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**Council Services Division**  
4396 Rice Street, Suite 209  
Lihue, Kauai, Hawaii 96766

February 12, 2025

**TESTIMONY OF ADDISON BULOSAN  
COUNCILMEMBER, KAUAI COUNTY COUNCIL  
ON  
HB 1471, RELATING TO TRANSPORTATION  
House Committee on Transportation  
Thursday, February 13, 2025  
10:00 a.m.  
Conference Room 430  
Via Videoconference**

Dear Chair Kila and Members of the Committee:

Thank you for this opportunity to provide testimony in SUPPORT of HB 1471, Relating to Transportation. My testimony is submitted in my individual capacity as a member of the Kauai County Council.

I wholeheartedly support the intent of HB 1471, which would greatly affect the Kauai community.

Thank you again for this opportunity to provide testimony in support of HB 1471. Should you have any questions, please feel free to contact me or Council Services Staff at (808) 241-4188 or via email to [cokcouncil@kauai.gov](mailto:cokcouncil@kauai.gov).

Sincerely,

**ADDISON BULOSAN**  
Councilmember, Kauai County Council

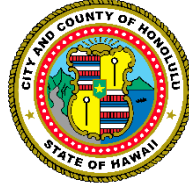
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**DEPARTMENT OF CUSTOMER SERVICES**  
**KA 'OIHANA LAWELawe KUPA**  
**CITY AND COUNTY OF HONOLULU**

ADMINISTRATION

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MAYOR  
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DIRECTOR  
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MEGAN JOHNSON  
DEPUTY DIRECTOR  
HOPE PO'O

February 12, 2025

The Honorable Darius K. Kila, Chair  
The Honorable Tina Nakada Grandinetti, Vice Chair  
and Members of the House Committee on Transportation  
State Capitol, Conference Room 430  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Kila, Vice Chair Grandinetti, and Members of the House Committee on Transportation,

SUBJECT: H.B. No. 1471 - Relating To Transportation  
HEARING: Thursday, February 13, 2025, 10:00 a.m.

The City and County of Honolulu, Department of Customer Services (CSD), appreciates the intent of H.B. No. 1471, to improve roadway safety. As such, CSD would like to highlight the impact on county operations statewide, particularly in implementing the collection and remittance of the additional \$5 registration fee to the State.

1. System & Administrative Updates:

- Each County will need to modify registration processing systems, update accounting procedures, and train staff to manage the new fee collection.
- Counties with varying resources will face different levels of administrative burden, requiring time to prepare.

2. Resource Allocation:

- Implementing these changes may require funding for system updates, staff training, and public outreach.
- This will probably include amending contracts with third-party vendors who manage and maintain current cashiering systems for each County.

3. Need for Sufficient Lead Time and Funding Support:

- A reasonable transition period is essential to avoid disruptions to registration processing.
- Counties will need State assistance to cover implementation costs and ensure a smooth rollout.

To ensure effective implementation, CSD humbly requests:

- A phased approach allowing time for system updates and procedural changes.
- State funding support to offset administrative costs.
- Ongoing coordination between the State and counties for efficient collection and reporting.

When establishing implementation requirements or setting an effective date, CSD respectfully asks that the Committee consider the operational and financial impacts outlined above to ensure a smooth transition.

CSD supports the goals of H.B. No. 1471, but stresses the need for adequate time and resources to properly implement the new fee collection process without disrupting vehicle registration services.

Thank you for this opportunity to provide comments to H.B. No. 1471.

Sincerely,

Kimberly M. Hashiro  
Director Designate

**HB-1471**

Submitted on: 2/11/2025 12:37:16 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kelly Hudik	PATH-People for Active Transportation Hawaii	Support	Written Testimony Only

## Comments:

Dear Chair Kila, Vice Chair Grandinetti, and members of the TRN committee, Mahalo for the opportunity to express STRONG SUPPORT for HB1471, which would require the Hawai‘i Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

**Leading Pedestrian Intervals**

There is an urgent need to improve the safety of vulnerable roadway users in Hawai‘i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists. 1 The 2023 Vulnerable Road User Safety Assessment for Hawai‘i noted that 57% of pedestrian crashes happen at intersections. LPIs can address this issue by giving pedestrians and bicyclists a three to seven-second head start to cross the street, allowing them to establish their presence in the intersection before vehicles receive a green light. LPIs usually require adjustment to existing signal timing equipment and are a low-cost solution compared to other options. For example, the New York City City Department of Transportation (NYC DOT) found that each LPI costs on average only \$1,200. 2 The National Association of City Transportation Officials (NACTO) found that LPIs can reduce vehicle-pedestrian collisions by up to 60 percent at treated intersections. 3 Furthermore, since 2010, over 5,000 LPIs have been installed in New York City. The NYC DOT estimates that during this time, LPIs reduced the number of pedestrians killed and seriously injured in New York City by 34%. 4

**Safe Routes to School**

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian

and bicycle

infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program

are traffic violation surcharges. At the same time the Navahine agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment,

1 HDOT, “Traffic Fatalities Up 10% From 2023,” December 31, 2024.

2 Transportation Alternatives, “Five Lessons for the 10-Year Anniversary of Vision Zero in New York City,” 2024.

3 NACTO, “Urban Street Design Guide: Leading Pedestrian Interval,” 2021.

4 NYC DOT, “Safety Treatment Evaluation (2005-2018),” 2022.

as the Hawai‘i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and

multimodal projects across the state that are currently unfunded. 5 With a majority of these projects

located near schools, it's critical that the legislature enhance the SRTS program.

