



STATE OF HAWAII
DEPARTMENT OF EDUCATION
KA 'OIHANA HO'ONA'AUAO
P.O. BOX 2360
HONOLULU, HAWAII 96804

Date: 02/19/2026
Time: 02:00 PM
Location: 309 VIA VIDEOCONFERENCE
Committee: EDN

Department: Education

Person Testifying: Keith T. Hayashi, Superintendent of Education

Title of Bill: HB2415, HD1, RELATING TO TRAFFIC SAFETY.

Purpose of Bill: Appropriates funds to the Department of Transportation to install pedestrian safety improvements at sites abutting school properties, with consideration for other sites. Effective 7/1/3000. (HD1)

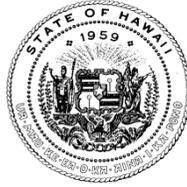
Department's Position:

The Hawaii State Department of Education (Department) supports HB 2415, HD1 appropriating funds to the Hawaii Department of Transportation (HDOT) to install all-way crosswalks at sites abutting school property.

HB 2415, HD1 strengthens student safety by addressing one of the highest-risk areas for students—crossing busy streets near schools. All-way crosswalks reduce conflict between vehicles and pedestrians and create predictable crossing conditions, critical for students who may have difficulty judging traffic movement. This simple, effective infrastructure protects students during the most dangerous times of day—morning drop-off and afternoon pick-up.

The bill aligns with Safe Routes to School objectives by improving walkability, reducing near-misses, and encouraging healthier, safer travel to campus. Importantly, HB 2415, HD1 enables proactive, rather than reactive, safety improvements by allowing HDOT to identify and upgrade high-risk school-adjacent intersections before injuries occur.

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



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

February 19, 2026
9:00 a.m.
State Capitol, RM 430

H.B. 2415, HD1
RELATING TO TRAFFIC SAFETY

House Committee on Education

The Hawaii Department of Transportation (HDOT) supports the intent of H.B. No. 2415, HD1, which appropriates funds for the installation of pedestrian safety improvements at sites abutting school properties, with consideration for other sites. While all-way crosswalks and raised intersections improve pedestrian safety, they represent only some of the strategies for improving pedestrian safety. Each potential location should be evaluated to determine the most appropriate safety improvements to implement.

All-way crosswalks are highly effective in areas with exceptionally high foot traffic, such as in Waikiki at Kalakaua Avenue and Lewers Street, or Ala Moana Boulevard at Hobron Lane and Kalia Road, where large volumes of pedestrians cross in multiple directions, justifying the need for an all-way crossing phase to eliminate vehicle-pedestrian conflicts. However, crosswalks and intersections abutting school properties may not experience the same level of pedestrian volume as these locations.

Raised intersections and raised crosswalks are similarly effective traffic-calming measures that elevate the roadway to sidewalk level, improving pedestrian visibility and providing drivers a physical reminder to reduce speed. HDOT has successfully installed raised crosswalks on Kalihi Street fronting King David Kalakaua Middle School, on Farrington Highway near Waianae High School, on Kamehameha Highway near Hauula Elementary, Laie Elementary, Kahuku High & Intermediate, and on Pensacola Street near McKinley High School. These installations have demonstrated measurable safety benefits, including significant reductions in vehicle speeds and pedestrian-related crashes. However, raised intersections may not be appropriate at every location. They are generally best suited for local two- or three-lane roads with speed limits of 30 mph or less and average daily traffic volumes of no more than 9,000 vehicles. Raised intersections may present challenges on bus transit routes, primary emergency vehicle routes, roads with steep grades or curves, or areas with drainage concerns. As with all-way crosswalks, each site must be individually evaluated using engineering analysis and nationally recognized design guidance to determine whether a raised intersection, an all-way crosswalk, or an alternative countermeasure is the most effective solution."

HDOT respectfully requests to amend Section 5, Subsection (1) to read as follows in order to provide the department with greater engineering discretion in selecting appropriate countermeasures for each site.

(1) Eligible pedestrian safety improvements may include all-way crosswalks, raised intersections, or a combination of both, as well as other measures determined appropriate by the department of transportation to enhance pedestrian safety;

HDOT respectfully requests to amend:

Section 3: Replace “state highway fund established pursuant to section 248-8, Hawaii Revised Statutes” with “Safe Routes to School Program Special Fund”.

