



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

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

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

Hearing Date: February 18, 2026

Room Number: Conference Room 224
and Videoconference

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

3 **Department Position:** The DOH comments on Senate Bill 3029 (S.B. 3029), which requires each
4 county, in collaboration with the Hawai'i Community Development Authority (HCDA) to
5 establish a Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for
6 pedestrian and cyclist use, outdoor events, and other community-driven activities. The measure
7 requires 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.¹ The design of roads

¹ 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.²

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.³ 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 activity⁴ 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.⁵ In Baguio, a traffic impact assessment conducted by

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). Ciclovía participation and impacts in San Diego, CA: The first CicloSDias. *Preventive Medicine*, 69, Supplement, S66–S73

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/>

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

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.⁷ 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.⁸ Additionally, the Ho’opili Festival Street Eats in East Kapolei is a reoccurring
14 open streets event which gives families the opportunity to access pop-up farmers markets and
15 activities for play.⁹

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

18 **Offered Amendments:** None

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

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. <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>



**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 WATER, LAND, CULTURE AND THE ARTS

Wednesday, February 18, 2026
1:01 PM
State Capitol, Conference Room 224 & Videoconference

In consideration of
SB 3029
RELATING TO COMMUNITY DEVELOPMENT.

Chairperson Lee, Vice Chairperson Inouye, and members of the Committee. The Hawai'i Community Development Authority (HCDA) respectfully offers **comments** on SB 3029 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.

Senate Committee - WLA

2/18/2026

Page 3



Testimony of the Oahu Metropolitan Planning Organization

Committee on Water, Land, Culture and the Arts

February 18, 2026 at 1:01PM

Conference Room 224

SB3029

Relating to Community Development

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

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

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.



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: February 17, 2026

To: Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
Members of the Senate Committee on Water, Land, Culture, and the Arts

RE: Support for SB 3029, Relating to Community Development

Hrg: February 18, 2026 at 1:01 PM in Conference Room 224

Hawai'i Public Health Institute (HIPHI)¹ and the Healthy Eating + Active Living² (HEAL) Statewide Coalition are in **support of SB 3029**, 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 does not always promote the ability to enjoy 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.

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

² The Healthy Eating + Active Living (HEAL) Coalition, formerly known as the Obesity Prevention Task Force, was created by the legislature in 2012 and is comprised of over 60 statewide organizations. The HEAL Coalition works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents.



Open Spaces Promote Clean Air

This measure also takes important steps to realizing 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 and respectfully ask the committee to pass this measure.

Mahalo,

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

Patti Hatzistavrakis
Active Transportation Specialist

SB-3029

Submitted on: 2/13/2026 4:37:11 PM

Testimony for WLA on 2/18/2026 1:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Emma Waters	Individual	Support	Written Testimony Only

Comments:

Writing in strong support of this important bill. Mahalo.



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

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

LATE

SENATE COMMITTEE ON WATER, LAND, CULTURE AND THE ARTS
Wednesday, February 18, 2026 – 1:01pm

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

Aloha Chair Lee, Vice Chair Inouye and Committee Members,

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. 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>



SB-3029

Submitted on: 2/17/2026 8:51:24 PM
Testimony for WLA on 2/18/2026 1:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Tara Rojas	Individual	Oppose	Remotely Via Zoom

Comments:

Aloha Chair and Members of the Committee,

I am testifying in **OPPOSITION** to this measure relating to the Summer Streets pilot program.

While this bill is presented as a temporary, community-centered initiative, it raises serious structural concerns that must be addressed before any implementation moves forward.

• Concern about incremental policy expansion

Programs introduced as “pilot” or “temporary” do not exist in isolation. They often become the foundation for future policies, funding pathways, and permanent changes.

This measure establishes a framework for expansion through required reporting, coordination with HCDA, and future legislative action. Without clear limits, what begins as temporary street closures can evolve into long-term restructuring of public space.

• Concern about who controls public space (HCDA involvement)

The inclusion of the Hawai‘i Community Development Authority (HCDA) raises significant concerns.

HCDA holds broad development authority and has a track record of centralized decision-making that does not always reflect direct community input or cultural accountability.

Public streets and spaces should not be shifted into frameworks that increase centralized control without clear safeguards, transparency, and community governance.

• Concern about temporary → permanent without community consent

This bill establishes a pilot program but also requires reports and future recommendations.

There are no explicit protections ensuring that any continuation, expansion, or permanence of these programs requires **meaningful, informed, and ongoing community consent**.

Temporary measures must not become permanent through administrative progression.

• **Concern about access, equity, and unintended consequences**

Closing and repurposing streets - even temporarily - can directly impact:

- local residents
- workers
- kūpuna
- people with disabilities
- families who rely on vehicle access

Without clear protections, these programs risk creating barriers rather than benefits.

Access to public space must remain **equitable and inclusive**, not selectively restricted.

Public spaces in Hawai‘i Nei are not just infrastructure - they are places of daily life, cultural practice, and community connection.

Any action that alters access, control, or use of these spaces must be approached with full transparency, accountability, and true community-centered decision-making.

For these reasons, I respectfully urge you to **OPPOSE this measure as written**.