In summary, with the state’s pressing cost of living challenges, including transportation costs, as well as

our climate and energy crises, it is vital that the state prioritize funding to improve the safety of people

walking, rolling, biking, and using transit, as well as make those choices more desirable by improving

pedestrian infrastructure. HB1471 is an important step to improve pedestrian safety in Hawai‘i.

Mahalo for the opportunity to testify on this important measure.

**HB-1471**

Submitted on: 2/11/2025 12:48:06 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Hawaii Self Advocacy Advisory Council	Hawaii Self-Advocacy Advisory Council	Support	Written Testimony Only

Comments:

The Hawaii Self-Advocacy Advisory Council supports HB1471 as this bill ensures that funds for the Department of Transportation will go towards the installation of traffic actuated signals, including leading pedestrian intervals and accessible pedestrian signals and detectors.



**Testimony in Support for HB1471 - Relating to Transportation**  
**House Committee on Transportation (TRN)**  
**February 13, 2025 at 10AM**

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Dear Chair Kila, Vice Chair Grandinetti, and members of the TRN committee,

Mahalo for the opportunity to express **STRONG SUPPORT for HB1471**, which would require the Hawai'i Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

**Leading Pedestrian Intervals**

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.<sup>1</sup> Between 2015 and 2020, nearly 49% of pedestrian fatalities on O'ahu occurred on state-owned roadways.<sup>2</sup> Pedestrian fatalities and serious injuries are also growing. For example, the average annual number of statewide pedestrian fatalities rose by 26 percent during the 2014–2018 time period, when compared to the 2009–2013 time period.<sup>3</sup>

The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections. LPIs can address this issue by giving pedestrians and bicyclists a three to seven-second head start to cross the street, allowing them to establish their presence in the intersection before vehicles receive a green light. LPIs usually require adjustment to existing signal timing equipment and are a low-cost solution compared to other options. For example, the New York City City Department of Transportation (NYC DOT) **found that each LPI costs on average only \$1,200.**<sup>4</sup>

The National Association of City Transportation Officials (NACTO) found that LPIs can reduce vehicle-pedestrian collisions by up to 60 percent at treated intersections.<sup>5</sup> Furthermore, since 2010, over 5,000 LPIs have been installed in New York City. As shown in Figure 1, the NYC DOT estimates that during this time, LPIs reduced the number of pedestrians killed and seriously injured in New York City by 34%.<sup>6</sup>

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<sup>1</sup> HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

<sup>2</sup> CCH-DTS, "O'ahu Vision Zero Action Plan," 2024.

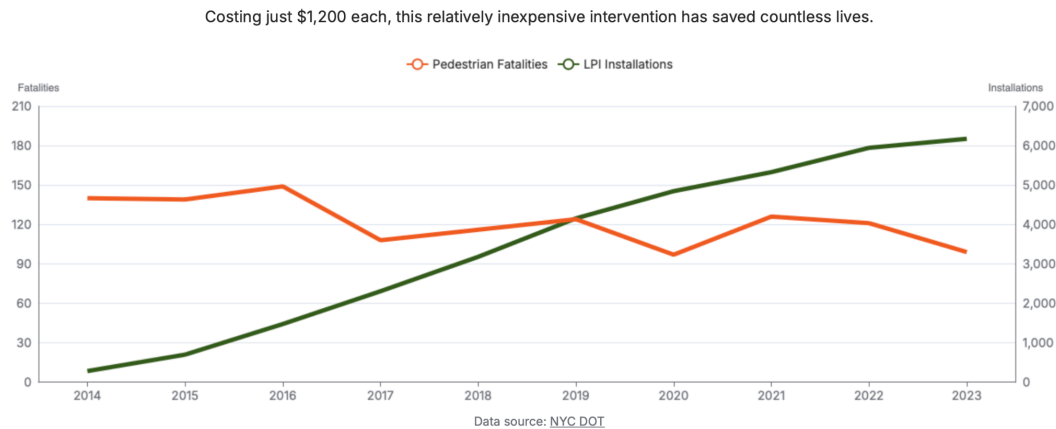
<sup>3</sup> State of Hawai'i Department of Transportation, "State of Hawai'i Traffic Fatalities," 2022.

<sup>4</sup> Transportation Alternatives, "Five Lessons for the 10-Year Anniversary of Vision Zero in New York City," 2024.

<sup>5</sup> NACTO, "Urban Street Design Guide: Leading Pedestrian Interval," 2021.

<sup>6</sup> NYC DOT, "Safety Treatment Evaluation (2005-2018)," 2022.

**Figure 1: Pedestrian Fatalities vs. Installed LPIs in New York City (2014-2023)**



### Safe Routes to School

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program are traffic violation surcharges. At the same time the *Navahine* agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.<sup>7</sup> With a majority of these projects located near schools, it's critical that the legislature enhance the SRTS program.