Section 4: Replace “general revenues of the State of Hawaii” with “Safe Routes to School Program Special Fund”.

Section 5, Subsection (1): “(1) Eligible pedestrian safety improvements may include all-way crosswalks, raised intersections, or a combination of both, as well as other measures determined appropriate by the department of transportation to enhance pedestrian safety;”

When developing and funding traffic improvements, HDOT prioritizes intersections and areas based on objective criteria, including crash history and assessed risk levels. We also utilize the HDOT Safety Analytics platform, a data-driven tool that enhances roadway safety through advanced analytics, visualization, and predictive insights. It leverages spatial analysis to transform historical and real-time data into actionable strategies for safer infrastructure. In addition, HDOT is accelerating delivery of our priority multimodal network, with over \$300 million in bicycle and pedestrian projects over the next 10 years. Multimodal network project prioritization considered proximity to schools and areas with higher concentrations of youth. The DOT recognizes that pedestrian safety near schools is a shared responsibility, and investing in proper crosswalk infrastructure helps reduce the risk of crashes and enhances community confidence in safe travel routes.

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

HB-2415-HD-1

Submitted on: 2/18/2026 12:22:54 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Andria Tupola	Honolulu City Council, D1	Support	Written Testimony Only

Comments:

I support HB 2415 for pedestrian safety.

HB-2415-HD-1

Submitted on: 2/18/2026 9:55:29 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Amanda Mahelona	Individual	Support	In Person

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

My name is Amanda Mahelona, and I stand before you not only as a community member, but as a mother whose life was forever changed by the loss of my daughter, Tehya Mahelona. I humbly submit this testimony in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Every day on our roads, especially along Farrington Highway and near our school zones, I witness vehicles speeding, darting in and out of traffic, ignoring signals, and treating our community streets like racetracks. These are not isolated moments. They are consistent behaviors that place our keiki, families, and pedestrians at risk. The absence of physical safety measures such as bollards or protective barriers near high traffic crossings and schools leaves people exposed and vulnerable.

The surviving victim who was with my daughter shared that in the early morning hours, drivers often blow right through that area without slowing down. There were no protective barriers to shield pedestrians. I carry the heavy belief that if stronger protective infrastructure had been in place, my daughter Tehya could have been saved. Hundreds of children cross that same crosswalk where she was killed, yet cars continue to pass through at unsafe speeds, often ignoring the presence of pedestrians.

I would also like to encourage continued collaboration between the Honolulu Police Department and the Department of Transportation to utilize data that supports this measure. Enforcement is important, but follow through within the judicial process is equally critical so that accountability and long term safety outcomes are achieved for our communities.

As a mother, I cannot help but think about how different things might be if stronger traffic calming measures and protective infrastructure had been installed. This bill represents more than policy to me. It represents prevention. It represents a chance to slow drivers down, create safer crossings, and ensure that no other family has to endure a loss like ours. Tehya's three brothers have to pass this area daily as they go to school and relive the moment we found her belongings scattered in the train tracks. So many kids and families will benefit from this bill.

I respectfully ask the committee to continue supporting efforts that prioritize pedestrian safety through thoughtful design including raised crossings, visible intersections, and protective barriers

where appropriate. Infrastructure sends a message. When roads are designed for safety, people will drive differently, and lives can be saved.

Mahalo to the Chair and members of this committee for scheduling and hearing this important measure. I appreciate your time, your compassion, and your commitment to protecting our communities.

Respectfully submitted in honor of my daughter Tehya Taimane Leialoha Mahelona and as her mother Amanda Mahelona

HB-2415-HD-1

Submitted on: 2/17/2026 5:23:56 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

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

Comments:

I, Johnnie-Mae L. Perry, Support

2415 HB RELATING TO TRAFFIC SAFETY.

HB-2415-HD-1

Submitted on: 2/18/2026 10:39:39 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Asuka Tansey	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai‘i’s communities.

Respectfully submitted,

Asuka Tansey

HB-2415-HD-1

Submitted on: 2/18/2026 11:01:41 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Haunani Momoa	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Haunani Momoa

Kapolei High Math Teacher

Nānākuli Ahupua'a Community Member

HB-2415-HD-1

Submitted on: 2/18/2026 11:08:07 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Akua Auwae	Individual	Support	Written Testimony Only

Comments:

I support this bill.

