



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

Wednesday, February 25, 2026

10:57 AM

State Capitol, 211

**SB3234, SD1**  
**RELATING TO TRAFFIC SAFETY**

Senate Committee on Ways and Means

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The Hawaii Department of Transportation (HDOT) supports the intent of S.B. No. 3234, S.D. 1, which appropriates funds for the installation of all-way crosswalks at sites abutting school properties. While all-way crosswalks improve pedestrian visibility, they represent only one of several strategies for improving pedestrian safety. Each potential location should be evaluated to determine the most appropriate safety improvements to implement.

All-way crosswalks are highly effective in areas with exceptionally high foot traffic, such as in Waikiki at Kalakaua Avenue and Lewers Street, or Ala Moana Boulevard at Hobron Lane and Kalia Road, where large volumes of pedestrians cross in multiple directions, justifying the need for an all-way crossing phase to eliminate vehicle-pedestrian conflicts. However, crosswalks and intersections abutting school properties may not experience the same level of pedestrian volume as these locations.

When developing and funding traffic improvements, HDOT prioritizes intersections and areas based on objective criteria, including crash history and assessed risk levels. We also utilize the HDOT Safety Analytics platform, a data-driven tool that enhances roadway safety through advanced analytics, visualization, and predictive insights. It leverages spatial analysis to transform historical and real-time data into actionable strategies for safer infrastructure. In addition, HDOT is accelerating delivery of our priority multimodal network, with over \$300 million in bicycle and pedestrian projects over the next 10 years. Multimodal network project prioritization considered proximity to schools and areas with higher concentrations of youth. HDOT recognizes that pedestrian safety near schools is a shared responsibility, and investing in proper crosswalk infrastructure helps reduce the risk of crashes and enhances community confidence in safe travel routes.

HDOT requests to provide the department with greater engineering discretion in selecting appropriate countermeasures for each site and flexibility to consider sites near schools that may not be abutting school properties. In addition, HDOT requests \$5,000,000 be appropriated from the safe routes to school program special fund, and any additional funds be appropriated from the general fund. Therefore, we respectfully request to amend Section 1 to read as follows.

“There is appropriated out of the safe routes to school program special fund established pursuant to section 291C-4, Hawaii Revised Statutes, the sum of \$5,000,000 or so much thereof as may be necessary for fiscal year 2026-2027 to install ~~all-way crosswalks~~ improvements determined appropriate by the department of transportation to enhance pedestrian safety at sites abutting school properties; provided that the department may consider other sites.”

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



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
KA 'OIHANA HO'ONA'AUAO  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

**Date:** 02/25/2026

**Time:** 10:57 AM

**Location:** CR 211 & Videoconference

**Committee:** WAM

**Department:** Education

**Person Testifying:** Keith T. Hayashi, Superintendent of Education

**Title of Bill:** SB3234, SD1, RELATING TO TRAFFIC SAFETY.

**Purpose of Bill:** Appropriates funds to the Department of Transportation to install all-way crosswalks at sites abutting school properties. (SD1)

**Department's Position:**

The Hawaii State Department of Education (Department) supports SB 3234, SD 1 appropriating funds to the Hawaii Department of Transportation (HDOT) to install all-way crosswalks at sites abutting school property.

SB 3234, SD1 strengthens student safety by addressing one of the highest-risk areas for students—crossing busy streets near schools. All-way crosswalks reduce conflict between vehicles and pedestrians and create predictable crossing conditions, critical for students who may have difficulty judging traffic movement. This simple, effective infrastructure protects students during the most dangerous times of day—morning drop-off and afternoon pick-up.

The bill aligns with Safe Routes to School objectives by improving walkability, reducing near-misses, and encouraging healthier, safer travel to campus. Importantly, SB 3234, SD1 enables proactive, rather than reactive, safety improvements by allowing HDOT to identify and upgrade high-risk school-adjacent intersections before injuries occur.

Thank you for the opportunity to provide testimony in support of this bill



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SENATE COMMITTEE ON WAYS AND MEANS  
Wednesday - February 25, 2026 - 10:57am

**Hawai'i Bicycling League Strongly Supports SB 3234, SD1, relating to Traffic Safety**

Aloha Chair Inouye, Vice Chair Elefante, 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 SB3234, SD1, to fund the installation of all-way crosswalks at sites abutting school properties. This is an essential investment in safety to especially protect vulnerable road users and everyone who attends, visits, or works at public schools across Hawai'i. All-way crosswalks enhance visibility by stopping all vehicular traffic in an intersection to allow for pedestrians and people biking and rolling to proceed.

