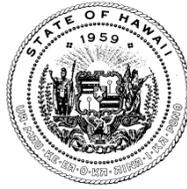


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

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

Thursday, February 12, 2026

8:30 AM

State Capitol, 430

HB2163 RELATING TO PEDESTRIANS

House Committee on Transportation

The Department of Transportation (DOT) is in strong support of H.B. No. 2163. This legislation clarifies and strengthens the right-of-way protections for pedestrians crossing roadways within designated crosswalks, ensuring that drivers must come to a complete stop when a pedestrian is crossing, regardless of which half of the roadway they are traveling on.

Data from 2020 through 2024 shows that 132 pedestrian fatalities occurred during this period, with 28, or 21 percent, occurring in marked crosswalks. This underscores the urgency of strengthening legal protections and driver responsibilities at crosswalks to prevent preventable tragedies.

The bill amends Hawaii Revised Statutes § 291C-72(a) to explicitly require drivers to stop for pedestrians who are crossing within a crosswalk, whether the pedestrian is on the same side of the road as the vehicle or approaching from the opposite side. This aligns with best practices in traffic safety and enhances pedestrian protection under the law. The language also specifies that drivers shall not proceed until the pedestrian has completely exited the crosswalk and it is safe to do so, reinforcing the importance of driver responsibility and awareness.

As highlighted in prior testimony on H.B. 2213, pedestrian-involved traffic fatalities remain a significant public safety concern in Hawaii. According to data from the National Highway Traffic Safety Administration (NHTSA), pedestrian crashes account for approximately 15 percent of all traffic fatalities nationwide, with many occurring at intersections and crosswalks. By strengthening the legal obligation for drivers to yield to pedestrians, this bill contributes to reducing preventable accidents and saving lives.

Furthermore, the definition provided in this measure, "a pedestrian who is crossing the roadway within a crosswalk" occurs when any part of the pedestrian's body, wheelchair, cane, crutch, or bicycle is beyond the curb or edges of the traversable roadway and moves onto the roadway within an intersection or crosswalk—is inclusive and protective of vulnerable road users. This clarity helps ensure consistent enforcement and understanding by both motorists and law enforcement.

Thank you for the opportunity to testify in support of this bill.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

02/12/26 8:30 AM

CR 430 & Videoconference

HB2163

RELATING TO PEDESTRIANS

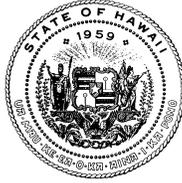
Dear Chair Kila, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2163** which requires the driver of a vehicle to stop for a pedestrian who is crossing the roadway within a crosswalk and not to proceed until the pedestrian has completely exited the crosswalk and the driver can safely proceed.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities in Hawaii increased over twenty (20) percent between 2024 and 2025; most alarming, Oahu saw an increase of over sixty (60) percent in fatalities in the same period. Nearly one-third of all traffic fatalities in Hawaii in 2025 involved a pedestrian, many of whom were lawfully crossing the road. A 2011 study conducted by [AAA Foundation for Traffic Safety](#) found that the average risk of death for a pedestrian reaches 50% at an impact speed of 42 MPH, 75% at 50 MPH, and 90% at an impact speed of 58 MPH.

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, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.



STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
P.O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

**Testimony COMMENTING on H.B. 2163
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:** None

2 **Department Position:** The Department of Health (DOH) provides comments around the public
3 health impacts of House Bill 2163 (H.B. 2163), which requires the driver of a vehicle to stop for
4 a pedestrian who is crossing the roadway within a crosswalk and not to proceed until the
5 pedestrian has completely exited the crosswalk and the driver can safely proceed.

6 **Department Testimony:** This bill supports the State's goal of reducing traffic related deaths and
7 serious injuries to zero by 2045. Traffic fatalities in Hawaii increased over twenty (20) percent
8 between 2024 and 2025; most alarming, Oahu saw an increase of over sixty (60) percent in
9 fatalities in the same period. Nearly one-third of all traffic fatalities in Hawaii in 2025 involved a
10 pedestrian, many of whom were lawfully crossing the road. The Federal Highway Administration
11 refers to this as a "safety culture," that considers safety for all users.¹ Focusing on improving
12 crosswalks, reducing vehicle speeds, and designing safer streets (e.g., implementing traffic
13 calming measures) can reduce pedestrian injuries and fatalities.