I've lost to many family members due negligent drivers on the road.

HB-2415-HD-1

Submitted on: 2/18/2026 11:23:19 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Rachelle Santiago	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Rachelle L Santiago

HB-2415-HD-1

Submitted on: 2/18/2026 11:35:50 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Lovena Mahelona	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully,

Lovena Mahelona

HB-2415-HD-1

Submitted on: 2/18/2026 12:08:05 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Lawson MANEFAIGA	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Lawson Maneafaiga

HB-2415-HD-1

Submitted on: 2/18/2026 11:31:34 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Christie Tokujo	Individual	Support	Written Testimony Only

Comments:

To Whom it may concern,

I am writing to use my voice to advocate HB2415 Relating to traffic safety (Tehya’s Bill). Our people have tragically experienced loss of life too many times due to inadequate funds for the Department of Transportation. We cannot stop the bad choices of others however we can create/improve our current sites in hopes to have awareness especially in areas with fatalities. I believe if we have the proper funds to illuminate areas with high volumes of pedestrians like school zones the chances of accidents will decrease. Please help our community heal by putting into action HB2415 so the loss of our community members like Tehya Mahelona don’t go in vain. Tehya was only 19 years old when her life was taken on Farrington highway. She should be here today. She would be advocating for her community and HB2415. Tehya was a bright young Kānaka Māoli with big dreams. Please don’t let her death be another statistic. We can make changes if we pass HB2415.

Mahalo for your time and representing our community by being Our voice. I look forward to hearing your position on HB2415.

Sincerely,

Christie Tokujo

HB-2415-HD-1

Submitted on: 2/18/2026 11:36:27 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Cherie Townsend	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,
Cherie Townsend
Coffeehouse Leader Starbucks Nānākuli

HB-2415-HD-1

Submitted on: 2/18/2026 11:57:50 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tammi Gumban	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

TAMMI Gumban

HB-2415-HD-1

Submitted on: 2/18/2026 11:51:26 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Madison	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Madison Kaaikala

HB-2415-HD-1

Submitted on: 2/18/2026 11:59:12 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Julian Barton	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Julian Barton

HB-2415-HD-1

Submitted on: 2/18/2026 12:51:18 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tanya L Kaahaaina	Individual	Support	Written Testimony Only

Comments:

Mahalo Rep Kila for putting this together

HB-2415-HD-1

Submitted on: 2/18/2026 1:06:35 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ka'iulani Kamalu	Individual	Support	Written Testimony Only

Comments:

I would like to start of by extending my gratitude to the Chair, Vice Chair, as well of the Members of the Committee for taking the time to listen to the proposal of bill 2415. I am writing in support of bill 2415 which proposes higher safety measures for our roads. I would like to point out that road safety is an issue statewide however, the number of incidents that have occurred on Farrington Hwy intersecting Kawaihona and Starbucks Nānākuli alone is quite alarming. Nobody should have to worry about whether or not their friends, family, or coworkers will make it to their destination safely. That unfortunately is not true for me and my colleagues. I have experienced first hand the reckless behavior on roads especially in the early and late hours. There should be no need to act so carelessly when traffic is nonexistent or at all for that matter yet it still happens daily and unfortunate events occur. My dear friend Tehya was a victim of this behavior despite her following the rules of the road which I can vouch for. I would make sure she made it to work and got home safely no matter what. In honor of her, I would like to see some real change not only through the passing of this bill, but also through us, the kanaka of Hawai'i changing the way we drive.

Mahalo

HB-2415-HD-1

Submitted on: 2/18/2026 1:13:28 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Charmaine Kamalu Mokiao	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Charmaine Kamalu Mokiao

Nanakuli Homestead Community Member

HB-2415-HD-1

Submitted on: 2/18/2026 1:28:05 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jessica Marmar	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities—particularly along high-traffic corridors and near school zones—drivers frequently speed, weave through traffic, ignore traffic signals, and fail to yield to pedestrians. These are not isolated incidents. They are persistent safety concerns that place our keiki, families, kūpuna, and all pedestrians at risk every day.

