



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
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**Testimony COMMENTING on S.B. 2470, S.D. 2, H.D. 1  
RELATING TO TRANSPORTATION**

REPRESENTATIVE CHRIS TODD, CHAIR  
HOUSE COMMITTEE ON FINANCE

Hearing Date: April 7, 2026  
2:00 PM

Room Number: Conference Room 308  
via Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of  
2 Transportation (DOT) for fiscal implications of implementation.

3 **Department Position:** The DOH provides comments on the public health implications of Senate  
4 Bill 2470, Senate Draft 2, House Draft 1 (S.B. 2470, S.D. 2, H.D. 1), which authorizes the DOT to  
5 evaluate an intersection for the installation of a leading pedestrian interval (LPI) and accessible  
6 pedestrian signal upon the first placement or replacement of a state-owned pedestrian signal  
7 head. The measure requires and authorizes the DOT to evaluate a certain number of existing  
8 intersections with pedestrian signal heads on an annual basis until each intersection with a  
9 pedestrian signal head showing a pedestrian crash within the last 5 years has been evaluated,  
10 ensures that accessible pedestrian signals are installed at intersections where LPIs are already  
11 installed and requires that additional safety improvements are implemented as necessary  
12 where LPIs and accessible pedestrian signals are installed, and that the DOT, in coordination  
13 with the counties, develop a program that allows pedestrians and community members to  
14 request the installation of accessible pedestrian signals at specific intersections.

15 **Department Testimony:** From a safety perspective, S.B. 2470, S.D. 2, H.D. 1 takes a permissive  
16 approach toward implementing evidence-based changes to advance the State's Vision Zero

1 goals (Hawaii Revised Statutes § 286-7), which aims to eliminate traffic-related fatalities and  
2 serious injuries. These infrastructure improvements are critical to preventing avoidable injuries  
3 and fatalities while also creating a safer built environment so all people, regardless of ability or  
4 socioeconomic status, have safe and equitable opportunities for active transportation.

5 The installation of traffic-actuated signals and LPIs would allow pedestrians to begin  
6 crossing intersections before vehicles, allowing for earlier pedestrian movement, increased  
7 visibility of crossing pedestrians, and a higher likelihood of motorist yielding to pedestrians,  
8 which would greatly enhance the safety of pedestrians who may be slower to start into the  
9 intersection.<sup>1</sup> These significant safety benefits have been observed to reduce conflict with  
10 turning vehicles by 95% and can be implemented with minor to no additional vehicular  
11 delays.<sup>2,3</sup> A major New York City study showed a 65% drop in fatal pedestrian crashes during  
12 daylight hours, making it a highly effective, low-cost safety intervention.<sup>4</sup>

13 The DOH appreciates the DOT’s commitment to pedestrian safety and acknowledges  
14 that LPIs and Accessible Pedestrian Signals (APS) installations can be costly and involve  
15 engineering complexity, including pole spacing requirements, curb ramp reconstruction,  
16 conduit infrastructure, and site-specific evaluation. However, New York City, which has among  
17 the most infrastructure-constrained urban environments in the country, reports an average APS  
18 retrofit cost of approximately \$70,000 per intersection<sup>5</sup>, with even the most complex cases  
19 reaching around \$150,000.<sup>6</sup>

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<sup>1</sup> FHWA, & Signor, K., Jr. (2023). Leading pedestrian interval. In FHWA-SA-21-032. <https://highways.dot.gov/safety/proven-safety-countermeasures>

<sup>2</sup> Retting, R. A., Ferguson, S. A., & McCartt, A. T. (2003). A review of Evidence-Based traffic Engineering Measures designed to reduce Pedestrian–Motor Vehicle Crashes. *American Journal of Public Health*, 93(9), 1456–1463. <https://doi.org/10.2105/ajph.93.9.1456>

<sup>3</sup> University of Florida Study of Leading Pedestrian Indicator (LPI) implementation found a range of 25 to 100 percent reduction in Vehicle-Pedestrian conflicts at test locations. | ITS Deployment Evaluation. (n.d.). <https://www.itskrs.its.dot.gov/2023-b01808>

<sup>4</sup> Berger S. New York City intersections see one-third fewer pedestrian injuries with longer head-start intervals. Columbia University Mailman School of Public Health. Published July 18, 2025. Accessed February 5, 2026. <https://www.publichealth.columbia.edu/news/new-york-city-intersections-see-one-third-fewer-pedestrian-injuries-longer-head-start-intervals>

<sup>5</sup> New York City Department of Transportation. (2025). 2025 accessible pedestrian signal program status report. <https://a860-gpp.nyc.gov/downloads/41687m766?locale=en>

<sup>6</sup> Inclusive City Maker. (2024, June 7). Accessible pedestrian signals: The ultimate guide. <https://www.inclusivecitymaker.com/guide-accessible-pedestrian-signals/>

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.<sup>7,8</sup> 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,  
7           and walkable communities encourage physical activity and can promote better health  
8           outcomes in communities whose populations are at less risk for serious chronic diseases and  
9           conditions such as obesity, heart disease, and diabetes.<sup>9</sup> Additionally, encouraging walking and  
10          biking reduces reliance on motor vehicles, leading to decreased air pollution in the form of  
11          vehicular exhaust and non-exhaust emissions such as tire particulate matter.

