–S73

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

3 Summer Streets are popular in community planning internationally. For example, two  
4 sister cities of Honolulu in the Philippines: Baguio and Cebu City, organize weekly Car-Free  
5 Sundays, which allow not only for increased walking, jogging, and biking, but enliven culture,  
6 arts, and crafts for local small businesses.<sup>6</sup> In Baguio, a traffic impact assessment conducted by  
7 the City Engineering Office showed that during non-vehicular Sundays, pedestrian movement  
8 improved compared to regular Sundays and weekdays, benefiting their tourism.<sup>7</sup>

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.<sup>8</sup> 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.<sup>9</sup> 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.<sup>10</sup>

---

<sup>6</sup> Lopez ZR. ‘Car-Free Sundays’ policy promotes healthier, more connected communities. Philippine Information Agency. Published August 26, 2025. Accessed February 16, 2026. <https://pia.gov.ph/news/visayas/cv-visayas/car-free-sundays-policy-promotes-healthier-more-connected-communities/>

<sup>7</sup> PIA-CAR. Baguio’s ‘Car-Free Sundays’ promotes walking, culture, and arts. Philippine Information Agency. Published August 1, 2025. Accessed February 16, 2026. <https://pia.gov.ph/news/baguios-car-free-sundays-promotes-walking-culture-and-arts>

<sup>8</sup> *Cooke Street Complete Streets Demonstration — Better Block Hawaii.*

<sup>9</sup> *Cooke Street Complete Streets demonstration — Better Block Hawaii.* Better Block Hawaii. <https://www.betterblockhawaii.org/cooke-street-complete-streets-demonstration>

<sup>10</sup> *Festival Street Eats | Ho’opili Community.* (n.d.). Ho’opili Community. <https://www.hoopilihoa.com/event-details/festival-street-eats>

1           The DOH encourages establishing a statewide Summer Streets Pilot Program that will  
2 reimagine public spaces to enhance community health and wellbeing.



3  
4 **Offered Amendments:** None

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



**HAWAI'I COMMUNITY  
DEVELOPMENT AUTHORITY**

547 Queen Street, Honolulu, Hawai'i 96813  
Telephone: (808) 594-0300 Fax: (808) 587-0299  
Web site: <http://dbedt.hawaii.gov/hcda/>

JOSH GREEN, M.D.  
GOVERNOR

SYLVIA LUKE  
LT. GOVERNOR

STERLING HIGA  
CHAIRPERSON

CRAIG K. NAKAMOTO  
EXECUTIVE DIRECTOR

Statement of  
**CRAIG K. NAKAMOTO**  
**Executive Director**  
Hawai'i Community Development Authority  
before the  
**HOUSE COMMITTEE ON FINANCE**

Tuesday, April 7, 2026  
2:00 p.m.  
State Capitol, Conference Room 308 & Videoconference

In consideration of  
**SB 3029, SD1, HD1**  
**RELATING TO COMMUNITY DEVELOPMENT.**

Chairperson Todd, Vice Chairperson Takenouchi, and members of the Committee. The Hawai'i Community Development Authority (HCDA) **supports SB 3029, SD1, HD1**, requires a county with a population of no greater than three hundred thousand, in collaboration with the HCDA, 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 the HCDA to select the county for the pilot program, report to the Legislature and appropriates funds.

HCDA's primary concern relates to the feasibility of the timelines established in the measure. As currently drafted, **county proposals are due by December 31, 2026**. These proposals must include detailed elements such as street locations, closure schedules, activity programming, and projected costs. Developing this level of detail will require traffic studies, stakeholder outreach, and coordination across multiple agencies, work that typically requires a longer timeframe.

After receiving the county proposals, HCDA would be required to review all proposals and submit a report with recommendations "to the Legislature no later than twenty days prior to the convening of the regular session of 2027," which is the same day it is due to HCDA, **December 31, 2026**.

Accordingly, HCDA respectfully requests that the Committee revise the deadlines in the measure, **extending the proposal development period for counties to nine months** and providing HCDA with **ninety days** to conduct its review.

Finally, HCDA requests consideration of whether funding could **be provided directly to the counties** rather than routing allocations through HCDA.

Thank you for the opportunity to provide testimony.