Many crossings lack essential physical safety measures such as bollards, raised crosswalks, protective barriers, curb extensions, or other traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and vehicle speeds are high. Installing appropriate safety infrastructure can slow vehicles, increase driver awareness, improve visibility, and significantly reduce the risk of serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to rely on crash data, speed studies, and community input when identifying priority locations for improvements. While enforcement plays an important role, long-term infrastructure solutions are critical to achieving meaningful and lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods throughout Hawai‘i. Thoughtful roadway design—including raised crossings, highly visible intersections, traffic calming measures, and protective barriers where appropriate—helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your continued commitment to protecting Hawai‘i’s communities.

Respectfully,

Jessica Marmar

HB-2415-HD-1

Submitted on: 2/18/2026 1:34:17 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Caitlin Mahelona	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

My name is Caitlin Mahelona and I am writing in strong support of HB2415 HD1. I submit this testimony not only as a community member and mother but as a grieving aunt. Teyha was my niece.

Our family’s loss is a constant reminder that pedestrian safety is not just a policy issue — it is a life-and-death matter. No family should have to experience the heartbreak of losing a child or loved one simply because our roads were not designed to protect them.

Across Hawai‘i, especially near schools and along busy corridors, drivers speed, fail to yield, and disregard traffic signals. These are not rare occurrences. They are daily realities. When crossings lack raised crosswalks, protective barriers, bollards, and other traffic-calming measures, pedestrians — our keiki, our families — are left vulnerable.

Teyha deserved safe streets. Every child and pedestrian does.

Enforcement alone is not enough. We need thoughtful roadway design that slows vehicles, increases visibility, and prioritizes human life. I urge continued coordination between the Department of Transportation, county agencies, and law enforcement to use crash data, speed studies, and community input to identify high-risk areas and implement meaningful infrastructure improvements.

HB2415 HD1 is an important step toward preventing other families from experiencing the pain that Teyha’s family carries every day. Please act with urgency and compassion to strengthen pedestrian protections across our islands.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai’i’s communities

Respectfully submitted,
Caitlin Mahelona
2/17/2026

HB-2415-HD-1

Submitted on: 2/18/2026 3:04:42 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kuhi Rowland	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

Mahalo for the opportunity to testify in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai'i.

I stand in support of this measure in honor of Tehya and in support of all of our keiki, families, kūpuna, and community members who rely on safe roadways every single day. Our streets should not feel dangerous. Our crosswalks should not feel like risks. No family should have to experience preventable loss due to speeding, reckless driving, or lack of protective infrastructure.

Across our islands, especially near schools and high-traffic corridors, we see drivers speeding, failing to yield, and ignoring traffic signals. Many pedestrian crossings lack raised crosswalks, adequate lighting, protective barriers, or traffic-calming measures. Without these physical protections, pedestrians remain vulnerable.

Enforcement is important, but infrastructure changes are what create lasting behavioral change. Raised crossings, visible intersections, bollards, and protective barriers can significantly reduce speeds and increase driver awareness. Data-driven planning, coordination between the Department of Transportation, counties, and law enforcement, and community input are essential to ensuring improvements are placed where they are most needed.

HB2415 HD1 represents a meaningful step toward safer school zones, safer neighborhoods, and safer communities. Supporting this measure is about prevention, unity, and honoring life.

Mahalo to the Chair and members of this committee for scheduling and hearing this measure and for your commitment to protecting Hawai'i's people.

With respect and gratitude,

Jaylynn "Kuhi" Kuhilani Rowland

HB-2415-HD-1

Submitted on: 2/18/2026 4:02:34 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
April Kalt	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai‘i’s communities.

Respectfully submitted,

April Kalt

HB-2415-HD-1

Submitted on: 2/18/2026 4:41:17 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jessie L Ferguson	Individual	Support	Written Testimony Only

Comments:

Dear Members of the Legislature,

My name is Jessie Ferguson, and I am writing in strong support of HB2415 and the implementation of safer traffic measures in our community. I submit this testimony in loving memory of 19-year-old Teyah Mahelona, whose life was tragically taken in 2025 due to a preventable traffic incident.

Teyah was only beginning her journey into adulthood. She had dreams, goals, and a future filled with promise. Her family and friends will forever feel the pain of her absence. No parent should have to bury their child. No community should accept the loss of young lives as the cost of inaction.

HB2415 represents an opportunity to turn grief into meaningful change. Strengthening traffic safety measures—whether through improved roadway design, enhanced enforcement, better lighting, clearer pedestrian crossings, traffic calming strategies, or public awareness initiatives—can save lives. These are not abstract policy decisions; they are protections that determine whether someone makes it home safely.