Given that 2025 was one of the deadliest years in decades on Hawai'i roads, it is imperative to take bold action to influence public behavior change and raise awareness for vulnerable road users and their rights to safely get to and from schools. This bill is one key example that can be implemented to protect people crossing streets near schools and elevate public policy discussions to influence behavior change across the board.

Biking, walking, rolling, and using public transit are threads of a public safety net that protects everyone. This bill is a step toward creating practical solutions for youth and families to adopt safer behaviors and transportation routines and learn about multimodal options to get to school and work.

HBL urges you to support this bill and help leverage the safety benefits it presents so that individuals and families can be better protected on their way to and from school. Mahalo for your time and consideration.

S/Eduardo Hernandez

**Eduardo Hernandez**  
Advocacy Director  
Hawai'i Bicycling League



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Ways and Means

February 25, 2026 at 10:57 AM  
Conference Room 211& Videoconference

### SB 3234 SD1 Relating to Traffic Safety

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (Oahu MPO) **supports SB3234 SD1**, which appropriates moneys to the Department of Transportation to install all-way crosswalks at sites abutting school properties.

This bill aligns 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.<sup>1</sup> Enhancing pedestrian safety infrastructure will make it safer and easier for students to walk to school.

All-way crosswalks, which stop all vehicle traffic to allow pedestrians to cross in any direction, including diagonally, represent an effective pedestrian safety strategy with documented benefits<sup>2</sup>. Research has shown significant safety improvements: a San Francisco study found vehicle-pedestrian conflicts decreased from 7.0% to 1.1%,<sup>3</sup> and a Los Angeles intersection that averaged 13 crashes per year experienced zero crashes after installation.<sup>4</sup>

However, all-way crosswalks may not be the optimal solution for every location. They are most effective at signalized intersections with high pedestrian volumes crossing in multiple directions. As such, we respectfully suggest that the funds be flexible to allow for tailored safety solutions. At unsignalized intersections or locations with different traffic patterns, for example, alternative safety measures such as enhanced crosswalk markings, pedestrian refuge islands, traffic calming measures, raised crosswalks, or improved signage may provide more appropriate protection. Each location should be evaluated based on objective criteria, including traffic volumes, crash history, intersection configuration, and pedestrian patterns, to ensure the most effective safety solution is implemented at each school site, maximizing the benefit of the invested funds.

Children are particularly vulnerable road users due to their smaller size, less developed hazard perception skills, and unpredictable behavior in traffic situations. Installing appropriate pedestrian safety infrastructure at school sites creates safer environments that protect our keiki while encouraging families to allow their children to walk or bike to school, which reduces traffic congestion around schools, improves children's physical health and fitness, enhances

<sup>1</sup> [https://oahumpo.org/?wpfb\\_dl=2215](https://oahumpo.org/?wpfb_dl=2215)

<sup>2</sup> [https://nacto.org/wp-content/uploads/relative\\_effectiveness\\_of\\_pedestrian\\_safety\\_counter\\_measures\\_chen.pdf](https://nacto.org/wp-content/uploads/relative_effectiveness_of_pedestrian_safety_counter_measures_chen.pdf)

<sup>3</sup> <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-countermeasures/san-francisco-pedsafe-phase-ii-final-5>

<sup>4</sup> <https://www.carlsonattorneys.com/what-are-the-benefits-of-pedestrian-scramble-crosswalk/>

independence and confidence, and reduces vehicle emissions near school campuses where children's developing lungs are particularly vulnerable to air pollution.

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.

**SB-3234-SD-1**

Submitted on: 2/23/2026 6:48:35 PM

Testimony for WAM on 2/25/2026 10:57:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Keiki Injury Prevention Keiki to Kupuna Program	Testifying for KIPC Keiki to Kupuna Program in partnership with Walk Wise Hawaii	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz, Vice Chair Moriwaki and Committee Members,

The Keiki Injury Prevention Coalition Keiki to Kupuna Program in partnership with Walk Wise Hawaii is in strong support of SB 3234 which appropriates funds to the Department of Transportation to install all-way crosswalks at sites abutting school properties.

This bill will improve pedestrian safety in areas where some of our most vulnerable road users, keiki, frequent.

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

**SB-3234-SD-1**

Submitted on: 2/24/2026 12:00:15 AM

Testimony for WAM on 2/25/2026 10:57:00 AM

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

Comments:

I, Johnnie-Mae L. Perry, Support

3234 SB RELATING TO TRAFFIC SAFETY.

TO INCLUDE SCHOOLS BANNER "SCHOOL ZONE" AND CURRENT SPEED LIMIT OF 20MPH