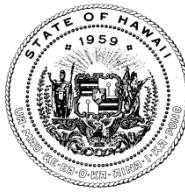


LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

Thursday, February 12, 2026

8:30 AM

State Capitol, 430

HB1884

RELATING TO TRANSPORTATION

House Committees on Transportation

The Hawaii Department of Transportation (HDOT) supports intent with comments H.B. No. 1884, which aims to enhance pedestrian safety through the implementation of leading pedestrian intervals (LPIs) and accessible pedestrian signals (APS) at state-owned or operated pedestrian signal heads.

HDOT is currently developing and implementing a systematic LPI Implementation Plan. This plan features a data-driven evaluation of intersections, focusing on crash history, pedestrian and turning vehicle volumes, geometry, proximity to schools and transit, and other factors. It also includes the ability for community members to request evaluations for the LPI and APS at specific intersections. The plan targets evaluation of 25 intersections annually and is expected to begin evaluations in May 2026. This approach ensures resources are directed to locations with the greatest demonstrated need rather than blanket mandates, while still advancing safety.

While the intent of H.B. 1884 is strongly supported, several provisions could be refined for feasibility, consistency with data-driven practices, and alignment with HDOT's existing plan.

Not all intersections require or benefit equally from LPIs and APS. Automatic installation on first placement/replacement or during maintenance could lead to suboptimal outcomes without evaluation. Therefore, the annual installation mandate of 25 intersections may not align with realistic timelines for evaluation, coordination with counties, funding, and field verification. We suggest the 25 evaluations per year as a more feasible and effective target, allowing for thorough data-driven assessments before proceeding to installation where warranted.

Prioritization should focus on crash history over the most recent 5 years (rather than 10 years), as more recent changes in safety measures, traffic patterns, or infrastructure improvements may have significantly altered the current conditions of the area.

APSs are not a simple "plug-and-play" addition and should not be treated as an on-demand request fulfilled immediately upon community submission, as this would not be

a quick fix. Installation involves significant engineering challenges, including minimum 10-foot pole spacing at landings to prevent audio interference (often requiring pole replacements or additions compliant with current Load and Resistance Factor Design (LRFD) standards, geotechnical and structural analysis, and 6-month lead times for new poles from the mainland); separate landings per crossing (frequently necessitating reconstruction of existing curb ramps); dedicated conduit runs back to the controller for each button (precluding daisy-chaining and often requiring trenching, new pullboxes, and full conduit block replacements, as wireless options are not accepted due to cybersecurity concerns); and adequate space in existing cabinets (with potential upgrades for older ones). These factors mean APS upgrades are resource-intensive and site-specific, requiring thorough evaluation rather than automatic implementation. Therefore, to install an APS by request within these parameters would cost an estimated \$4-8 million per intersection.

Therefore, HDOT requests the bill be amended as follows:

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

"§291C- Pedestrian signal head; leading pedestrian interval; accessible pedestrian signal.

(a) Upon the first placement or replacement of a state-owned or operated pedestrian signal head, ~~the signal shall be installed~~ the department may evaluate the intersection for installation with a leading pedestrian interval and an accessible pedestrian signal based on data-driven criteria including crash history, pedestrian volumes, and operational feasibility.

(b) At intersections where leading pedestrian intervals are already installed, accessible pedestrian signals shall also be installed to accommodate pedestrians who are blind or have low vision. (This subsection is acceptable as written.)

(c) As necessary, where leading pedestrian intervals and accessible pedestrian signals are installed, the department of transportation shall implement additional safety improvements, such as posting "No Turn on Red" signs, improving crosswalk visibility, or other countermeasures to reduce pedestrian-vehicle conflicts. (This subsection is acceptable as written.)

(d) The department of transportation shall ~~install leading pedestrian intervals on not fewer than twenty-five existing intersections with pedestrian signal heads on an annual basis until all intersections with pedestrian signal heads are so equipped.~~ evaluate not fewer than twenty-five existing intersections with pedestrian signal heads on an annual basis for the potential installation of leading pedestrian intervals until all intersections with pedestrian signal heads that show a pedestrian crash within the last 5 years have been evaluated. In installing leading pedestrian intervals pursuant to this subsection, the department of transportation shall prioritize intersections with high collision rates and intersections that are adjacent to schools.

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

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

(f) In coordination with the counties, the department of transportation shall develop and maintain a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections. The department shall establish clear criteria and a transparent process for evaluating and prioritizing the requests based on pedestrian demand, proximity to schools and transit, and safety considerations. Requests shall be evaluated using the same data-driven methodology as other locations, with priority given to intersections with documented pedestrian safety concerns.

(g) For purposes of this section:

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

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

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

Thank you for the opportunity to testify in strong support of this bill.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation

February 12, 2026 at 8:30AM
Conference Room 430

HB 1884 **Relating to Transportation**

Dear Chair Kila, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1884**, which would require 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, and appropriates funds.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.¹ Installing leading pedestrian intervals (LPIs), accessible pedestrian signals, and other safety improvements at state-owned or operated pedestrian signal heads will make it safer and easier for residents to access jobs, schools, goods, services, opportunities, and their homes via walking and rolling.

Because an LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication, people walking can better establish their presence in the crosswalk before vehicles turn right or left. Due to increased visibility, LPIs also increase the likelihood of motorists yielding to people walking and enhance safety for people walking who may be slower to start walking into the intersection. LPIs are identified by the Federal Highway Administration (FHWA) as a proven safety countermeasure, with an estimated 13% reduction in pedestrian-vehicle crashes at intersections.²

¹ https://oahumpo.org/?wpfb_dl=2215

² <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>
Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200 Honolulu, Hawaii 96813
Telephone: (808) 587-2015 | Fax: (808) 587-2018
www.oahumpo.org

FHWA also recommends installation of LPIs at intersections with high turning volumes in their Handbook for Designing Roadways for the Aging Population³ and recommends right turn on red restrictions, accessible pedestrian signals, and parallel vehicular green extension intervals as complimentary treatments⁴.

Another study of the effectiveness of LPIs in State Park, Pennsylvania suggests that the before and after comparison showed a 58.7% reduction in pedestrian–vehicle crashes at treated intersections.⁵ The study also included an economic analysis that determined that the cost-effectiveness of the strategy is high, due to the low cost of installation and the significant reduction in crashes.⁶ LPIs and other safety improvements are particularly important to help the State and County address cost of living and equity concerns as well as meet [the State's codified carbon net-negative goal](#) and [requirements in the Navahine Settlement](#).

