
A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

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

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

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

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



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

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



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

3 The purpose of this Act is to:

4 (1) Authorize the department of transportation to evaluate
5 an intersection for the installation of leading
6 pedestrian intervals and accessible pedestrian
7 signals;

8 (2) Ensure that accessible pedestrian signals are
9 installed at intersections where leading pedestrian
10 intervals are already installed;

11 (3) Require the department of transportation, in
12 coordination with the counties, to establish a program
13 through which pedestrians and community members may
14 request the installation of accessible pedestrian
15 signals at specific intersections; and

16 (4) Require that additional safety improvements, such as
17 "No Turn on Red" signs, are implemented as necessary
18 where leading pedestrian intervals and accessible
19 pedestrian signals are installed.



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

4 "§291C- Pedestrian signal head; leading pedestrian
5 interval; accessible pedestrian signal. (a) Upon the first
6 placement or replacement of a state-owned or operated pedestrian
7 signal head, the department may evaluate the intersection for
8 installation with a leading pedestrian interval and an
9 accessible pedestrian signal based on data-driven criteria,
10 including crash history, pedestrian volumes, and operational
11 feasibility.

12 (b) At intersections where leading pedestrian intervals
13 are already installed, accessible pedestrian signals shall also
14 be installed to accommodate pedestrians who are blind or have
15 low vision.

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



1 (d) The department of transportation shall evaluate no
2 fewer than twenty-five existing intersections with pedestrian
3 signal heads on an annual basis for the potential installation
4 of leading pedestrian intervals until all intersections with
5 pedestrian signal heads that show a pedestrian crash within the
6 last five years have been evaluated.

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

15 (f) For purposes of this section:

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

20 "Leading pedestrian interval" means the three to seven
21 second visual display of the pedestrian-control signal



1 permitting a pedestrian to walk while the steady red
2 traffic-control signal continues to be visually displayed.

3 "Pedestrian signal head" means a device for visually
4 displaying pedestrian-control signals."

5 SECTION 3. New statutory material is underscored.

6 SECTION 4. This Act shall take effect on July 1, 3000.



Report Title:

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

Description:

Authorizes the Department of Transportation to evaluate intersections for 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. Effective 7/1/3000. (HD1)

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