

JAN 23 2026

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# A BILL FOR AN ACT

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RELATING TO PEDESTRIAN SAFETY.

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

1       SECTION 1. The legislature finds that Hawaii has  
2 experienced persistently high levels of traffic-related  
3 fatalities over recent years, with pedestrians representing a  
4 disproportionate and growing share of those deaths. In recent  
5 years, pedestrians have accounted for a significant percentage  
6 of all traffic fatalities statewide, reflecting a sustained  
7 pattern of vulnerability for individuals walking along Hawaii's  
8 roadways. Many of the fatalities and serious injuries suffered  
9 by pedestrians have occurred while individuals were lawfully  
10 using marked or unmarked crosswalks, including in residential  
11 neighborhoods, school-adjacent areas, and other locations with  
12 regular pedestrian activity.

13       The legislature further finds that the State, through the  
14 department of transportation and in coordination with county  
15 governments, has committed to reducing traffic deaths and  
16 serious injuries through comprehensive roadway safety planning  
17 consistent with vision zero principles, which recognize that



1 traffic fatalities are preventable and that roadway systems must  
2 prioritize the safety of the most vulnerable road users. These  
3 commitments emphasize safer speeds, safer streets, safer  
4 behavior, and clearer legal standards governing driver conduct.

5 The legislature also finds that walking is a fundamental,  
6 equitable, and environmentally sustainable mode of  
7 transportation and that residents and visitors cannot reasonably  
8 be expected to walk, access public transit, or support  
9 sustainable transportation goals unless pedestrians are afforded  
10 clear, enforceable, and meaningful legal protections when  
11 crossing public roadways.

12 The legislature additionally finds that section 291C-72,  
13 Hawaii Revised Statutes, while requiring drivers to stop for  
14 pedestrians in crosswalks, lacks sufficient specificity  
15 regarding when the duty to stop is triggered and how long a  
16 driver must remain stopped, creating ambiguity that undermines  
17 enforcement, accountability, and compliance. Other  
18 jurisdictions with better pedestrian safety outcomes, such as  
19 Oregon and Washington state, have adopted explicit "stop and  
20 remain stopped" standards and lane-based trigger points that



1 clearly allocate responsibility to the operator of the motor  
2 vehicle, which is the heavier and more dangerous instrument.

3 Furthermore, the legislature finds that children walking to  
4 and from school, older adults, and individuals with visual  
5 impairments face heightened risk and require enhanced statutory  
6 protections, particularly in school zones and other high-  
7 pedestrian-use areas. Existing penalties for crosswalk  
8 violations may be insufficient to deter dangerous driving  
9 behavior and do not adequately reflect the severity of harm  
10 caused when violations result in serious bodily injury.

11 Accordingly, the purpose of this Act is to advance the  
12 State's traffic safety and vision zero-aligned commitments by:

- 13 (1) Clarifying driver obligations at crosswalks;  
14 establishing a clear and enforceable duty to stop and  
15 remain stopped for pedestrians;  
16 (2) Strengthening penalties for violations, particularly  
17 in school zones;  
18 (3) Creating additional criminal penalties when violations  
19 cause bodily injury; and  
20 (4) Providing heightened protections for blind and  
21 visually impaired pedestrians in order to reduce



1 preventable deaths and serious injuries on Hawaii's  
2 roadways.

3 SECTION 2. Chapter 707, Hawaii Revised Statutes, is  
4 amended by adding three new sections to be appropriately  
5 designated and to read as follows:

6 **"§707- Negligent injury to a pedestrian in a crosswalk**  
7 **in the first degree.** (1) A person commits the offense of  
8 negligent injury to a pedestrian in a crosswalk in the first  
9 degree if that person negligently operates a motor vehicle  
10 within the area of a marked or unmarked crosswalk and causes  
11 serious bodily injury to a pedestrian who is lawfully within the  
12 crosswalk.

13 (2) Negligent injury to a pedestrian in a crosswalk in the  
14 first degree is a class C felony.

15 (3) The penalties under this section shall be in addition  
16 to any other penalties under chapter 291C.

17 **§707- Negligent injury to a pedestrian in a crosswalk**  
18 **in the second degree.** (1) A person commits the offense of  
19 negligent injury to a pedestrian in a crosswalk in the second  
20 degree if that person negligently operates a motor vehicle  
21 within the area of a marked or unmarked crosswalk and causes



1 bodily injury to a pedestrian who is lawfully within the  
2 crosswalk.

3 (2) Negligent injury to a pedestrian in a crosswalk in the  
4 second degree is a misdemeanor.

5 (3) The penalties under this section shall be in addition  
6 to any other penalties under chapter 291C.