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 and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

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

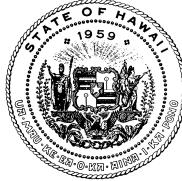
³ <https://highways.dot.gov/safety/other/older-road-user/handbook-designing-roadways-aging-population>

⁴ <https://highways.dot.gov/media/11841>

⁵ https://nacto.org/wp-content/uploads/safety_effectiveness_of_lpi_fayish.pdf

⁶ IBID.

JOSH GREEN, M.D.
GOVERNOR OF HAWAII
KE KIA'ĀINA O KA MOKU'ĀINA 'O HAWAII'



KENNETH S. FINK, MD, MGA, MPH
DIRECTOR OF HEALTH
KA LUNA HO'OKELA

STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
P.O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

**Testimony in SUPPORT of H.B. 1884
RELATING TO TRANSPORTATION**

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: February 12, 2026
8:30 AM

Room Number: Conference Room 430
via Videoconference

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of Transportation (DOT) for fiscal implications of implementation.
- 2
- 3 **Department Position:** The DOH supports the public health implications of House Bill 1884 (H.B. 1884), which requires the installation of leading pedestrian intervals, accessible pedestrian signals, and other safety improvements, as necessary, at state-owned or operated pedestrian signal heads. The measure requires the DOT, 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. The DOH defers to the DOT on requested amendments for implementation.
- 4
- 5
- 6
- 7
- 8
- 9
- 10 **Department Testimony:** The installation of traffic-actuated signals and Leading Pedestrian Intervals (LPIs) would allow pedestrians to begin crossing intersections before vehicles, allowing for earlier pedestrian movement, increased visibility of crossing pedestrians, and a higher likelihood of motorist yielding to pedestrians, which would greatly enhance the safety of
- 11
- 12
- 13
- 14

¹ FHWA, & Signor, K., Jr. (2023). Leading pedestrian interval. In FHWA-SA-21-032. <https://highways.dot.gov/safety/proven-safety-countermeasures>

1 have been observed to reduce conflict with turning vehicles by 95% and can be implemented
2 with minor to no additional vehicular delays.^{2,3} A major New York City study showed a 65%
3 drop in fatal pedestrian crashes during daylight hours, making it a highly effective, low-cost
4 safety intervention.⁴

5 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,
6 only 33% of adult and 18% of high school students in Hawaii met federal guidelines for physical
7 activity.^{5,6} The design of roads that integrate active transportation options like walking,
8 bicycling, and transit is a public health concern since the safety and accessibility of a
9 community's built environment can promote or hinder physical activity. This includes removing
10 barriers to safely and conveniently accessing active transportation options. Safe, accessible, and
11 walkable communities encourage physical activity and can promote better health outcomes in
12 communities whose populations are at less risk for serious chronic diseases and conditions such
13 as obesity, heart disease, and diabetes.⁷ Additionally, encouraging walking and biking reduces
14 reliance on motor vehicles, leading to decreased air pollution in the form of vehicular exhaust
15 and non-exhaust emissions such as tire particulate matter.

16 Traffic crashes are a leading cause of injury and death in Hawaii, particularly among
17 vulnerable road users such as pedestrians, bicyclists, and individuals with disabilities or
18 impairments. Low-income and underserved communities often bear a disproportionate burden
19 of traffic-related injuries and have less access to safe transportation infrastructure. Accessible

² 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/ajph.93.9.1456>

³ 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>

⁴ Berger S. New York City intersections see one-third fewer pedestrian injuries with longer head-start intervals. Columbia University Mailman School of Public Health. Published July 18, 2025. Accessed February 5, 2026. <https://www.publichealth.columbia.edu/news/new-york-city-intersections-see-one-third-fewer-pedestrian-injuries-longer-head-start-intervals>

⁵ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

⁶ Hawaii Health Data Warehouse, Hawaii State Department of Health, Youth Risk Behavioral Survey, 2023; https://hhdw.org/report/query/result/yrbs/PhysActMeetRec/PhysActMeetRec_HS_ST.html

⁷ CDC About Physical Activity. 2021.

1 pedestrian signals and detectors are especially important for individuals with disabilities and
2 older adults, who may be more reliant on walking and public transit.

3 From a safety perspective, this bill directly supports the State's commitment to Vision
4 Zero (Hawaii Revised Statutes § 286-7), which aims to eliminate traffic-related fatalities and
5 serious injuries. These infrastructure improvements are critical to preventing avoidable injuries
6 and fatalities while also creating a safer built environment so all people, regardless of ability or
7 socioeconomic status, have safe and equitable opportunities for active transportation.

8 **Offered Amendments:** None

9 Thank you for the opportunity to testify on this measure.

COUNTY COUNCIL

Mel Rapozo, Chair
KipuKai Kuali'i, Vice Chair
Addison Bulosan
Bernard P. Carvalho, Jr.
Felicia Cowden
Fern Holland
Arryl Kaneshiro

**OFFICE OF THE COUNTY CLERK**

Jade K. Fountain-Tanigawa, County Clerk
Lyndon M. Yoshioka, Deputy County Clerk

Telephone: (808) 241-4188
Facsimile: (808) 241-6349
Email: cokcouncil@kauai.gov

Council Services Division
4396 Rice Street, Suite 209
Līhu'e, Kaua'i, Hawai'i 96766

February 10, 2026

TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
HB 1884, RELATING TO TRANSPORTATION
House Committee on Transportation

Thursday, February 12, 2026

8:30 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 1884, Relating to Transportation. My testimony is submitted in my individual capacity as a member of the Kaua'i County Council.

I wholeheartedly support HB 1884, which requires the installation of leading pedestrian intervals, accessible pedestrian signals, and other safety improvements at certain signalized intersections. Taken as a whole, these efforts are some of the most cost-effective safety investments the State of Hawai'i can make today to improve pedestrian safety for generations to come. These improvements will help people of all abilities safely and confidently navigate our roadways while preventing serious injuries.

Thank you again for this opportunity to provide testimony in support of HB 1884. 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.

Sincerely,

ADDISON BULOSAN
Councilmember, Kaua'i County Council

RM:dmc

HAWAII ASSOCIATION OF THE BLIND

Representative Darius K. Kila, , Chair
House Committee on Transportation
State of Hawaii

February 10, 2026

Honorable Chair Kila and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports H.B.1884, which requires the installation of accessible pedestrian signals (APS) at specific intersections.

For individuals who are blind, it is *high time* to install more APS. Curb cuts were constructed decades ago on virtually every corner for wheelchair access. This bill allows for much safer passage in crossing the streets, particularly where there are high volume motorized vehicles and bicycle traffic.

