



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

Tuesday, March 24, 2026
3:02 PM
State Capitol, 229

**HB1524, HD2
RELATING TO PEDESTRIANS**

Senate Committee on Transportation

The Department of Transportation (DOT) submits comments on H.B. 1524, H.D. 2.

H.B. 1524, H.D. 2 establishes that fines for pedestrian violations under Chapter 291C, Hawaii Revised Statutes, shall not exceed \$25 per violation. The measure further requires the DOT, the Judiciary, and county agencies to revise applicable schedules of fines, rules, and procedures to comply with this monetary limit. The bill is set to take effect on July 1, 3000.

The DOT recognizes the intent of this measure to ensure that penalties for pedestrian infractions remain reasonable and proportionate. The DOT acknowledges that overly burdensome fines may discourage compliance rather than encourage it, and that equitable enforcement of traffic laws is an important consideration for all road users, including pedestrians.

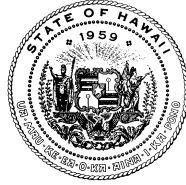
However, the DOT wishes to emphasize that pedestrian safety remains a critical concern in Hawaii. There were 131 pedestrian fatalities and 424 serious injuries from 2020 through 2024, using preliminary data for 2024. Pedestrians aged 17 and younger or aged 65 and older were involved in 37 percent of pedestrian fatalities and 34 percent of pedestrian serious injuries. Overall, pedestrians accounted for 27 percent of all traffic fatalities and 16 percent of all serious injuries during this period. Traffic fines, even modest ones, serve as a meaningful deterrent and enforcement tool to promote compliance with established pedestrian laws under Chapter 291C.

The DOT is concerned that capping fines at \$25 may significantly reduce the deterrent effect of pedestrian violation penalties, potentially undermining efforts to improve pedestrian compliance with traffic laws and, by extension, overall roadway safety. In accordance with Act 134, S.L.H. 2019, also known as the Vision Zero Act, the State Highway Safety Council's Vision Zero Action Plan recommends enforcing pedestrian and bicycle laws for all roadway users based on data. A reduction in penalty severity should be carefully weighed against the State's commitment to eliminating traffic fatalities and serious injuries.

The DOT further notes that this bill requires the Department to revise applicable fine schedules and rules to reflect the new \$25 maximum. The DOT requests that the Committee consider providing adequate time and resources to facilitate these administrative revisions across all relevant state and county agencies. The DOT also respectfully requests that the Committee consider whether a tiered or graduated fine structure, rather than a flat cap, might better balance the goals of proportionate enforcement and effective deterrence.

The DOT remains committed to working collaboratively with the Legislature, the Judiciary, and county agencies to ensure that any revisions to pedestrian fine schedules align with the State's broader traffic safety goals and the Vision Zero Action Plan.

Thank you for the opportunity to submit comments on this bill.



STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
P.O. Box 3378
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**Testimony COMMENTING on H.B. 1524, H.D. 2
RELATING TO PEDESTRIANS**

SENATOR LORRAINE R. INOUE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION

Hearing Date: March 24, 2026
3:02 PM

Room Number: Conference Room 229
and Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Judiciary, the Department of
2 Transportation, and the four Counties for fiscal implications of implementation.

3 **Department Position:** The DOH provides comments on the public health impacts of House Bill
4 1524, House Draft 2 (H.B. 1524, H.D. 2), which establishes that fines for pedestrian violations
5 under chapter 291C, Hawaii Revised Statutes, shall not exceed \$25. The measure also requires
6 state and county agencies to revise applicable schedules of fines, rules, and procedures to
7 comply with the monetary limit.

8 **Department Testimony:** Decriminalizing pedestrian use of roads and punitive enforcement shift
9 the responsibility for safety to systemic changes in urban design and traffic management.¹ The
10 Federal Highway Administration refers to this as a “safety culture,” that considers safety for all
11 users.² Focusing on improving crosswalks, reducing vehicle speeds, and designing safer streets
12 (e.g., implementing traffic calming measures) can reduce pedestrian injuries and fatalities. When
13 pedestrian roadway use is decriminalized, it can encourage municipalities to invest in safer
14 pedestrian infrastructure rather than rely on enforcement.

