

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
KA 'OIHANA OLAKINO  
P.O. Box 3378  
Honolulu, HI 96801-3378  
doh.testimony@doh.hawaii.gov

WRITTEN  
TESTIMONY ONLY

**Testimony COMMENTING on S.B. 3029, S.D. 1  
RELATING TO COMMUNITY DEVELOPMENT**

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

Hearing Date: February 25, 2026  
10:56 AM

Room Number: Conference Room 211  
and 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 provides comments on Senate Bill 3029, Senate Draft 1  
4 (S.B. 3029, S.D. 1), which requires each county, in collaboration with the HCDA to establish a  
5 Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for pedestrian  
6 and cyclist use, outdoor events, and other community-driven activities. The measure requires  
7 each county to submit an initial proposal to the HCDA.

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

13 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,  
14 only 33% of adults in Hawaii met federal guidelines for physical activity.<sup>1</sup> The design of roads

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

1 that integrate options like walking and bicycling is a public health concern since the safety and  
2 accessibility of a community's built environment can promote or hinder physical activity. Safe,  
3 accessible, and walkable communities encourage physical activity and can promote better  
4 health outcomes in communities and whose populations are at less risk for serious chronic  
5 diseases and conditions such as obesity, heart disease, and diabetes.<sup>2</sup>

6 Since its inception in 2008, the New York City Summer Streets program found that 24%  
7 of attendees who reported that they did not routinely engage in moderate- or vigorous-  
8 intensity physical activity would be engaged in the equivalent of 26 to 68 minutes of moderate-  
9 intensity physical activity at Summer Streets.<sup>3</sup> Summer Streets served as an enticement for  
10 New Yorkers, including those who did not ordinarily meet physical activity recommendations,  
11 to engage in physical activity. In a comparable program in St. Louis, Missouri, over 50% of adult  
12 participants surveyed reported achieving 75 minutes or more of physical activity at the event.  
13 Additionally in Pennsylvania, 97% of participants in a comparable Open Streets program met  
14 the recommended 30 minutes of daily physical activity<sup>4</sup> and 39% of participants were found in  
15 the same study to have met the recommended 150 minutes of weekly physical activity, in just  
16 one day.

17 Summer Streets are popular in community planning internationally. For example, two  
18 sister cities of Honolulu in the Philippines: Baguio and Cebu City, organize weekly Car-Free  
19 Sundays, which allow not only for increased walking, jogging, and biking, but enliven culture,  
20 arts, and crafts for local small businesses.<sup>5</sup> In Baguio, a traffic impact assessment conducted by

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

<sup>3</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>4</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>5</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/>

1 the City Engineering Office showed that during non-vehicular Sundays, pedestrian movement  
2 improved compared to regular Sundays and weekdays, benefiting their tourism.<sup>6</sup>

3 On Oahu, comparable Summer Street events have been vital in providing opportunities  
4 for physical activity and providing community-led opportunities to pilot active transportation  
5 demonstration projects in their communities. For example, the 2013 “Hele on Kakaako”  
6 Cyclovia, several roadways were temporarily closed to motorized traffic so people of all ages  
7 and abilities could enjoy streets as public spaces for recreational activities such as walking,  
8 bicycling, jogging, skateboarding, and rollerblading, and included food vendors and  
9 entertainment.<sup>7</sup> Complimentary to that event was the Cooke Street Complete Streets  
10 Demonstration project which included the installation of community-designed, temporary  
11 improvements to make the street safer and more inviting to walk and bike, including street  
12 furniture, public art, shading, vegetation, improved signage, and pedestrian safety  
13 infrastructure.<sup>8</sup> The DOH, Kauai County Planning Department, Get Fit Kauai, and other partners  
14 successfully launched Play Streets Kauai in 2022 and provided safe, publicly accessible spaces  
15 for children and families to participate in active play.<sup>9</sup> Additionally, the Ho'opili Festival Street  
16 Eats in East Kapolei is a reoccurring open streets event which gives families the opportunity to  
17 access pop-up farmers markets and activities for play.<sup>10</sup>

18 The DOH encourages the establishment of a statewide Summer Streets Pilot Program  
19 that will reimagine public spaces to enhance community health and wellbeing.

20 **Offered Amendments:** None

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

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<sup>6</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>7</sup> *Cooke Street Complete Streets Demonstration* — Better Block Hawaii.

