
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 a leading
6 pedestrian interval and accessible pedestrian signal
7 upon the first placement or replacement of a
8 state-owned pedestrian signal head;

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

12 (3) Require that additional safety improvements, including
13 "No Turn on Red" signs, are implemented as necessary
14 where leading pedestrian intervals and accessible
15 pedestrian signals are installed;

16 (4) Require and authorize the department of transportation
17 to evaluate a certain number of existing intersections
18 with pedestrian signal heads on an annual basis until
19 each intersection with a pedestrian signal head
20 showing a pedestrian crash within the last five years
21 has been evaluated; and



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

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

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

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



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

7 (d) The department of transportation shall evaluate no
8 fewer than ten existing intersections, and may evaluate up to
9 twenty-five intersections, with a pedestrian signal head on an
10 annual basis for the potential installation of leading
11 pedestrian intervals until each intersection with a pedestrian
12 signal head that shows a pedestrian crash within the last five
13 years has been evaluated.

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



1 (f) For purposes of this section:

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

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

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

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

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



- 1 SECTION 4. New statutory material is underscored.
- 2 SECTION 5. This Act shall take effect on July 1, 3000.



Report Title:

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

Description:

Authorizes the Department of Transportation to evaluate an intersection for the installation of a leading pedestrian interval and accessible pedestrian signal upon the first placement or replacement of a state-owned pedestrian signal head. Requires and authorizes the Department of Transportation to evaluate a certain number of existing intersections with pedestrian signal heads on an annual basis until each intersection with a pedestrian signal head showing a pedestrian crash within the last 5 years has been evaluated. Ensures that accessible pedestrian signals are installed at intersections where leading pedestrian intervals are already installed. Requires that additional safety improvements are implemented as necessary where leading pedestrian intervals and accessible pedestrian signals are installed. Requires the Department of Transportation, in coordination with the counties, to develop a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections. Appropriates funds from the state highway fund. Effective 7/1/3000. (HD1)

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