12          Traffic crashes are a leading cause of injury and death in Hawaii, particularly among  
13          vulnerable road users such as pedestrians, bicyclists, and individuals with disabilities or  
14          impairments. Low-income and underserved communities often bear a disproportionate burden  
15          of traffic-related injuries and have less access to safe transportation infrastructure. Accessible  
16          pedestrian signals and detectors are especially important for individuals with disabilities and  
17          older adults, who may be more reliant on walking and public transit. The Department  
18          encourages prioritizing safe designs to prevent fatalities and serious injuries to reach Hawaii’s  
19          Vision Zero goal.

20          **Offered Amendments:** None

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

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<sup>7</sup> Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

<sup>8</sup> 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](https://hhdw.org/report/query/result/yrbs/PhysActMeetRec/PhysActMeetRec_HS_ST.html)

<sup>9</sup> CDC *About Physical Activity*. 2021.

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April 6, 2026

**TESTIMONY OF ADDISON BULOSAN**  
**COUNCILMEMBER, KAUAI COUNTY COUNCIL**  
**ON**  
**SB 2470, SD 2, HD 1, RELATING TO TRANSPORTATION**  
House Committee on Finance  
Tuesday, April 7, 2026  
2:00 p.m.  
Conference Room 308  
Via Videoconference

Dear Chair Todd and Members of the Committee:

Thank you for this opportunity to provide testimony in SUPPORT of SB 2470, SD 2, HD 1, Relating to Transportation. My testimony is submitted in my individual capacity as a member of the Kaua'i County Council.

I fully support SB 2470, SD 2, HD 1, which authorizes and appropriates moneys for the Hawai'i Department of Transportation (HDOT) to evaluate intersections for the possible installation of leading pedestrian intervals and accessible pedestrian signals, and requires HDOT, in coordination with the counties, to develop and maintain a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections. This bill is clearly aligned with proven safety measures that help reduce the likelihood of pedestrian injuries and fatalities, and I support making the State Highway Fund the source of funding for the appropriation that directly promotes more inclusive pedestrian infrastructure.

Thank you again for this opportunity to provide testimony in support of SB 2470, SD 2, HD 1. 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:dmc



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Finance

April 7, 2026 at 2:00PM

Conference Room 308

**SB 2470 SD 2 HD 1**

**Relating to Transportation**

Dear Chair Todd, Vice Chair Takenouchi, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 2470 SD 2 HD 1**, which authorizes the Department of Transportation to evaluate an intersection for the installation of a leading pedestrian interval and accessible pedestrian signal upon the first placement or replacement of a state-owned pedestrian signal head, requires and authorizes the Department of Transportation to evaluate a certain number of existing intersections with pedestrian signal heads on an annual basis until each intersection with a pedestrian signal head showing a pedestrian crash within the last 5 years has been evaluated, ensures that accessible pedestrian signals are installed at intersections where leading pedestrian intervals are already installed, requires that additional safety improvements are implemented as necessary where leading pedestrian intervals and accessible pedestrian signals are installed, requires the Department of Transportation, in coordination with the counties, to develop a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections, and appropriates funds from the state highway fund.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.<sup>1</sup> Installing leading pedestrian intervals (LPIs), accessible pedestrian signals, and other safety improvements at state-owned or operated pedestrian signal heads will make it safer and easier for residents to access jobs, schools, goods, services, opportunities, and their homes via walking and rolling.

Because an LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication, people walking can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

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<sup>1</sup> [https://oahumpo.org/?wpfb\\_dl=2215](https://oahumpo.org/?wpfb_dl=2215)

Due to increased visibility, LPIs also increase the likelihood of motorists yielding to people walking and enhance safety for people walking who may be slower to start walking into the intersection. LPIs are identified by the Federal Highway Administration (FHWA) as a proven safety countermeasure, with an estimated 13% reduction in pedestrian-vehicle crashes at intersections.<sup>2</sup>

FHWA also recommends installation of LPIs at intersections with high turning volumes in their Handbook for Designing Roadways for the Aging Population<sup>3</sup> and recommends right turn on red restrictions, accessible pedestrian signals, and parallel vehicular green extension intervals as complimentary treatments<sup>4</sup>.

Another study of the effectiveness of LPIs in State Park, Pennsylvania suggests that the before and after comparison showed a 58.7% reduction in pedestrian-vehicle crashes at treated intersections.<sup>5</sup> The study also included an economic analysis that determined that the cost-effectiveness of the strategy is high, due to the low cost of installation and the significant reduction in crashes.<sup>6</sup> LPIs and other safety improvements are particularly important to help the State and County address cost of living and equity concerns as well as meet [the State's codified carbon net-negative goal](#) and [requirements in the Navahine Settlement](#).

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

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

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<sup>2</sup> <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>

<sup>3</sup> <https://highways.dot.gov/safety/other/older-road-user/handbook-designing-roadways-aging-population>

<sup>4</sup> <https://highways.dot.gov/media/11841>

<sup>5</sup> [https://nacto.org/wp-content/uploads/safety\\_effectiveness\\_of\\_lpi\\_fayish.pdf](https://nacto.org/wp-content/uploads/safety_effectiveness_of_lpi_fayish.pdf)

<sup>6</sup> IBID.



# DISABILITY AND COMMUNICATION ACCESS BOARD

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April 7, 2026

## TESTIMONY TO THE HOUSE COMMITTEE ON FINANCE

### Senate Bill 2470 Senate Draft 2 House Draft 1 – Relating to Transportation

The Disability and Communication Access Board (DCAB) supports Senate Bill 2470 Senate Draft 2 House Draft 1 – Relating to Transportation. This bill authorizes the Department of Transportation to evaluate an intersection for the installation of a leading pedestrian interval and accessible pedestrian signal upon the first placement or replacement of a state-owned pedestrian signal head. It requires and authorizes the Department of Transportation to evaluate a certain number of existing intersections with pedestrian signal heads on an annual basis until each intersection with a pedestrian signal head showing a pedestrian crash within the last 5 years has been evaluated. It ensures that accessible pedestrian signals are installed at intersections where leading pedestrian intervals are already installed. It requires that additional safety improvements are implemented as necessary where leading pedestrian intervals and accessible pedestrian signals are installed. It requires the Department of Transportation, in coordination with the counties, to develop a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections. It appropriates funds from the state highway fund and is effective 7/1/3000.

