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# A BILL FOR AN ACT

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) Allow the department of transportation to evaluate an  
5 intersection for the installation of a leading  
6 pedestrian interval and accessible pedestrian signal  
7 upon the first placement or replacement of a  
8 state-owned pedestrian signal head;
- 9 (2) Ensure that accessible pedestrian signals are  
10 installed at intersections where leading pedestrian  
11 intervals are already installed;
- 12 (3) Require that additional safety improvements, including  
13 "No Turn on Red" signs, are implemented as necessary  
14 where leading pedestrian intervals and accessible  
15 pedestrian signals are installed;
- 16 (4) Require the department of transportation to evaluate  
17 not fewer than twenty-five existing intersections with  
18 pedestrian signal heads on an annual basis until each  
19 intersection with a pedestrian signal head showing a  
20 pedestrian crash within the last five years has been  
21 evaluated; and



1 (5) Require the department of transportation, in  
2 coordination with the counties, to establish a program  
3 through which pedestrians and community members may  
4 request the installation of accessible pedestrian  
5 signals at specific intersections.

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

9 "§291C- Pedestrian signal head; leading pedestrian  
10 interval; evaluation; accessible pedestrian signal. (a) Upon  
11 the first placement or replacement of a state-owned or operated  
12 pedestrian signal head, the department may evaluate the  
13 intersection for installation with a leading pedestrian interval  
14 and an accessible pedestrian signal based on data-driven  
15 criteria, including crash history, pedestrian volume, and  
16 operational feasibility.

17 (b) At intersections where leading pedestrian intervals  
18 are already installed, accessible pedestrian signals shall also  
19 be installed to accommodate pedestrians who are blind or have  
20 low vision.



1        (c) As necessary, where leading pedestrian intervals and  
2 accessible pedestrian signals are installed, the department of  
3 transportation shall implement additional safety improvements  
4 which shall include posting "No Turn on Red" signs, improving  
5 crosswalk visibility, or other countermeasures to reduce  
6 pedestrian-vehicle conflicts.

7        (d) The department of transportation shall evaluate not  
8 fewer than twenty-five existing intersections with a pedestrian  
9 signal head on an annual basis for the potential installation of  
10 leading pedestrian intervals until each intersection with a  
11 pedestrian signal head that shows a pedestrian crash within the  
12 last five years has been evaluated.

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

21        (f) For the purposes of this section:



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

5       "Leading pedestrian interval" means the three to seven  
6 second visual display of the pedestrian-control signal  
7 permitting a pedestrian to walk while the steady red  
8 traffic-control signal continues to be visually displayed.

9       "Pedestrian signal head" means a device for visually  
10 displaying pedestrian-control signals."

11       SECTION 3. There is appropriated out of the state highway  
12 fund the sum of \$                    or so much thereof as may be  
13 necessary for fiscal year 2026-2027 for the department of  
14 transportation to evaluate intersections for the potential  
15 installation of state-owned or operated pedestrian signal heads  
16 with leading pedestrian intervals and accessible pedestrian  
17 signals upon first placement or replacement, and for associated  
18 improvements to pedestrian safety where applicable.

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

21       SECTION 4. New statutory material is underscored.



**1** SECTION 5. This Act shall take effect on July 1, 2050.



**Report Title:**

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

**Description:**

Authorizes the Department of Transportation to evaluate an intersection for the installation of a leading pedestrian interval and accessible pedestrian signal upon the first placement or replacement of a state-owned pedestrian signal head. Requires the Department of Transportation to evaluate not fewer than 25 existing intersections with pedestrian signal heads on an annual basis until each intersection with a pedestrian signal head showing a pedestrian crash within the last 5 years has been evaluated. Ensures that accessible pedestrian signals are installed at intersections where leading pedestrian intervals are already installed. Requires that additional safety improvements are implemented as necessary where leading pedestrian intervals and accessible pedestrian signals are installed. 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 moneys from the state highway fund. Effective 7/1/2050. (SD2)

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