## HIPHI Board

May Okihiro, MD, MS  
Chair  
John A. Burns School of Medicine,  
Department of Pediatrics

Jennifer José Lo, MD  
Vice Chair  
Hawai'i Health Partners

Titimaea Ta'ase, JD  
Secretary  
Taase Law Office

Jonathan Ching  
Kaiser Permanente

Tammy Ho  
The Queen's Medical Center

Carissa Holley, MEd  
Hale Makua Health Services

Joyce Lee-Ibarra, MS  
JLI Consulting

Misty Pacheco, DrPH  
University of Hawai'i at Hilo

Dina Shek, JD  
Medical-Legal Partnership  
For Children in Hawai'i

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

Danette Wong Tomiyasu, MBA  
Retired, Hawai'i State Department of  
Health

## HIPHI Initiatives

Coalition for a  
Tobacco-Free Hawai'i

Community-Based Research &  
Evaluation

Community Health  
Worker Initiatives

Environmental Health

Hawai'i Climate Change and Health  
Working Group

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Immunization Coalition

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 6, 2026

To: Representative Chris Todd, Chair  
Representative Jenna Takenouchi, Vice Chair  
Members of the House Committee on Finance

Re: Support with comments for SB 3029 SD1 HD1, Relating to Community  
Development

Hrg: April 7, 2026 at 2:00 PM in Conference Room 308

---

Hawai'i Public Health Institute (HIPHI)<sup>1</sup> and the Healthy Eating + Active Living<sup>2</sup> (HEAL) Statewide Coalition **supports SB 3029 SD1 HD1**, which requires each county 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, and offers comments.

This bill takes an important step toward fostering vibrant, sustainable, and livable communities that can support the health, well-being, and connectivity of all residents.

### Please Include All Counties

A summer streets program would be beneficial to all communities across the state, including in counties with large populations. There are small communities that could accommodate and most likely welcome temporary street closures to encourage community gatherings such as those proposed for this program. These types of events foster community-wide relationships, promote physical activities, and bolster awareness of cultural practices. I urge this committee to reconsider limiting this program to counties with less than 300,000 residents and allow all counties to participate as they are able.

### Streets and Public Spaces encourage Active Lifestyles

Hawai'i's natural beauty and temperate climate lend themselves to outdoor activities, such as walking, bicycling, keiki play, and recreational activities.

---

<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> 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.



However, current street design and public space accessibility do not always promote an active lifestyle.

Creating a pilot program in which counties can temporarily close certain streets to vehicular traffic to allow the full use by pedestrians and cyclists will enable residents to safely use these areas for recreation and connection, fostering health and well-being. Additionally, designating accessible public spaces for social interaction, cultural events, and local markets can serve as central gathering points, enriching the lives of residents and supporting a stronger sense of community identity.

### **Open Spaces Promote Clean Air**

This measure also takes important steps to realize Hawai'i's climate goals of reduced greenhouse gas emissions, encouraging sustainable transportation, and promoting community health. With open, accessible, and safe spaces for residents to bike, walk, and gather, we, as a community, can thrive.

### **Kaua'i's Play Streets Program**

As demonstrated by Kaua'i's successful Play Streets program, which temporarily closes streets for a specified time period to create a safe, publicly accessible space for keiki, 'ōpio, and/or their 'ohana to engage in active play, a Summer Streets program in the state would encourage communities to come together, be active, create connections, and enjoy the beauty that our islands have to offer.

HIPHI and the HEAL coalition support **SB 3029 SD1 HD1** and respectfully ask the committee to pass this measure.

Mahalo,

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

Patti Hatzistavrakis  
Active Transportation Specialist



**Testimony for Hawai'i Appleseed Center for Law and Economic Justice**  
**Support for SB3029 SD1 - Relating to Community Development**  
**House Committee on Finance (FIN)**  
**Tuesday, April 7, 2026 at 2:00PM**

---

Dear Chair Todd, Vice Chair Takenouchi, and members of the FIN committee, Mahalo for the opportunity to express **SUPPORT for SB3029 HD1**, which would require a county with a population of no greater than three hundred thousand, in collaboration with the Hawai'i Community Development Authority (HCDA), 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. We also offer **suggested amendments** for the committee's consideration.

Public roadways are more than just corridors for vehicles, they are tools for growth, opportunity, and community connection. Programs that prioritize pedestrian access allow residents to move freely and safely, providing access to a full range of opportunities, including recreation and local commerce. By temporarily opening these spaces to the public, we can foster independence, create a more welcoming environment for all residents, and encourage a shift toward more people-centered (and less vehicle-centered) communities.

Opening our streets to people rather than cars is a proven strategy for success. Cities nationwide have shown these programs revitalize local economies, improve public health, promote active transportation, and foster deeper community connections.

