

MAR 16 2026

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## SENATE RESOLUTION

URGING THE COUNTIES TO INTEGRATE THE SAFE SYSTEM APPROACH INTO ROAD AND TRANSPORTATION DESIGN, ESPECIALLY WHEN REDUCING OR ELIMINATING OFF-STREET PARKING REQUIREMENTS, TO INCREASE PEDESTRIAN SAFETY.

1           WHEREAS, to facilitate increased housing development, the  
2 counties have reduced or removed off-street parking requirements  
3 for certain developments, which, in turn, has caused the demand  
4 for on-street parking to increase substantially; and

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6           WHEREAS, many narrow streets and rural roads do not have  
7 paved sidewalks for children, their parents, and other residents  
8 to use when traversing their neighborhoods and traveling to  
9 schools, parks, businesses, and other community spaces; and

10  
11           WHEREAS, the sides of these narrow streets and rural roads  
12 are often obstructed by parked cars due to the increased demand  
13 for on-street parking, which forces children, families, and  
14 residents to walk on the roadways; and

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16           WHEREAS, drivers are often unable to see young children  
17 over the hoods of their parked cars, creating dangerous and  
18 potentially fatal situations; and

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20           WHEREAS, vehicles are a necessity for many residents who  
21 must commute long distances or transport tools for work; and

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23           WHEREAS, vehicles are also necessary for residents who must  
24 transport elderly or disabled friends and relatives; and

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26           WHEREAS, the elimination of off-street parking must be  
27 balanced with the counties' investment in infrastructure that  
28 prioritizes pedestrian safety, acknowledges the unique needs of  
29 blue-collar commuters, and addresses the transportation needs of  
30 kupuna; and

31  
32           WHEREAS, the United States Department of Transportation has  
33 adopted the Safe System Approach as a guiding paradigm to



1 address roadway safety and protect the most vulnerable users of  
2 transportation systems; and

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4 WHEREAS, the Safe System Approach builds on and reinforces  
5 multiple layers of protection to prevent crashes from happening  
6 and to minimize harm when crashes do occur; and

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8 WHEREAS, to create safer roads, the Safe System Approach  
9 recommends that roadways be designed to mitigate human mistakes  
10 and to account for injury tolerances using proven safety  
11 countermeasures such as crosswalk visibility enhancements,  
12 medians and pedestrian refuge islands, bicycle lanes, and rumble  
13 strips; and

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15 WHEREAS, the federal Infrastructure Investment and Jobs Act  
16 established the Safe Streets and Roads for All competitive grant  
17 program, which appropriated \$5,000,000,000 over five years, from  
18 fiscal years 2022 to 2026, to fund regional, local, and Tribal  
19 initiatives through grants to prevent roadway fatalities and  
20 serious injuries using Safe System Approach principles; and

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22 WHEREAS, in fiscal year 2023, Hawaii was awarded  
23 \$18,630,400 in grants through the Safe Streets and Roads for All  
24 program to fund various projects to improve roadway and  
25 pedestrian safety in all four counties; and

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27 WHEREAS, Hawaii was awarded an additional \$3,850,000 in  
28 grants through the Safe Streets and Roads for All program for  
29 fiscal year 2024 for pedestrian and bikeway safety projects in  
30 the City and County of Honolulu; and

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32 WHEREAS, the counties must further prioritize the Safe  
33 System Approach to protect pedestrians, especially when  
34 off-street parking requirements are reduced or eliminated; now,  
35 therefore,

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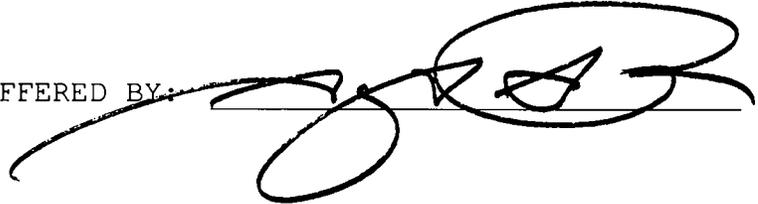
37 BE IT RESOLVED by the Senate of the Thirty-third  
38 Legislature of the State of Hawaii, Regular Session of 2026,  
39 that the counties are urged to integrate the Safe System  
40 Approach into road and transportation design, especially when  
41 reducing or eliminating off-street parking requirements, to  
42 increase pedestrian safety; and



1 BE IT FURTHER RESOLVED that certified copies of this  
2 Resolution be transmitted to the Mayor of each county;  
3 Chairperson of each County Council; and the Director of each  
4 county department having jurisdiction over transportation  
5 planning.

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OFFERED BY:

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke, written over a horizontal line.