

STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
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**Testimony in SUPPORT of S.B. 3029, S.D. 1
RELATING TO COMMUNITY DEVELOPMENT**

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: March 24, 2026
9:00 AM

Room Number: Conference Room 430
via Videoconference

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Hawaii Community
- 2 Development Authority regarding the fiscal implications of implementation.

- 3 **Department Position:** The DOH comments on Senate Bill 3029, Senate Draft 1 (S.B. 3029, S.D. 1),
- 4 which requires each county, in collaboration with the Hawaii Community Development
- 5 Authority to establish a Summer Streets Pilot Program that closes vehicular traffic and
- 6 repurposes roads for pedestrian and cyclist use, outdoor events, and other community-driven
- 7 activities. Requires each county to submit an initial proposal to the Hawaii Community
- 8 Development Authority.

- 9 **Department Testimony:** The temporary repurposing of public assets such as Summer Streets
- 10 programs creates inclusive opportunities for gathering and engaging in physical activity in
- 11 communities where people live, learn, and work. These programs also help to normalize active
- 12 transportation, such as biking and walking, which has potential to increase everyday physical
- 13 activity.

1 Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living,
2 only 33% of adults in Hawaii met federal guidelines for physical activity.¹ The design of roads
3 that integrate options like walking and bicycling is a public health concern since the safety and
4 accessibility of a community’s built environment can promote or hinder physical activity. Safe,
5 accessible, and walkable communities encourage physical activity and can promote better
6 health outcomes in communities whose populations are at less risk for serious chronic diseases
7 and conditions such as obesity, heart disease, and diabetes.²

8 Since its inception in 2008, the New York City Summer Streets program found that 24%
9 of attendees who reported that they did not routinely engage in moderate- or vigorous-
10 intensity physical activity would be engaged in the equivalent of 26 to 68 minutes of moderate-
11 intensity physical activity at Summer Streets.³ Summer Streets served as an enticement for
12 New Yorkers, including those who did not ordinarily meet physical activity recommendations,
13 to engage in physical activity. In a comparable program in St. Louis, Missouri, over 50% of adult
14 participants surveyed reported achieving 75 minutes or more of physical activity at the event.
15 Additionally in Pennsylvania, 97% of participants in a comparable Open Streets program met
16 the recommended 30 minutes of daily physical activity⁴ and 39% of participants were found in
17 the same study to have met the recommended 150 minutes of weekly physical activity, in just
18 one day.

19 Summer Streets are popular in community planning internationally. For example, two
20 sister cities of Honolulu in the Philippines: Baguio and Cebu City, organize weekly Car-Free
21 Sundays, which allow not only for increased walking, jogging, and biking, but enliven culture,

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

² CDC *About Physical Activity*. 2021.

³ 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>

⁴ 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 arts, and crafts for local small businesses.⁵ In Baguio, a traffic impact assessment conducted by
2 the City Engineering Office showed that during non-vehicular Sundays, pedestrian movement
3 improved compared to regular Sundays and weekdays, benefiting their tourism.⁶

4 On Oahu, comparable Summer Street events have been vital in providing opportunities
5 for physical activity and providing community-led opportunities to pilot active transportation
6 demonstration projects in their communities. For example, the 2013 “Hele on Kakaako”
7 Cyclovia, several roadways were temporarily closed to motorized traffic so people of all ages
8 and abilities could enjoy streets as public spaces for recreational activities such as walking,
9 bicycling, jogging, skateboarding, and rollerblading, and included food vendors and
10 entertainment.⁷ Complimentary to that event was the Cooke Street Complete Streets
11 Demonstration project which included the installation of community-designed, temporary
12 improvements to make the street safer and more inviting to walk and bike, including street
13 furniture, public art, shading, vegetation, improved signage, and pedestrian safety
14 infrastructure.⁸ Additionally, the Ho’opili Festival Street Eats in East Kapolei is a reoccurring
15 open streets event which gives families the opportunity to access pop-up farmers markets and
16 activities for play.⁹

17 The Department of Health funded the first Play Streets Kauai in 2022 with grant funding
18 to connect communities with local support and to promote physical activity for keiki and ohana.
19 Play Streets continues to be available through the Kauai County Planning Department.¹⁰

⁵ 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/>

⁶ 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>

⁷ *Cooke Street Complete Streets Demonstration — Better Block Hawaii.*

⁸ *Cooke Street Complete Streets demonstration — Better Block Hawaii.* Better Block Hawaii. <https://www.betterblockhawaii.org/cooke-street-complete-streets-demonstration>

⁹ *Festival Street Eats | Ho’opili Community.* (n.d.). Ho’opili Community. <https://www.hoopilihoa.com/event-details/festival-street-eats>

¹⁰ County of Kauai, Planning Department, Play Streets Kauai: Connecting Communities Through Active Play: <https://www.kauai.gov/Government/Departments-Agencies/Planning/Play-Streets-Kauai>

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.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

March 24, 2026 9:00AM

Conference Room 430 & Videoconference

SB3029 SD1

Relating to Community Development

Dear Chair Kila, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB3029 SD1**, 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 each 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 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.