- **NYC's Summer Streets** serves as a proven model for SB3029. Launched in 2008, the program has grown for nearly two decades, reaching its largest footprint in 2025 by opening 400+ blocks across all five boroughs to the public.<sup>1</sup> According to the NYC Department of Transportation, this program transforms transit corridors into spaces for all by delivering:
  - **Economic Growth:** Routes use "Rest Stops" to funnel foot traffic toward local small businesses and vendors.
  - **Active Health:** Free community runs, fitness classes, and "Learn to Ride" clinics normalize outdoor exercise.
  - **Cultural Hubs:** Live performances and public art installations turn asphalt into vibrant social spaces.

---

<sup>1</sup> City of New York, "Mayor Adams Continues 'We Outside' Summer, Announcing Largest-Ever Summer Streets and More," July 1, 2025, <https://www.nyc.gov/mayors-office/news/2025/07/mayor-adams-continues-we-outside-summer-announcing-large-st-ever-summer-streets-more>.

- **Equity & Access:** Free bike rentals and helmet fittings remove financial barriers to recreation and sustainable transit.
- **Environmental Relief:** The program offers a scalable way to reduce traffic noise and emissions while meeting climate goals.
- **Philadelphia’s Open Streets** program temporarily closes streets to vehicular traffic on select Sundays in the Spring and invites pedestrians to stroll eight blocks of car-free space while enjoying shopping, dining and activities for all ages. In the 2024-2025 year, Philadelphia's program drew more than 170,000 visitors and delivered measurable benefits, including 10,000 average visitors per event, a 27% increase in pedestrian activity compared to prior-year Sundays, a 38% average increase in sales for participating businesses and a 26% increase in in-store foot traffic on Open Streets days<sup>2</sup>.

### **SUGGESTED AMENDMENTS**

To strengthen Senate Bill 3029 and ensure it delivers meaningful, statewide benefits, we respectfully **urge the committee to reinstate the bill’s original intent requiring each county to develop and implement a Summer Streets pilot program.** More specifically, we recommend removing the provision limiting applicability to counties with populations no greater than 300,000. This restriction would exclude residents and local businesses on O’ahu, where the majority of Hawai’i’s population resides, from participating in and benefiting from the program. Reinstating the statewide requirement would promote equitable access and ensure that all communities—urban and rural alike—can experience the health, economic, and social benefits of Summer Streets.

While O’ahu does host periodic roadway closures for events, these events are often privately organized and may require registration fees, limiting accessibility. In contrast, a county-led Summer Streets program would provide free, open, and inclusive access to public space, welcoming residents of all ages, incomes, and physical abilities. This is especially important in dense urban areas, where access to safe, car-free recreational space is limited.

Across all counties, including on O’ahu, there are numerous low-traffic or adaptable roadways suitable for temporary closure. Requiring each county to establish a program would encourage local innovation while maintaining a consistent statewide commitment to expanding active transportation.

Mahalo for the opportunity to testify on this important measure.

---

<sup>2</sup> Center City District, Open Streets: Reimagining Streets for People in Philadelphia, February 2025, <https://centercityphila.org/research-reports/open-streets-reimagining-streets-for-people-in-philadelphia>.



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

PHONE  
808-735-5756

EMAIL  
bicycle@hbl.org

HOUSE COMMITTEE ON FINANCE  
Tuesday, April 7, 2026 – 2:00pm

**Hawai'i Bicycling League STRONGLY SUPPORTS SB 3029, SD1, HD1,  
Relating to Community Development, With Comments**

Aloha Chair Todd, Vice Chair Takenouchi, and Members of the Committee:

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.**

HBL strongly supported a similar measure, HB 1260, when it was introduced by Chair Todd during the 2025 legislative session. That measure earned broad support from the community and was endorsed by every committee in both the Senate and House, save for the final conference committee. We are looking forward to working with you and stakeholders to renew that enthusiasm this year for SB 3029, SD1, HD1. Together, we can demonstrate a triple-net return for health and safety, the environment, and the economy.

We respectfully recommend two changes for your consideration:

- A) reverting to the language of SD1 so that the pilot initiative can benefit the most number of residents. Urban areas like the City and County of Honolulu need projects like this to demonstrate innovative ways to repurpose streets for a few hours.
- B) requiring a role for local nonprofits and community groups to inform planning and implementation of this pilot program. This suggested amendment could be:

SECTION 1. (new subsection) (3)

The counties and the Hawai'i Community Development Authority shall consult with local nonprofit and community organizations in developing their plan(s) and proposal(s).