In summary, with the state's pressing cost of living challenges, including transportation costs, as well as our climate and energy crises, it is vital that the state prioritize funding to improve the safety of people walking, rolling, biking, and using transit, as well as make those choices more desirable by improving pedestrian infrastructure. HB1471 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important measure.

*Abbey Seitz*

Abbey Seitz  
Director of Transportation Equity  
Hawai'i Appleseed Center for Law and Economic Justice

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<sup>7</sup> State of Hawai'i Climate Commission, "Transportation Projects," 2025.  
<https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.



**ADDRESS**

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HOUSE COMMITTEE ON TRANSPORTATION  
Thursday, February 13, 2025 – 10:00am

**Hawai'i Bicycling League STRONGLY SUPPORTS HB 1471, Relating to Transportation**

Aloha Chair Kila, Vice Chair Grandinetti, and Committee Members,

My name is Eduardo Hernandez, and I am the Advocacy Director of 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.

**Hawai'i Bicycling League strongly supports HB 1471**, which requires and appropriates funds for the Department of Transportation to install traffic actuated signals, including leading pedestrian intervals (LPI) and accessible pedestrian signals and detectors; and imposes an additional fee of \$5 for a certificate of registration for motor vehicles, to be deposited into the Safe Routes to School (SRTS) Program Special Fund.

**Leading Pedestrian Intervals**

An LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. The US Department of Transportation has identified this as a [proven safety countermeasure](#)<sup>1</sup>. It is a relatively low-cost to implement measure, especially when it is done as part of routine signal upgrade program. It provides key benefits including:

- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slower to start into the intersection

**Safe Routes to School**

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. Moreover, the Navahine agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded. With a

<sup>1</sup> [https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading\\_Pedestrian\\_Interval\\_1.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading_Pedestrian_Interval_1.pdf)

majority of these projects located near schools, it's critical that the legislature enhance the SRTS program, to improve safety for everyone who walks, bikes or rolls near a school.

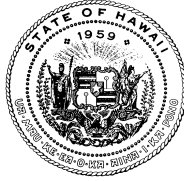
In summary, with the state's pressing cost of living challenges, including transportation costs, as well as our climate and energy crises, it is vital that the state prioritize funding to improve the safety of people walking, rolling, biking, and using transit, as well as make those choices more desirable by improving pedestrian infrastructure. HB 1471 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important measure.

Ride Aloha,

A handwritten signature in black ink, appearing to read 'Eduardo Hernandez', with a stylized flourish at the end.

**Eduardo Hernandez**  
Advocacy Director



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 H.B. 1471  
RELATING TO TRANSPORTATION**

REPRESENTATIVE DARIUS K. KILA, CHAIR  
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: February 13, 2025

Room Number: Conference Room 430  
and Videoconference

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of  
2 Transportation (DOT) for fiscal implications of implementation.
- 3 **Department Position:** The DOH respectfully offers comments on the potential health impacts  
4 of House Bill 1471 (H.B. 1471), which would require and appropriate funds for the DOT to install  
5 traffic actuated signals, including leading pedestrian intervals (LPIs) and accessible pedestrian  
6 signals and detectors and imposes an additional fee of \$5 for a certificate of registration for  
7 motor vehicles, to be deposited into the Safe Routes to School Program Special Fund.
- 8 **Department Testimony:** Despite Hawaii's favorable climate, geography, and reputation for  
9 active outdoor living, only 25% of Hawaii residents, in 2019, met federal guidelines for physical  
10 activity.<sup>1</sup> The design of roads that integrate options like walking and bicycling is a public health  
11 concern since the safety and accessibility of a community's built environment can promote or  
12 hinder physical activity. This includes removing barriers and providing opportunities to cross  
13 streets safely and conveniently to access destinations such as bus stops, schools, and worksites.
- 14 Safe, accessible, and walkable communities encourage physical activity and can  
15 promote better health outcomes in communities and whose populations are at less 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.

Traffic crashes are a leading cause of injury and death in Hawaii, particularly among vulnerable road users such as pedestrians, bicyclists, and individuals with disabilities or impairments. Low-income and underserved communities often bear a disproportionate burden of traffic-related injuries and have less access to safe transportation infrastructure. Accessible pedestrian signals and detectors are especially important for individuals with disabilities and older adults, who may be more reliant on walking and public transit.

The installation of traffic-actuated signals and LPIs would allow pedestrians to begin crossing intersections before vehicles, allowing for increasing visibility of crossing pedestrians and higher likelihood of motorist yielding to pedestrians, and critically, enhanced safety of pedestrians who may be slower to start into the intersection.<sup>3</sup> These significant safety benefits have been observed to reduce conflict with turning vehicles by 95% and can be implemented with minor to no additional vehicular delays.<sup>4,5</sup> These infrastructure improvements are critical to preventing avoidable injuries and fatalities while also creating a safer built environment so all people, regardless of ability or socioeconomic status, have safe and equitable opportunities for active transportation.

**Offered Amendments: None**

Thank you for the opportunity to testify on this measure.