Safety improvements at intersections benefit all pedestrians, but especially pedestrians with disabilities. People who use wheelchairs and other mobility devices and people of short stature are less visible to drivers looking over the hood of their vehicles. Pedestrians who are blind or with low vision may not be able to take action to avoid a car at an intersection. In addition, pedestrians with a mobility disability – such as persons with arthritis, vascular and orthopedic conditions – may not have the agility or reflexive speed to see or get out of the way of an approaching vehicle.

Please note that leading pedestrian intervals may not benefit pedestrians who are blind or with low vision, especially if there is an absence of an audible accessible pedestrian signal (APS), because one would need to rely on the sound of moving vehicles to make the decision of when to cross the street. This bill addresses such situations to save lives by requiring an APS at any intersection with a leading pedestrian interval.

Thank you for the opportunity to testify.

Respectfully submitted,

KRISTINE PAGANO  
Acting Executive Director



**Testimony for Hawai'i Appleseed Center for Law and Economic Justice**  
**Support for SB2470 SD2 HD1 - Relating to Transportation**  
**House Committee on Finance (FIN)**  
**Tuesday, April 7th, 2026 at 2:00 PM**

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Dear Chair Todd, Vice Chair Takenouchi, and members of the FIN committee, Mahalo for the opportunity to express **STRONG SUPPORT for SB2470 SD2 HD1**, which would require that the Hawai'i Department of Transportation (HDOT) to evaluate intersections for safety upgrades—including leading pedestrian intervals and accessible pedestrian signals—when pedestrian signals are installed or replaced, and to systematically review high-risk intersections with recent crash histories; require that accessible pedestrian signals are installed where leading pedestrian intervals exist, and; directs HDOT, in coordination with counties, to create a process for community members to request accessible pedestrian signals at specific locations. We also offer **suggested amendments** for the committee's consideration.

Signalized intersections are among the most dangerous places for people walking in Hawai'i. According to the HDOT's Vulnerable Road User Safety Assessment, more than half of all pedestrian crashes occur at intersections.<sup>1</sup> These locations place people walking—especially children, kūpuna, people with disabilities, and those using mobility devices—in direct conflict with turning vehicles.

**LPIs are a proven, low-cost safety countermeasure** that directly address one of the most common and deadly crash types: drivers failing to yield while turning. LPIs give pedestrians a brief head start—typically three to seven seconds—before vehicles receive a green light, allowing people to establish visibility in the crosswalk and reducing conflicts with turning traffic. The Federal Highway Administration recognizes LPIs as a proven safety countermeasure and estimates they can reduce pedestrian crashes at intersections by at least 13 percent.<sup>2</sup> In practice, cities that have adopted LPIs at scale have seen even greater benefits, including:

- **Seattle**, where LPIs have been deployed since 2019. In Seattle, LPIs have resulted in a 48 percent reduction in pedestrian turning collisions and a 34 percent reduction in serious injury and fatal pedestrian collisions.<sup>3</sup> As of early 2024, the Seattle Department of Transportation had

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<sup>1</sup> Hawai'i Department of Transportation (HDOT), "Hawai'i Vulnerable Road User Safety Assessment," November, 2023. [https://hidot.hawaii.gov/highways/files/2023/11/Final\\_VRUSA\\_2023.pdf](https://hidot.hawaii.gov/highways/files/2023/11/Final_VRUSA_2023.pdf).

<sup>2</sup> U.S Dept. of Transportation, Federal Highways Administration. (2024). *Leading Pedestrian Interval*. Webpage. Available at: <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>.

<sup>3</sup> Seattle Department of Transportation. (2024). *Leading Pedestrian Intervals*. Webpage. Available at: <https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/leading-pedestrian-interval>.

implemented LPIs at 628 intersections – representing 64 percent of all of all feasible signalized intersections citywide.<sup>4</sup>

- **New York City**, where LPIs have been deployed since 2014. A 2025 Columbia University study analyzing 2,869 LPI-treated intersections in New York City found a 33 percent reduction in total pedestrian injuries (fatal and non-fatal) at those sites.<sup>5</sup> Importantly, fatal vehicle-pedestrian collisions in daytime hours dropped by 65 percent at treated intersections, indicating LPIs are especially effective at preventing the most severe collisions.<sup>6</sup>

Just as important, Accessible Pedestrian Signals (APS) are essential for ensuring that signalized intersections are usable and safe for blind and low-vision pedestrians. APS communicate WALK and DON'T WALK information through audible and vibrotactile cues, reducing confusion, improving crossing accuracy, and increasing independence and confidence when navigating intersections. Without APS, many pedestrians with visual impairments must rely on inconsistent traffic sounds or guesswork to determine when it is safe to cross.

Critically, LPIs must be paired with APS to be truly equitable and effective. When LPIs are installed without APS, blind and low-vision pedestrians may miss the early walk interval entirely, unintentionally losing the safety benefit that LPIs are designed to provide. Pairing these treatments ensures compliance with accessibility standards while maximizing safety outcomes for all pedestrians.

