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DEPARTMENT OF HEALTH  
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**Testimony in SUPPORT of H.C.R. 177  
ENCOURAGING THE CITY AND COUNTY OF HONOLULU TO INITIATE A SUMMER STREETS  
PILOT PROGRAM**

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

SENATOR GLENN WAKAI, CHAIR  
SENATE COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Hearing Date: April 10, 2025

Room Number: Conference Room 224  
and Videoconference

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

3 **Department Position:** The DOH supports House Concurrent Resolution 177 (H.C.R. 177) which  
4 encourages the City and County of Honolulu to initiate a summer streets pilot program.

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

10 Safe, accessible, and walkable communities encourage physical activity and can  
11 promote better health outcomes in communities whose populations are at greater risk for

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

serious chronic diseases and conditions such as obesity, heart disease, and diabetes.<sup>2</sup> Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to decreased air pollution in the form of vehicular exhaust and non-exhaust emissions such as tire particulate matter.<sup>3</sup> This contributes to cleaner air and a healthier environment, addressing both immediate and long-term public health concerns.

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

For example, since its inception in 2008, the New York City Summer Streets program found that 24% of attendees who reported that they did not routinely engage in moderate- or vigorous-intensity physical activity would be engaged in the equivalent of 26–68 minutes of moderate-intensity physical activity at Summer Streets.<sup>6</sup> Summer Streets served as an enticement for New Yorkers, including those who did not ordinarily meet physical activity recommendations, to engage in physical activity. In a comparable program in St. Louis, Missouri, over 50% of adult participants surveyed reported achieving 75 minutes or more of physical activity at the event. In Pennsylvania, 97% of participants in a comparable Open

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

<sup>3</sup> American Lung Association. Health Impact of Pollution | State of the air. (n.d.). <https://www.lung.org/research/sota/health-risks>

<sup>4</sup> 3 Carlson, J., Sallis, J., Engelberg, J., Black, M., Sanchez, J., & Ryan, S. (2014). Evaluation of San Diego’s First CicloSDias Open Streets Event. [http://sallis.ucsd.edu/Documents/Pubs\\_documents/cicloSDias%20full%20report%20FINAL%202\\_13\\_2014.pdf](http://sallis.ucsd.edu/Documents/Pubs_documents/cicloSDias%20full%20report%20FINAL%202_13_2014.pdf)

<sup>5</sup> CicLAvia Research & Evaluation Group: Progress Report 1

<sup>6</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>

1 Streets program met the recommended 30 minutes of daily physical activity<sup>7</sup> and 39% of  
2 participants were found in the same study to have met the recommended 150 minutes of  
3 weekly physical activity, in just one day.

4 The intent of these pilot projects is to temporarily close smaller community streets. For  
5 example, the DOH, in partnership with the Kauai County Planning Department supports the  
6 Kauai Play Streets<sup>8</sup> program, which, since its inception in 2022, has been successful in  
7 expanding access to low-stress activity spaces for keiki and their families to engage in physical  
8 activity, particularly in rural communities.

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 in Kakaako were temporarily closed to motorized traffic so people of  
13 all ages and abilities could enjoy streets as public spaces for recreational activities such as  
14 walking, bicycling, jogging, skateboarding, and rollerblading, and included food vendors and  
15 entertainment.<sup>9</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>10</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 that encourage play.<sup>11</sup>

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<sup>7</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>8</sup> <https://www.playstreetskauai.com/>

<sup>9</sup> *Cooke Street Complete Streets Demonstration — Better Block Hawaii.*

<sup>10</sup> *Cooke Street Complete Streets demonstration — Better Block Hawaii.* <https://www.betterblockhawaii.org/cooke-street-complete-streets-demonstration>

<sup>11</sup> *Festival Street Eats | Ho’opili Community.* (n.d.). Ho’opili Community. <https://www.hoopilihoa.com/event-details/festival-street-eats>

1           By repurposing public assets such as streets, Summer Streets programs create inclusive  
2 opportunities for gathering and engaging in physical activity in communities where people live,  
3 learn, and work. The programs also help to normalize active transportation, such as biking and  
4 walking, which has potential to increase everyday physical activity. The goal of Summer Streets  
5 programs is to benefit the participants' health and wellbeing and to enrich community  
6 connectedness.

7   **Offered Amendments:** None

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



## **Testimony of the Oahu Metropolitan Planning Organization**

### **Committee on Transportation and Culture and the Arts & Committee on Energy and Intergovernmental Affairs**

**Date: April 10, 2025, Time: 3:20PM**

**Location: Conference Room 224 & Videoconference**

**State Capitol**

**415 South Beretania Street**

#### **Measure HCR 177**

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

Dear Chairs Lee and Wakai, Vice Chairs Chang and Inouye, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HCR177**, which encourages the City and County of Honolulu to establish a Summer Streets Pilot Program that closes vehicular traffic and repurposes roads for pedestrian and cyclist use, outdoor events, and other cultural engagement.

HCR177 will create opportunities for safer, more vibrant public spaces by designating streets for pedestrians, cyclists, and community use through a Summer Streets Pilot Program for Urban Honolulu, as well as other neighborhoods that want to realize these benefits. Closing select streets to vehicular traffic fosters active transportation, promotes local businesses, and provides residents with safe, car-free spaces for recreation and social gatherings.

