BILL071(25)
Testimony

MISC. COMM. 556

COUNCIL

COUNCIL Meeting

Meeting Date: Nov 5, 2025 @ 10:00 AM

Support: 8

Oppose: 1

I wish to comment: 0

Name:	Email:	Zip:
Jacob Wiencek	jacob.m.wiencek@pm.me	96815
Representing:	Position:	Submitted:
Self	Support	Oct 30, 2025 @ 09:06 PM

Testimony:

Aloha Councilmembers,

This is a bold legislative proposal that directly meets the challenges Honolulu faces. We must build safer and more inclusive street infrastructure. We've seen the tragic traffic deaths racking up this year. We experience every day the grinding congestion from poor transportation infrastructure planning. There is a better way, and this bill will take us there.

I strongly urge the Council to SUPPORT this bill!

Name:	Email:	Zip:
Dalan Kam	dailybusphoto808@gmail.com	96821
Representing:	Position:	Submitted:
Self	Support	Nov 1, 2025 @ 02:04 AM

Testimony:

Aloha Council,

I am writing in strong support of Bill 71, and I implore the council to approve it. As someone who frequently walks and uses public transit, I find many streets to be lacking in pedestrian infrastructure, with even the most pedestrian heavy microcosms like Downtown and Ala Moana having sidewalks that are notably too narrow for the amount of people that walk down them.

Implementing a shared streets program would be a huge step in not only improving the pedestrian experience but also in returning life to many streets that desperately need it. Kekaulike Mall is a notable example of a people-centric street that is full of activity during the daytime. Businesses benefit from being able to display their goods out on the street and from the increased foot traffic, and safety improves due to the greater amount of people combined with a lack of cars.

Shared streets would still enjoy most of the benefits of fully fledged pedestrian malls without being as restrictive on the flow of car traffic. They can be used as a tool to revitalize communities and become localized gathering places. Shared streets would also follow the state's climate goals as well as pursuing vision zero by encouraging multimodal transportation instead of driving.

Name:	Email:	Zip:
Brett Kulbis	brett.kulbis@use.startmail.com	96706
Representing:	Position:	Submitted:

Self	Oppose	Nov 2, 2025 @ 03:52 PM

Testimony:

Chair Waters, and Members of the Council,

Aloha, my name is Brett Kulbis. I am a proud resident of Ewa Beach and a 26-year U.S. Navy veteran. As a concerned resident who believes in limited government, fiscal responsibility and individual responsibility, I write in opposition to Bill 71 as currently drafted.

While the goal of improving safety and accessibility for all users is commendable, the bill as presently drafted raises several serious concerns about government overreach, transparency, and fairness. I respectfully urge the committee to oppose Bill 71 in its current form and consider the following amendments to better balance community needs, fiscal responsibility, and individual liberty.

1. Require Cost Analysis and Funding Transparency - Bill 71 mandates potentially expensive new infrastructure such as specialized paving, streetscape amenities, and green infrastructure without any fiscal analysis or funding plan. Taxpayers deserve full transparency about the expected financial impact of this program. Please amend the bill to require a comprehensive cost estimate and identification of funding sources before any street is designated or modified.

2. Strengthen Public Engagement and Council Oversight - The bill vests substantial authority in the Director of Transportation Services, including rulemaking, pilot project initiation, and making significant changes after annual reviews. To ensure democratic accountability, I urge the committee to amend the bill to require:

- A supermajority Council vote for the creation or expansion of shared streets.
- Mandatory public hearings and the formal posting of all proposed plans and regulations before implementation or amendment.

3. Protect Property Owner and Business Rights - Bill 71 allows for major restrictions on vehicular access and parking, risking harm to local businesses and property owners. Please add provisions that require:

- Economic impact studies prior to designation.
- Compensation or mitigation for adversely affected businesses or residents.
- A notice and appeals process for those directly impacted by access or parking changes.

4. Clarify Enforcement and Limit Penalties - The bill authorizes enforcement and compliance monitoring but leaves penalties and procedures vague, creating uncertainty for residents. Amendments should:

- Clearly specify violations, fines, and appeal rights in the ordinance itself.
- Ensure that enforcement is focused on education, with penalties as a last resort.