**Despite their effectiveness and relatively low cost, LPIs and APS are largely absent across Hawai'i, and there is currently no transparent, systematic approach to installing them at state-controlled intersections.** Other states and cities have recognized the urgency of this issue. California now requires LPIs and APS at newly installed and modified state-owned signals, treating pedestrian safety and accessibility as standard practice rather than optional upgrades. SB2470 would move Hawai'i in this same, evidence-based direction.

From a fiscal standpoint, SB2470 represents a smart investment. LPIs are often implemented through signal retiming or minor programming changes, making them far less expensive than many other infrastructure improvements. The FHWA estimates the cost to add an LPI at an intersection ranges from about \$200 up to \$1,200 per intersection.<sup>7</sup> The lower end represents cases where only a simple controller setting change is needed, which can be done by municipal signal technicians.<sup>8</sup> In some cases, installing LPIs requires conducting a traffic study or installing a new APS device, which require additional

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<sup>4</sup> SDOT, "Vision Zero Action Plan: 2024 Update," 2024.

[https://www.seattle.gov/documents/Departments/SDOT/VisionZero/VZ\\_Action\\_Plan.pdf](https://www.seattle.gov/documents/Departments/SDOT/VisionZero/VZ_Action_Plan.pdf)

<sup>5</sup> Columbia University Mailman School of Public Health, "New York City Intersections See One-Third Fewer Pedestrian Injuries with Longer Head-Start Intervals," Phys.org, July 18, 2025.

<https://phys.org/news/2025-07-york-city-intersections-pedestrian-injuries.html>.

<sup>6</sup> Ibid.

<sup>7</sup> FHWA, "Leading Pedestrian Interval (LPI): Safe Transportation for Every Pedestrian Countermeasure Tech Sheet," FHWA-SA-19-040, October 2019. <https://highways.dot.gov/media/11841>.

<sup>8</sup> Ibid.

fiscal resources. However, even the higher end of costs for LPIs is still very low compared to most road safety improvements.

**Having a proactive approach to installing APS signals is also smart from a legal perspective.** Because of stagnant implementation of APS in many localities, increasingly class-action lawsuits are being brought in major cities on the claims that municipal agencies are failing to make signaled intersections accessible for visually-impaired pedestrians, as required by the Americans with Disability Act.

At a minimum, these lawsuits have generally resulted in agreements requiring jurisdictions to establish programs for pedestrians to formally request an APS. However, in some localities, these agreements have also required municipalities to install APS at existing intersections. For example, in Chicago in 2019, Disability Rights Advocates filed a class action lawsuit – and was later joined by the federal Department of Justice – that challenged Chicago’s pedestrian planning practices, which overlooked the safety needs of vision-impaired pedestrians.<sup>9</sup> At the time of the filing, less than 0.5 percent of Chicago’s over 2,800 signalized intersections provided an APS.<sup>10</sup> Following years of litigation, an agreement was reached in 2025 requiring that Chicago equip at least 71% of its signalized intersections with pedestrian signals with APS in the next 10 years.<sup>11</sup> The agreement also outlines a minimum number of intersections where APS must be installed each year (ranging from 70 to 245 intersections per year).<sup>12</sup> A similar lawsuit and agreement was reached in New York City in 2020, requiring that APS be installed at over 10,000 intersections over the next ten years.<sup>13</sup>

## Suggested Amendments

The current language of the measure provides HDOT with the discretion to evaluate intersections for pedestrian safety upgrades based on data-driven criteria. We respectfully urge FIN to **restore the original bill language requiring that upon the first placement or replacement of a pedestrian signal head, the signal shall be installed with a LPI and APS, should certain requirements be met; and, requiring the installation of LPI and APS at 25 intersections per year.**

Requiring these installations is essential to ensure the bill’s intent on prioritizing pedestrian safety and accessibility is fully realized. Transitioning from “may evaluate” back to “shall install” removes ambiguity that could allow critical safety improvements to be deferred indefinitely. By establishing a clear

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<sup>9</sup> Disability Rights Advocates, “Press Release 06.02.2025: Court Orders Chicago to Install Thousands of Accessible Pedestrian Signals. Following Years of Litigation, Chicago’s Streets will be Safer for Blind Pedestrians,” June 2, 2025. <https://dralegal.org/press/chicago-pedestrian-signals-remedial-plan-order/>.

<sup>10</sup> Ibid.

<sup>11</sup> United States District Court for the Northern District of Illinois, “Remedial Plan Order: American Council of the Blind of Metropolitan Chicago et al. v. City of Chicago, No. 18-cv-04145,” Disability Rights Advocates, September 23, 2019. [https://dralegal.org/wp-content/uploads/2019/09/365\\_Remedial\\_Plan\\_Order\\_ACC.pdf](https://dralegal.org/wp-content/uploads/2019/09/365_Remedial_Plan_Order_ACC.pdf).

<sup>12</sup> Ibid.

<sup>13</sup> United States District Court for the Southern District of New York. “Opinion & Order: American Council of the Blind of New York, Inc., Michael Golfo, and Christina Curry v. City of New York, et al., No. 1:18-cv-05792-PAE,” Disability Rights Advocates, December 27, 2021. [https://dralegal.org/wp-content/uploads/2022/03/194\\_Opinion\\_and\\_Order\\_ACC.pdf](https://dralegal.org/wp-content/uploads/2022/03/194_Opinion_and_Order_ACC.pdf).

requirement, the State can ensure that our pedestrian infrastructure proactively protects vulnerable road users, rather than leaving these crucial features to case-by-case discretion.