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

<sup>3</sup> FHWA, & Signor, K., Jr. (2023). Leading pedestrian interval. In FHWA-SA-21-032. <https://highways.dot.gov/safety/proven-safety-countermeasures>

<sup>4</sup> Retting, R. A., Ferguson, S. A., & McCartt, A. T. (2003). A review of Evidence-Based traffic Engineering Measures designed to reduce Pedestrian–Motor Vehicle Crashes. *American Journal of Public Health*, 93(9), 1456–1463. <https://doi.org/10.2105/aiph.93.9.1456>

<sup>5</sup> University of Florida Study of Leading Pedestrian Indicator (LPI) implementation found a range of 25 to 100 percent reduction in Vehicle-Pedestrian conflicts at test locations. | ITS Deployment Evaluation. (n.d.). <https://www.itskrs.its.dot.gov/2023-b01808>



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HOUSE COMMITTEE ON TRANSPORTATION  
Thursday, February 13, 2025 — 10:00 a.m.

**Ulupono Initiative supports HB 1471, Relating to Transportation.**

Dear Chair Kila and Members of the Committee:

My name is Mariah Yoshizu, and I am the Government Affairs Associate at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

**Ulupono supports HB 1471**, which requires and appropriates funds to the Department of Transportation to install traffic actuated signals, including leading pedestrian intervals and accessible pedestrian signals and detectors, and imposes an additional fee of \$5 for a certificate of registration for motor vehicles, to be deposited into the Safe Routes to School Program Special Fund.

We support the Leading Pedestrian Intervals (LPIs). In Hawai'i, LPIs are an under-utilized Federal Highway Administration (FHWA) "Proven Safety Countermeasure," among a collection of strategies transportation agencies are strongly encouraged to consider for widespread implementation due to the countermeasures' effectiveness in reducing roadway fatalities and serious injuries. LPIs increase pedestrian visibility, reduce conflicts between drivers and pedestrians, improve the likelihood of drivers yielding to pedestrians, and protect our most vulnerable roadway users. FHWA estimates that LPIs can achieve a 13 percent reduction in pedestrian-related crashes at intersections.<sup>1</sup> The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57 percent of pedestrian crashes happen at intersections, indicating that safety interventions could help prevent a significant amount of pedestrian-involved crashes annually across the state.<sup>2</sup> Unlike many pedestrian infrastructure needs across our state, this solution is completely operational and thus available at a much lower cost. It is a great way for the State to directly support the overall safety of people walking throughout our communities.

We also support the additional funding for Safe Routes to Schools Program Special Fund. Although current transportation planning and decision-making have provided important safe routes to schools projects and have added facilities through Complete Streets

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<sup>1</sup> [https://safety.fhwa.dot.gov/provencountermeasures/pdf/04\\_Leading%20Pedestrian%20Interval\\_508.pdf](https://safety.fhwa.dot.gov/provencountermeasures/pdf/04_Leading%20Pedestrian%20Interval_508.pdf)

<sup>2</sup> [https://hidot.hawaii.gov/highways/files/2023/11/Final\\_VRUSA\\_2023.pdf](https://hidot.hawaii.gov/highways/files/2023/11/Final_VRUSA_2023.pdf)

approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe and comfortable bike and pedestrian networks puts keiki at risk, especially among growing safety concerns in these areas. An analysis of Hawai'i Emergency Medical Services calls found that pedestrian and bicycling injuries to children are most likely to occur during the hours they are traveling to and from school.<sup>3</sup> Overall, walking and biking in Hawai'i have gotten progressively more dangerous in the last 20 years, and we are now ranked the 12<sup>th</sup> most dangerous state to walk and bike.<sup>4</sup>

Other states have made firm commitments to protect children's school trips. For example, Colorado dedicates more than \$2.5 million per year in both infrastructure and programmatic monies. These projects range from physical infrastructure improvements like new sidewalks, lighting and trails, to softer solutions like walking school buses, maps, and trip trackers to encourage healthier active living. The more we can support affordable options for keiki to get to school and protect them when they are walking and rolling, the better off our communities will be.

The Safe Routes to School Advisory Committee's January 2025 Annual Report<sup>5</sup> outlines several critical findings regarding school transportation and safe routes to school in Hawai'i. National research shows that these programs can significantly increase walking and biking to school, with participation rising 18-37 percent, while simultaneously reducing pedestrian injuries in school zones by 44-75 percent. The need for these programs is widespread, as approximately 77 percent of Hawai'i residents live within one mile of a school. Furthermore, a preliminary analysis has already identified more than \$800 million in safe routes to school infrastructure needs across the state. The Safe Routes to Schools Program needs consistent funding to meet growing safety challenges. A sustainable funding source, such as the proposed fee, is critical for projects that protect our communities and students.

Thank you for the opportunity to testify.

Respectfully,

Mariah Yoshizu  
Government Affairs Associate

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<sup>3</sup> <https://www.hiphi.org/wp-content/uploads/2022/01/SRTS-Fact-Sheet.pdf>

<sup>4</sup> <https://smartgrowthamerica.org/dangerous-by-design/>

<sup>5</sup> <https://hidot.hawaii.gov/wp-content/uploads/2025/01/HWY-S-25-2.45019-DOT-Report-for-Act-244-SLH-2023-Safe-Routes-to-School.pdf>



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Transportation

February 13, 2025 at 10:00AM

Conference Room 430

HB 1471

Relating to Commuting

Dear Chair Kila, Vice Chair Grandinetti, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1471 and offers recommendations to improve the bill**, which would require the Hawaii Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

The OahuMPO supports the intention of the bill, and would like to make the following recommendations to further improve the bill, and to assure that bicycle infrastructure improvements are an eligible activity for the special fund with regard to matching funds received by the State:

1. Add the following language to include bicycle and shared use path infrastructure as an eligible expense for the Safe Routes to School Program Special fund. The OahuMPO recommends the following change to section 5 (d) (2), in red:

(2) To match any federal funds received by the State for costs related to sidewalk, **bikeway, shared use path**, and other infrastructure planning, development, and construction.