Our members have reported very dangerous intersections that posed hazards for crossing at intersections with traffic signals. One of our HAB members was struck and injured by a car while crossing the street at an intersection with a traffic signal. Blind individuals with trained service animals have indicated dangerous intersections. Blind individuals using their white canes – something that driver license examinations include - risk their safety crossing intersections where traffic signals have no APS.

HAB would prefer to participate in serving on the proposed committee to make recommendations on where APS may be installed. HAB advocacy efforts in this regard have included a meeting with City & County Department of Transportation officials to request APS and they indicated their support of installing APS in key areas. We appreciate the strong support for support from the State Department of Transportation to implement APS. HAB desires a fast track on its data-driven installations.

Thank you for the opportunity to present testimony in strong support of H.B.1884.

Howard Lesser

Howard Lesser, Chair, Advocacy Committee

Hawaii Association of the Blind

Residence:

801 South Street, #3609

Honolulu, HI 9681

(808) 227-8428

howardlesser@ymail.com

HB-1884

Submitted on: 2/10/2026 1:18:13 PM
Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Louis Erteschik	Hawaii Disability Rights Center	Support	Remotely Via Zoom

Comments:

We support the bill both as a very smart safety measure as well as a way to provide greater integration into the community for people with disabilities.

Signalized intersections are among the most dangerous places for people walking in Hawai‘i. These locations place people walking—especially vulnerable individuals—in direct conflict with turning vehicles. **LPIs are a proven, low-cost safety countermeasure** that directly address one of the most common and deadly crash types: drivers failing to yield while turning. LPIs give pedestrians a brief head start—typically three to seven seconds—before vehicles receive a green light, allowing people to establish visibility in the crosswalk and reducing conflicts with turning traffic. Apparently, cities that have adopted LPIs have seen substantial reductions in pedestrian injuries.

Accessible Pedestrian Signals (APS) are essential for ensuring that signalized intersections are usable and safe for blind and low-vision pedestrians. APS communicate WALK and DON’T WALK information through audible and vibrotactile cues, reducing confusion, improving crossing accuracy, and increasing independence and confidence when navigating intersections. Without APS, many pedestrians with visual impairments must rely on inconsistent traffic sounds or guesswork to determine when it is safe to cross. If individuals with disabilities can more safely navigate the streets of our community it will clearly enable them to more fully participate in all facets of life as they will be able to walk or transport themselves virtually anywhere they want to go.

Our understanding is that these measures are actually not very expensive and so there is no sound reason not to adopt these very basic common sense upgrades to our traffic infrastructure.



ADDRESS
3442 Wai'aleae Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION
Thursday - February 12, 2026 - 8:30am

Hawai'i Bicycling League Supports HB 1884, relating to Transportation, with remarks

Aloha Chair Kila, Vice Chair Miyake and members of the Committee,

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.

HBL strongly supports HB 1884 to require the installation of leading pedestrian interval (LPI) technology by HDOT in coordination with the counties and appropriates funds to this end.

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 countermeasure¹. 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

Given that 2025 was one of the deadliest years in decades on Hawai'i roads, it is imperative to take bold action to utilize proven technologies that will create safer conditions for everyone, especially vulnerable road users.

We urge you to pass HB 1884 and move it along for further consideration this legislative session.

Mahalo for the opportunity to share testimony on this important matter..

S/Eduardo Hernandez

Eduardo Hernandez

Advocacy Director, Hawaii Bicycling League

¹ https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading_Pedestrian_Interval_1.pdf



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for HB1884 - Relating to Transportation
House Committee on Transportation (TRN)
Thursday, February 12, 2026 at 8:30AM

Dear Chair Kila, Vice Chair Miyake, and members of the TRN committee,
Mahalo for the opportunity to express **SUPPORT for HB1884, which would require the installation of leading pedestrian intervals (LPIs), accessible pedestrian signals, and other safety improvements, as necessary, at state-owned or operated pedestrian signal heads.**

Signalized intersections are among the most dangerous places for people walking in Hawai'i. According to the Hawai'i Department of Transportation's (HDOT) Vulnerable Road User Safety Assessment, more than half of all pedestrian crashes occur at intersections.¹ These locations place people walking—especially children, kūpuna, people with disabilities, and those using mobility devices—in direct conflict with turning vehicles.

LPIs are a proven, low-cost safety countermeasure that directly address one of the most common and deadly crash types: drivers failing to yield while turning. LPIs give pedestrians a brief head start—typically three to seven seconds—before vehicles receive a green light, allowing people to establish visibility in the crosswalk and reducing conflicts with turning traffic. The Federal Highway Administration recognizes LPIs as a proven safety countermeasure and estimates they can reduce pedestrian crashes at intersections by at least 13 percent.² In practice, cities that have adopted LPIs at scale have seen even greater benefits, including:

- **Seattle**, where LPIs have been deployed since 2019. In Seattle, LPIs have resulted in a 48 percent reduction in pedestrian turning collisions and a 34 percent reduction in serious injury and fatal pedestrian collisions.³ As of early 2024, the Seattle Department of Transportation had implemented LPIs at 628 intersections – representing 64 percent of all of all feasible signalized intersections citywide.⁴

¹ Hawai'i Department of Transportation (HDOT), "Hawai'i Vulnerable Road User Safety Assessment," November, 2023. https://hidot.hawaii.gov/highways/files/2023/11/Final_VRUSA_2023.pdf.

² 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>.

³ 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>.

⁴ SDOT, "Vision Zero Action Plan: 2024 Update," 2024.

https://www.seattle.gov/documents/Departments/SDOT/VisionZero/VZ_Action_Plan.pdf

- **New York City**, where LPIs have been deployed since 2014. A 2025 Columbia University study analyzing 2,869 LPI-treated intersections in New York City found a 33 percent reduction in total pedestrian injuries (fatal and non-fatal) at those sites.⁵ Importantly, fatal vehicle-pedestrian collisions in daytime hours dropped by 65 percent at treated intersections, indicating LPIs are especially effective at preventing the most severe collisions.⁶

Just as important, Accessible Pedestrian Signals (APS) are essential for ensuring that signalized intersections are usable and safe for blind and low-vision pedestrians. APS communicate WALK and DON'T WALK information through audible and vibrotactile cues, reducing confusion, improving crossing accuracy, and increasing independence and confidence when navigating intersections. Without APS, many pedestrians with visual impairments must rely on inconsistent traffic sounds or guesswork to determine when it is safe to cross.

Critically, LPIs must be paired with APS to be truly equitable and effective. When LPIs are installed without APS, blind and low-vision pedestrians may miss the early walk interval entirely, unintentionally losing the safety benefit that LPIs are designed to provide. Pairing these treatments ensures compliance with accessibility standards while maximizing safety outcomes for all pedestrians.