In closing, when weighed against the immense human and economic costs of pedestrian injuries and fatalities, LPIs and APS signals are among the most cost-effective safety tools available. At a time when Hawai'i faces rising pedestrian fatalities, and urgent climate and transportation challenges, it is essential that the state prioritize solutions that make walking safer and more accessible. SB2470 does exactly that by institutionalizing proven safety measures at the intersections where risk is highest.

Mahalo for the opportunity to testify on this important measure.

National Federation of the Blind of Hawaii  
Testimony submitted by James Gashel, legislative chair

Hawaii State House of Representatives  
Finance (FIN) Committee

Thirty-third legislature, 2026 regular session  
April 7, 2026, 2:00 pm, hearing on SB2470 H.D. 1 S.D. 2

Good afternoon Chair Todd, Vice Chair Takenouchi, and members. I am James Gashel, National Federation of the Blind (NFB) of Hawaii Legislative chair, supporting SB2470 H.D. 1 S.D. 2. This is an important bill to promote improved pedestrian safety, an effort that is very much needed in our state.

The purpose of this Act is to:

- (1) Authorize the department of transportation to evaluate an intersection for the installation of a leading pedestrian interval and accessible pedestrian signal upon the first placement or replacement of a state-owned pedestrian signal head;
- (2) Ensure that accessible pedestrian signals are installed at intersections where leading pedestrian intervals are already installed;
- (3) Require that additional safety improvements, including "No Turn on Red" signs, are implemented as necessary where leading pedestrian intervals and accessible pedestrian signals are installed;
- (4) Require and authorize the department of transportation to evaluate a certain number of existing intersections with pedestrian signal heads on an annual basis until each intersection with a pedestrian signal head showing a pedestrian crash within the last five years has been evaluated; and
- (5) Require the department of transportation, in coordination with the counties, to establish a program through which pedestrians and community members may request the installation of accessible pedestrian signals at specific intersections.

All elected officers, and by far the vast majority of the members of the NFB of Hawaii are blind. Point is, we're non-drivers. When walking, we also depend a lot on what we can hear, not so much, or not at all, on what we can see. It's this real world experience we bring to you in reference to SB2470 H.D. 1 S.D. 2.

You should know that we have opportunities for excellent mobility training for blind people here in Hawaii. This is good, but all the training in the world can't fully resolve the increasing combined challenges of quiet cars, increasing ambient noise in many areas, increasing traffic volumes, and the growing complexity of street intersections, turning lanes, and ever-more complex traffic signals, all of which appear to give priority to cars over people on foot. It's time, even past time, for the pendulum to begin to swing more in favor of the people over the cars. It's a sacrifice to public safety if the trend I've described continues.

NFB of Hawaii supports this bill's specific requirements for installation of leading pedestrian intervals and accessible pedestrian signals. It is

particularly important to ensure that accessible pedestrian signals are installed at every intersection where leading pedestrian intervals are installed. We also look forward to working with the Department of Transportation and the counties on a program to request accessible pedestrian signals at specific intersections of priority need.

Mahalo for your consideration of SB2470 H.D. 1 S.D. 2, hoping to move it through to final passage this year.

# HAWAII ASSOCIATION OF THE BLIND

Representative Chris Todd, Chair  
Representative Jenna Takenouchi, Vice Chair  
House Committee on Finance  
State of Hawaii

April 1, 2026

Honorable Chair Todd, Vice Chair Takenouchi and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports S.B.2470, S.D.2, H.D.1, which requires the installation of accessible pedestrian signals (APS) at specific intersections. Passage of this bill will greatly help to save lives, including people who are blind and visually impaired.

For individuals who are blind, it is *high time* to install more APS. Curb cuts were constructed decades ago on virtually every corner for wheelchair access. This bill allows for much safer passage in crossing the streets, particularly where there are high volume motorized vehicles and bicycle traffic.

Our members have reported very dangerous intersections that posed hazards for crossing at intersections with traffic signals. One of our HAB members was struck and injured by a car while crossing the street at an intersection with a traffic signal. Blind individuals with trained service animals have indicated dangerous intersections. Blind individuals using their white canes – something that driver license examinations include - risk their safety crossing intersections where traffic signals have no APS.

HAB would prefer to participate in serving on the proposed committee to make recommendations on where APS may be installed. HAB advocacy efforts in this regard have included a meeting with City & County Department of Transportation officials to request APS and they indicated their support of installing APS in key areas. We appreciate the strong support for support from the State Department of Transportation to implement APS. HAB desires a fast track on its data-driven installations.

Thank you for the opportunity to present testimony in strong support of  
S.B.2470, S.D.2, H.D.1..

*Howard Lesser*

Howard Lesser, Chair, Advocacy Committee  
Hawaii Association of the Blind  
Residence:  
801 South Street, apartment 3609  
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## HIPHI Board

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Medical-Legal Partnership  
For Children in Hawai'i

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Health

## HIPHI Initiatives

Coalition for a  
Tobacco-Free Hawai'i

Community-Based Research &  
Evaluation

Community Health  
Worker Initiatives

Environmental Health

Hawai'i Climate Change and Health  
Working Group

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Immunization Coalition

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective/Healthy Aging &  
Community Living

Public Health Workforce Development

Date: April 6, 2026

To: Representative Chris Todd, Chair  
Representative Jenna Takenouchi, Vice Chair  
Members of the House Committee on Finance

RE: Support with comments for SB 2470 SD2 HD1, Relating to Transportation

Hrg: April 7, 2026 at 2:00 PM in Conference Room 308

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Hawai'i Public Health Institute (HIPHI)<sup>1</sup> and the Healthy Eating + Active Living<sup>2</sup> (HEAL) Statewide Coalition **supports SB 2470 SD2 HD1**, which approves the evaluation and installation of leading pedestrian intervals (LPIs), accessible pedestrian signals, and other safety improvements, at state-owned or operated pedestrian signal heads and requires the Department of Transportation, in coordination with the counties, to develop a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections, and offers comments.