OahuMPO is supportive of the installation of leading pedestrian intervals as there is an urgent need to improve the safety of people walking, rolling, and biking in Hawaii. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.<sup>1</sup> The 2023 Vulnerable Road User Safety Assessment for Hawaii noted that 57% of pedestrian crashes happen at intersections. Leading pedestrian intervals are identified as a key strategy by the Federal Highway

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<sup>1</sup> HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

Administration (FHWA) that is proven to reduce crashes and improve safety for people walking and rolling.<sup>2</sup> This is because LPIs give pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.<sup>3</sup> Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.<sup>4</sup> FHWA identified LPIs as providing the following benefits: increased visibility of crossing pedestrians, reduced conflicts between pedestrians and vehicles, increased likelihood of motorists yielding to pedestrians, and enhanced safety for pedestrians who may be slower to start into the intersection.<sup>5</sup> If LPIs are installed, FHWA estimates there is a 13% reduction in pedestrian-vehicle crashes at intersections.<sup>6</sup>

OahuMPO is also supportive of increasing funding to the Safe Routes to School Program Special Fund, as supportive infrastructure to help students walk, roll, and bike to school is needed. The program is currently funded via traffic violation surcharges, and this does not provide nearly enough funding to build the \$1 billion in identified pedestrian and bicycle projects statewide.<sup>7</sup>

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](#)).

This bill is consistent with several goals of the Oahu Regional Transportation Plan including improving safety, support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.<sup>8</sup> Installing leading pedestrian intervals and providing more funding for the Safe Routes to School Program Special Fund can help families save on their transportation costs, reduce transportation emissions and traffic congestion, and improve transportation choices and student safety.

Thank you for the opportunity to provide testimony on this measure.

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<sup>2</sup> <https://highways.dot.gov/safety/proven-safety-countermeasures>

<sup>3</sup> <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>

<sup>4</sup> IBID.

<sup>5</sup> IBID.

<sup>6</sup> [https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading\\_Pedestrian\\_Interval\\_1.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading_Pedestrian_Interval_1.pdf)

<sup>7</sup> <https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.

<sup>8</sup> [https://oahumpo.org/?wpfb\\_dl=2215](https://oahumpo.org/?wpfb_dl=2215)





## HIPHI Board

May Okihiro, MD, MS  
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University of Hawai'i - West O'ahu

Jennifer José Lo, MD  
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Misty Pacheco, DrPH  
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Kathleen Roche, MS, RN, CENP  
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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: February 12, 2025

To: Representative Darius Kila, Chair  
Representative Tina Grandinetti, Vice Chair  
Members of the Committee on Transportation

RE: Support for HB 1471, Relating to Transportation

Hrg: February 13, 2025, 10:00 AM, Conference Room 430

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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 HB1471**, which would require the Hawai'i Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

## Leading Pedestrian Intervals

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.<sup>3</sup> The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections. LPIs can address this issue by giving pedestrians and bicyclists a three to seven-second head start to cross the street, allowing them to establish their presence in the intersection before vehicles receive a green light. LPIs usually require adjustment to existing signal timing equipment and are a low-cost solution compared to other options. For example, the New York City Department of Transportation (NYC DOT) found that each LPI costs on average only \$1,200.<sup>4</sup>

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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> HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

<sup>4</sup> Transportation Alternatives, "Five Lessons for the 10-Year Anniversary of Vision Zero in New York City," 2024.



The National Association of City Transportation Officials (NACTO) found that LPIs can reduce vehicle-pedestrian collisions by up to 60% at treated intersections.<sup>5</sup> Furthermore, since 2010, over 5,000 LPIs have been installed in New York City. The NYC DOT estimates that during this time, LPIs reduced the number of pedestrians killed and seriously injured in New York City by 34%.<sup>6</sup>

### **Safe Routes to School**

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program is traffic violation surcharges. The benefits of SRTS include increased exercise for keiki, but also reducing student absence and tardiness, and decreased traffic congestion.<sup>7</sup> At the same time, the Navahine agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.<sup>8</sup> With a majority of these projects located near schools, the legislature must enhance the SRTS program.

In summary, with the state's pressing cost of living challenges, including transportation costs, as well as our climate and energy crises, the state must prioritize funding to improve the safety of people walking, rolling, biking, and using transit, as well as make those choices more desirable by improving pedestrian infrastructure. HB1471 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important 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> NACTO, "Urban Street Design Guide: Leading Pedestrian Interval," 2021.

<sup>6</sup> NYC DOT, "Safety Treatment Evaluation (2005-2018)," 2022.

<sup>7</sup> Safe Routes Partnership, Safe Routes to School Benefits. 2025.

<https://www.saferoutespartnership.org/safe-routes-school/101/benefits>

<sup>8</sup> State of Hawai'i Climate Commission, "Transportation Projects," 2025.

