



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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HONOLULU, HAWAII 96813-5097

LATE

February 4, 2025
3:00 p.m.
State Capitol, Room 224

**S.B. 1667
RELATING TO TRANSPORTATION**

Senate Committee on Transportation and Culture and the Arts

The Hawaii Department of Transportation (HDOT) **supports with comments** S.B. 1667 which prohibits any vehicles from blocking marked crosswalks; establishes additional penalties for repeat convictions for reckless driving and excessive speeding; requires a person under arrest who refuses to submit to a breath, blood, or urine test to surrender their license to a law enforcement officer; increases the duration of the suspension of a license when a person is arrested for driving under the influence and refuses to submit a breath, blood, or urine test; allows the appeal of any license suspension to be filed with the administrative driver's license revocation office; authorizes the State Highway Safety and Modernization Council to implement an additional 25 speed photo red light imaging detector systems; authorizes the HDOT to implement an additional 25 speed enforcement systems in school zones as designated by the Safe Routes to School Advisory Committee; and establishes requirements for the State Highway Safety and Modernization Council.

Prohibiting blocking marked crosswalks improves the visibility and accessibility of pedestrians crossing the street. We request that this stopping prohibition be enforced without signage or curb markings.

The HDOT supports additional deterrents from reckless driving and refusing to submit a blood, breath, or urine test upon arrest for driving under the influence of an intoxicant, however, would defer to the Administrative Drivers Licensing Revocation Office (ADLRO) and law enforcement if these proposed changes would aid in them removing dangerous drivers from the road and improve the current ADLRO process.

The HDOT recommends following current automated enforcement criteria (traffic crashes due to disregarding a traffic signal, speed-related crashes, volume, etc.) to be consistent with other selection criteria.

In addition, the significant majority of schools in Hawaii, roughly 85 percent, are not on the state highways system. Therefore, it would be beneficial if counties, in addition to the state, are able to expend funds appropriated to install automated speed

enforcement systems within their jurisdictions. In order to ensure that automated speed enforcement systems can be installed at 25 of the most dangerous school zones based on fatality, injury, and crash data as S.B. 1667 would require, HDOT requests the bill be amended to include the following:

SECTION 6. Section 291L-2, Hawaii Revised Statutes, is amended to read as follows:

"§291L-2 Automated speed enforcement systems program; established. (a) There shall be established the automated speed enforcement systems program, which shall be implemented by the State to enforce the speed restriction laws of the State. The automated speed enforcement system program shall be limited to only those locations where a photo red light imaging detector system has been implemented pursuant to Chapter 291J. (b) Automated speed enforcement systems may be implemented along a road or highway by the state or counties within two hundred feet of a school zone identified by the safe routes to school advisory committee for the promotion of public health, safety, and welfare."

SECTION 8. (a) The safe routes to school advisory committee shall identify twenty-five of the most dangerous school zones in the State based on fatality, injury, and crash data since January 1, 2014, and any outreach and complaints from schools and the surrounding community. (b) The department of transportation or county agencies may install additional speed enforcement systems pursuant to chapter 291L, at school zone locations that the safe routes to school advisory committee identifies as dangerous; provided that any enforcement system shall be positioned not more than two hundred feet from the school property in each school zone.

SECTION 11. There is appropriated out of the general revenues of the State of Hawaii the sum of \$ or so much thereof as may be necessary for fiscal year 2025-2026 and the same sum or so much thereof as may be necessary for fiscal year 2026-2027 for the department of transportation or county agencies to effectuate the purposes of this Act. The sums appropriated shall be expended by the department of transportation or county agencies for the purposes of this Act.

Thank you for the opportunity to provide testimony.

DEPARTMENT OF THE PROSECUTING ATTORNEY
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THE HONORABLE CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
Thirty-Third State Legislature
Regular Session of 2025
State of Hawai'i

February 3, 2025

RE: S.B. 1667; RELATING TO TRANSPORTATION.

Chair Lee, Vice Chair Inouye, and members of the Senate Committee on Transportation and Culture and the Arts, the Department of the Prosecuting Attorney for the City and County of Honolulu submits the following testimony in support of S.B. 1667.

S.B. 1667 increases the license suspension periods for repeat offenders previously convicted of reckless driving or excessive speeding. Speeding remains an infraction¹ unless the motorist (1) exceeds the posted speed limit by thirty miles an hour² or (2) drives faster than eighty miles per hour on any public road.³

Under Hawai'i law, a single conviction for an excessive speeding offense often requires exhaustive evidence regarding officer training and instrument calibration.⁴ Repeat convictions for excessive speeding therefore demonstrate an ingrained pattern of lawbreaking.

S.B. 1667 also extends administrative license revocation for suspected drunk drivers who refuse breath or blood tests. In *State v. Won*,⁵ the Hawai'i Supreme Court struck down criminal penalties for refusal of a breath or blood test. But in that same decision, the Court indicated civil license revocation remained an acceptable penalty.⁶

¹ HRS § 291C-102; § 291C-161(b), (c).

² *Id.* § 291C-105(a)(1).

³ *Id.* § 291C-105(a)(2).

⁴ *See, e.g., State v. Assaye*, 121 Hawai'i 204, 212, 216 P.3d 1227, 1235 (2009) (requiring evidence officer's testing protocol was recommended by the manufacturer); *State v. Apollonio*, 130 Hawai'i 353, 360-61, 311 P.3d 676, 683-84 (2013) (excluding officer testimony regarding contents of user manual); *State v. Amiral*, 132 Hawai'i 170, 319 P.3d 1178 (foundation for laser reading inadequate because officer did not describe the training recommended in the manual).