¹ National Association of City Transportation Officials. (2021). *Creating Safe, Multimodal Urban Transportation*

² U.S. Department of Transportation Federal Highway Administration. *Safety Culture*. Retrieved 1-27-25 from:
<https://highways.dot.gov/safety/zero-deaths/safety-culture>

1 Pedestrian access to everyday destinations is also a social justice and healthy equity
2 issue.³ The term, “jaywalking,” first appeared as a derogatory term promoted in the United
3 States by the pro-automobile lobby,⁴ contributes to racially based police stops, which aligns
4 with the overrepresentation of people of color in the criminal justice system. Hawaii has a
5 history of disproportionately policing and incarcerating Native Hawaiians and Pacific Islanders
6 (NHPI), so decriminalizing jaywalking would address some of the racial injustices in our state. In
7 2019, NHPI were involved in over one-third of police force incidents despite making up only
8 one-fourth of the population.⁵

9 Laws that criminalize pedestrians are ineffective at producing roadway safety results
10 and accentuate places which are hostile to walking. Removing pedestrian penalties has not
11 been found to increase adverse public safety outcomes. Initial data from localities where
12 decriminalization of pedestrian roadway crossings was implemented (Virginia, Kansas City,⁶
13 Denver and California⁷) shows that there has been little to no change in the number of traffic
14 injuries and fatalities. In California, traffic fatalities decreased by 13% in 2024.⁸ In addition,
15 cities with the lowest traffic death rates (mainly in Europe) do not have “jaywalking” or
16 pedestrian road crossing laws.⁹

17 The heavy burden pedestrians carry can also be seen in the structure of traffic fines. In
18 Hawaii, fines for jaywalking range between \$100 and \$150.¹⁰ These fines are more than some
19 other driving-related traffic violations, such as speeding, which is a significant contributor to

³ Department of Health and Human Services, Centers for Disease Control and Prevention, *About Physical Activity*. 2021.

⁴ [Jaywalking - Wikipedia](#). Retrieved 3-17-25 from: [Jaywalking - Wikipedia](#)

⁵ Kawano, L. (2021, February 4). *HPD report shows police force used most on Native Hawaiians, Pacific Islanders*. Hawaii News Now. Retrieved January 31, 2024, from <https://www.hawaiinewsnow.com/2021/02/05/hpd-report-shows-police-force-used-most-native-hawaiians-pacific-islanders/>

⁶ Schmitt, A. (2022, June 23). *These Communities Are Making Progress After ‘Jaywalking’ Reform*. Streetsblog USA. Retrieved January 31, 2024, from <https://usa.streetsblog.org/2022/06/23/these-u-s-communities-are-making-safety-progress-after-jaywalking-reform>

⁷ Schmitt, A. (2023, February 14). *Denver is the latest place to eliminate harmful “jaywalking” laws that are enforced unfairly*. America Walks. Retrieved January 31, 2024, from <https://americawalks.org/decriminalizing-walking-notching-more-wins/>

⁸ Keatts, A., & Fitzpatrick, A. (2025, March 7). *California pedestrian deaths decreased in the first half of 2024*. Axios; Axios San Diego. <https://www.axios.com/local/san-diego/2025/03/07/california-national-state-pedestrian-deaths-decreased>

⁹ International Federation of pedestrians. *Regulation of pedestrian priority at pedestrian crossings in the Vienna Convention/transmitted by the International Federation of Pedestrians (FIP)* 2002. Retrieved on 1-28-25 from: <https://digitallibrary.un.org/record/458014?ln=en&v=pdf#files>

¹⁰ Hawai'i State Department of Transportation. Frequently asked questions: what is the fine for pedestrians who jaywalk? Walk Wise Hawaii. Published 2024. Accessed February 10, 2026. <https://hidot.hawaii.gov/highways/safe-communities/walkwisehawaii/faq>

1 traffic injuries and fatalities. For example, on Oahu, speeding (1–10 miles over the posted speed
2 limit) only results in a fine of \$62 (plus \$5/mph over).¹¹ Similarly, the fine for running a red light
3 on Oahu starts at \$97.28.¹²

4 Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living,
5 only 33% of adult and 18% of high school students in Hawaii met federal guidelines for physical
6 activity.^{13,14} The design of roads that integrate active transportation options like walking,
7 bicycling, and transit is a public health concern since the safety and accessibility of a
8 community’s built environment can promote or hinder physical activity. This includes removing
9 barriers to safely and conveniently accessing active transportation options. Safe, accessible, and
10 walkable communities encourage physical activity and can promote better health outcomes in
11 communities whose populations are at less risk for serious chronic diseases and conditions such
12 as obesity, heart disease, and diabetes.¹⁵ Additionally, encouraging walking and biking reduces
13 reliance on motor vehicles, leading to decreased air pollution in the form of vehicular exhaust
14 and non-exhaust emissions such as tire particulate matter.