Despite their effectiveness and relatively low cost, LPIs and APS are largely absent across Hawai‘i, and there is currently no transparent, systematic approach to installing them at state-controlled intersections. Other states and cities have recognized the urgency of this issue. California now requires LPIs and APS at newly installed and modified state-owned signals, treating pedestrian safety and accessibility as standard practice rather than optional upgrades. HB1884 would move Hawai‘i in this same, evidence-based direction.

From a fiscal standpoint, HB1884 represents a smart investment. LPIs are often implemented through signal retiming or minor programming changes, making them far less expensive than many other infrastructure improvements. The FHWA estimates the cost to add an LPI at an intersection ranges from about \$200 up to \$1,200 per intersection.⁷ The lower end represents cases where only a simple controller setting change is needed, which can be done by municipal signal technicians.⁸ In some cases, installing LPIs requires conducting a traffic study or installing a new APS device, which require additional fiscal resources. However, even the higher end of costs for LPIs is still very low compared to most road safety improvements.

⁵ Columbia University Mailman School of Public Health, “New York City Intersections See One-Third Fewer Pedestrian Injuries with Longer Head-Start Intervals,” Phys.org, July 18, 2025.

<https://phys.org/news/2025-07-york-city-intersections-pedestrian-injuries.html>.

⁶ Ibid.

⁷ FHWA, “Leading Pedestrian Interval (LPI): Safe Transportation for Every Pedestrian Countermeasure Tech Sheet,” FHWA-SA-19-040, October 2019. <https://highways.dot.gov/media/11841>.

⁸ Ibid.

Having a proactive approach to installing APS signals is also smart from a legal perspective. Because of stagnant implementation of APS in many localities, increasingly class-action lawsuits are being brought in major cities on the claims that municipal agencies are failing to make signaled intersections accessible for visually-impaired pedestrians, as required by the Americans with Disability Act.

At a minimum, these lawsuits have generally resulted in agreements requiring jurisdictions to establish programs for pedestrians to formally request an APS. However, in some localities, these agreements have also required municipalities to install APS at existing intersections. For example, in Chicago in 2019, Disability Rights Advocates filed a class action lawsuit – and was later joined by the federal Department of Justice – that challenged Chicago's pedestrian planning practices, which overlooked the safety needs of vision-impaired pedestrians.⁹ At the time of the filing, less than 0.5 percent of Chicago's over 2,800 signalized intersections provided an APS.¹⁰ Following years of litigation, an agreement was reached in 2025 requiring that Chicago equip at least 71% of its signalized intersections with pedestrian signals with APS in the next 10 years.¹¹ The agreement also outlines a minimum number of intersections where APS must be installed each year (ranging from 70 to 245 intersections per year).¹² A similar lawsuit and agreement was reached in New York City in 2020, requiring that APS be installed at over 10,000 intersections over the next ten years.¹³

When weighed against the immense human and economic costs of pedestrian injuries and fatalities, LPIS and APS signals are among the most cost-effective safety tools available. At a time when Hawai'i faces rising pedestrian fatalities, and urgent climate and transportation challenges, it is essential that the state prioritize solutions that make walking safer and more accessible. HB1884 does exactly that by institutionalizing proven safety measures at the intersections where risk is highest.

Mahalo for the opportunity to testify on this important measure.



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

⁹ Disability Rights Advocates, "Press Release 06.02.2025: Court Orders Chicago to Install Thousands of Accessible Pedestrian Signals. Following Years of Litigation, Chicago's Streets will be Safer for Blind Pedestrians," June 2, 2025. <https://dralegal.org/press/chicago-pedestrian-signals-remedial-plan-order/>.

¹⁰ Ibid.

¹¹ United States District Court for the Northern District of Illinois, "Remedial Plan Order: American Council of the Blind of Metropolitan Chicago et al. v. City of Chicago, No. 18-cv-04145," Disability Rights Advocates, September 23, 2019. https://dralegal.org/wp-content/uploads/2019/09/365_Remedial_Plan_Order_ACC.pdf.

¹² Ibid.

¹³ United States District Court for the Southern District of New York. "Opinion & Order: American Council of the Blind of New York, Inc., Michael Golfo, and Christina Curry v. City of New York, et al., No. 1:18-cv-05792-PAE," Disability Rights Advocates, December 27, 2021. https://dralegal.org/wp-content/uploads/2022/03/194_Opinion_and_Order_ACC.pdf.



P.O. Box 392, Kilauea, Kauai, HI, 96754

PHONE: (808) 212-4765 • FAX: (808) 828-2027 • E-MAIL: bbrody1@hawaii.rr.com • WEB SITE: www.getfitkauai.com

HOUSE COMMITTEE ON TRANSPORTATION

Thursday, February 12th at 8:30AM

Testimony in Strong Support of HB1844 - Relating to Transportation

Aloha Chair Kila, Vice Chair Miyake, and Members of the House Transportation Committee,

My name is Bev Brody, and I am writing on behalf of Get Fit Kauai, the Healthy Eating Active Living (HEAL) coalition of Kauai County, representing more than 100 members committed to improving health, safety, and quality of life for our island communities. We are in strong support of HB1884.

This bill advances proven, cost-effective strategies to protect people walking by requiring leading pedestrian intervals (LPIs), accessible pedestrian signals (APS), and other safety improvements at key signalized intersections.

LPIs give pedestrians a head start before vehicles receive a green light, reducing turning-vehicle conflicts — one of the most common crash types in Hawai'i. APS are essential for blind and low-vision community members to navigate safely and independently. These upgrades are simple, affordable, and among the most effective tools available to prevent serious injuries and fatalities.

For a small investment, HB1884 delivers meaningful, statewide safety benefits. It aligns with our coalition's mission to create environments where walking is safe, accessible, and encouraged for all ages and abilities.

We respectfully urge the Committee to pass HB1884.

Mahalo for the opportunity to testify.

BBrody

Bev Brody
Get Fit Kauai – Director
H.E.A.L. (Healthy Eating Active Living) Community Coalition of Kauai County
(808) 212-4765

HAWAII ASSOCIATION OF THE BLIND

Representative Darius K. Kila, , Chair
House Committee on Transportation
State of Hawaii

February 10, 2026

Honorable Chair Kila and Committee Members,

As President of the Hawaii Association of the Blind, I strongly support H.B.1884, which HAB has been advocating for a long time requiring the installation of accessible pedestrian signals (APS) at specific intersections.