¹ 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 Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living,
2 only 33% of adult and 18% of high school students in Hawaii met federal guidelines for physical
3 activity.^{2,3} The design of roads that integrate active transportation options like walking,
4 bicycling, and transit is a public health concern since the safety and accessibility of a
5 community’s built environment can promote or hinder physical activity. This includes removing
6 barriers to safely and conveniently accessing active transportation options. Safe, accessible, and
7 walkable communities encourage physical activity and can promote better health outcomes in
8 communities whose populations are at less risk for serious chronic diseases and conditions such
9 as obesity, heart disease, and diabetes.⁴ Additionally, encouraging walking and biking reduces
10 reliance on motor vehicles, leading to decreased air pollution in the form of vehicular exhaust
11 and non-exhaust emissions such as tire particulate matter.

12 Active transportation, including walking, biking, and rolling, provides everyday
13 opportunities for physical activity. Adequate built environment infrastructure is critical for
14 accessibility, connectivity to essential community destinations, and safety. Removing barriers to
15 equitable access and making up for historical underinvestment that has resulted in inadequate
16 walking, biking, and mobility infrastructure are important components to encourage active
17 transportation. This measure supports Hawaii’s commitment to Vision Zero by incentivizing a
18 shift away from single-occupancy vehicles, which reduces total vehicle miles traveled and road
19 congestion. Promoting transit through this pilot program would allow employees to model
20 healthy behavior and add to the incremental steps towards building pedestrian friendly built
21 environments.

22 **Offered Amendments:** None

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

² Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

³ 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.

⁴ CDC *About Physical Activity*. 2021.

JOSH GREEN, M.D.
GOVERNOR OF HAWAII
KE KIA'ĀINA O KA MOKU'ĀINA 'O HAWAII

KENNETH FINK, MD, MGA, MPH
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STATE OF HAWAII
EXECUTIVE OFFICE ON AGING
NO. 1 CAPITOL DISTRICT
250 SOUTH HOTEL STREET, SUITE 406
HONOLULU, HAWAII 96813-2831

Testimony in SUPPORT of HB2163
Relating to Pedestrians

COMMITTEE ON TRANSPORTATION
Rep. Darius K. Kila, Chair
Rep. Tyson K. Miyake, Vice Chair

Testimony of Caroline Cadirao
Director, Executive Office on Aging
Attached Agency to the Department of Health

Hearing: Thursday, February 12, 2026, 8:30 A.M., Conference Room: 430

1 **EOA's Position:** The Executive Office on Aging (EOA), an attached agency to the Department
2 of Health supports HB2163.

3 **Purpose and Justification:** Pedestrian safety is a growing concern in Hawai'i. This measure
4 requires drivers to stop for pedestrians at a crosswalk and remain stopped until the pedestrian has
5 completely exited the crosswalk and it is safe to proceed.

6 Pedestrian fatalities are preventable. Drivers must be aware and allow pedestrians the
7 time and space to cross safely. Older adults, individuals with disabilities, and those using
8 mobility aids (e.g. canes, walkers, or wheelchairs) or with vision or hearing impairments often
9 need more time to cross. Everyone, especially older adults and individuals with disabilities,
10 should feel secure using crosswalks. Clarifying drivers' responsibility to stop and wait reinforces
11 pedestrian right-of-way and promotes safer streets.

12 **Recommendation:** EOA strongly supports this measure to protect pedestrians and reduce
13 fatalities.