15 Active transportation, including walking, biking, and rolling, provides everyday
16 opportunities for physical activity. Adequate built environment infrastructure is critical for
17 accessibility, connectivity to essential community destinations, and safety. Removing barriers to
18 equitable access and making up for historical underinvestment that has resulted in inadequate
19 walking, biking, and mobility infrastructure are important components to encourage active
20 transportation. The DOH promotes evidence-based, equity-focused active transportation

¹¹ Honolulu Police Department. Motor vehicle safety. Published 2024. Accessed February 10, 2026.
<https://www.honoluluupd.org/information/motor-vehicle-safety>

¹² Hawaii State Department of Transportation. HDOT Red-Light Safety Camera Program. Published 2022. Accessed February 10, 2026.
<https://hidot.hawaii.gov/highways/files/2022/12/Final-RLSC-brochure.pdf>

¹³ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

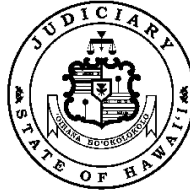
¹⁴ Hawaii Health Data Warehouse, Hawaii State Department of Health, Youth Risk Behavioral Survey, 2023;
https://hhdw.org/report/query/result/yrbs/PhysActMeetRec/PhysActMeetRec_HS_ST.html.

¹⁵ CDC *About Physical Activity*. 2021.

1 policies that improve pedestrian and bicyclist safety infrastructure especially for historically
2 under-resourced communities.

3 **Offered Amendments:** None

4 Thank you for the opportunity to testify on this measure.



The Judiciary, State of Hawai‘i
Ka ‘Oihana Ho‘okolokolo, Moku‘āina ‘o Hawai‘i

Testimony to the Thirty-Third Legislature, 2026 Regular Session

Senate Committee on Transportation
Senator Lorraine R. Inouye, Chair
Senator Brandon J.C. Elefante, Vice Chair

Tuesday, March 24, 2026 at 3:02 p.m.
State Capitol, Conference Room 229

By

Michelle D. Acosta
Deputy Chief Court Administrator
District Court of the First Circuit

WRITTEN TESTIMONY ONLY

Bill No. and Title: House Bill No. 1524, H.D. 2, Relating to Pedestrians

Purpose: Establishes that fines for pedestrian violations under chapter 291C, Hawai‘i Revised Statutes, shall not exceed \$25. Requires state and county agencies to revise applicable schedules of fines, rules, and procedures to comply with the monetary limit. Effective 7/1/3000. (HD2)

Judiciary's Position:

The Judiciary takes no position on the merits of this measure and offers the following comments for consideration.

The Judiciary respectfully requests that the effective date be set as January 1, 2027. This additional time is critical to allow for necessary updates to the citation forms, the Judiciary Information Management System (JIMS), and to ensure proper implementation by the courts.

Thank you for the opportunity to provide testimony on this measure.



Testimony in Support for HB1524 - Relating to Pedestrians
Committee on Transportation (TRS)
Tuesday, March 24, 2026 at 3:02PM

Dear Chair Inouye, Vice Chair Elefante, and members of the TRS committee, Mahalo for the opportunity to **testify in STRONG SUPPORT of HB1524**, which would establish that fines for pedestrian violations under chapter 291C, Hawai'i Revised Statutes, shall not exceed \$25. This bill represents a meaningful and pragmatic step toward addressing Hawai'i's overreliance on punitive enforcement approaches that impose unnecessary financial burdens on pedestrians without improving roadway safety.