5. Ensure “Shared” Means Shared—Not Exclusionary - The current bill prioritizes one mode of travel at the expense of others, with extended periods of vehicle exclusion and impractically low speed limits. Please clarify that access for

essential motor vehicle uses must always be preserved, and that shared streets truly accommodate all users, including those with disabilities, delivery needs, and emergency access.

With these amendments, I believe Bill 71 could better serve the community by promoting safety, fiscal responsibility, and respect for the rights and responsibilities of all Honolulu residents.

Respectfully submitted,

Brett Kulbis
U.S. Navy Veteran
Ewa Beach

Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	Support	Nov 3, 2025 @ 08:15 AM

Testimony:
Aloha,

I strongly urge the Honolulu City Council to support Bill 71. Honolulu is a dense city with numerous high-rises, but it surprisingly and unfortunately does not have any zones that meet the definition of a shared street. Bill 71 gives the government the ability to designate these streets with community involvement. These streets are important because the low speed limit significantly increases safety. Shared streets prioritize humans over cars, and real-world examples have shown that the improved safety and comfort for pedestrians consequently increases the liveliness of streets. The follow-on effect is more robust economic activity, lives saved, and improved quality of life. The shared street is become an increasingly needed tool for the government in order to meet the established targets from the Vision Zero, Complete Streets, TOD, and public transportation programs. Shared streets are not only highly appropriate for but also greatly needed in Honolulu, given the city's density and unfortunate history of high roadway fatalities that stem from past decades of car-centric development.

Mahalo,
Jonathan Huynh

Name:	Email:	Zip:
Victoria Trevino	victoria.trevino@oahumpo.org	96813
Representing:	Position:	Submitted:
Oahu Metropolitan Planning Organization	Support	Nov 4, 2025 @ 09:54 AM

Name:	Email:	Zip:

Tina Grandinetti	repgrandinetti@capitol.hawaii.gov	96816
Representing: Self	Position: Support	Submitted: Nov 4, 2025 @ 12:06 PM
Name: Abbey Seitz	Email: abbey@hiappleseed.org	Zip: 96816
Representing: Hawaii Appleseed Center for Law and Economic Justice	Position: Support	Submitted: Nov 4, 2025 @ 01:08 PM
Name: Eduardo Hernandez	Email: eduardo@hbl.org	Zip: 96816
Representing: Hawai‘i Bicycling League	Position: Support	Submitted: Nov 4, 2025 @ 02:35 PM
Name: Nate Hix	Email: nate@hiphi.org	Zip: 96813
Representing: Hawai‘i Public Health Institute	Position: Support	Submitted: Nov 4, 2025 @ 03:40 PM

Testimony of the Oahu Metropolitan Planning Organization

Honolulu City Council

November 5, 2025 at 10:00AM
City Council Chamber & Videoconference

Bill 71 (2025)
Relating to Shared Streets

Dear Chair Waters and Councilmembers,

The Oahu Metropolitan Planning Organization **supports Bill 71 (2025)**, which establishes a Shared Streets Program to provide safe, accessible, and efficient spaces for all users, prioritizing pedestrians and non-motorized transportation and establishes a designated shared street area, requires the affirmative recommendations from the DTS Director, the opportunity for public participation, and Council approval by resolution.

This bill is consistent with several goals of the Oahu Regional Transportation Plan (ORTP) including supporting active and public transportation, promoting an equitable transportation system, integrating land use and transportation planning, and improving air quality and protecting environmental and cultural assets. By prioritizing pedestrians and non-motorized users and creating safe and accessible spaces, shared streets encourage more people to walk, roll, and bike. Creating safe, comfortable, and attractive shared spaces also improves mobility for those who cannot or choose not to drive.

Well-designed shared street areas serve as vital community spaces and encourage human-scale urban development patterns. Allowing the Council to establish a designated shared street area, with input from the public, and developing a corresponding implementation plan supports the ORTP's aim of enhancing quality of life through improved coordination between transportation and land use.

The OahuMPO is the federally designated Metropolitan Planning Organization 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 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).

Thank you for the opportunity to provide testimony.

Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200 Honolulu, Hawaii 96813
Telephone: (808) 587-2015 | Fax: (808) 587-2018
www.oahumpo.org

HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

Meeting: November 5, 2025, 10:00 a.m.