This bill takes an important step toward ensuring the safety of pedestrians using designated crosswalks.

### **Do Not Limit Evaluation to Less than 25 Intersections per Year**

While **SB 2470 SD2 HD1** is an important step to improve pedestrian safety in Hawai'i, the number of intersections evaluated should not be limited to between ten and twenty-five. I respectfully request this committee reconsider this limitation and move to mandate the evaluation and/or installation of LPIs, accessible pedestrian signals, and other safety improvements, at as many state-owned or operated pedestrian signal heads as budgets allow.

### **Traffic Fatalities Need to be Addressed**

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2025 alone, there were 129 traffic fatalities statewide and a

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<sup>1</sup> Hawai'i Public Health Institute's mission is to advance health and wellness for the people and islands of Hawai'i. We do this through expanding our understanding of what creates health of people and place, fostering partnerships, and cultivating programs to improve policies, systems, and the environments where people live, learn, work, age, and play.

<sup>2</sup> The Healthy Eating + Active Living (HEAL) Coalition, formerly known as the Obesity Prevention Task Force, was created by the legislature in 2012 and is comprised of over 60 statewide organizations. The HEAL Coalition works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents.



staggering 59% of those fatalities involved pedestrians and bicyclists.<sup>3</sup> The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections.

### **Pedestrians Starting First Increases Safety**

LPIs can address this issue by giving pedestrians and bicyclists a three to seven-second head start to cross the street, allowing them to establish their presence in the intersection before vehicles receive a green light.

### **Easy Implementation**

LPIs usually require adjustment to existing signal timing equipment and are a low-cost solution compared to other options. For example, the New York City Department of Transportation (NYC DOT) found that each LPI costs on average only \$1,200.<sup>4</sup>

### **Proven Successes**

The National Association of City Transportation Officials (NACTO) found that LPIs can reduce vehicle-pedestrian collisions by up to 60% at treated intersections.<sup>5</sup> Furthermore, since 2010, over 5,000 LPIs have been installed in New York City. The NYC DOT estimates that during this time, LPIs reduced the number of pedestrians killed and seriously injured in New York City by 34%.<sup>6</sup>

With the state's escalating road safety issues the state must prioritize funding and projects to improve the safety of people walking, rolling, biking, and using transit. The state also needs to make those choices more desirable by improving pedestrian infrastructure.

HIPHI and the HEAL coalition support **SB 2470 SD2 HD1** and respectfully ask the committee to pass this measure.

Mahalo,

A handwritten signature in black ink that reads "Patti Hatzistavrakis".

Patti Hatzistavrakis  
Active Transportation Specialist

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<sup>3</sup> Leonard, M. (2026, January 13). *Hawai'i Road Deaths Hit 18-year Peak Last Year*.

<https://www.civilbeat.org/2026/01/2025-hawaii-road-deaths-hit-18-year-peak/>

<sup>4</sup> [Transportation Alternatives](#), "Five Lessons for the 10-Year Anniversary of Vision Zero in New York City," 2024.

<sup>5</sup> NACTO, "[Urban Street Design Guide: Leading Pedestrian Interval](#)," 2021.

<sup>6</sup> NYC DOT, "[Safety Treatment Evaluation](#) (2005-2018)," 2022.

**SB-2470-HD-1**

Submitted on: 4/2/2026 6:36:05 PM

Testimony for FIN on 4/7/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Louis Erteschik	Hawaii Disability Rights Center	Support	Remotely Via Zoom

Comments:

We support the bill both as a very smart safety measure as well as a way to provide greater integration into the community for people with disabilities.

Signalized intersections are among the most dangerous places for people walking in Hawai'i. These locations place people walking—especially vulnerable individuals -in direct conflict with turning vehicles. **LPIs are a proven, low-cost safety countermeasure** that directly address one of the most common and deadly crash types: drivers failing to yield while turning. LPIs give pedestrians a brief head start—typically three to seven seconds—before vehicles receive a green light, allowing people to establish visibility in the crosswalk and reducing conflicts with turning traffic. Apparently, cities that have adopted LPIs have seen substantial reductions in pedestrian injuries.

**Accessible Pedestrian Signals (APS) are essential for ensuring that signalized intersections are usable and safe for blind and low-vision pedestrians.** APS communicate WALK and DON'T WALK information through audible and vibrotactile cues, reducing confusion, improving crossing accuracy, and increasing independence and confidence when navigating intersections. Without APS, many pedestrians with visual impairments must rely on inconsistent traffic sounds or guesswork to determine when it is safe to cross. If individuals with disabilities can more safely navigate the streets of our community it will clearly enable them to more fully participate in all facets of life as they will be able to walk or transport themselves virtually anywhere they want to go.

Our understanding is that this measure is actually not very expensive and so there is no sound reason not to adopt these very basic common sense upgrades to our traffic infrastructure.





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HOUSE COMMITTEE ON TRANSPORTATION  
Friday March 27, 2026 - 10:30am

**Hawai'i Bicycling League Supports SB2470, SD2, HD1 relating to Transportation, with remarks**

Aloha Chair Todd, Vice Chair Takenouchi, and members of the Committee,

My name is Eduardo Hernandez and I am the Advocacy Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

HBL strongly supports SB2470, SD2, HD1, to require the installation of leading pedestrian interval (LPI) technology by HDOT in coordination with the counties and appropriates funds to this end.