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

<sup>9</sup> Play Streets: Connecting communities through active play. Kaua'i Report, 2022-2023. <https://www.kauai.gov/Government/Departments-Agencies/Planning/Play-Streets-Kauai>

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



**HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY**

547 Queen Street, Honolulu, Hawaii 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  
**SENATE COMMITTEE ON WAYS AND MEANS**

Wednesday, February 25, 2026  
10:56 AM  
State Capitol, Conference Room 211 & Videoconference

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

Chairperson Dela Cruz, Vice Chairperson Moriwaki, and members of the Committee. The Hawai'i Community Development Authority (HCDA) respectfully offers **comments** on SB 3029, SD1, for the committee's consideration.

Though the inspiration for the proposed summer streets program – the pilot program in Malmo, Sweden – proved to be successful in their community, it is important to note that the Malmo transit infrastructure and culture greatly differs from Hawaii. According to the 2024 Travel Habits Survey published by Region Skane, City of Malmo, found that car travel per person per day is decreasing, while public transport travel is increasing in Skane County. The survey found that 49% of all daily trips made by Malmo residents are via public transportation, cycling, or walking. Malmo has a robust public transportation network of integrated bus, train, and bike paths. In comparison, the 2024 U.S. Census Bureau American Community Survey for Hawaii showed only about 8.7% of the population in Honolulu commute via public transit, cycling, or walking. Implementing such a program in Honolulu and other counties may encounter different challenges than seen in Malmo.

The HCDA has concerns with the proposed timeline for executing the summer streets program. As written, County proposals are due on December 31, 2026 and the HCDA's report and recommendations to legislature are due on February 9, 2027 (20

days after opening of legislature). County proposals must include street locations, schedules for closures, types of activities/amenities, and projected costs. To determine this, counties will first need to conduct traffic studies, focus groups with area stakeholders, and other environmental research. The earliest they could begin such research would be in July 2026, leaving only six months to finalize their proposals.

Following the county submissions, the HCDA will need time to review the studies and possibly conduct its own charettes to evaluate proposals. As written, the HCDA only has 40 calendar days to review county proposals and formulate a report and recommendation for the legislature.

The summer streets program is intended to attract visits from tourists and the local population alike, so there will be a need to accommodate convenient and adequate parking. The HCDA suggests that the chosen streets for closure should consider their proximity to large public parking structures or lots.

The HCDA suggests that the parameters of the program be clarified. While the Malmo Summer Streets program runs from April to October, it is unclear if Hawaii's Summer Streets program is intended to run for the same period, and for how many hours per day. Further clarification could be provided regarding daily or weekly closures, as well as possible integrations with festival-type events.

Lastly, is there a more direct way to fund the counties for the summer streets program rather than routing the funding through the HCDA?

Thank you for the opportunity to provide testimony.



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

PHONE  
808-735-5756

EMAIL  
bicycle@hbl.org

SENATE COMMITTEE ON WAYS AND MEANS  
Wednesday, February 25, 2026 – 10:56am

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

Aloha Chair Dela Cruz, Vice Chair Moriwaki, 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*<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**

Advocacy Director

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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)

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



## HIPHI Board

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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: February 24, 2026

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

RE: Support for SB 3029 SD1, Relating to Community Development

Hrg: February 25, 2026 at 10:56 AM in Conference Room 211

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Hawai'i Public Health Institute (HIPHI)<sup>1</sup> and the Healthy Eating + Active Living<sup>2</sup> (HEAL) Statewide Coalition are in **support of SB 3029 SD1**, 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.

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.

### 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. 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.

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<sup>1</sup> Hawai'i Public Health Institute's mission is to advance health and wellness for the people and islands of Hawai'i. We do this through expanding our understanding of what creates health of people and place, fostering partnerships, and cultivating programs to improve policies, systems, and the environments where people live, learn, work, age, and play.

<sup>2</sup> 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.



### **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 and respectfully ask the committee to pass this measure.

Mahalo,

A handwritten signature in black ink that reads 'Patti Hatzistavrakis'.

Patti Hatzistavrakis  
Active Transportation Specialist



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Ways and Means

February 25, 2026 at 10:56AM

Conference Room 211

**SB3029 SD1**

**Relating to Community Development**

Dear Chair Dela Cruz, Vice Chair Moriwaki, 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.

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 2035.

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.

**SB-3029-SD-1**

Submitted on: 2/23/2026 2:19:42 PM

Testimony for WAM on 2/25/2026 10:56:00 AM

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

Comments:

Writing in strong support of this important bill that will provide more opportunities for physical activity for our community members. Mahalo.

**SB-3029-SD-1**

Submitted on: 2/23/2026 5:43:14 PM

Testimony for WAM on 2/25/2026 10:56:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Johnnie-Mae L. Perry	Individual	Comments	Written Testimony Only

Comments:

I, Johnne-Mae L. Perry

Comment SB3029 SB RELATING TO COMMUNITY DEVELOPMENT.