Based on a report titled "[Freedom to Walk](#)", published by Hawai'i Appleseed Center for Law and Economic Justice, from 2018 to 2023 there were more than 30,000 jaywalking citations issued statewide—an average of over 5,000 citations per year.¹ Hawai'i Appleseed's analysis of jaywalking citations also shows that jaywalking citations occurred were concentrated in densely populated, lower-income areas of urban Honolulu.²

On a per-capita basis, Hawai'i issues jaywalking tickets at dramatically higher rates than other states. While these citations are often justified as a safety measure, the data tell a different story: enforcement-heavy approaches have not reduced pedestrian injuries or fatalities, which continue to rise across the state.

Current jaywalking fines and fees—typically ranging from **\$130 to \$180 plus fees**—are disproportionately high relative to the nature of the offense. These fines are more than some other driving-related traffic violations, such as speeding, which is a key contributor to traffic injuries and fatalities. For example, on O'ahu, speeding (1–10 miles over the posted speed limit) only results in a fine of \$62 (plus \$5/mph over).³

Pedestrian fines fall hardest on people who walk out of necessity, including low-income residents, seniors, youth, and people with disabilities. For many, a single ticket can trigger a cascade of consequences, including referral to debt collection, damaged credit, court involvement, and barriers to employment or housing. Hawai'i Appleseed's analysis found that although more than **\$3.8 million** in

¹ Seitz, A, "Freedom to Walk: Decriminalizing Jaywalking and Shifting Investment Towards Safe, Accessible Pedestrian Infrastructure," Hawai'i Appleseed Center for Law and Economic Justice, March, 2024. <https://hiappleseed.org/publications/freedom-to-walk>.

²Ibid.

³ Honolulu Police Department, "Motor Vehicle Safety," 2024, <https://www.honoluluupd.org/information/motor-vehicle-safety>

jaywalking fines were assessed during the study period, **less than one-quarter was actually collected**, suggesting that the current system is both **punitive and inefficient**.

Reducing jaywalking fines, as proposed in HB1524, would help mitigate these harms. Importantly, lower pedestrian fines reduce the risk of long-term financial and legal consequences that are disproportionate to the underlying conduct, while also decreasing administrative and judicial costs associated with uncollected debt.

HB1524 aligns with a growing national shift away from punitive pedestrian enforcement and toward a more balanced, safety-centered approach. Evidence from other jurisdictions shows that **lowering or eliminating jaywalking penalties does not lead to worse safety outcomes**, and allows public resources to be better focused on proven strategies such as safer street design, traffic calming, and accessible crossings.

In closing, Hawai'i Appleseed urges the Legislature to recognize that excessive pedestrian fines are not a safety strategy. HB1524 offers a commonsense reform that reduces unnecessary harm, promotes fairness, and supports a broader transition toward streets that are safe and accessible for everyone.

Mahalo for the opportunity to testify on this important measure.



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HOUSE COMMITTEE TRANSPORTATION
Tuesday - February 24, 2026 - 3:02PM

Hawai'i Bicycling League Supports HB 1524, HD2, Relating to Pedestrians

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 supports HB 1524, HD2 to promote fairness in the State's traffic laws by ensuring fines for pedestrian infractions are reasonable, proportionate, and not unduly punitive.

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 about road safety for all road users, especially vulnerable users, including pedestrians. This is aligned with Vision Zero principles which have been adopted by the State and the Counties. It also supports creating walkable communities and Honolulu's 2026 Charter Amendment for a more bike- and pedestrian-friendly city.

In recognizing that fines for pedestrian infractions should be proportionate to the level of risk they can cause, this bill helps to move towards better understanding of road user responsibilities. It also reduces burdens for people who are already economically vulnerable and very real risks for further marginalization of this population. Finally by capping penalties for pedestrians, this bill begins to right-size priorities away from car-centric land use and transportation policies to more sustainable and health-focused policies.

HBL urges you to support this bill with a suggested \$25 cap on fines. This will help leverage the economic, health and environmental benefits the bill presents, so that individuals and families can be better supported in their active transportation. Mahalo for your time and consideration.

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League

HB-1524-HD-2

Submitted on: 3/21/2026 8:32:31 AM

Testimony for TRS on 3/24/2026 3:02:00 PM

Submitted By	Organization	Testifier Position	Testify
Byron Farm	Testifying for Hawaii Bicycling League	Support	Written Testimony Only

Comments:

As a member of HBL, I support bill HB1524



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation

March 24, 2026 at 3:02PM

Conference Room 229

HB 1524 HD 2

Relating to Transportation

Dear Chair Inouye, Vice Chair Elefante, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1524 HD 2**, which establishes that fines for pedestrian violations under chapter 291C, Hawai'i Revised Statutes, shall not exceed \$25 and requires state and county agencies to revise applicable schedules of fines, rules, and procedures to comply with the monetary limit.

