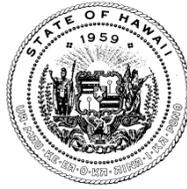


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

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

Thursday, February 12, 2026
8:30 AM
State Capitol, 430

**HB2213
RELATING TO PEDESTRIANS**

House Committee on Transportation

The Department of Transportation (DOT) is in strong support of H.B. No. 1213. This legislation addresses a critical public safety issue by enhancing pedestrian protection at crosswalks, particularly for vulnerable populations such as kupuna and individuals with limited mobility.

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 Section 291C-72 of the Hawaii Revised Statutes to clarify that drivers must wait until a pedestrian has crossed half of the crosswalk plus an additional lane of the roadway before proceeding. This provision reflects the legislature's recognition that pedestrians require sufficient time and space to cross safely. As stated in the bill, "the driver of a vehicle shall stop for a pedestrian who is crossing the roadway within a crosswalk when the pedestrian is either: (1) upon the half of the roadway upon which the vehicle is traveling; or (2) approaching the vehicle so closely from the opposite half of the roadway as to be in danger," and "shall not proceed until the pedestrian has crossed half of the crosswalk plus an additional lane of the roadway and the driver can safely proceed."

This language ensures that drivers are held accountable for their actions and that pedestrians—especially those who may need extra time due to age or physical limitations—are given adequate opportunity to reach a position of safety. The DOT supports this measure because it promotes safer roadways for all users and reduces the risk of preventable traffic fatalities.

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

HB2213
RELATING TO PEDESTRIANS

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2213** which specifies that the driver of a vehicle must wait until a pedestrian has crossed half of the crosswalk plus an additional lane of the roadway before the driver can 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.

HB-2213

Submitted on: 2/10/2026 12:44:07 PM

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

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Victor K. Ramos | Individual | Support | Written Testimony Only |

Comments:

SUPPORT this bill.

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa
808-395-3233

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

SUBJECT: HB2213, Pedestrians, Additional Lane - **OPPOSED**

Aloha Chair Kila and Committee Members,

Thank you for allowing the opportunity to provide testimony on HB2213, which would require motorists to wait until a pedestrian in a crosswalk has finished walking half-way through the crosswalk plus an additional lane of roadway.

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. If motorists were hitting pedestrians in the next lane over, we would have many more head-on crashes.

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 HB2213. It will not be effective at reducing pedestrian crashes.

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

[Measure Status Details for HB 2213](#)

HB 2213 will not prevent accidents and will cause traffic problems that may lead to road rage.

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