CHINATOWN AND SMALL BUSINESS IN DOWNTOWN IS DEMANDING SOMETHING LIKE THIS. Viewed Chinatown neighborhood board meeting.

**SB-3029-SD-1**

Submitted on: 2/24/2026 5:01:22 AM

Testimony for WAM on 2/25/2026 10:56:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

Aloha. I support this bill because a Summer Streets program would open up roads, which have long been dedicated for the exclusive use of drivers, to the community. Roads should be a shared space that is hospitable to all forms of transit, including walking and biking, and open for public events. This bill supports the goal of safe streets for all and improves the social sphere of a community. Mahalo.



February 24, 2026  
Senate Committee on Ways and Means  
Hawai'i State Capitol  
Honolulu, HI 96813

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

Aloha Chair Dela Cruz, Vice Chair Moriwaki, 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.

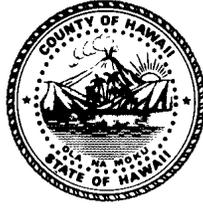
The Summer Streets Pilot Program aligns with Hawai'i's Vision Zero goals and our commitment to reducing carbon emissions by encouraging alternative modes of transportation. It is an investment in our "complete streets" future, testing ideas in real-time before making permanent infrastructure changes.

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

**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: February 24, 2026  
TO: The Senate Committee on Ways and Means  
FROM: Jennifer Kagiwada, Council Member  
Council District 2  
SUBJECT: SB3029

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and esteemed Committee Members,

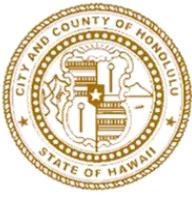
I am writing in **support of SB3029**, allowing each county, in collaboration with the Hawai'i Community Development Authority to establish a Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for pedestrian and cyclist use, outdoor events, and other community-driven activities.

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".

Jenn Kagiwada



**HONOLULU CITY COUNCIL**  
**KE KANIHELA O KE KALANA O HONOLULU**  
530 S. KING ST. STE. 202, HONOLULU, HI 96813

**TYLER DOS SANTOS-TAM**  
HONOLULU CITY COUNCIL  
DISTRICT 6  
TELEPHONE: (808) 768-5006  
FAX: (808) 768-1176  
EMAIL: [tdossantos-tam@honolulu.gov](mailto:tdossantos-tam@honolulu.gov)

Wednesday, February 25, 2026

Senate Committee on Ways & Means  
Wednesday, February, 10:26 AM  
**SB3029 SD1** Testimony in Support

Chair Dela Cruz, Vice Chair Moriwaki, & Members of the Senate Committee on Ways & Means:

My name is Councilmember Tyler Dos Santos-Tam, and I have the privilege of representing parts of Urban Honolulu from Kalihi Valley to Kaka'ako on the Honolulu City Council. I am submitting my **support** of **SB3029 SD1** which will require counties in conjunction with the Hawai'i Community Development Authority to establish a Summer Streets Pilot Program.

This program would allow counties to temporarily close designated streets to vehicular traffic and open them for pedestrian and bicycle use. By creating safe, car-free spaces, residents and visitors alike would be able to walk, bike, and gather without fear of traffic-related dangers. Both the Honolulu Pedestrian Plan and the Honolulu Vision Zero Action Plan support initiatives that prioritize pedestrian safety and multimodal transportation, making this proposal well aligned with existing community goals.

Similar programs in other cities have demonstrated meaningful success. New York City's Summer Streets program, for example, has promoted public health, supported local businesses, increased foot traffic, and boosted revenue for shops and restaurants along the route. It has also become a highly anticipated community event that brings people together in positive and engaging ways.

On O'ahu, a Summer Streets program would help create welcoming public spaces where communities can safely gather, ride bikes, walk, socialize, and enjoy local businesses and activities without concern for vehicle traffic. "Play Streets Kaula'i," which temporarily closes roads for several hours to provide physical activities for keiki, vendors, and sometimes live music, has likewise been met with great success.

This measure would strengthen our communities by fostering connection, encouraging physical activity, and creating opportunities for shared experiences. Supporting vibrant, healthy communities is vital, and Summer Streets offers a practical and proven way to make a meaningful difference for residents across our state.

Mahalo for the opportunity to submit supportive testimony for **SB3029 SD1**.

A handwritten signature in black ink that reads "Tyler Dos Santos-Tam".

Tyler Dos Santos-Tam  
Councilmember, District 6  
Honolulu City Council