Teyah’s death was not just a statistic. She was a daughter, a friend, and a valued member of her community. Passing HB2415 would honor her memory by helping ensure that other families are not forced to endure the same heartbreak.

I respectfully urge you to support HB2415 and prioritize the safety of all road users. Let Teyah’s legacy be one of change, accountability, and safer streets for everyone.

Thank you for your time and consideration.

Sincerely,

Jessie Ferguson

HB-2415-HD-1

Submitted on: 2/18/2026 4:52:24 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ema Tanoi	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Emā Tanoī

HB-2415-HD-1

Submitted on: 2/18/2026 6:16:34 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Shanice sofa	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

I also wanna share a little about that day when we received that call no one wants to receive on October 28 2025 my brother had contacted me and said our niece Tehya Mahelona was hit by a motor vehicle around 5am in Nanakuli our families live was changed forever due to a reckless driving. Farrington highway is not treated like a highway let alone a school zone. people treat it like a racetrack just to get to the next light. It is very hurt breaking and saddens me for her mother/father brothers and the rest of our families to watch people speeding and not caring her memorial site is very visible people just need to take there time and be responsible like Tehya did.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai'i's communities.

Respectfully submitted,

Shanice Sofa

HB-2415-HD-1

Submitted on: 2/18/2026 6:21:37 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Anita Westbrook	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Honorable Members of the Committee,

I am writing in strong support of HB2415 HD1 and its efforts to strengthen pedestrian safety across Hawai'i.

Throughout many of our communities — particularly along high-traffic corridors and near school zones — unsafe driving behaviors remain a serious concern. Speeding, weaving between lanes, disregarding traffic signals, and failing to yield to pedestrians are not isolated incidents; they are recurring issues that endanger our keiki, families, and kupuna every single day.

Many pedestrian crossings lack critical safety features such as bollards, raised crosswalks, protective barriers, adequate lighting, and other traffic-calming infrastructure. Without these safeguards, pedestrians are left vulnerable in areas where vehicle speeds and traffic volumes are high. Strategic infrastructure improvements can slow traffic, increase driver awareness, enhance visibility, and significantly reduce the risk of serious injury or loss of life.

We respectfully encourage continued collaboration between the Hawai'i Department of Transportation, county agencies, and law enforcement to leverage crash data, speed studies, and community feedback when prioritizing safety enhancements. While enforcement plays an important role, sustainable infrastructure solutions are essential to creating long-term behavioral change and safer roadways.

HB2415 HD1 is an important step toward safer streets, safer school zones, and stronger, more walkable neighborhoods. Thoughtful roadway design — including raised crossings, clearly marked and illuminated intersections, and protective barriers where appropriate — is proven to improve safety outcomes and save lives.

Mahalo to the Chair and members of this Committee for your time, consideration, and continued commitment to protecting the people of Hawai'i.

Respectfully,
Anita Westbrook

HB-2415-HD-1

Submitted on: 2/18/2026 6:52:59 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
kaomealani santiago	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai‘i’s communities.

Respectfully

kaomealani santiago

HB-2415-HD-1

Submitted on: 2/18/2026 7:48:52 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

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

Comments:

Aloha. I strongly support this bill. Pedestrian safety improvements should apply everywhere, but the area surrounding a school is the perfect place to start. Children, who still have their whole lives to live, should feel safe walking to school. Much more money should be allocated towards projects that improve the experience of the pedestrian. I urge the legislature to appropriate more than \$5,000,000, perhaps \$50,000,000 or more, to support these improvements. If some of those funds need to come from the pockets of drivers, then so be it.

HB-2415-HD-1

Submitted on: 2/18/2026 9:01:22 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Dylan Blatt	Individual	Support	Written Testimony Only

Comments:

Aloha to the commitee,

I write to express my strong support of HB2415.

In the last year alone I have lost a friend, seen a coworker lose thier daughter, and personally witnessed a hit and run all resulting from pedestrian casualties along Farrington Highway.

Please help keep our communities across Hawai'i safer by passing HB 2415 so we can create the infrastructure needed to slow drivers down and protect lives.

Thank you.

HB-2415-HD-1

Submitted on: 2/18/2026 9:15:38 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Teuila Mokiao	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

Mahalo for hearing HB2415 HD1 and for your commitment to the safety of our communities.