1

2 Thank you for the opportunity to testify.

HB-2163

Submitted on: 2/10/2026 7:38:00 PM

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

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

Comments:

I, Johnnie-Mae L. Perry Support

2163 HB RELATING TO PEDESTRIANS.

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa
808-395-3233

HEARING: 8:30 a.m. Thursday, February 12, 2026

SUBJECT: HB2163, Pedestrians, Stop and Wait Until Entirely Across - **OPPOSED**

Aloha Chair Kila and Committee Members,

Thank you for allowing the opportunity to provide testimony on HB2163, which would require motorists in both directions to stop for pedestrians in a crosswalk and wait until the pedestrian is all the way across the other side.

While I am a strong advocate for creating safer roads for all users, this bill is not going to make a difference for pedestrian safety. One concern is that it will make motorists more frustrated, and that can have negative consequences.

If you'd like to make the roadways safer, one thing that you could do is repeal the bill that allows vehicle owners to tint their windows so that they are extra dark. Pedestrians and bicyclists cannot make eye contact with drivers of heavily-tinted windows.

Please vote "no" on HB2163. It will not be effective at reducing pedestrian crashes.

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

From: Veronica Moore, Individual Citizen

Date: February 11, 2026

RE: House Bill 2163
Measure Title: RELATING TO PEDESTRIANS.
Report Title: Pedestrians; Crosswalks; Right-of-way

To All Concerned,

My name is Veronica Moore and I support House Bill 2163. Thank you for introducing this bill.

Sincerely,

Veronica M. Moore

From: Leon Kau <ebo3715@gmail.com>
Sent: Wednesday, February 11, 2026 2:31 PM
To: sayama1 - Ariel <sayama1@capitol.hawaii.gov>
Cc: Rep. Jackson D. Sayama <repsayama@capitol.hawaii.gov>; Evelyn Hee <e.hee@capitol.hawaii.gov>
Subject: Re: HB 2213 & HB2163

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ariel my testimony. Please help me submit. I'm off island presently and just received notice of crosswalk HB 2213 & HB 2163.

[Measure Status Details for HB 2163](#)

HB 2163 will not prevent pedestrian accidents in crosswalks.

Autos and car don't mix. When an auto has the GREEN light no pedestrian should be crossing. When the WALK signal is on no cars should be moving. That is, no green light and walk signal on at the same time.

We have street crossing ordinances now, I believe un-enforced. I walk in Kaimuki and often see pedestrians entering into crosswalks at the don't walk signal. Imagine the rage subject bills will cause? I see pedestrians getting off the bus running to catch another bus. Pedestrians scrambling to catch the bus.

Please do a test yourself, make a left turn on Waialae at Koko Hd as an example. You'll have to contend with the on coming traffic and pedestrians crossing in both directions.

How many citations have been given in the past year for pedestrian violations violating the don't walk signal? I imagine that data is not achievable and if any very few. The proposed house & senate will not protect the pedestrian violating the present law.

I walk in Kaimuki and see pedestrians violating the current crossing signal. Pedestrians are entering the crosswalk after the walk sign stops. Pedestrians are not taking responsibility for their safety, they don't look before entering crosswalk. They don't have the attitude that right or wrong they will get injured.

Ask the police department for statistics on pedestrian crosswalk violations and violations by drivers.

When the news reports of pedestrian accidents I never hear the details of the pedestrian's or driver's fault. I see it all the time where the pedestrian is not crossing according to law and when the pedestrian is not taking their safety seriously.

Street crossing is the pedestrian's responsibility. I see pedestrian's running to catch the bus violating the crosswalk law. I see pedestrian's stepping off the curb before looking if

safe. Pedestrians don't look for cars turning behind them when entering the crosswalk, the walk light and crosswalk walk do not provide sanctuary.

A car violating the current crosswalk law will not prevent an accident. I walk and I have been hit by cars three times. In all cases it was due to the driver rushing and violating the pedestrian right of way. One incident the driver wanted to turn right on red so his attention was the on coming traffic from his left, he didn't look back to his right. Another time the driver ran the stop as I was entering. Another was when an elderly driver had the morning sun obscuring his vision. I survived these accidents because I was alert during the crossing. I have had many close calls but my observation and safety in mind attitude prevented the accidents. Additional crosswalk laws are useless. We have laws now.

Mr. Leon Kau
Kaimuki resident