

JAN 22 2026

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## A BILL FOR AN ACT

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RELATING TO TRANSPORTATION.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1 SECTION 1. The legislature finds that pedestrian safety is  
2 a top transportation priority. However, between the periods  
3 from 2009 to 2013 and 2014 to 2018, pedestrian fatalities across  
4 the State rose by thirty-eight per cent. The year 2025 was a  
5 particularly dangerous year for pedestrians with thirty-seven  
6 pedestrian fatalities in traffic accidents, the second highest  
7 death toll recorded since 2003 and a one hundred sixty-eight per  
8 cent increase over 2023 numbers.

9 The legislature further finds that decades of  
10 automobile-centric planning and development have created  
11 formidable mobility barriers, including the lack of safe and  
12 accessible pedestrian infrastructure. As part of the settlement  
13 agreement under *Navahine v. Hawaii Department of Transportation*,  
14 the State committed to completing its multimodal transit,  
15 bicycle, and pedestrian network by 2030.

16 The legislature further finds that many localities have  
17 been using leading pedestrian intervals to decrease the



1 likelihood of pedestrian fatalities. A leading pedestrian  
2 interval gives pedestrians the opportunity to enter the  
3 crosswalk at an intersection three to seven seconds before  
4 vehicles are given a green indication in the same direction of  
5 travel; thus, pedestrians can better establish their presence in  
6 the intersection and reinforce their right-of-way over turning  
7 vehicles. The Federal Highway Administration lists leading  
8 pedestrian intervals as one of its proven safety  
9 countermeasures, citing a 2018 study that noted a thirteen per  
10 cent decrease in pedestrian-vehicle conflicts at intersections  
11 that installed them.

12 The legislature further finds that accessibility is a  
13 critical component of pedestrian safety. To ensure equitable  
14 access for individuals who are blind or have low vision,  
15 intersections with leading pedestrian intervals should also  
16 include accessible pedestrian signals. Accessible pedestrian  
17 signals provide audible and tactile cues that convey the same  
18 information as visual pedestrian signals, allowing all  
19 pedestrians to cross safely and independently. Both leading  
20 pedestrian intervals and accessible pedestrian signals are low  
21 cost solutions to improve pedestrian safety and inclusivity. As



1 such, these tools are included in federal guidance and have  
2 become standard practice in cities around the globe.

3 The purpose of this Act is to:

- 4 (1) Require and appropriate funds for the department of  
5 transportation to install leading pedestrian intervals  
6 and accessible pedestrian signals;
- 7 (2) Ensure that accessible pedestrian signals are  
8 installed at intersections where leading pedestrian  
9 intervals are already installed;
- 10 (3) Require the department of transportation, in  
11 coordination with the counties, to establish a program  
12 through which pedestrians and community members may  
13 request the installation of accessible pedestrian  
14 signals at specific intersections; and
- 15 (4) Require that additional safety improvements, such as  
16 "No Turn on Red" signs, are implemented as necessary  
17 where leading pedestrian intervals and accessible  
18 pedestrian signals are installed.

19 SECTION 2. Chapter 291C, Hawaii Revised Statutes, is  
20 amended by adding a new section to be appropriately designated  
21 and to read as follows:



1        "\$291C-      Pedestrian signal head; leading pedestrian  
2        interval; accessible pedestrian signal.    (a)   Upon the first  
3        placement or replacement of a state-owned or operated pedestrian  
4        signal head, the signal shall be installed with a leading  
5        pedestrian interval and an accessible pedestrian signal.  
6                (b)   At intersections where leading pedestrian intervals  
7        are already installed, accessible pedestrian signals shall also  
8        be installed to accommodate pedestrians who are blind or have  
9        low vision.  
10                (c)   As necessary, where leading pedestrian intervals and  
11        accessible pedestrian signals are installed, the department of  
12        transportation shall implement additional safety improvements,  
13        such as posting "No Turn on Red" signs, improving crosswalk  
14        visibility, or other countermeasures to reduce  
15        pedestrian-vehicle conflicts.  
16                (d)   The department of transportation shall install leading  
17        pedestrian intervals on not fewer than twenty-five existing  
18        intersections with pedestrian signal heads on an annual basis  
19        until all intersections with pedestrian signal heads are so  
20        equipped. In installing leading pedestrian intervals pursuant  
21        to this subsection, the department of transportation shall



1 prioritize intersections with high collision rates and  
2 intersections that are adjacent to schools.

3 (e) An existing state-owned or operated pedestrian signal  
4 head capable of being implemented from remote installation or  
5 in-person programming shall have a leading pedestrian interval  
6 programmed when maintenance work is next performed on the  
7 intersection in which the signal is located; provided that it is  
8 located in:

- 9     (1) A residential district;
- 10    (2) A business district;
- 11    (3) A business activity district;
- 12    (4) A safety corridor;
- 13    (5) A school zone; or
- 14    (6) An area with a high concentration of pedestrians, as  
15      determined by the department of transportation.

16    (f) In coordination with the counties, the department of  
17    transportation shall develop and maintain a program that allows  
18    pedestrians and community members to request the installation of  
19    accessible pedestrian signals at specific intersections. The  
20    department shall establish clear criteria and a transparent  
21    process for evaluating and prioritizing the requests based on



1 pedestrian demand, proximity to schools and transit, and safety  
2 considerations.

3 (g) For purposes of this section:

4 "Accessible pedestrian signal" means a device with a  
5 detector that provides pedestrian-control signals in nonvisual  
6 formats, including audible tones, speech messages, and  
7 vibrotactile surfaces.

8 "Intersections with high collision rates" means  
9 intersections where one or more pedestrian-vehicle collisions  
10 resulting in serious injury or fatality have occurred within the  
11 last ten years.

12 "Leading pedestrian interval" means the three to seven  
13 second visual display of the pedestrian-control signal  
14 permitting a pedestrian to walk while the steady red  
15 traffic-control signal continues to be visually displayed.

16 "Pedestrian signal head" means a device for visually  
17 displaying pedestrian-control signals."

18 SECTION 3. There is appropriated out of the general  
19 revenues of the State of Hawaii the sum of \$1,200,000 or so much  
20 thereof as may be necessary for fiscal year 2026-2027 for the  
21 department of transportation to install state-owned or operated



1 pedestrian signal heads with leading pedestrian intervals and  
2 accessible pedestrian signals, and for associated improvements  
3 to pedestrian safety where applicable.

4 The sum appropriated shall be expended by the department of  
5 transportation for the purposes of this Act.

6 SECTION 4. New statutory material is underscored.

7 SECTION 5. This Act shall take effect on July 1, 2026.

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INTRODUCED BY: Karl Rhaas



# S.B. NO. 2470

**Report Title:**

DOT; Pedestrian Safety; Leading Pedestrian Interval; Accessible Pedestrian Signal; Request Program; Appropriation

**Description:**

Requires the installation of leading pedestrian intervals, accessible pedestrian signals, and other safety improvements, as necessary, at state-owned or operated pedestrian signal heads. Requires the Department of Transportation, in coordination with the counties, to develop a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections. Appropriates funds.

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*