I support this measure because like many residents I do not feel safe walking in my own neighborhood. Roads lack safe crossings, sidewalks are inconsistent, and speeding vehicles make simple activities like walking or exercising feel risky. This reality discourages me from staying active outdoors and affects my overall health and well being.

No one should feel unsafe choosing to walk in their community. Improving pedestrian infrastructure and traffic calming measures will help protect our keiki, kūpuna, and families while encouraging healthier lifestyles.

I support HB2415 HD1 in honor of Tehya and in hopes of creating safer and more walkable communities across Hawaii.

Mahalo for your time and consideration.

Respectfully,

Chaise Teuila Mokiao

HB-2415-HD-1

Submitted on: 2/18/2026 10:53:56 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Keala Snyder	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai‘i’s communities.

Respectfully submitted,

Keala

HB-2415-HD-1

Submitted on: 2/18/2026 11:37:21 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
draelee cabinatan	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai‘i’s communities.

Respectfully submitted,

Draelee Cabinatan

Nānākuli, HI

WRITTEN TESTIMONY IN SUPPORT OF HB2415 HD1

House Committee on Education (EDN)

Hearing Date: Thursday, February 19, 2026 Time: 2:00 P.M.

Location: House Conference Room 309

Aloha Chair Woodson, Vice Chair La Chica, and Honorable Members of the Committee,

My name is Germaine Meyers. I am a native Hawaiian beneficiary, Nanakuli Hawaiian Homestead Lessee, and an elected member of the Nanakuli-Mailii Neighborhood Board No. 36, where I serve as the Chair of the Transportation Committee.

I respectfully submit testimony in strong support of HB2415, HD1.

HB2415, HD1 seeks to identify and fund safety improvements in school zones along our state roadways through an appropriation of \$5,000,000 for pedestrian safety improvements at sites abutting school properties.

As a resident who lives two blocks from Nanakuli Village Center and Ka Waihona O Ka Naauao Charter School, I am deeply aware of the risks pedestrians face when crossing busy roadways near school sites.

This is the location where 19-year-old Tehya Mahelona was crossing the street in front of the school after catching the city bus to head to work at the village center when she was fatally struck in a chain-reaction crash caused by speeding.

Her mother, father, siblings, and grandparents continue to grieve the loss of a beloved daughter, sister, and granddaughter.

The installation of pedestrian safety improvements such as all-way crosswalks and raised intersections in school zones can help prevent similar tragedies by improving visibility, reducing vehicle speeds, and enhancing pedestrian priority.

HB2415, HD1 represents a meaningful step toward improving safety for students, families, and community members who walk along our state roadways each day.

By investing in infrastructure improvements in school zones, we can better protect pedestrians during one of the most vulnerable moments of their daily routines.

For these reasons, I respectfully urge the Committee to pass HB2415, HD1.

Ke Akua pu,

Germaine Meyers

native Hawaiian Beneficiary | Nanakuli Hawaiian Homestead Lessee

Chair, Transportation Committee

Nanakuli-Mailii Neighborhood Board No. 36 | Waianae Coast, Oahu

HB-2415-HD-1

Submitted on: 2/19/2026 6:57:00 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jayslin Smith	Individual	Support	Written Testimony Only

Comments:

Aloha and mahalo for the opportunity to share my mana'o with you today.

This bill is so important because of what it represents. A hope of safety. It represents safety for our keiki our ohana our community members and visitors. It represents all of us who utilize our roadways in Hawaii.

As a mother and a child care provider for elementary school students, my #1 top priority is safety first.

I myself have witnessed 5 car accidents fronting our home on Haleakala Avenue in Nanakuli. 1 accident in which a man died right in front of our home. These accidents happened due to speeding and some due to people being intoxicated.

The cost of these accidents are overwhelming. Families suffer, lives are forever changed and it also cost money to repair damages. Our community needs help to literally slow the drivers down as some people just don't willingly follow traffic laws.

I believe this bill will help strengthen the safe guards on our roadways. To build boundaries that are absolutely necessary that will give our families a sense of peace when driving and when walking on sidewalks.