For individuals who are blind, it is *high time* to install APS. Curb cuts were constructed decades ago at every corner for wheelchair access. Now it is time for the installation of APS. This is a measure that allows for much safer passage in crossing the streets, particularly where there is high volume motorized vehicles and bicycle traffic.

the members of HAB more than once have reported very dangerous intersections that posed hazards for crossing at intersections with traffic signals. One of our HAB members was struck and injured by a car while crossing the street at an intersection which had not been retrofitted with the required APS traffic signal. Blind individuals with trained service animals have indicated dangerous intersections. Blind individuals using their white canes – something that driver's examinations include in license examinations - risk their safety crossing intersections where traffic signals have no APS.

HAB is willing to participate in serving on the proposed committee in making recommendations on where to have APS installed. HAB advocacy efforts have included meetings with City & County Department of Transportation officials to request APS which we indicated our support of installing APS in key areas. We ask for support from the State Department of Transportation to implement APS.

Thank you for the opportunity to present testimony in strong support of H.B.1884.

Art Cabanilla, President,
Hawaii Association of the Blind
Organization:
1550 Ainakoa Avenue,
Honolulu, HI 96821
(808)728-1554
sixsense808@gmail.com

HB-1884

Submitted on: 2/11/2026 3:38:51 AM
Testimony for TRN on 2/12/2026 8:30:00 AM

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

Comments:

PATH-People for Active Transportation Hawaii is supporting HB1884 making it safer for pedestrians in crosswalks and requiring pedestrian intervals at crosswalks so drivers have a chance to see people in the intersection. We also encourage the use of funding to create new crosswalks and crosswalk signals on our roads across the islands. PATH encourages people to walk and use active transportation and they should feel safe while doing so. The pedestrian and cyclist deaths in our state should be 0 and following steps towards Vision Zero to make roads safer is paramount.



HIPHI Board

May Okihiro, MD, MS

Chair

John A. Burns School of Medicine,
Department of Pediatrics

Jennifer José Lo, MD

Vice Chair

Hawai'i Health Partners

Titiimaea Ta'ase, JD

Secretary

Taase Law Office

Jonathan Ching

Kaiser Permanente

Tammy Ho

The Queen's Medical Center

Carissa Holley, MEd

Hale Makua Health Services

Joyce Lee-Ibarra, MS

JLI Consulting

Misty Pacheco, DrPH

University of Hawai'i at Hilo

Dina Shek, JD

Medical-Legal Partnership

For Children in Hawai'i

JoAnn Tsark, MPH

John A. Burns School of Medicine, Native
Hawaiian Research Office

Danette Wong Tomiyasu, MBA

Retired, Hawai'i State Department of
Health

HIPHI Initiatives

Coalition for a
Tobacco-Free Hawai'i

Community-Based Research &
Evaluation

Community Health
Worker Initiatives

Environmental Health

Hawai'i Climate Change and Health
Working Group

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Immunization Coalition

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 10, 2026

To: Representative Darius K. Kila, Chair
Representative Tyson K. Miyake, Vice Chair
Members of the House Committee on Transportation

RE: Support for HB 1884, Relating to Transportation

Hrg: February 12, 2026 at 8:30 AM in Conference Room 430

Hawai'i Public Health Institute (HIPHI)¹ and the Healthy Eating + Active Living² (HEAL) Statewide Coalition are in support of **HB 1884**, which requires the installation of leading pedestrian intervals (LPIs), accessible pedestrian signals, and other safety improvements, at state-owned or operated pedestrian signal heads and 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.

This bill takes an important step toward ensuring the safety of pedestrians using designated crosswalks.

Traffic Fatalities Need to be Addressed

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2025 alone, there were 129 traffic fatalities statewide and a staggering 59% of those fatalities involved pedestrians and bicyclists.³ The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections.

Pedestrians Starting First Increases Safety

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.

¹ 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.

² 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.

³ Leonard, M. (2026, January 13). *Hawai'i Road Deaths Hit 18-year Peak Last Year*.

<https://www.civilbeat.org/2026/01/2025-hawaii-road-deaths-hit-18-year-peak/>



Easy Implementation

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 \$1,200.⁴

Proven Successes

The National Association of City Transportation Officials (NACTO) found that LPIs can reduce vehicle-pedestrian collisions by up to 60% at treated intersections.⁵ 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%.⁶

With the state's escalating road safety issues the state must prioritize funding and projects to improve the safety of people walking, rolling, biking, and using transit. The state also needs to make those choices more desirable by improving pedestrian infrastructure. HB 1884 is an important step to improve pedestrian safety in Hawai'i.

HIPHI and the HEAL coalition support HB 1884 and respectfully ask the committee to pass this measure.

Mahalo,

A handwritten signature in black ink that reads "Patti Hatz".

Patti Hatzistavrakis
Active Transportation Specialist

⁴ [Transportation Alternatives](#), "Five Lessons for the 10-Year Anniversary of Vision Zero in New York City," 2024.

⁵ NACTO, "[Urban Street Design Guide: Leading Pedestrian Interval](#)," 2021.

⁶ [NYC DOT](#), "[Safety Treatment Evaluation](#) (2005-2018)," 2022.

HAWAII ASSOCIATION OF THE BLIND

Representative Darius K. Kila, , Chair
House Committee on Transportation
State of Hawaii

February 10, 2026

Honorable Chair Kila and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports H.B. 1884, which requires the installation of accessible pedestrian signals (APS) at designated intersections.

Accessible crosswalks are vital to the safety of blind and visually impaired individuals, as well as to the safety of the public as a whole. Safer crosswalks do not benefit only people with visual impairments—they also improve safety for sighted pedestrians, cyclists, and drivers. By reducing the likelihood of accidents, APS helps create safer streets for everyone.

The implementation of accessible crosswalks will have a lasting positive impact, benefiting not only people today but generations to come. Just because someone is not visually impaired now does not mean they will never experience vision loss. As people age, the likelihood of developing some form of visual impairment increases. APS will help ensure that older adults and others with vision loss can continue to participate fully and safely in their communities.

As a board member of HAB, I can say that we stand ready to assist in the implementation of APS. We simply need the commitment to make it happen.

Thank you for the opportunity to express my strong support for H.B. 1884.

Antonio Vega
(786) 372-4913

kila1 - Christine

From: Vickie Kennedy <vreikok@gmail.com>
Sent: Tuesday, February 10, 2026 9:06 PM
To: kila1 - Christine
Subject: support for HB 1884

You don't often get email from vreikok@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aloha!

I am a member of the board of directors of The Hawaii Association for the Blind (HAB). I and HAB strongly support H.B.1884 which require the installation of accessible pedestrian signals (APS) at specific intersections.

For individuals who are blind, like I have been these past 48 years, it is high time to install APS. Curb cuts were constructed decades ago at every corner for wheelchair access. Now it is time for the installation of APS. These APS signals do an excellent job of alerting us visually impaired folks that the light has changed.