<https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.

**HB-1471**

Submitted on: 2/11/2025 9:07:00 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Frank Schultz	Individual	Oppose	Written Testimony Only

## Comments:

I support the initiative but funding should come out of the more than 50 million dollars surplus in the Hawaii's Deposit Beverage Container (DBC) program fund currently being run with no oversight that is just sitting there. Funds for these type of programs should be pulled from there when that much money is not being used.

**Testimony in Support for HB1471 - Relating to Transportation**  
**House Committee on Transportation (TRN)**  
**February 13, 2025 at 10AM**

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Dear Chair Kila, Vice Chair Grandinetti, and members of the TRN committee,

Mahalo for the opportunity to express **STRONG SUPPORT for HB1471**, which would require the Hawai'i Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

**Leading Pedestrian Intervals**

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.<sup>1</sup> The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections. LPIs can address this issue by giving pedestrians and bicyclists a three to seven-second head start to cross the street, allowing them to establish their presence in the intersection before vehicles receive a green light. LPIs usually require adjustment to existing signal timing equipment and are a low-cost solution compared to other options. For example, the New York City Department of Transportation (NYC DOT) found that each LPI costs on average only \$1,200.<sup>2</sup>

***This is incredibly important to me because a family member of mine was struck by a vehicle three years ago while on a bike in Makiki, O'ahu. Thankfully, they have since recovered, but they were unable to work for months, had to go through surgery, physical therapy and complicated situations regarding car insurance and health insurance during the year-long recovery process. It was a terrible ordeal mentally, physically and financially for our family that nobody should have to experience. These types of situations can be prevented with measures like LPIs and other tools to support vulnerable roadway users.***

The National Association of City Transportation Officials (NACTO) found that LPIs can reduce vehicle-pedestrian collisions by up to 60 percent at treated intersections.<sup>3</sup> Furthermore, since 2010, over 5,000 LPIs have been installed in New York City. The NYC DOT estimates that during this time, LPIs reduced the number of pedestrians killed and seriously injured in New York City by 34%.<sup>4</sup>

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<sup>1</sup> HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

<sup>2</sup> Transportation Alternatives, "Five Lessons for the 10-Year Anniversary of Vision Zero in New York City," 2024.

<sup>3</sup> NACTO, "Urban Street Design Guide: Leading Pedestrian Interval," 2021.

<sup>4</sup> NYC DOT, "Safety Treatment Evaluation (2005-2018)," 2022.

## Safe Routes to School

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program are traffic violation surcharges. At the same time the *Navahine* agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.<sup>5</sup> With a majority of these projects located near schools, it's critical that the legislature enhance the SRTS program.

In summary, with the state's pressing cost of living challenges, including transportation costs, as well as our climate and energy crises, it is vital that the state prioritize funding to improve the safety of people walking, rolling, biking, and using transit, as well as make those choices more desirable by improving pedestrian infrastructure. HB1471 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important measure.

Molly Mamaril  
(Kaimukī resident)

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<sup>5</sup> State of Hawai'i Climate Commission, "Transportation Projects," 2025. <https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.

**HB-1471**

Submitted on: 2/11/2025 7:35:14 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
David Kingdon	Individual	Support	Written Testimony Only

Comments:

*Representatives:*

*I strongly support this measure to improve pedestrian safety in our communities. Strengthening pedestrian safety doesn't need to be expensive. Leading pedestrian intervals give walkers a 3–7 second head start before vehicles get a green light, improving their visibility and reinforcing their right of way. Please pass this bill to implement this simple change, which reduces pedestrian fatalities at intersections by 60%.*

*Thank you for your consideration.*

*Sincerely,*

*David Kingdon, MPH, Paramedic*

**HB-1471**

Submitted on: 2/11/2025 7:43:53 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Shay Chan Hodges	Individual	Support	Written Testimony Only

## Comments:

*I strongly support this measure to improve pedestrian safety in our communities. Strengthening pedestrian safety doesn't need to be expensive. Leading pedestrian intervals give walkers a 3–7 second head start before vehicles get a green light, improving their visibility and reinforcing their right of way. Please pass this bill to implement this simple change, which reduces pedestrian fatalities at intersections by 60%.*

**HB-1471**

Submitted on: 2/11/2025 9:09:25 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
(Rev.) Cloudia Charters	Individual	Support	Written Testimony Only

Comments:

Aloha to our esteemed legislators,

Please do what is necessary to protect us Senior kupuna. I am 71, my two other family members in my household are 85 and 91 years old. Vehicles at intersections and bicycles and other vehicles on the sidewalk are our biggest daily fears as we try to remain fit and accomplish our daily tasks in this walkable town of ours. We rely on you to update our rules and infrastructure to protect families, children, pet walkers, and us seniors. Mahalo for your important work. Signed Cloudia and the Charters family 96815



**RE: Support for HB1471, which would fund the installation of leading pedestrian intervals that reduce fatalities at intersections by up to 60%.**

Dear Chair and Vice Chair,

I am writing in **strong support** of HB1471, which would require the Hawai'i Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists. <sup>1</sup> The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections. LPIs can address this issue by giving pedestrians and bicyclists a three to seven-second head start to cross the street, allowing them to establish their presence in the intersection before vehicles receive a green light. LPIs usually require adjustment to existing signal timing equipment and are a low-cost solution compared to other options. For example, the New York City City Department of Transportation (NYC DOT) found that each LPI costs on average only \$1,200.