Mahalo nui and malama pono,

Tita Taamu

HB-2415-HD-1

Submitted on: 2/19/2026 8:03:20 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Maile cornel	Individual	Support	Written Testimony Only

Comments:

Tehya was a beautiful girl who was just starting her life. Whose life was taken to soon due to people disregarding speed limits. She was a great friend who would always lighten your day. She was just starting to figure out who she was and had so much life and goals ahead of her. Now she will never be able to accomplish those goals because of someone's ignorance.

HB-2415-HD-1

Submitted on: 2/19/2026 8:10:58 AM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tiari muraoka	Individual	Support	Written Testimony Only

Comments:

Teyah was one of the best friends anyone could ask for. She was smart, kind, patient, and an all around great person. She was abruptly taken away from the world due to someone else's carelessness. And although this all had happened people who knew her on a personal level know that she would have forgiven them. Her death could have been avoided if they were to just slow down. People need a wake up call to see that being late to work or wanting to get home faster does not mean you can drive recklessly and think nothing of it. So many lives were lost due to speeding. Hawai'i needs to start cracking down on more traffic laws that protect people who commute by walking, biking, skating, etc.

Aloha my name is Andrea Mole,

On February 19, 2018, my 23 year old nephew, Daniel Mole, and his friend, 21 year old, Jonah Ragsdale, were tragically killed by a drunk, and drugged driver. The driver had no regard for the precious lives of these two young men and fled the scene. Jonah Ragsdale was killed immediately! Daniel Mole died severel hours later at the Waianae Coast Comprehensive Health Center.

These young men had a bright future, but we will never know the impact of their lives.

Our families have felt **heartbreak, pain, disbelief, sadness and anger**. It is my hope and prayer that **no one** experiences this type of grief.

PAUSE

That is why I support HB2415.

This bill, in honor of Tehya Mahelona, appropriates \$5 million for the Department of Transportation to install pedestrian

safety improvements, such as all-way crosswalks and raised intersections, at locations near school properties, with the flexibility to consider other sites as well, prioritizing areas with high pedestrian activity or crash data, and utilizing national design standards to ensure effectiveness, with the funds to be expended for fiscal year 2026-2027 and the act taking effect on July 1, 3000.

Thank you.

HB-2415-HD-1

Submitted on: 2/19/2026 12:15:40 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kapua Keliikoa-Kamai	Individual	Support	Remotely Via Zoom

Comments:

Aloha kakou,

I SUPPORT ***HB2415 HD1 - RELATING TO TRAFFIC SAFETY***: Appropriates funds to the Department of Transportation to install pedestrian safety improvements at sites abutting school properties, with consideration for other sites. Effective 7/1/3000.

Please PASS HB2415, mahalo.

HB-2415-HD-1

Submitted on: 2/19/2026 12:43:27 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Charity Sulusi	Individual	Support	Written Testimony Only

Comments:

Aloha Chair, Vice Chair, and Members of the Committee,

I write in strong support of HB2415 HD1 and its intent to improve pedestrian safety across Hawai‘i.

Across many of our communities, especially along high-traffic corridors and near school zones, drivers frequently speed, weave through traffic, ignore signals, and fail to yield to pedestrians. These behaviors are not isolated incidents. They are ongoing safety concerns that place keiki, families, and pedestrians at risk every day.

Many crossings lack physical safety measures such as bollards, raised crosswalks, protective barriers, or traffic-calming infrastructure. Without these protections, pedestrians remain exposed in areas where traffic volumes and speeds are high. Installing appropriate safety infrastructure can slow vehicles, improve visibility, and prevent serious injuries or fatalities.

We encourage continued coordination between the Department of Transportation, county agencies, and law enforcement to utilize crash data, speed studies, and community input when identifying locations for improvements. Enforcement is important, but long-term infrastructure solutions are essential to achieving lasting safety outcomes.

HB2415 HD1 represents an important step toward safer roads, safer school zones, and safer neighborhoods. Thoughtful roadway design, including raised crossings, visible intersections, and protective barriers where appropriate, helps change driver behavior and saves lives.

Mahalo to the Chair and members of this committee for hearing this measure and for your commitment to protecting Hawai‘i’s communities.

Respectfully submitted,
Charity Sulusi

Resident of the Wai'anae Coast community.

HB-2415-HD-1

Submitted on: 2/19/2026 3:50:32 PM

Testimony for EDN on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
pamela anderson	Individual	Support	Written Testimony Only

Comments:

Aloha! I am in support of HB2415 HD 1.

mahalo!

P. Anderson