**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.

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.

**S/Eduardo Hernandez, Hawai'i Bicycling League**

---

1

[https://www.thelancet.com/journals/lanplh/article/PIIS2542-5196\(23\)00109-2/fulltext?ref=modsofliving.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=modsofliving.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>



## Testimony of the Oahu Metropolitan Planning Organization

### House Committee on Finance

April 7, 2026 2:00PM

Conference Room 308 & Videoconference

SB3029 SD1 HD1

Relating to Community Development

Dear Chair Todd, Vice Chair Takenouchi, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB3029 SD1 HD1**, which would require each county, in collaboration with the Hawaii Community Development Authority 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 would also require the Hawaii Community Development Authority to select the county for the pilot program and authorize the county to consult with the Department of Health. It would also require the county to submit an initial proposal to the Hawaii Community Development Authority and a report to the Legislature.

This bill aligns with the vision and goals of the Oahu Regional Transportation Plan (ORTP) as it supports increasing active transportation and creating an equitable and resilient transportation system. SB3029 SD1 HD1 will create safer, more vibrant public spaces by designating streets for pedestrians, cyclists, and community use. Temporarily 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.

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 the Summer Streets Pilot Program will enhance community well-being, economic vitality, and equitable access to public space across Hawaii.

Furthermore, the Summer Streets Pilot Program also aligns with already existing public safety plans like the [Oahu Pedestrian Plan](#), which promote the creation of safe and accessible streets for all, and the [Honolulu Vision Zero Action Plan](#), which works to reduce and eliminate traffic deaths and serious injuries on our streets by 2045.

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.



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

PHONE: (808) 212-4765 • FAX: (808) 828-2027 • E-MAIL: [bbrody1@hawaii.rr.com](mailto:bbrody1@hawaii.rr.com) • WEB SITE: [www.getfitkauai.com](http://www.getfitkauai.com)

## House Finance Committee

Tuesday, April 7<sup>th</sup> at 2:00 PM

### Testimony in Support of SB3029 – Relating to Community Development

---

Chair, Vice Chair, and Members of the Committee,

My name is Bev Brody, and I am submitting testimony on behalf of Get Fit Kaua'i, the Healthy Eating Active Living (HEAL) Coalition of Kaua'i County. Our coalition includes more than 900 members representing health, education, business, government, and community partners dedicated to creating safer, healthier environments for all residents.

**I am writing in strong support of SB3029**, which would require counties, in collaboration with the Hawai'i Community Development Authority, to establish a Summer Streets Pilot Program that temporarily closes roads to vehicular traffic and repurposes them for pedestrian and cyclist use, outdoor events, and other community-driven activities.

Summer Streets programs are a proven, low-cost way to create safe, vibrant public spaces by opening streets to people rather than cars. These programs encourage physical activity, support local businesses, and provide opportunities for recreation, social connection, and community-led events.

Key benefits include:

- Safe, accessible spaces for walking, biking, and rolling
- Increased opportunities for physical activity during summer months
- Enhanced foot traffic that can support local businesses
- Flexible public spaces for cultural events, markets, and community gatherings

SB3029 offers counties a practical, creative tool to activate streets, promote health, and strengthen community life through a structured pilot program.

**Mahalo for the opportunity to testify and for your commitment to creating safe, active, and connected communities.**

*B Brody*

Bev Brody  
Get Fit Kauai – Director  
H.E.A.L. (Healthy Eating Active Living) Community Coalition of Kauai County  
(808) 212-4765

**SB-3029-HD-1**

Submitted on: 4/2/2026 4:39:08 PM

Testimony for FIN on 4/7/2026 2:00:00 PM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Emma Waters         | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Writing in strong support of this great Summer Streets Pilot Program bill! We need more places for kids, adults, and kupuna to be active. This is a great way to provide them! Mahalo.

**SB-3029-HD-1**

Submitted on: 4/3/2026 10:32:10 AM

Testimony for FIN on 4/7/2026 2:00:00 PM

| Submitted By  | Organization | Testifier Position | Testify                |
|---------------|--------------|--------------------|------------------------|
| William Caron | Individual   | Support            | Written Testimony Only |

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I am writing in **strong support** of SB3029, which requires a county with a population of no greater than three hundred thousand, in collaboration with the Hawai‘i Community Development Authority, to establish a Summer Streets Pilot Program. This program would temporarily close certain roads to vehicular traffic and repurpose them for pedestrian and cyclist use, outdoor events, and other community-driven activities.