This bill is consistent 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.¹ Reducing the fines for pedestrian violations makes walking a less hostile form of transportation, encourages more people to walk or roll to their destination, and improves equity in transportation fines.

States and municipalities across the country are passing measures decriminalizing "jaywalking," including the states of California and Virginia, and the cities of Denver, Kansas City, and New York City, with more likely to follow suit.² In states where these measures have been implemented and relevant data is available, there has been no significant change in pedestrian fatalities.³ In Hawaii, pedestrian fatalities continue to rise despite the enforcement of jaywalking laws.⁴

The Federal Highway Administration lists proven safety countermeasures that have shown to reduce pedestrian crashes, hospitalizations, and deaths.⁵ Some examples include pedestrian medians or refuges, road diets, leading pedestrian intervals, and

¹ https://oahumpo.org/?wpfb_dl=2215

² <https://americawalks.org/redefining-safety-without-penalties/>

³ <https://americawalks.org/jaywalking-reform-progress/>

⁴ https://hidot.hawaii.gov/highways/files/2025/10/Fatality-Breakdown-by-Counties_Color-Coded-7.23-1-002-1.pdf

⁵ [Proven Safety Countermeasures | FHWA \(dot.gov\)](#)

rectangular rapid flashing beacons. In addition to passing this law, proven safety countermeasures can be implemented systemically to truly improve pedestrian safety.

Jaywalking laws create inequitable conditions on our streets. The current fine for crossing a roadway at a point away from a crosswalk starts at ranges from \$130 to \$180 plus fees. This fine is a significant financial burden for mobility-constrained residents who rely on walking due to the high cost of vehicle ownership, age, and/or mobility. The risk of citation punishes vulnerable road users and disincentivizes walking as a form of transportation. Fines for jaywalking are also disproportionately high when compared to fines for more dangerous violations such as speeding, which start at just \$62 + \$5/mph over the limit on Oahu.⁶

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.

⁶ <https://www.honolulu.gov/information/motor-vehicle-safety/>



Committee: Transportation
Hearing Date/Time: Tuesday, March 24, 2026 at 3:02pm
Place: Conference Room 229 & Via Videoconference
Re: **Testimony of the ACLU of Hawai'i in SUPPORT of HB1524 HD1 Relating to Pedestrians**

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee:

The ACLU of Hawai'i **supports HB1524 HD1**, which establishes fines for pedestrian violations shall not exceed \$25 and requires state and county agencies to revise the applicable schedules of fines, rules, and procedures to comply with the monetary limit.

Pedestrian fines most impact that that walk out of necessity; low-income individuals including seniors, youth, and those with disabilities. These fines are more than those imposed for certain driving-related violations. Currently, jaywalking fines can range anywhere from \$130 to \$180, plus fees and can result in a string of consequences including referral to debt collection, damaged credit, court involvement, and even barriers to employment and housing in the worst circumstances.

HB1524 HD1 follows nationwide trends away from punitive enforcement, toward decriminalization, and a more wholistic approach. The Federal Highway Administration refers to this as “safety culture,” and encourages a focus on systemic changes in urban design, traffic management, improving crosswalks, reducing vehicle speeds, and increased public education.

Some states, like California and Virginia, have already passed legislation decriminalizing jaywalking and have seen no significant change in pedestrian fatalities. On the other hand, Hawai'i continues to see increasing pedestrian fatalities despite the current fine structure.

It is time for Hawai'i to take a different approach to pedestrian safety. HB1524 HD1 aligns with a growing national trend and reduces unnecessarily high and ineffective fines to a reasonable \$25 per-violation limit. We urge the committee to move this bill forward.

Thank you for the opportunity to testify.