The National Association of City Transportation Officials (NACTO) found that LPIs can reduce vehicle-pedestrian collisions by up to 60 percent at treated intersections. <sup>3</sup> Furthermore, since 2010, over 5,000 LPIs have been installed in New York City. The NYC DOT estimates that during this time, LPIs reduced the number of pedestrians killed and seriously injured in New York City by 34%. <sup>4</sup>

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program are traffic violation surcharges. At the same time, the Navahine agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded. With a majority of these projects located near schools, it's critical that the legislature enhance the SRTS program.

In summary, with the state's pressing cost of living challenges, including transportation costs, as well as our climate and energy crises, it is vital that the state prioritize funding to improve the safety of people walking, rolling, biking, and using transit, as well as make those choices more desirable by improving pedestrian infrastructure. HB1471 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important measure.

Respectfully,  
Leigh Ann Lopez

February 11, 2025

**Testimony in SUPPORT of HB1471  
RELATING TO TRANSPORTATION**

**COMMITTEE ON TRANSPORTATION**

**Rep. Darius K. Kila, Chair**

**Rep. Tina Nakada Grandinetti, Vice Chair**

Aloha Chair Kila, Vice Chair Nakada Grandinetti, and Honorable Members of the Committee,

My name is Tani Kalei Salazar and I'm a Social Worker, born and raised in Honolulu. In my own neighborhood, people have been injured while walking the very streets that I walk everyday. Oftentimes, they are keiki and kupuna, our cherished and most vulnerable citizens, walking in marked crosswalks and across intersections during pedestrian intervals. I appreciate that this bill will generate funds to support the program and help keep Hawai'i people safe.

I strongly support this measure to improve pedestrian safety in our communities. Strengthening pedestrian safety doesn't need to be expensive. Leading pedestrian intervals give walkers a 3-7 second head start before vehicles get a green light, improving their visibility and reinforcing their right of way. Please pass this bill to implement this simple change, which reduces pedestrian fatalities at intersections by 60%.

Mahalo for this opportunity to testify.

Sincerely,

*Tani K. Salazar*

**Tani Kalei Salazar, LSW, MSW**

**HB-1471**

Submitted on: 2/12/2025 5:37:22 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Patti Hatzistavrakis	Individual	Support	Written Testimony Only

## Comments:

Aloha Chair Kila, Vice Chair Grandinetti, and members of the Transportation and Regulatory Needs committee,

I would like to express my **strong support for HB1471**, which would require the Hawai'i Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at a certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

I urge you to consider proven solutions to make our streets safer for everyone, such as investing in Safe Routes to School, leading pedestrian intervals, and other low-cost, effective solutions.

Mahalo for your time and consideration.

**HB-1471**

Submitted on: 2/12/2025 6:07:31 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

In support of. Thank you.

**HB-1471**

Submitted on: 2/12/2025 6:12:17 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John A. H. Tomoso	Individual	Support	Written Testimony Only

Comments:

02-12-25

RE: HB1471

*Aloha,*

*I strongly support this measure to improve pedestrian safety in our communities, especially as more folk are walking about. Strengthening pedestrian safety doesn't need to be expensive. Leading pedestrian intervals give walkers a 3–7 second head start before vehicles get a green light, improving their visibility and reinforcing their right of way. Please pass this bill to implement this simple change, which increases the "walkability" of our communities and reduces pedestrian fatalities at intersections by 60%.*

*Mahalo,**John A H Tomoso+**51 Ku'ula St., Kahului, HI 96732-2906**808-280-1749**john.a.h.tomoso@gmail.com*

**HB-1471**

Submitted on: 2/12/2025 7:07:48 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Nancy Manali-Leonardo	Individual	Support	Written Testimony Only

Comments:

I very strongly support this bill as a retired RN and senior.

Thank you.

**HB-1471**

Submitted on: 2/12/2025 9:02:20 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kiana Otsuka	Individual	Support	Written Testimony Only

Comments:

Dear Chair Kila, Vice Chair Grandinetti, and Committees Members,

My name is Kiana Otsuka, and I am a Transportation Planner, whose speciality is walk, roll, bike, and transit. I am writing in **support of HB 1471 and offer recommendations to improve the bill**, which would require the Hawaii Department of Transportation (DOT) to install traffic signals that respond to traffic flow, including leading pedestrian intervals (LPIs), at certain number of intersections with high rates of collision, where new intersections are installed, or intersection maintenance occurs. The bill also adds a \$5 fee to vehicle registration to generate funds for the Safe Routes to School (SRTS) program special fund.

I'd like ask the Committee to assure that bikeways and other shared use paths for people walking, rolling, and biking are included in the eligibility of the use of these Safe Route to School Program Special Fund to match federal funds.

I wanted to note for the committee the importance and effectiveness of leading pedestrian intervals (LPIs). The Federal Highway Administration has identified 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Transportation agencies are strongly encouraged to consider widespread implementation of PSCs to accelerate the achievement of local, State, and National safety goals. These strategies are designed for all road users and all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses at least one safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists – while others are crosscutting strategies that address multiple safety focus areas.