In my Ewa Beach neighborhood, I cannot tell you how grateful I am that such audible signals have been available for about six or seven years at the crazy busy intersection of Kapolei Parkway and Keoneula Blvd. Although my guide dogs are extremely smart and well taught, they cannot read traffic or walk signals. They need to await my command to proceed across the intersection. Without the audio sound, I have to rely totally on my hearing to sense when it is safe to cross. Unfortunately, I cannot hear all the electric cars that are now on the streets. Please, please know that the audio signals literally can save my life!! We need so many more intersections covered by these signals!!

This is a measure that allows for much safer passage in crossing the streets, particularly where there is high volume motorized vehicles and bicycle traffic.

Our members have reported very dangerous intersections that posed hazards for crossing at intersections with traffic signals. One of our HAB members was struck and injured by a car while crossing the street at an intersection with a traffic signal. Blind individuals with trained service animals, like me, have also indicated dangerous intersections. Blind individuals using their white canes – something that driver's examinations include in license examinations - risk their safety crossing intersections where traffic signals have no APS.

HAB is willing to provide its members with input in making recommendations on where to have APS installed. HAB advocacy efforts included meetings with City & County Department of Transportation officials to request APS and they indicated their support of installing APS in key areas. We ask for support from the State Department of Transportation to implement APS.

Thank you for the opportunity to strongly support H.B. 1884.

Vickie Kennedy

Board Member, Hawaii Association of the Blind

808-222-8862



Testimony in Support of HB1884

Hearing on February 12, 2026 at 8:30 am with the House Transportation Committee

Aloha,

My name is Doorae Shin, and I am submitting this testimony on behalf of Our Children's Trust in strong support of HB1884, which requires installation of leading pedestrian intervals, among other things.

Our Children's Trust, in partnership with Earthjustice represents the thirteen youth plaintiffs who achieved the groundbreaking settlement agreement in *Navahine v. HDOT*, which requires the agency to achieve zero emissions in ground, marine and inter-island transportation no later than 2045. In the Settlement HDOT and the State committed to completing the pedestrian, bicycle, and transit networks and importantly it committed to improving safety for pedestrians and bicyclists and to meet the Vision Zero Policy set by the State.

HB1884 would require that funds be appropriated to install leading pedestrian intervals and accessible signals. Leading pedestrian intervals have been shown to improve pedestrian safety by turning on the walk signal 3-7 seconds prior to drivers getting the green light. Giving pedestrians a head start makes them more visible, especially for drivers who are turning into the crosswalk. Seattle has reported that at locations where leading pedestrian intervals were installed between 2009 and 2018, the city saw a 48% reduction in pedestrian turning collisions and a 34% reduction in serious injury and fatal pedestrian collisions. Installing leading pedestrian intervals is a simple upgrade that makes a big difference in pedestrian safety.

Decarbonizing transportation does not involve one solution. It requires implementation of many programs including improving pedestrian and bicycle safety so those who may not have a car, are traveling short distances, and/or are walking and bicycling in urban areas feel safe to do so. Importantly, pedestrian safety supports equity and fairness, creating safe opportunities for pedestrian travel, and creating a safer community for everyone.

Mahalo for the opportunity to submit this testimony and for your leadership in advancing safer pedestrian access in Hawai‘i.

Mahalo,

Doorae Shin
Our Children's Trust

HB-1884

Submitted on: 2/10/2026 9:08:59 AM
Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Emma Waters	Individual	Support	Written Testimony Only

Comments:

Writing in strong support of this bill. I have a legally blind friend an she does not currently have the pedestrian infrastructure she requires to safely navigate our strees on her own. In addition, the leading pedestrian intervals will increase safety for everyone on our roads. Mahalo.

HB-1884

Submitted on: 2/10/2026 11:14:34 AM
Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
William Caron	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and members of the committee,

I am testifying in strong support of HB1884, which mandates critical, proven, and cost-effective pedestrian safety improvements at signalized intersections across our state. This bill takes direct, actionable steps to protect the most vulnerable users of our roadways and to build a transportation system that is safe, equitable, and accessible for everyone.

The specific interventions required by this bill—**Leading Pedestrian Intervals (LPIs) and Accessible Pedestrian Signals (APS)**—are not merely technical upgrades; they are life-saving measures.

- **Leading Pedestrian Intervals (LPIs)** give pedestrians a 3-7 second head start to enter a crosswalk before parallel vehicle traffic receives a green light. This simple change makes pedestrians highly visible to drivers at the most critical moment, dramatically reducing the risk of "right-hook" and left-turn collisions. Studies show LPIs can reduce pedestrian-vehicle conflicts by up to 60%. They are one of the most cost-effective safety investments we can make, saving lives and preventing serious, life-altering injuries for a minimal implementation cost.
- **Accessible Pedestrian Signals (APS)** are not a luxury; they are an essential tool for independence and safety for our blind, low-vision, and deaf-blind community members. Standard visual "Walk" signals offer no information to those who cannot see them. APS provide audible and tactile cues that communicate which crossing direction has the "Walk" signal and when it is safe to cross. Installing APS is a matter of basic accessibility and civil rights, ensuring our public infrastructure does not exclude or endanger residents with disabilities.

In a state where pedestrian fatalities and serious injuries remain a tragic and persistent crisis, we must prioritize engineering solutions with the highest demonstrated return on investment for safety. HB1884 does exactly that. It moves us from reactive to proactive, systematically implementing designs that prevent crashes before they happen.

This legislation represents a commitment to designing our streets for human beings, not just for cars. It prioritizes safety over speed and ensures equity in our public space. I urge you to pass HB1884 and take this vital step toward making every intersection in Hawai‘i safer for pedestrians of all ages and abilities.

Mahalo for the opportunity to testify.



DISABILITY AND COMMUNICATION ACCESS BOARD

Ka 'Oihana Ho'oka'a'ike no ka Po'e Kīnānā

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 204-2466 (VP)

February 12, 2026

TESTIMONY TO THE HOUSE COMMITTEE ON TRANSPORTATION

House Bill 1884 – Relating to Transportation

The Disability and Communication Access Board (DCAB) supports House Bill 1884 – Relating to Transportation. This bill requires the installation of leading pedestrian intervals, accessible pedestrian signals, and other safety improvements, as necessary, at state-owned or operated pedestrian signal heads. It 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. And it appropriates funds.

Safety improvements at intersections benefit all pedestrians, but especially pedestrians with disabilities. People who use wheelchairs and other mobility devices and people of short stature are less visible to drivers looking over the hood of their vehicles. Pedestrians who are blind or with low vision may not be able to take action to avoid a car at an intersection. In addition, pedestrians with a mobility disability – such as persons with arthritis, vascular and orthopedic conditions – may not have the agility or reflexive speed to see or get out of the way of an approaching vehicle.