Leading Pedestrian Intervals

An LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. The US Department of Transportation has identified this as a [proven safety countermeasure](#)<sup>1</sup>. It is a relatively low-cost to implement measure, especially when it is done as part of routine signal upgrade program. It provides key benefits including:

- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slower to start into the intersection

**It is our recommendation that the committee consider amending:**

Section 2, Page 4, Line 12 to read: "the department **shall** evaluate..." instead of "*may evaluate*..." for clarity and effectiveness. This is also consistent with the rest of the bill text.

Mahalo for the opportunity to share testimony on this important matter.

S/Eduardo Hernandez

**Eduardo Hernandez**

Advocacy Director, Hawaii Bicycling League

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<sup>1</sup> [https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading\\_Pedestrian\\_Interval\\_1.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading_Pedestrian_Interval_1.pdf)



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## House Finance Committee

Tuesday, April 7<sup>th</sup> at 2:00 PM

### Testimony in Support of SB2470 – Relating to Transportation

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Chair, Vice Chair, and Members of the 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 Kaua'i County. Our coalition includes more than 900 members representing health, education, business, government, and community partners dedicated to creating safer, healthier environments for all residents.

We are writing in strong support of SB2470, which would fund critical pedestrian-safety upgrades at signalized intersections statewide.

#### **Why SB2470 Is Important**

SB2470 authorizes the Hawai'i Department of Transportation (HDOT) to evaluate intersections for leading pedestrian intervals (LPIs), accessible pedestrian signals (APS), and other proven safety improvements. These upgrades are nationally recognized as low-cost, high-impact tools that reduce pedestrian-vehicle conflicts and improve walkability for people of all ages and abilities.

- LPIs give pedestrians a brief head start before vehicles receive a green light, reducing turning-vehicle collisions.
- APS provide audio and vibrotactile cues that allow blind and low-vision community members to cross safely and independently.

#### **Restoring the Original Bill Language**

We respectfully request that the Legislature restore the bill's original requirement that HDOT work with the counties to install LPIs and APS at designated intersections. Reinstating this language would help ensure that evaluation leads to implementation, particularly in areas with documented safety concerns. Even with the lateral deadline, this clarification would strengthen the bill's intent and impact.

#### **Community Impact**

On Kaua'i, we see daily how small design changes can dramatically improve safety for kūpuna, keiki, and residents who rely on walking and transit. LPIs and APS are simple, effective tools that make crossings safer and more accessible.

#### **SB2470 represents a meaningful step toward safer streets across Hawai'i.**

Mahalo for the opportunity to testify and for your commitment to protecting people who walk.

*BBrody*

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

**SB-2470-HD-1**

Submitted on: 4/2/2026 4:40:54 PM

Testimony for FIN on 4/7/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Emma Waters	Individual	Support	Written Testimony Only

Comments:

Writing in support of this important bill to improve pedestrian safety. Mahalo!

**SB-2470-HD-1**

Submitted on: 4/3/2026 11:15:18 AM

Testimony for FIN on 4/7/2026 2:00:00 PM

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

Comments:

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

I am writing in **strong support** of SB2470, a comprehensive and urgently needed measure to improve pedestrian safety across our state by expanding the use of leading pedestrian intervals and accessible pedestrian signals at state-owned intersections.

**The Crisis on Our Roads**

The statistics are stark and unacceptable. In 2024, **102 people died in traffic-related crashes** across Hawai‘i, a 10% increase from the previous year. Of those killed, **37 were pedestrians**—a staggering 61% increase compared to 2023.

These are not just numbers. They are our family members, our neighbors, our kūpuna, and our keiki. In urban Honolulu, where the highest concentration of crashes occurs, pedestrians account for more than a third of all people killed, with kūpuna being the most vulnerable. The intersection at South King and Ke‘eaumoku streets, for example, recorded 18 crashes between 2015 and 2020, four of which resulted in fatalities or serious injuries. A McKinley High School student was fatally struck by a hit-and-run driver in a marked crosswalk on her way to school.

**What Leading Pedestrian Intervals Do**

SB2470 focuses on one of the most effective, low-cost countermeasures available: the **leading pedestrian interval (LPI)**. An LPI gives pedestrians the opportunity to enter the crosswalk 3-7 seconds before vehicles are given a green light. This head start allows pedestrians to establish their presence in the crosswalk before vehicles begin turning, dramatically reducing conflicts.

The Federal Highway Administration has documented the benefits of LPIs:

- Increased visibility of crossing pedestrians;
- Reduced conflicts between pedestrians and vehicles;
- Increased likelihood of motorists yielding to pedestrians;
- Enhanced safety for pedestrians who may be slower to start into the intersection, such as kūpuna or individuals with disabilities .

LPIs are specifically recommended at intersections with high turning vehicle volumes—precisely the conditions at many of O‘ahu's most dangerous intersections, where left-turning vehicles conflict with pedestrians in crosswalks. Critically, when only signal timing alteration is required, implementation costs are very low.