We are hopeful that launching a pilot program will build momentum for implementation island-wide, creating scheduled, reoccurring events for people to experience safe streets for outdoor activities and gatherings. A Summer Streets program will provide opportunities for people to safely try various modes of transportation. Similar programs in other cities have increased foot traffic, improved public health, and boosted local economies by attracting more people to shared spaces.

This resolution would help us achieve Hawaii's climate goals by reducing vehicle emissions and encouraging sustainable transportation options. HCR177 aligns with the Vision and Goals of the Oahu Regional Transportation Plan (ORTP) by promoting an equitable and resilient transportation system.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.

**HCR-177**

Submitted on: 4/7/2025 6:47:13 PM

Testimony for EIG on 4/10/2025 3:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Ted Bohlen	Testifying for Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

Climate Protectors Hawaii **SUPPORTS** HCR177!

Summer streets is a wonderful way to enhance urban environments and reduce climate emissions that contribute to climate heating.



## HIPHI Board

May Okihiro, MD, MS  
Chair

*John A. Burns School of Medicine,  
Department of Pediatrics*

Titimaeta Ta'ase, JD  
Secretary

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*University of Hawai'i at Hilo*

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

Garret Sugai  
HMSA

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

## HIPHI Initiatives

Coalition for a  
Tobacco-Free Hawai'i

Community-Based Research &  
Evaluation

Community Health  
Worker Initiatives

COVID-19 Response

Environmental Health

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Farm to School Network

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective/Healthy Aging &  
Community Living

Public Health Workforce Development

Date: April 9, 2025

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

Senator Glenn Wakai, Chair  
Senator Stanley Chang, Vice Chair  
Members of the Committee on Energy and Intergovernmental Affairs

RE: Support for HCR 177, ENCOURAGING THE CITY AND COUNTY OF  
HONOLULU TO INITIATE A SUMMER STREETS PILOT PROGRAM

Hrg: April 10, 2025, 3:20 PM, Conference Room 224

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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 **strong support of HCR 177**, which encourages the City and County of Honolulu to initiate a Summer Streets Pilot Program.

Although Hawai'i has a favorable climate, geography, and reputation for active outdoor living, only 24.8% of Hawai'i residents met federal guidelines for physical activity in 2019.<sup>3</sup> The design of roads that integrate options like walking and bicycling is a public health concern since the safety and accessibility of a community's built environment can promote or hinder physical activity. This includes removing barriers and providing opportunities to cross streets safely and conveniently to access destinations such as bus stops, schools, and worksites.

Safe, accessible, and walkable communities encourage physical activity and can promote better health outcomes in communities whose populations are at less risk for serious chronic diseases and conditions such as obesity, heart disease, and diabetes.<sup>4</sup> Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to

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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.

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

<sup>4</sup> CDC About Physical Activity. 2021.

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





decreased air pollution through vehicular exhaust and non-exhaust emissions such as tire particulate matter.<sup>5</sup> This contributes to cleaner air and a healthier environment, addressing both immediate and long-term public health concerns.

Unfortunately, safe and accessible play places are often lacking in under-resourced communities. 'Summer Streets' programs, also known as Open and Play Streets, can remedy this by allowing community members to gather, socialize, walk, run, bike, skate, dance, or participate in other activities on streets temporarily closed to motorized traffic. Open Streets initiatives combat preventable chronic conditions in a way that emphasizes community engagement and enjoyment of existing, and often underutilized, municipal infrastructure. If implemented regularly, Open Streets could increase rates of physical activity in communities at a relatively low cost to cities.

As an example, the New York City Summer Streets program has been in operation since 2008, and 24% of attendees who reported that they did not routinely engage in moderate- or vigorous-intensity physical activity would be engaged in the equivalent of 26–68 minutes of moderate-intensity physical activity during the event. Summer Streets served as an enticement for New Yorkers, including those who did not ordinarily meet physical activity recommendations, to engage in physical activity.<sup>6</sup> In a comparable program in St. Louis, MO, over 50% of adult participants surveyed reported achieving 75 minutes or more of physical activity at the event.<sup>7</sup> For some individuals, a day at Open Streets can provide the recommended minutes of physical activity for one week. Participant surveys also highlight that, in the absence of Open Streets programs, many would otherwise be engaged in sedentary behaviors.<sup>8</sup>

By repurposing public assets such as streets, Open Streets programs emphasize active enjoyment in our communities. They also help to normalize active transportation, such as biking and walking, which has the potential to increase everyday physical activity and uplift participants' health and well-being.

Mahalo for the opportunity to testify on this critical measure.

Mahalo,

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

Lauren Loor  
Healthy Eating + Active Living Statewide Program Manager

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<sup>5</sup> American Lung Association. Health Impact of Pollution | State of the air. (n.d.).  
<https://www.lung.org/research/sota/health-risks>

<sup>6</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>7</sup> Carlson, J., Sallis, J., Engelberg, J., Black, M., Sanchez, J., & Ryan, S. (2014). Evaluation of San Diego's First CicloSDias Open Streets Event. [https://activelivingresearch.org/sites/activelivingresearch.org/files/PrevMed2014\\_Engelberg.pdf](https://activelivingresearch.org/sites/activelivingresearch.org/files/PrevMed2014_Engelberg.pdf)

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