City and County of Honolulu Council City
City Council Chamber

RE: Testimony Relating to Bill 71

Aloha Chair Waters and members of the Honolulu City Council:

Mahalo for the opportunity to testify in **strong support** of Bill 71, Relating to Shared Streets. This bill would establish a Shared Streets Program, which, upon community engagement and Council resolution, would designate safe, accessible, and efficient spaces that prioritize pedestrians and non-motorized transportation.

This bill aligns with the intent of HCR 177, in which the State Legislature urged the City and County of Honolulu to establish a Summer Streets program. Summer Streets programs have been implemented in cities across the U.S. and around the world. They temporarily transform streetscapes by closing them to automobile traffic, allowing pedestrians, cyclists, and other users to reclaim public space and engage freely and safely with multimodal transportation options. These programs also reduce carbon emissions and promote economic activity, public health, and community connection.

Bill 71 strengthens this vision by establishing a permanent shared street designation that incorporates community input, enhanced design, traffic safety measures, infrastructure, and streetscape amenities—creating safer and more welcoming environments for all who walk, bike, ride, and roll.

With a record-breaking number of traffic fatalities this year, it is critical that we make bold shifts in both infrastructure and behavior to ensure that our streets allow people to interact safely with their urban environments. A Shared Streets program would be a transformative step in the right direction.

Mahalo nui for the opportunity to testify.

Representative Tina Nakada Grandinetti
House District 20, Kapahulu, Kaimukī, Kahala, Lēʻahi
Hawaii State Capitol, Room 304
(808)586-6310

HAWAIʻI APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony for Hawaiʻi Appleseed Center for Law and Economic Justice
Support for Bill 71
Honolulu City Council
Wednesday, November 5th at 10AM

Aloha Chair Waters and Members of the Council:
Mahalo for the opportunity to express **SUPPORT for Bill 71**. This testimony is being submitted on behalf of the Hawaiʻi Appleseed Center for Law and Economic Justice. Our organization works to build a Hawaiʻi where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

Bill 71 proposes the designation of specific "shared streets" in which non-motorized users—pedestrians, cyclists, skateboarders, e-bike riders, and other human- or electrically-assisted mobility devices—are given priority while motor vehicle traffic is slowed or limited.

From a public health perspective, this policy offers multiple benefits. First, it encourages physical activity. By creating safe and pleasant environments where people feel comfortable choosing non-motorized modes of movement for short trips, shopping, playing and socializing, Shared Streets help incorporate movement into daily life rather than treating it as an afterthought.

The proposed program would also promote safety and reduce injury risk. Streets that prioritize slower vehicle speeds and increased pedestrian visibility reduce the harmful consequences of traffic-related injuries. The bill's inclusion of traffic-calming features and pavement improvements support these aims.

On Oʻahu, a network of designated shared streets means safer mobility for people of all ages and abilities to move about, shop, access services and enjoy their neighborhoods. In short, Bill 71 aligns directly with public health principles by making walking, rolling, and biking viable and safe every-day mobility options—not just recreational ones.

Mahalo for the opportunity to testify.

Abbey Seitz

Abbey Seitz
Hawaiʻi Appleseed Center for Law and Economic Justice
Director of Transportation Equity

HAWAI'I BICYCLING LEAGUE
Since 1975

BikeEd Hawaii

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808-735-5756

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bicycle@hbl.org

Honolulu City Council
Wednesday, November 5, 2025 – 10:00am

Hawai'i Bicycling League <u>Strongly Supports</u> Bill 71 (2025), CD1, Relating Shared Streets

Aloha Chair Waters and Members of the Honolulu City Council,

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, roll, and use public transit.

Hawai'i Bicycling League <u>strongly supports</u> Bill 71 (2025), because it adds key definitions and processes to the Revised Ordinances of Honolulu. These will help everyone to understand that our streets are a shared resource and affirm a commitment to municipal priorities including sustainability, complete streets policies, as well as Vision Zero goals to reduce traffic fatalities. These definitions align with our nonprofit's founding vision that a bicycle is a viable and accessible solution to many challenges facing individuals, families, and communities across the islands.