### **What SB2470 Does**

SB2470 establishes a comprehensive, data-driven approach to pedestrian safety:

1. **Future Installations:** It requires the Department of Transportation to evaluate any new or replaced state-owned pedestrian signal head for LPI and accessible pedestrian signal installation.
2. **Retrofit Requirements:** The Department must evaluate **at least 25 existing intersections** with pedestrian signal heads annually until every intersection that has experienced a pedestrian crash within the last five years has been evaluated. This targeted approach prioritizes the highest-risk locations.
3. **Accessibility:** The bill ensures that accessible pedestrian signals (APS) are installed at intersections where LPIs are already in place. APS devices communicate signal timing information through non-visual formats—audible tones, vibrotactile indications, and speech messages—making crossings usable for people with vision or hearing disabilities. Federal accessibility guidelines require APS installation with any new traffic signal that includes pedestrian signals.
4. **Safety Enhancements:** Additional safety improvements must be implemented as necessary where LPIs and APS are installed, recognizing that a comprehensive approach yields the best results.
5. **Community Engagement:** The bill requires DOT, in coordination with the counties, to develop a program allowing pedestrians and community members to request APS installation at specific intersections. This empowers communities to advocate for their own safety.
6. **Funding:** The bill appropriates funds to make these improvements possible.

### **Building on Existing Efforts**

This legislation builds on important work already underway. The City and County of Honolulu adopted a Vision Zero policy in 2019, aiming to eliminate all traffic fatalities and severe injuries by 2040. The O‘ahu Pedestrian Plan, completed in 2022, identified high-injury locations and prioritized safety improvements. HDOT has already implemented all-pedestrian "scramble" phases at two Waikīkī intersections and continues to roll out raised crosswalks and speed humps.

SB2470 takes the next logical step by creating a systematic, statewide process for evaluating and implementing LPIs and accessible signals—proven countermeasures that save lives.

### **A Matter of Equity and Access**

This bill is also about equity. Pedestrian deaths disproportionately affect vulnerable populations—kūpuna who move more slowly, individuals with disabilities who rely on

accessible infrastructure, and unhoused individuals who, in 2024, accounted for 13 of the pedestrian fatalities. By prioritizing intersections with recent pedestrian crashes and ensuring APS installation, SB2470 directs resources to the communities and individuals most in need.

We cannot accept that more than 100 people die on our roads each year as inevitable. These deaths are preventable. SB2470 provides a clear, practical, and data-driven framework for preventing them—one intersection at a time.

I urge this committee to pass SB2470 and invest in the safety, accessibility, and dignity of everyone who walks across a street in Hawai‘i.

Mahalo for the opportunity to testify.

**SB-2470-HD-1**

Submitted on: 4/3/2026 11:37:30 AM

Testimony for FIN on 4/7/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
terri-lynn Higashi	Individual	Support	Written Testimony Only

Comments:

Representative Chris Todd, Chair

Representative Jenna Takenouchi, vice Chair

House Committee on Finance

State of Hawaii

April 2, 2026

Honorable Committee Chairs and Committee Members,

I support S.B.2470. which requires the installation of accessible pedestrian signals (APS) at specific intersections.

For individuals that are intellectually delayed it provides them with another way of being able to cross the street safely. For those who are blind or visually impaired it provides a way that they can hear the street signals and respond to it accordingly. This bill allows for much safer passage in crossing the streets, particularly where there are high volume motorized vehicles and bicycle traffic. For seniors it also provides an additional alert mechanism for them. The rail has only one stop with audible pedestrian signal which is Pearl Highlands. All other rail stops there is no audible signal. In Ewa Beach you created traffic bumps in the road by Ilima Intermediate, yet no audible signals. By Fort Weaver and Kuhina street an auto accident occurred with a blind pedestrian back in 2022 and we requested an audible a signal and no action occurred and hopefully this bill will help to get audible signals in this area.

It should especially be considered in the areas where there are schools because of high volume of traffic and people passing through. Even around b days our state Capitol.

Thank you for the opportunity to present testimony in strong support of S.B. 2470.

Terri Lynn Higashi

Residence:

**SB-2470-HD-1**

Submitted on: 4/3/2026 10:43:45 PM

Testimony for FIN on 4/7/2026 2:00:00 PM

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

Comments:

I, Johnnie-Mae L. Perry, Support

2470 SB RELATING TO TRANSPORTATION.

**SB-2470-HD-1**

Submitted on: 4/6/2026 12:30:38 PM

Testimony for FIN on 4/7/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
John A. H. Tomoso	Individual	Support	Written Testimony Only

Comments:

RE: SB2470 SD2 HD1

Āloha kākou

This Bill will allow the Department of Transportation (HDOT) to evaluate intersections for leading pedestrian intervals (LPIs), accessible pedestrian signals, and other pedestrian safety upgrades. I am among many who are advocating that the Legislature restore the original bill language that would require HDOT to work with the counties to install LPIs and accessible pedestrian signals at certain intersections.

I remain strongly in favor of this Bill's passage.

me ka mahali,

John A H Tomoso+, MSW, ACSW

51 Ku'ula St, Kahului, HI 96732-2906

john.a.h.tomoso@gmail.com

**SB-2470-HD-1**

Submitted on: 4/6/2026 8:56:53 PM

Testimony for FIN on 4/7/2026 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Travis Counsell	Individual	Support	Written Testimony Only

Comments:

Please support Leading Pedestrian Intervals. A study is not needed, this should focus on broad implementation. The Federal Highways Administration identifies LPIs as a proven safety countermeasure to reduce conflicts between people driving and walking. Hawai'i has experienced some of the highest traffic fatalities in recent years, with a majority of these being vulnerable road users. Please support implementation, not just a study or single intersection. We must protect the most vulnerable. There are ample safety measures already proven and used across numerous DOTs. It is unfortunate that Hawaii has lagged behind in implementing these efforts.

Mahalo for supporting safe streets for all road users and expediting implementation of life-saving efforts.

Travis Counsell