Please note that leading pedestrian intervals may not benefit pedestrians who are blind or with low vision, especially if there is an absence of an audio accessible pedestrian signal (APS), because one would need to rely on the sound of moving vehicles to make the decision of when to cross the street. This bill addresses such situations to save lives by requiring an APS at any intersection with a leading pedestrian interval.

Thank you for the opportunity to testify.

Respectfully submitted,

Kristine Pagano

KRISTINE PAGANO
Acting Executive Director

HB-1884

Submitted on: 2/10/2026 5:32:52 PM
Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Edgardo Diaz Vega	Individual	Support	Written Testimony Only

Comments:

I support this measure. Leading pedestrian intervals give pedestrians sufficient time to cross roadways before vehicles can enter. Pedestrians are vulnerable to accidents as they are usually not seen by drivers. This change provides time for drivers to identify pedestrians crossing, ensuring more safety on our roadways.

HB-1884

Submitted on: 2/10/2026 7:34:50 PM
Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Support	Written Testimony Only

Comments:

I, Johnnie-Mae L. Perry Support

1884 HB RELATING TO TRANSPORTATION

Dear Chair Kila, Vice Chair Miyake, and members of the Committee,

My name is Kiana Otsuka, and I am a Transportation Planner whose expertise is in walk, roll, bike, and transit. I am writing testimony in **strong support of HB1884**, which 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, and appropriates funds.

A leading pedestrian interval (LPI) is an effective strategy to improve pedestrian safety because it gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Therefore, people walking can better establish their presence in the crosswalk before vehicles turn right or left. LPIs also increase the likelihood of motorists yielding to people walking and enhance safety for people walking who may be slower to start walking into the intersection. This strategy is identified by the Federal Highway Administration (FHWA) as a proven safety countermeasure, with an estimated 13% reduction in pedestrian-vehicle crashes at intersections.¹

Thank you for the opportunity to testify on this important measure that will help to improve the safety of people walking. This bill will reduce traffic violence which has seen a dramatic recent increase, particularly for our kūpuna, who are disproportionately impacted.

Thank you for the opportunity to provide testimony.

Mahalo,
Kiana Otsuka

¹ <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>

HB-1884

Submitted on: 2/10/2026 9:08:36 PM
Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Vickie Kennedy	Individual	Support	Written Testimony Only

Comments:

I am a member of the board of directors of The Hawaii Association for the Blind (HAB). I and HAB strongly support H.B.1884 which require the installation of accessible pedestrian signals (APS) at specific intersections.

1. individuals who are blind, like I have been these past 48 years, it is high time to install APS. Curb cuts were constructed decades ago at every corner for wheelchair access. Now it is time for the installation of APS. These APS signals do an excellent job of alerting us visually impaired folks that the light has changed.

In my Ewa Beach neighborhood, I cannot tell you how grateful I am that such audible signals have been available for about six or seven years at the crazy busy intersection of Kapolei Parkway and Keoneula Blvd. Although my guide dogs are extremely smart and well taught, they cannot read traffic or walk signals. They need to await my command to proceed across the intersection. Without the audio sound, I have to rely totally on my hearing to sense when it is safe to cross. Unfortunately, I cannot hear all the electric cars that are now on the streets. Please, please know that the audio signals literally can save my life!! We need so many more intersections covered by these signals!!

This is a measure that allows for much safer passage in crossing the streets, particularly where there is high volume motorized vehicles and bicycle traffic.

Our members have reported very dangerous intersections that posed hazards for crossing at intersections with traffic signals. One of our HAB members was struck and injured by a car while crossing the street at an intersection with a traffic signal. Blind individuals with trained service animals, like me, have also indicated dangerous intersections. Blind individuals using their white canes – something that driver's examinations include in license examinations - risk their safety crossing intersections where traffic signals have no APS.

HAB is willing to provide its members with input in making recommendations on where to have APS installed. HAB advocacy efforts included meetings with City & County Department of Transportation officials to request APS and they indicated their support of installing APS in key areas. We ask for support from the State Department of Transportation to implement APS.

Thank you for the opportunity to strongly support H.B. 1884.

Vickie Kennedy

Board Member, Hawaii Association of the Blind

808-222-8862

LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

National Federation of the Blind of Hawaii Testimony
submitted by James Gashel, legislative chair

House Transportation (TRN) Committee

Thirty-third legislature, 2026 regular session
February 12, 2026, 8:30 am, hearing on HB1884

Good morning Chair Kila, Vice Chair Miyake, and members. I am James Gashel, National Federation of the Blind (NFB) of Hawaii Legislative chair, supporting HB1884. This is an important bill to promote improved pedestrian safety in our state, an effort that is very much needed.

The purpose of this Act is to:

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

All elected officers, and by far the vast majority of the members of the NFB of Hawaii are blind. Point is, we're non-drivers. When walking, we also depend a lot on what we can hear, not so much, or not at all, on what we can see. It's this real world experience we bring to you in reference to HB1884.

You should know that we have opportunities for excellent mobility training for blind people here in Hawaii. This is good, but all the training in the world can't fully resolve the increasing combined challenges of quiet cars, increasing ambient noise in many areas, increasing traffic volumes, and the growing complexity of street intersections, turning lanes, and ever-more complex traffic signals, all of which appear to give priority to cars over people on foot. It's time, even past time, for the pendulum to begin to swing more in favor of the people over the cars. It's a sacrifice to public safety if the trend I've described continues.

NFB of Hawaii supports this bill's specific requirements for installation of leading pedestrian intervals and accessible pedestrian signals annually at not less than twenty five existing signalized intersections until all intersections with traffic signals are so equipped. We also look forward to working with the Department of Transportation and the counties on a program to request accessible pedestrian signals at specific intersections of priority need.

Mahalo for your consideration of HB1884, hoping to move it through to final passage this year.

HB-1884

Submitted on: 2/11/2026 10:07:15 AM
Testimony for TRN on 2/12/2026 8:30:00 AM

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

Comments:

02-11-26

HB1884 – Relating to Transportation

Aloha,

I am in strong support of this Bill, which requires the installation of leading pedestrian intervals, accessible pedestrian signals, and other safety improvements, as necessary, at certain signalized intersections.

I am "all for" pedestrian safety, especially as our community actively ages.

