

STAND. COM. REP. NO.

3105

Honolulu, Hawaii

MAR 23 2026

RE: H.B. No. 1523
H.D. 1

Honorable Ronald D. Kouchi
President of the Senate
Thirty-Third State Legislature
Regular Session of 2026
State of Hawaii

Sir:

Your Committee on Transportation, to which was referred H.B. No. 1523, H.D. 1, entitled:

"A BILL FOR AN ACT RELATING TO THE STATEWIDE TRAFFIC CODE,"

begs leave to report as follows:

The purpose and intent of this measure is to remove references to countdown timers as it relates to pedestrian-control signals, including the requirement that pedestrians must begin crossing a roadway before a countdown timer begins.

Your Committee received testimony in support of this measure from the Hawai'i Apple Center for Law & Economic Justice, Oahu Metropolitan Planning Organization, Hawai'i Public Health Institute, Hawai'i Bicycling League, and six individuals.

Your Committee received testimony in opposition to this measure from the Department of Transportation.

Your Committee received comments on this measure from the Department of Health.

Your Committee finds that existing law treats the countdown timer at crosswalks as a strict "do not enter" signal. Despite having ample time to safely cross the street, pedestrians entering a crosswalk while the countdown timer is active may be subject to a fine of \$130. This overly technical regulation criminalizes



ordinary behavior and turns an informational safety tool into an enforcement trap. This measure will eliminate this unnecessary regulation and encourage more people to walk to their destinations.

Your Committee notes the concern raised by the Department of Transportation that existing law regarding pedestrian countdown timers provides clarity by establishing that a pedestrian shall finish crossing a roadway but shall not begin crossing a roadway during the countdown. This measure, in its current form, may be construed as eliminating references to countdown timers entirely. Consequently, pedestrians may be unsure of their responsibilities in a crosswalk using a pedestrian-control signal with a countdown timer, creating confusion and safety concerns. Furthermore, this measure, in its current form, is unclear as to whether the countdown timer would simply be replaced by the "Don't Walk" or "Upraised Palm" signals. However, the countdown timer at some roadways provides ample time for pedestrians to determine that they can enter the crosswalk and safely complete their crossing within the time remaining on the countdown timer. Potential solutions include increasing the duration of the "Walk" or "Walking Person" signal phase to allow pedestrians more time to legally enter a crosswalk or further educating pedestrians of their responsibilities at crosswalks to ensure safety, predictability, and efficiency at roadways with crosswalks.

Your Committee further notes that while the Department of Transportation manages the traffic light system as a whole, the day-to-day management of traffic lights largely falls to the counties. Thus, implementing the change to pedestrian-control signals proposed by this measure would be time- and cost-intensive.

Accordingly, your Committee respectfully requests that your Committee on Judiciary consider these issues and concerns.

As affirmed by the record of votes of the members of your Committee on Transportation that is attached to this report, your Committee is in accord with the intent and purpose of H.B. No. 1523, H.D. 1, and recommends that it pass Second Reading and be referred to your Committee on Judiciary.



Respectfully submitted on
behalf of the members of the
Committee on Transportation,


LORRAINE R. INOUE, Chair



