

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

Testimony to the Thirty-Third Legislature, 2026 Regular Session

House Committee on Transportation
Representative Darius K. Kila, Chair
Representative Tyson K. Miyake, Vice Chair

Thursday, February 12, 2026 at 8:30 a.m.
State Capitol, Conference Room 430

By

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

WRITTEN TESTIMONY ONLY

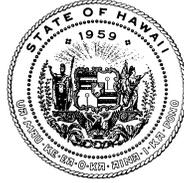
Bill No. and Title: House Bill No. 1524, Relating to Pedestrians

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.

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

As currently written, the measure would take effect immediately upon approval. 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.



STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'ŌIHANA OLAKINO
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**Testimony COMMENTING on H.B. 1524
RELATING TO PEDESTRIANS**

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: February 12, 2026
8:30 AM

Room Number: Conference Room 430
via 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 (H.B. 1524), which establishes that fines for pedestrian violations under chapter 291C,
5 Hawaii Revised Statutes, shall not exceed \$25. The measure also requires state and county
6 agencies to revise applicable schedules of fines, rules, and procedures to comply with the
7 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) show 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.honolulu.gov/information/motor-vehicle-safety>

¹² Hawai'i 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.



Testimony in Support for HB1524 - Relating to Pedestrians
Committee on Transportation (TRN)
Thursday, February 12th, 2026 at 8:30AM

Dear Chair Kila, Vice Chair Miyake, and members of the TRN committee, Mahalo for the opportunity to **testify in STRONG SUPPORT of HB1523**, 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 to \$25, 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.



Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice



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HOUSE COMMITTEE ON TRANSPORTATION
Thursday, February 12th at 8:30AM
Testimony in Support of HB1524 - Relating to Pedestrians

Aloha Chair Kila, Vice Chair Miyake, and Members of the House Transportation Committee,

My name is Bev Brody, and I am submitting testimony on behalf of Get Fit Kaua'i, the Healthy Eating Active Living (HEAL) coalition of Kauai County with over 100 members. We are in strong support of HB1524, which reduces all pedestrian fines to \$25.

Current pedestrian fines in Hawai'i range from \$130 to \$180 — significantly higher than some driving violations that pose far greater risks to public safety. These penalties disproportionately impact residents who rely on walking, including kūpuna, youth, and families with limited transportation options.

High fines do not make our streets safer. They simply create financial hardship for people who often have no alternative but to walk. A \$25 fine is a fair, reasonable amount that maintains accountability without imposing undue burden on those who walk out of necessity.

HB1524 is a balanced, community-minded approach that better aligns penalties with actual risk and supports a more equitable transportation system.

We respectfully urge the Committee to pass HB1524.

Mahalo for the opportunity to testify.

BBrody

Bev Brody
Get Fit Kauai – Director
H.E.A.L. (Healthy Eating Active Living) Community Coalition of Kauai County
(808) 212-4765

HB-1524

Submitted on: 2/10/2026 11:17:58 AM

Testimony for TRN on 2/12/2026 8:30:00 AM

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.

COUNTY COUNCIL

Mel Rapozo, Chair
KipuKai Kualii, Vice Chair
Addison Bulosan
Bernard P. Carvalho, Jr.
Felicia Cowden
Fern Holland
Arryl Kaneshiro



OFFICE OF THE COUNTY CLERK

Jade K. Fountain-Tanigawa, County Clerk
Lyndon M. Yoshioka, Deputy County Clerk

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Council Services Division
4396 Rice Street, Suite 209
Lihu'e, Kaua'i, Hawai'i 96766

February 10, 2026

TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
HB 1524, RELATING TO PEDESTRIANS
House Committee on Transportation
Thursday, February 12, 2026
8:30 a.m.
Conference Room 430
Via Videoconference

Dear Chair Kila and Members of the Committee:

Thank you for this opportunity to provide testimony in SUPPORT of HB 1524, Relating to Pedestrians. My testimony is submitted in my individual capacity as a member of the Kaua'i County Council.

I unreservedly support HB 1524, which effectively reduces all pedestrian fines to twenty-five dollars (\$25.00). Currently, pedestrian fines range from one hundred thirty dollars (\$130.00) to one hundred eighty dollars (\$180.00), in many instances far more than many driving violations, such as speeding, which pose greater public safety concerns. Additionally, these pedestrian fines tend to unequally and disproportionately affect residents who rely on walking as their primary mode of transit.

Thank you again for this opportunity to provide testimony in support of HB 1524. Should you have any questions, please feel free to contact me or Council Services Staff at (808) 241-4188 or via email to cokcouncil@kauai.gov.

Sincerely,

ADDISON BULOSAN
Councilmember, Kaua'i County Council

RM:sf

HB-1524

Submitted on: 2/10/2026 7:33:39 PM

Testimony for TRN on 2/12/2026 8:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Comments	Written Testimony Only

Comments:

Comment the fee amount is not worth HPD to enforce the law. HPD don't enforce cars parking on "sidewalks."

Johnnie-Mae L. Perry

1524 HB RELATING TO PEDESTRIANS.