Mahalo a nui,

John A H Tomoso+, MSW, ACSW

john.a.h.tomoso@gmail.com

51 Ku'ula Street, Kahului, HI 96732-2906

kila1 - Christine

From: Karen Kojima <karenkoji277@gmail.com>
Sent: Tuesday, February 10, 2026 5:00 PM
To: kila1 - Christine
Subject: Testimony for HB1884

You don't often get email from karenkoji277@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a legally blind traveler and retired, DOE teacher of the visually impaired, I strongly support HB1884 which involves the installation of audible pedestrian signals (APS) at selected intersections. selected intersections.selected intersections.

Blind Travelers face, mini challenges, the most risky is crossing busy and complicated intersections. As a teacher, many schools are located in highly trafficked areas. The blind traveler uses strategies in determining safe, crossing periods, and relies heavily on auditory information. The Audible pedestrian signals will create the improve the safety of blind travelers.

are located in highly trafficked areas. The blind traveler uses strategies in determining safe, crossing periods, and relies heavily on auditory information. The Audible pedestrian signals will create the improve the safety of blind travelers. are located in highly trafficked areas. The blind traveler uses strategies in determining safe, crossing periods, and relies heavily on auditory information. The Audible pedestrian signals will create the improve the safety of blind travelers.

Additionally, in light of the high pedestrian fatality count last year and “quiet” cars, the audible signals will add another layer of safety and benefit other pedestrians such as the elderly and distracted people crossing the streets.

For the reasons described above, I strongly support HB1884. Thank you for the opportunity to submit my testimony.

, I strongly support HB1884. Thank you for the opportunity to submit my testimony., I strongly support HB1884. Thank you for the opportunity to submit my testimony.

Karen Kojima
Email: karenkoji277@gmail.com

kila1 - Christine

From: anthony akamine <alohaakamine@gmail.com>
Sent: Tuesday, February 10, 2026 11:24 PM
To: kila1 - Christine
Subject: testimony HB 1884

You don't often get email from alohaakamine@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Rep. Darius K. Kila, Chair

Committee on Transportation

Rep. Tyson K. Miyake , Vice Chair and member of the committee

State of Hawaii

February 11, 2026

Honorable Committee Chairs and Committee Members,

I support H.B.1884. which requires the installation of accessible pedestrian signals (APS) at specific intersections.

My name is Tony and I live in the Leeward and travel by bus and (Skyline) I have multiple disabilities including being blind

I utilize APS when available along with my mobility and orientation training to help me navigate safely along Fort Weaver in Ewa Beach. Where I travel there is only one Audible signal. I humbly request that More APS need to be deployed statewide throughout the community. Ewa beach and throughout Waipahu, Pearl City to Lagoon along areas connecting to the rail and in our neighborhood along our schools. along with the neighbor island. An example: I travel daily to work and take the train to Pearl Highlands train station and you find a auditable signal that alerts that a warning light is flashing this does not mean it is safe but it provides an indication that warning lights are flashing and I use my orientation and mobility skills to make sure no cars are approaching and precede to get ready to start to cross.

I am grateful for the work that is being done around our schools to ensure safe streets for all. Much like the bumps on the road near the schools help people to slow down, become more aware of their surroundings. Fort Weaver next to Mc Donalds is an example of an intersection that needs APS as a

pedestrian accident took place but no action has occurred. I would like to see APS along the Train stations and considered around the areas by our schools throughout Hawaii.

Thank you for the opportunity to present testimony in strong support of H.B. 1884.

Tony Akamine

Resident

(808)4575577

kila1 - Christine

From: Philip Ana <panagreen51@outlook.com>
Sent: Wednesday, February 11, 2026 5:38 AM
To: kila1 - Christine
Subject: Support for Hb1884

You don't often get email from panagreen51@outlook.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

HAWAII ASSOCIATION OF THE BLIND

Representative Darius K. Kila, , Chair
House Committee on Transportation
State of Hawaii

February 10, 2026

Honorable Chair Kila and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports H.B.1884, which requires the installation of accessible pedestrian signals (APS) at specific intersections.

For individuals who are blind, it is *high time* to install more APS. Curb cuts were constructed decades ago on virtually every corner for wheelchair access. This bill allows for much safer passage in crossing the streets, particularly where there are high volume motorized vehicles and bicycle traffic.

Our members have reported very dangerous intersections that posed hazards for crossing at intersections with traffic signals. One of our HAB members was struck and injured by a car while crossing the street at an intersection with a traffic signal. Blind individuals with trained service animals have indicated dangerous intersections. Blind individuals using their white canes – something that driver license examinations include - risk their safety crossing intersections where traffic signals have no APS.

HAB would prefer to participate in serving on the proposed committee to make recommendations on where APS may be installed. HAB advocacy efforts in this regard have included a` meeting with City & County Department of Transportation officials to request APS and they indicated their support of installing APS in key areas. We appreciate the strong support from the State Department of Transportation to implement APS. We HAB desires a fast track on its data-driven installations

I write to you as a Blind individual, who has traveled the highways all over Oahu. Installing aps is safe, and provides reassurance for Blind individuals, when it is time for crossing.

Thank you for your support of Hb1884

Mahalo

Philip Ana HAB member of the advocacy committee

Po box 571 Kaaawa Hi 96730 phone 808-260-1019

HB-1884

Submitted on: 2/11/2026 6:29:46 PM
Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
RONALD FLORMATA	Individual	Support	Written Testimony Only

Comments:

Honorable Chair

Committee Members

My name is Ronald Flormata and I'm totally blind due to my retinitis pigmentosa. Several years ago when I was operating the now -closed blind vending facility located on the ground floor of the Post Office in dhowntown, below DCCA, after an honest 8 hour work, I headed to cross King Street at the corner of Richard. I knew I have the guts but not the good vision to cross safely. I was oblivious to the fact that I was headed towards the incoming traffic coming from the other side of Richard. I could have ended up splat on the streets of Honolulu had it not been for a good Samaritan who pulled me back to the right bearing . There was no audio signal at that intersection. I consider myself lucky to escape that incident unscathed and complete. Just one of those near life-threatening experiences in my life because I'm visually impaired. How many blind and visually impaired individuals like me face this challenge everyday trying to be productive, working to make a decent living who can be maimed anytime just by crossing the streets? I implore members of this august committee to support HB 1884 bill that would provide me and others like me the guidance to cross Hawaii streets safely with less stress and anxiety. The Hawaii Association of the Blind has been advocating for accessible pedestrian signal for years but our voice has fallen on deaf ears. But we will not be deterred. We will keep on advocating for this audible pedestrian signal for busy streets of Hawaii.

Mahalo for your attention!

RONALD FLORMATA

Residence: 73-1077 Makamaka St., Kailua-Kona HI 96740

C: 808 381 0291

eMail: comhaus1@hotmail.com