LPIs are identified as a key strategy to reduce pedestrian-vehicle crashes at intersections. This is because LPIs give pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. FHWA identified LPIs as providing the following benefits: increased visibility of crossing pedestrians, reduced conflicts between pedestrians and vehicles, increased likelihood of motorists yielding to pedestrians, and enhanced safety for pedestrians who may be slower to start into the intersection. If implemented LPIs are estimated to have a 13% reduction in pedestrian-vehicle crashes at intersections.

Thank you for the opportunity to testify.

Mahalo,

Kiana Otsuka



**HB-1471**

Submitted on: 2/12/2025 9:21:40 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kristin Mills	Individual	Support	Written Testimony Only

Comments:

*Aloha,*

*I strongly support HB1471 to improve pedestrian safety in our communities. Strengthening pedestrian safety doesn't need to be expensive. Leading pedestrian intervals give walkers a 3–7 second head start before vehicles get a green light, improving their visibility and reinforcing their right of way. Please support HB1471 to implement this simple change, which reduces pedestrian fatalities at intersections by 60%.*

*Sincerely,**Kristin Mills, mother, voter, health educator*

**HB-1471**

Submitted on: 2/12/2025 9:48:40 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Edgardo Diaz Vega	Individual	Support	Remotely Via Zoom

## Comments:

I urge you to support this proposal for traffic-actuated signals, including leading pedestrian intervals and accessible pedestrian signals and detectors. As Hawai'i aims to increase the number of people cycling and walking it is necessary to improve the existing infrastructure to make roadways more accessible to those outside of motor vehicles. Leading pedestrian intervals help pedestrians more rapidly and safely cross intersections. Funding these improvements with fees from motor vehicle registrations makes drivers pay their fair share for using our roadways while directly benefiting active mobility.

**HB-1471**

Submitted on: 2/12/2025 9:58:30 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Carolyn Eaton	Individual	Support	Written Testimony Only

Comments:

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

My name is Carolyn Eaton. I am a resident of Makiki, and I strongly support this measure.

Both provisions it contains are extremely important. The first gives hope of a 60% decrease in pedestrian fatalities. The second will benefit our Safe Routes to School project, which can make a difference in the safety, but also the health of school children.

Mahalo for your hard work and for providing me this opportunity to share my strong support.

**HB-1471**

Submitted on: 2/12/2025 10:16:57 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
lynne matusow	Individual	Support	Written Testimony Only

Comments:

I am an active pedestrian. I support this measure. Everything that can be done to make our streets safer for those like me, who walk a lot, is appreciated.

**HB-1471**

Submitted on: 2/12/2025 11:12:48 AM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Opal Buchthal	Individual	Support	Written Testimony Only

Comments:

*I STRONGLY support this measure to improve pedestrian safety.*

*Leading pedestrian intervals give our kupuna, keiki, and other pedestrians at crosswalks time to move from the curb to a place in the intersection's crosswalk where they are easily visible to cars turning right -- BEFORE the cars get the green light and start to make their turn. This simple, inexpensive change makes a huge difference in pedestrian fatalities, making Honolulu's streets safer for everyone.*

*Please pass this bill to implement this simple and inexpensive change, which has been found to reduce pedestrian fatalities at intersections by 60%.*

**HB-1471**

Submitted on: 2/12/2025 12:51:02 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jason Bacha	Individual	Support	Written Testimony Only

Comments:

I strongly support this measure to improve pedestrian safety in our communities. Safety in all forms is a cornerstone to any cohesive and effective community, including the importance of pedestrian safety and walkability with our neighborhoods and communities. HB1471 commits to improving the safety of all pedestrians through common-sense, low-cost, effective interventions. We want our children, adolescents, young adults, and elderly all to be comfortable and capable to walk through their communities without fear and worry for their safety.

In 2024, pedestrian fatalities rose by 61% compared to the previous year. Alarming, just 2% of Honolulu's streets account for 60% of pedestrian fatalities and 42% of injuries. Instead of penalizing people for walking on unsafe streets—with jaywalking fines ranging from \$100 to \$150, often exceeding penalties for speeding—we must prioritize targeted infrastructure improvements that save lives.

I urge you to consider proven solutions to make our streets safer for everyone, such as investing in Safe Routes to School, leading pedestrian intervals, and other low-cost, effective solutions. Mahalo for your time and consideration.

**HB-1471**

Submitted on: 2/12/2025 3:48:14 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Diliaur Tellei	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Kila, Vice-Chair Grandinetti, and members of the committee,

I'm writing in support of this measure which would create a timed interval for pedestrians to cross the intersection in advance of allowing cars to move.

Although the best thing for pedestrians is protective physical infrastructure, that is not often a practical solution in a city like Honolulu, which has limited space and high amounts of congestion. Leading pedestrian intervals would be a relatively low effort way to create safer intersections. As both a driver who does my best to watch out for pedestrians, and as a pedestrians, any proven action we can do to mitigate the danger of intersections is something I'm 100% behind.

Mahalo for your consideration.

Diliaur Tellei  
Makiki resident

**HB-1471**

Submitted on: 2/12/2025 3:55:34 PM

Testimony for TRN on 2/13/2025 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Patricia Blair	Individual	Support	Written Testimony Only

Comments:

Strong support of pedestrians safety