Oahu voters have repeatedly asked their government for solutions that help us to walk, ride, and roll safely on local roads while also building capacity for sustainability and resiliency in the face of a global climate crisis. In 2006, 72% of voters adopted an amendment to the Revised Charter to make the island more pedestrian- and bicycle-friendly (codified as Section 6-1706). In 2016, nearly 55% of voters adopted a Charter Amendment to create the Office of Climate Change, Sustainability and Resiliency (codified as Section 6-107 and today known as the Resilience Office).

Bill 71 will further these voter-approved measures and help to highlight ways that we can collectively repurpose and adapt streets and roads so that they fulfill their shared purpose. I encourage you to approve this bill for further consideration.

Mahalo for the opportunity to provide testimony.

Eduardo Hernandez
Advocacy Director

HIPHI Board

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

Titiimaea Ta'ase, JD
Secretary
State of Hawai'i, Deputy Public Defender

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The Queen's Medical Center

Jennifer José Lo, MD
Hawai'i Health Partners

Misty Pacheco, DrPH
University of Hawai'i at Hilo

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 Climate Change & 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: November 4, 2025

To: Councilmember Tommy Waters, Chair
Councilmember Andria Tupola, Vice Chair
Members of the Honolulu City Council

RE: Support for Bill 71(25), Relating to Shared Streets

Hrg: November 5, 2025, 10:00 AM, City Council Chamber

Hawai'i Public Health Institute (HIPHI)[1] and the Healthy Eating + Active Living (HEAL)[2] Statewide Coalition are in support of Bill 71(25), which establishes provisions related to shared streets, adds new definitions for "Designated Shared Street Area," "Non-Motorized Users," "Shared Street," and "Traffic Calming Measures," and creates a process and rules for establishing Designated Shared Street Areas across Honolulu.

This measure builds upon years of planning and public input to make our city's streets safer, more inclusive, and more community-oriented. Shared Streets were identified as a key strategy in the *Hawai'i Pedestrian Toolbox*,[3] a policy toolkit developed under the 2013 Statewide Pedestrian Master Plan.[4] This inclusion recognized the potential of shared streets to transform underutilized public right-of-ways into vibrant, people-centered spaces that promote safety, physical activity, and social connection.

Honolulu has already tested this concept through its 2021 Shared Streets[5] pilot in McCully, where pop-up walk and bike lanes were used by pedestrians, wheelchair and walker users, families with strollers, bicyclists, and scooter riders. Residents reported feeling safer while walking around their neighborhood. Women and

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[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.
[3] https://hidot.hawaii.gov/highways/files/2013/07/Pedest-Tbox-Hawaii-Pedestrian-Toolbox-Low-Res.pdf
[4] https://hidot.hawaii.gov/highways/files/2013/07/Pedest-Plan-PedMP.pdf
[5] https://www.honolulu.gov/completestreets/wp-content/uploads/sites/37/2024/01/McCully_Shared_Streets_Community_RWomeneport.pdf

individuals under 50 were especially likely to support the continuation and expansion of Shared Streets.

This pilot demonstrated what Bill 71 seeks to institutionalize: that our public streets can serve as shared spaces for recreation, exercise, and connection. Shared Streets emphasize community engagement and the enjoyment of existing, often underutilized, municipal infrastructure, allowing neighborhoods to reclaim portions of public space in ways that strengthen social ties and promote well-being.

In Kaua'i County, they've seen the value of this approach through the Kaua'i Play Streets[6] program, which has been highly successful in expanding access to low-stress, family-friendly activity spaces. Play Streets temporarily repurpose streets for keiki and their families, creating opportunities for physical activity, social connection, and neighborhood pride—particularly in our rural communities, where access to safe recreational areas can be limited.

Bill 71 provides Honolulu with the tools and framework to reimagine streets as shared public assets that reflect the character and needs of each neighborhood. It encourages community-driven planning, fosters collaboration between residents and the City, and prioritizes safety for all street users, including pedestrians, bicyclists, and other non-motorized users.

By adopting Bill 71, Honolulu can lead the way in creating a more vibrant, people-centered city that values connection, health, and equitable access to public space.

Mahalo,



Nate Hix
Director of Policy and Advocacy
Hawai'i Public Health Institute

[6] https://www.playstreetskauai.com/