⁵ *State v. Won*, 137 Hawai'i 330, 372 P.3d 1065 (2015).

⁶ *See id.* at 334, 372 P.3d at 1069.

Finally, S.B. 1667 expands automated speed enforcement systems to school zones. Children should be safe when walking or riding to school. The Department supports innovative technologies that can detect and deter hazardous driving, especially when children are at risk. Safety on the road is an important part of overall public safety.

Thank you for the opportunity to testify.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation and Culture and the Arts

02/04/25 3:00 PM
CR 224 & Videoconference

SB 1667 RELATING TO TRANSPORTATION

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1667**, which makes changes to, and appropriates funds for, HRS 291 relating to transportation safety and penalties for poor driving behaviors including reckless and impaired driving as well as excessive speeding.

This bill would support our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities increased ten percent between 2023 and 2024 in Hawaii and speeding and impaired driving are some of the biggest causes of traffic fatalities and serious injuries. In 2024, the State of Hawaii Department of Transportation conducted an annual [behavioral study](#), and nearly one-quarter of respondents admitted to exceeding the speed limit by more than 20 miles per hour, and over half exceeded the speed limit by 10-20 miles per hour in the last six months. Statistics provided by the [Honolulu Police Department](#) and [State of Hawaii Department of Health](#) indicate that nearly half of traffic fatalities on Oahu and within the State of Hawaii are caused by impaired driving.

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.



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1667 - Relating to Transportation
Senate Committee on Transportation and Culture and the Arts
February 4th, 2025 at 3:00PM

Dear Chair Lee, Vice Chair Inouye, and members of the committee,
Mahalo for the opportunity to express **SUPPORT for SB1667**, which establishes a number of provisions to improve pedestrian safety, including prohibiting vehicles from marked crosswalks, authorization of automated speed enforcement, pedestrian lead intervals, alignment with National Association of City Transportation Officials standards, and amendments to statutes regarding reckless driving and refusal to submit breath, blood, or urine tests.

With the State's growing cost of living, including transportation costs, as well as our climate and energy crises, it is vital that we prioritize funding to improve the safety, accessibility, and affordability of non-vehicular modes of transportation. Unfortunately, despite the urgent need to decrease automobile dependency, pedestrian injuries and fatalities are on the rise. For example, according to the 2022 O'ahu Pedestrian Plan, the average annual number of pedestrian fatalities rose from 15.2 per year during the 2009–2013 time period, to 21 per year during the 2014–2018 time period (a 38 percent increase).¹ During those same time periods, the average annual number of pedestrian fatalities across the state rose by 26 percent.²

We believe one of the most powerful components of SB1667 is the provision for leading pedestrian intervals (LPIs). LPIs are an under-utilized Federal Highway Administration (FHWA) proven safety countermeasure in Hawai'i. 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% reduction in pedestrian-related crashes at intersections.³ However, in cities where LPI strategies have been implemented, even greater safety benefits have been measured. For example, in 2019, Seattle adopted a new policy to evaluate adding a LPI whenever a new traffic signal was built or repaired. At locations where LPI's had been installed in

¹ City and County of Honolulu, Department of Transportation Services. (2022). *O'ahu Pedestrian Plan*.

² State of Hawai'i Department of Transportation. (2022). *State of Hawai'i Traffic Fatalities*.

³ U.S Dept. of Transportation, Federal Highways Administration. (2024). *Leading Pedestrian Interval*. Webpage. Available at: <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>.

Seattle saw a 48% reduction in pedestrian turning collisions and a 34% reduction in serious injury and fatal pedestrian collisions.⁴

The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections, demonstrating the large possibility of such a safety intervention. Unlike the many pedestrian infrastructure across our state, this one solution is completely operational and thus available at a much lower cost. Thus, it is a "low-hanging fruit" in that it is an extremely low cost strategy to increase the safety of pedestrians and bicyclists.

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. SB1667 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

⁴ Seattle Department of Transportation. (2024). *Leading Pedestrian Intervals*. Webpage. Available at: <https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/leading-pedestrian-interval>
[S](#).

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SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
Tuesday, February 4, 2025 – 3:00pm

Hawai'i Bicycling League Supports SB 1667, Relating to Transportation

Aloha Chair Lee, Vice Chair Inouye, 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 supports SB 1667, which updates state traffic code by prohibiting vehicles from stopping and blocking crosswalks, as well as reckless driving or riding animals; further clarifies breath, blood, and urine testing criteria for persons that have been arrested; establishes an automated speed enforcement systems program with criteria for the state Highway Safety and Modernization Council (HSMC) and the Safe Routes to School (SRTS) advisory committee to recommend additional intersections that would use this technology; adopts National Association of City Transportation Officials' (NACTO) standards as well as American Association of State Highway and Transportation Officials' (AASHTO) standards as regards design for state highways bisecting and bordering residential areas.

This is common-sense legislation that prioritizes safety, especially for vulnerable road users. Moreover, it aligns and leverages Complete Streets statutes that have been adopted by the state and each of the counties. By establishing a significant fine schedule for infractions, this bill strengthens compliance. Finally, by adopting NACTO and AASHTO standards, this bill establishes proven metrics to slow vehicles, especially in residential areas, helping people to choose walking, biking and rolling as a transportation option.

Mahalo for the opportunity to provide testimony. We encourage your support for **SB 1667**.

Ride Aloha,

Eduardo Hernandez
Advocacy Director