Josh Frost

Josh Frost

Policy Advocate

ACLU of Hawai'i

jfrost@acluhawaii.org

With more than 4,000 Hawai'i-based members, the mission of the American Civil Liberties Union of Hawai'i is to protect the fundamental freedoms enshrined in the United States and Hawai'i State Constitutions through legislative, litigation, and public education work. The ACLU of Hawai'i is a non-partisan and private non-profit organization that provides its services at no cost to the public and does not accept government funds. The ACLU of Hawai'i has been serving our communities in Hawai'i for over 60 years.

HB-1524-HD-2

Submitted on: 3/20/2026 8:57:29 PM

Testimony for TRS on 3/24/2026 3:02:00 PM

Submitted By	Organization	Testifier Position	Testify
William Caron	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and members of the committee,

I am testifying in strong support of HB1524, which would reduce all pedestrian fines to \$25. This bill is a critical step toward creating a more equitable and sensible enforcement system that prioritizes actual safety over punitive fines that criminalize walking.

The current fine structure for pedestrian violations in Hawai‘i is not only excessive but deeply inequitable. A pedestrian can be fined **\$130 to \$180** for a minor crossing infraction, while many moving violations for drivers—such as certain speeding tickets—carry lower penalties. This is a fundamental misalignment of risk and consequence. A driver’s mistake poses a far greater danger to public safety than a pedestrian’s choice of where to cross, yet our laws disproportionately punish the person on foot.

These exorbitant fines do not enhance safety; they create a significant financial burden for residents, particularly those who rely on walking as their primary mode of transportation. From 2018 to 2023, Hawai‘i issued an average of **5,000 jaywalking tickets per year**, a rate significantly higher than most other places in the U.S., with no evidence that this aggressive enforcement has improved pedestrian safety outcomes.

Reducing these fines to a nominal \$25 acknowledges that the primary goal should be education and creating safe walking environments, not revenue generation from vulnerable road users. It brings our penalties in line with the actual risk and helps ensure that a simple mistake does not lead to financial hardship.

I urge you to pass HB1524 to reform an unjust system and refocus our efforts on engineering safe streets, not punishing people for using them.

Mahalo for the opportunity to testify.

HB-1524-HD-2

Submitted on: 3/23/2026 8:16:24 AM

Testimony for TRS on 3/24/2026 3:02:00 PM

Submitted By	Organization	Testifier Position	Testify
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

I submit this testimony in support of HB1524 HD2, which establishes a \$25 cap on pedestrian fines to address economic inequities in Hawaii's traffic enforcement system. This legislation represents an important step toward creating a more fair and balanced approach to traffic regulation that supports rather than discourages walking as a transportation option.

The bill appropriately recognizes that excessive fines for pedestrian violations disproportionately burden low-income residents who rely on walking as their primary mode of transportation. In a state with Hawaii's high cost of living, these fines can create significant financial hardship while doing little to improve safety outcomes. By ensuring fines are proportionate to the actual risk and harm of pedestrian violations, the bill promotes fairness while supporting the state's goals to encourage walking as a sustainable transportation option.

This bill aligns with Vision Zero principles by recognizing that effective traffic safety requires balanced, equitable approaches rather than excessive penalties. By removing financial barriers to walking, Hawaii can create a more inclusive transportation system that encourages healthy, sustainable mobility choices for all residents regardless of income.

I respectfully urge your support of HB1524 HD2 to create more equitable and effective pedestrian safety enforcement for Hawaii.

Mahalo for your consideration.

LATE

HB-1524-HD-2

Submitted on: 3/23/2026 10:05:16 PM

Testimony for TRS on 3/24/2026 3:02:00 PM

Submitted By	Organization	Testifier Position	Testify
JONATHAN LOTT	Individual	Support	Written Testimony Only

Comments:

Strongly support. I walk often and everywhere and find that I cannot count on drivers to stop when I am in a crosswalk. In Waikiki, hardly any pedestrians are aware that jaywalking is illegal and that crossing during the countdown is illegal here. Drivers are similarly unaware of the laws in place and their obligations, and frequently are not watching out enough for pedestrians (looking in another direction, fiddling with navigation screens or texting, etc) so I ALWAYS assume the driver is not going to stop. This bill should help police as well, should they decide to actually start enforcing the laws regarding jaywalking and drivers turning through crosswalks. I have not seen existing laws enforced on either pedestrians or drivers in Waikiki, EVER.

-Jon Lott, pedestrian, cyclist, driver, Waikiki resident