**A Proven Model for Healthier, More Connected Communities**

Summer streets programs are not a new or untested idea. Cities around the world—from Bogotá to Paris to Portland—have successfully implemented similar initiatives for decades. As the Senate Committee on Water, Land, Culture and the Arts noted, these programs have promoted public health, increased revenue and foot traffic for local businesses, and brought people together in positive and meaningful ways.

The benefits are well-documented. Summer streets programs:

- **Encourage physical activity** by creating safe, car-free spaces for walking, biking, and recreation—helping to address public health challenges like physical inactivity and social isolation;
- **Support local businesses** by drawing foot traffic to commercial corridors and creating vibrant, welcoming environments that attract customers;
- **Reduce carbon emissions** by promoting sustainable transportation modes beyond car-centric travel, aligning with the State's climate goals;
- **Foster community connection** by creating accessible public spaces that act as hubs for social interaction, cultural events, and local markets.

**Learning from Success: The Malmö Model**

The Legislature has specifically looked to the successful pilot program initiated in Malmö, Sweden, in 2017 as a model for Hawai‘i. Malmö's program demonstrated the transformative power of temporarily repurposing streets and public spaces into dynamic areas for pedestrian use, cycling, and community-centered activities. The initiative not only encouraged greater

public participation and physical activity but also bolstered local businesses and improved environmental outcomes.

Hawai‘i's unique geographic and cultural landscape offers a compelling opportunity to adapt and expand upon this model, creating accessible public spaces that celebrate local culture and build stronger connections between residents.

### **What SB3029 Does**

This bill establishes a Summer Streets Pilot Program for a county with a population of no greater than three hundred thousand, in collaboration with the Hawai‘i Community Development Authority. The program requires the participating county to:

- Develop an initial proposal identifying specific streets to be closed, prioritizing areas central to local commerce, cultural activities, and community engagement;
- Designate locations for pedestrianization that will best benefit from reduced vehicular traffic;
- Include bike lanes and enhanced pedestrian pathways to support sustainable transportation options;
- Submit a report to the Legislature analyzing the pilot program's outcomes.

The bill also appropriates funds to support the pilot program, ensuring that the county has the resources necessary to implement it effectively.

### **Building on Prior Legislative Support**

This is not the Legislature's first recognition of the value of summer streets programs. In 2025, the Legislature adopted Senate Concurrent Resolution 182, encouraging the City and County of Honolulu to initiate a summer streets pilot program. That resolution noted that summer streets programs have been implemented across the world for more than 50 years and have successfully reimaged urban spaces and temporarily transformed streets and roadways for all users.

SB3029 builds on that foundation by moving from encouragement to action, requiring—rather than simply suggesting—the establishment of a pilot program, and providing the funding to make it happen.

### **A Balanced, Thoughtful Approach**

The bill recognizes that careful planning is essential. The participating county must consult with relevant agencies, including the Department of Health, to ensure that the pilot program addresses any potential concerns. The program is temporary and targeted, allowing for evaluation and adjustment before any permanent changes are considered. The report to the Legislature will include data on traffic impacts, pedestrian safety, community feedback, and economic outcomes.

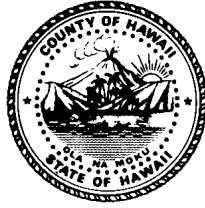
Our streets are among our most valuable public spaces. Too often, they are designed exclusively for cars, leaving little room for the community connections, physical activity, and vibrant local

commerce that make neighborhoods thrive. SB3029 offers a simple, proven, and cost-effective way to reimagine what our streets can be—temporarily closing them to traffic and opening them to people.

I urge this committee to pass SB3029 and bring the benefits of summer streets to Hawai‘i.

Mahalo for the opportunity to testify.

**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: April 6, 2026  
TO: House Committee on Finance  
FROM: Jennifer Kagiwada, Council Member  
Council District 2  
SUBJECT: SB3029 SD1 HD1

Aloha Chair Todd, Vice Chair Takenouchi, and esteemed Committee Members,

I am writing in **support of SB3029**, allowing each county, in collaboration with the Hawai'i Community Development Authority 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.

Communities such as Hilo would benefit greatly from a Summer Streets Program which is in alignment with [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

**SB-3029-HD-1**

Submitted on: 4/6/2026 11:58:24 AM

Testimony for FIN on 4/7/2026 2:00:00 PM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Safia Gravel        | Individual          | Support                   | Written Testimony<br>Only |

Comments:

please support