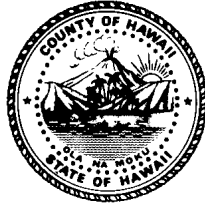
Furthermore, the Summer Streets Pilot Program also aligns with already existing public safety plans like the [Oahu Pedestrian Plan](#), which promote the creation of safe and accessible streets for all, and the [Honolulu Vision Zero Action Plan](#), which works to reduce and eliminate traffic deaths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

Jennifer Kagiwada
Council Member District 2 South Hilo



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

HAWAI'I COUNTY COUNCIL - DISTRICT 2

25 Aupuni Street • Hilo, Hawai'i 96720

DATE: March 20, 2026
TO: House Committee on Transportation
FROM: Jennifer Kagiwada, Council Member
Council District 2
SUBJECT: SB3029 SD1

Aloha Chair Kila, Vice Chair Miyake, 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

DEPARTMENT OF TRANSPORTATION SERVICES
KA 'OIHANA LAWELAWE 'ŌHUA
CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR
MEIA



J. ROGER MORTON
DIRECTOR
PO'O
HONGLONG LI, Ph.D., P.E.
DEPUTY DIRECTOR
HOPE PO'O

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION
Tuesday, March 24, 2026, 9:00 AM
Conference RM 430 and Via Videoconference

TO: Rep. Darius K. Kila, Chair, Rep. Tyson K. Miyake, Vice Chair, and Members of the Committee on Transportation

RE: SUPPORT OF SENATE BILL 3029, S.D. 1, RELATING TO COMMUNITY DEVELOPMENT, WITH COMMENTS

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee on Transportation. My name is J. Roger Morton, and I serve as the Director of the Department of Transportation Services (DTS) for the City and County of Honolulu (City).

DTS supports the intent of SB 3029, SD1, which proposes temporary events in collaboration with the Hawaii Community Development Authority (HCDA) that close public roadways to vehicles for the benefit of people walking, biking, and using other small mobility devices on the closed roadways.

While DTS supports the intent of the measure, the City does not have adequate staff resources to run a new Summer Streets program, but can provide program needs to HCDA in support of the pilot program. DTS notes that these types of events require significant budget for traffic control and police presence, and funding may also be needed for program partners outside of county resources.

The Street Usage Branch of DTS issues permits for road closures for the City. Accordingly, DTS should be informed of any planned events for O'ahu, and project planning and programming should incorporate the application process for road closures through the Street Usage Branch.

Thank you for the opportunity to provide testimony in support with comments.



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bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION
Tuesday, March 24, 2026 – 9:00am

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

Aloha Chair Kila, Vice Chair Miyake, 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.**

Hawai'i Bicycling League strongly supported a similar measure, HB 1260, when it was introduced 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. Together, we can demonstrate a triple-net return for health and safety, the environment, and the economy.

We respectfully recommend 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*¹ medical journal found a growing body of evidence that these types of Open / Summer Streets initiatives are important public health interventions that address many health challenges including obesity and social isolation.

According to the US Department of Transportation, almost a quarter of American adults report that they do not engage in any physical activity outside of their jobs, and sedentary lifestyles are an important reason that two-thirds of U.S. adults are overweight or obese. By improving bicycle and pedestrian facilities/experiences, we can create opportunities for people to exercise recreationally and build exercise into their daily routine by bicycling or walking to work, shops, and services.

Economic Benefits:

Open/Summer Streets are often complemented with activities to encourage physical activity, civic engagement, local economic development, community development, recovery and revitalisation of public spaces, and changing transport behaviour through walking and cycling advocacy. A 2022 report published by New York City² found that Open Streets had a **significant economic impact**, increasing sales for businesses in these corridors and reduced sales in nearby control corridors.

HBL strongly believes that creating a fun day to walk, ride, and roll as well as engage with local health services, food, and entertainment will help shift public perception that cycling is dangerous and get people to consider how they can begin to reduce their own vehicle miles traveled using bicycles.