7 **§707- Failure to stop for a blind or visually impaired**  
8 **pedestrian.** (1) A person commits the offense of failure to  
9 stop for a blind or visually impaired pedestrian if that person  
10 does not stop and remain stopped for a blind or visually  
11 impaired pedestrian who is crossing at any crosswalk or roadway.

12 (2) Failure to stop for a blind or visually impaired  
13 pedestrian is a misdemeanor that shall be punishable by:

14 (a) A fine of no less than \$500 and no more than \$1,000;

15 (b) Imprisonment of no more than six months; or

16 (c) Both.

17 (3) As used in this section, "blind or visually impaired  
18 pedestrian" means a blind or visually impaired person who is  
19 carrying or using an exposed cane or walking stick that is  
20 painted white in color or painted white tipped with red, or a  
21 person who is blind or visually impaired and using a guide dog."



SECTION 3. Section 291C-72, Hawaii Revised Statutes, is amended to read as follows:

**"§291C-72 Pedestrians' right-of-way in crosswalks. (a)**

The driver of a vehicle shall stop and remain stopped to allow ~~[for]~~ a pedestrian who is crossing the roadway within a crosswalk when the pedestrian is ~~[either:~~

~~(1) Upon the half of the roadway upon which the vehicle is traveling; or~~

~~(2) Approaching the vehicle so closely from the opposite half of the roadway as to be in danger,]~~ upon, entering, or within one lane of the half of the roadway upon which the vehicle is traveling or onto which the vehicle is turning,

and shall not proceed until the pedestrian has passed the vehicle and has cleared the lane of travel and any adjacent lane into which the vehicle would proceed, and the driver can safely proceed.

For roadways consisting of a single lane of travel in each direction, a pedestrian who is upon or entering a crosswalk shall be deemed to be within one lane of the half of the roadway upon which the vehicle is traveling.



1       For purposes of this section, "a pedestrian who is crossing  
2   the roadway within a crosswalk" occurs when any part or  
3   extension of the pedestrian, including any part of the  
4   pedestrian's body, wheelchair, cane, crutch, or bicycle, is  
5   beyond the curb or edges of the traversable roadway and moves  
6   onto the roadway within an intersection or crosswalk.

7       (b) No pedestrian shall suddenly leave a curb or other  
8   place of safety and walk or run into the path of a vehicle which  
9   is so close that it is impossible for the driver to yield.

10      (c) Subsection (a) shall not apply under the conditions  
11   stated in section 291C-73(b).

12      (d) Whenever any vehicle is stopped at a marked crosswalk  
13   or at any unmarked crosswalk at an intersection to permit a  
14   pedestrian to cross the roadway, the driver of any other vehicle  
15   approaching from the rear shall not overtake and pass the  
16   stopped vehicle.

17      (e) Every person who violates this section shall be  
18   subject to the following penalties:

19      (1) For a first infraction, or any infraction not preceded  
20           within one year by a prior violation of this section,  
21           a fine of [~~\$150+~~] \$250;



(2) For an infraction that occurs within one year of a prior violation of this section, a fine of [~~\$300~~] \$500 and revocation of the person's driver's license and privilege to operate a vehicle for a period of ninety days; and

(3) For an infraction that occurs within two years of two prior violations of this section, and for the fourth and each additional infraction of this section, regardless of when committed, a fine of [~~\$1,000~~] \$1,500, and revocation of the person's driver's license and privilege to operate a vehicle for a period of one hundred eighty days.

(f) Any violation of this section that occurs within a school zone shall be subject to double the applicable penalty in subsection (e), including fines and revocation of the person's driver's license and privilege to operate a vehicle.

As used in this subsection, "school zone" has the same meaning as in 291C-104."

SECTION 4. If any provision of this Act, or the application thereof to any person or circumstance, is held invalid, the invalidity does not affect other provisions or





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1 applications of the Act that can be given effect without the  
2 invalid provision or application, and to this end the provisions  
3 of this Act are severable.

4 SECTION 5. Statutory material to be repealed is bracketed  
5 and stricken. New statutory material is underscored.

6 SECTION 6. This Act shall take effect on July 1, 2026.

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INTRODUCED BY: 



# S.B. NO. 2695

**Report Title:**

Pedestrian Safety; Crosswalks

**Description:**

Clarifies driver's obligations at crosswalks. Requires drivers to stop and remain stopped for pedestrians in crosswalks. Strengthens penalties for traffic violations, particularly in school zones. Creates additional criminal penalties when pedestrians suffer bodily injury. Provides heightened protections for blind and visually impaired pedestrians.

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