S/Eduardo Hernandez

Advocacy Director

1

[https://www.thelancet.com/journals/lanplh/article/PIIS2542-5196\(23\)00109-2/fulltext?ref=modesofliving.com#:~:text=Several%20studies%20have%20suggested%20that,noise%2C%20and%20improves%20air%20quality](https://www.thelancet.com/journals/lanplh/article/PIIS2542-5196(23)00109-2/fulltext?ref=modesofliving.com#:~:text=Several%20studies%20have%20suggested%20that,noise%2C%20and%20improves%20air%20quality)

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



**HAWAI'I COMMUNITY
DEVELOPMENT AUTHORITY**

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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 TRANSPORTATION

Tuesday, March 24, 2026
9:00 am
State Capitol, Conference Room 430 & Videoconference

In consideration of
S.B. 3029, S.D.1
RELATING TO COMMUNITY DEVELOPMENT.

Chairperson Kila, Vice Chairperson Miyake, and members of the Committee. The Hawai'i Community Development Authority (HCDA) respectfully offers **comments** on S.B. 3029, S.D.1, for the committee's consideration.

While the proposed summer streets program draws inspiration from the successful model in Malmo, Sweden, it is important to acknowledge that Malmo's transportation infrastructure and travel culture differ significantly from Hawai'i.

According to the 2024 Travel Habits Survey published by Region Skane, 49 percent of daily trips in Malmo are made by public transit, cycling, or walking. By comparison, the 2024 U.S. Census Bureau American Community Survey for Hawai'i shows that only about 8.7 percent of Honolulu commuters use these modes. As a result, implementing a similar program in Hawai'i may present challenges not observed in Malmo.

HCDA has concerns with the proposed timeline established in the bill:

- County proposals, which must include street locations, closure schedules, activity programming, and projected costs, are due on December 31, 2026.
- Counties will need to complete traffic studies, stakeholder outreach, and other research to develop these proposals, leaving approximately six months to conduct work that typically requires a longer timeframe.

- Following county submissions, HCDA would then have only 40 days to review proposals and prepare a report and recommendations for the Legislature. HCDA respectfully suggests **extending or phasing these deadlines to ensure thorough analysis.**
- HCDA also recommends clarifying key program parameters. While the Malmo Summer Streets program runs from April to October, it is unclear whether Hawai'i's program is intended to follow the same seasonal structure or how many hours per day closures would occur. Additional clarity on daily versus weekly closures and potential integration with community events would support more consistent planning across counties.
- Because the program seeks to attract both residents and visitors, HCDA notes the importance of ensuring convenient and adequate parking. Identifying closure locations near existing public parking structures or lots may help support access and participation.
- 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.



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB3029 SD1 - Relating to Community Development
House Committee on Transportation (TRN)
Tuesday, March 24, 2026 at 9:00AM

Dear Chair Kila, Vice Chair Miyake, and members of the TRN committee,
Mahalo for the opportunity to express **STRONG SUPPORT for SB3029 SD1**, which would require each county, in collaboration with the Hawai'i Community Development Authority, to establish a Summer Streets Pilot Program. This initiative to repurpose roads for pedestrian and cyclist use, outdoor events, and community-driven activities represents a practical and important step toward creating streets that work for everyone.

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.¹ 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.

¹ 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-largest-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 days².

In closing, SB3029 SD1 is about more than just closing roads; it is about opening opportunities for health, commerce, and community connection. The data from New York City and Philadelphia is clear: when streets are designed for people, local economies thrive. This pilot program provides a safe, proven environment for residents to experience our islands in a new way, offering a practical step toward meeting Hawai'i's public health and climate goals without the need for permanent, costly construction. Passage of this measure will empower our counties to unlock the full economic and social potential of our public roadways and build a more people-centered future for Hawai'i.

Mahalo for the opportunity to testify on this important measure.

² 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>.



March 24, 2026
House Committee on Transportation
Hawai'i State Capitol
Honolulu, HI 96813

RE: SUPPORT for S.B. 3029 SD1 – RELATING TO COMMUNITY DEVELOPMENT

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

Better Block Hawai'i is a non-profit organization dedicated to reimagining and transforming our built environment to create more vibrant, healthy, and livable neighborhoods. Better Block Hawai'i stands in strong support of SB 3029, SD1, which requires each county, in collaboration with the Hawai'i Community Development Authority (HCDA), to establish a Summer Streets Pilot Program.

This measure represents a vital step toward reclaiming our public spaces for the people who live, work, and play in them. By temporarily repurposing vehicular thoroughfares for pedestrian and cyclist use, outdoor events, and community-driven activities, we can foster social cohesion, promote public health, and stimulate local economic activity. Better Block Hawai'i has already seen firsthand the transformative power of these programs through our successful implementation through both the Cooke Street Cyclovia and our Shared Streets pilot projects in Kaka'ako that we organized with Department of Transportation Services.

The Cooke Street Complete Streets Demonstration project included the installation of temporary improvements to make the street safer and more inviting to walk and bike, including street furniture, public art, shading, vegetation, improved signage, and bulbouts. This project increased public awareness of real, physical examples of Complete Streets, and served to establish a community engagement process, providing a rare opportunity for citizens to experience and respond to a planned vision of new Complete Streets policies and landowners in Kaka'ako.

While Better Block Hawai'i has proven the concept through grassroots efforts, a state-wide pilot program would profoundly scale these benefits. SB 3029 provides the formal framework needed for counties and the HCDA to collaborate effectively, streamlining the permitting process and ensuring that these opportunities are available to diverse communities across the islands.

The Summer Streets Pilot Program aligns with Hawai'i's Vision Zero goals and our commitment to reducing carbon emissions by encouraging alternative modes of transportation. It is an investment in our "complete streets" future, testing ideas in real-time before making permanent infrastructure changes.

We have seen the joy and economic boost that a car-free Cooke Street brings to Kaka'ako. We believe every county in Hawai'i deserves the opportunity to experience this transformation.

Better Block Hawai'i urges the Committee to pass SB 3029, SD1. Thank you for the opportunity to testify in support of a more walkable, bikeable, and community-centered Hawai'i.

Mahalo,
Justin L. Menina
Program Coordinator

SB-3029-SD-1

Submitted on: 3/20/2026 1:05:39 PM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Johanna Tokunaga	Individual	Support	Written Testimony Only

Comments:

I respectfully request an addition:

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).

SB-3029-SD-1

Submitted on: 3/23/2026 8:23:00 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

I submit this testimony in strong support of SB3029 SD1, which establishes Summer Streets Pilot Programs across Hawaii's counties to temporarily close roads to vehicular traffic and repurpose them for pedestrian, cyclist, and community use. This program draws inspiration from Malmo, Sweden's successful initiative and offers Hawaii an opportunity to create more vibrant, healthy, and sustainable communities.

The Summer Streets concept addresses multiple critical needs simultaneously:

1. **Transportation Safety:** Creates car-free spaces that address the primary barrier to cycling identified by the Hawai'i Bicycling League—the feeling of vulnerability when sharing roads with vehicles
2. **Public Health:** Provides opportunities for physical activity to address obesity and sedentary lifestyles, as highlighted in The Lancet study on open streets initiatives
3. **Economic Benefits:** Generates increased sales for local businesses along these corridors, as demonstrated by New York City's Open Streets program
4. **Community Building:** Fosters social interaction and cultural engagement through repurposed public spaces
5. **Environmental Benefits:** Reduces vehicle emissions and supports Hawaii's climate goals

This bill aligns perfectly with existing plans including the Honolulu Pedestrian Plan, Vision Zero Action Plan, and Community Design & Active Living Program. It represents a practical, evidence-based approach to creating more livable communities.

I recommend several amendments to strengthen this important legislation:

1. Add community engagement requirements as recommended by the Hawai'i Bicycling League, ensuring local nonprofits and community organizations inform planning and implementation
2. Add equity provisions to prioritize underserved communities
3. Include performance metrics to measure participation, health, economic, and environmental outcomes
4. Connect to affordable housing by integrating open streets with housing developments and community amenities
5. Establish a path to permanent implementation beyond the pilot phase

Summer Streets programs have proven successful in cities worldwide by creating safe spaces for active transportation, fostering community connections, and supporting local economies. Hawaii's unique geographic and cultural landscape offers an ideal setting to adapt and expand upon these models.

I respectfully urge your strong support of SB3029 SD1 with these amendments to create more vibrant, healthy, and sustainable communities across Hawaii.

Mahalo for your consideration.

SB-3029-SD-1

Submitted on: 3/23/2026 9:26:10 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I strongly support SB3029, Summer Street Program. We need more activities like this to get people feeling safe and having fun on our streets. I'll always remember feeling so exhilarated riding my bicycle down Kalakaua Avenue on "Open Street Sundays" back in 2020. Let's Do It Again!

Thank you for your support.

SB-3029-SD-1

Submitted on: 3/23/2026 9:46:25 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Chad K Taniguchi	Individual	Support	Written Testimony Only

Comments:

Summer Street projects are a wake up call to everyone that streets, publicly funded infrastructure, are for everyone. Not the exclusive domain of motor vehicles as we have been trained by experience to think.

Besides freeing up streets for people who walk, bike, run and roll on light wheels, summer streets have the carry over effect of drivers visualizing and anticipating that they should expect to see those vulnerable users every day:)