

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

March 3, 2026
10:17 AM
State Capitol, 211

SB2470,SD1
RELATING TO TRANSPORTATION

Senate Committee on Ways and Means

The Hawaii Department of Transportation (HDOT) supports with comments S.B. No. 2470 SD1, which aims to enhance pedestrian safety through the implementation of leading pedestrian intervals (LPIs) and accessible pedestrian signals (APS) at state-owned or operated pedestrian signal heads.

HDOT is currently developing and implementing a systematic LPI Implementation Plan. This plan features a data-driven evaluation of intersections, focusing on crash history, pedestrian and turning vehicle volumes, geometry, proximity to schools and transit, and other factors. It also includes the ability for community members to request evaluations for the LPI and APS at specific intersections. The plan targets evaluation of 25 intersections annually and is expected to begin evaluations in May 2026. This approach ensures resources are directed to locations with the greatest demonstrated need rather than blanket mandates, while still advancing safety.

While HDOT strongly supports the goals of pedestrian safety and accessibility, APSs are not a simple "plug-and-play" addition and should not be treated as an on-demand request fulfilled immediately upon community submission, as this would not be a quick fix. Installation involves significant engineering challenges, including minimum 10-foot pole spacing at landings to prevent audio interference (often requiring pole replacements or additions compliant with current Load and Resistance Factor Design (LRFD) standards, geotechnical and structural analysis, and 6-month lead times for new poles from the mainland); separate landings per crossing (frequently necessitating reconstruction of existing curb ramps); dedicated conduit runs back to the controller for each button (precluding daisy-chaining and often requiring trenching, new pullboxes, and full conduit block replacements, as wireless options are not accepted due to cybersecurity concerns); and adequate space in existing cabinets (with potential upgrades for older ones). These factors mean APS upgrades are resource-intensive and site-specific, requiring thorough evaluation rather than automatic implementation.

Therefore, to install an APS by request within these parameters would cost an estimated \$4-8 million per intersection.

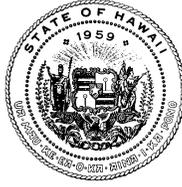
HDOT recommends the following clarification: Once an intersection has been evaluated under the data-driven criteria in this measure and a leading pedestrian interval is determined to be appropriate, the associated accessible pedestrian signal shall be incorporated into the next scheduled signal modernization or upgrade project at that intersection. This bundled approach is far more cost-efficient. Performing the work as part of a broader modernization project dramatically lowers the per-intersection cost through economies of scale, shared mobilization, and coordinated construction.

Therefore, HDOT requests the bill be amended with the following:

SECTION 2.

(b) At intersections where leading pedestrian intervals are installed, accessible pedestrian signals shall be incorporated and installed as part of the next scheduled signal modernization or upgrade project at that intersection to accommodate pedestrians who are blind or have low vision.

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



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

WRITTEN
TESTIMONY ONLY

**Testimony COMMENTING on S.B. 2470, S.D. 1
RELATING TO TRANSPORTATION**

SENATOR DONOVAN M. DELA CRUZ, CHAIR
SENATE COMMITTEE ON WAYS AND MEANS

Hearing Date: March 3, 2026
10:17 AM

Room Number: Conference Room 211
and 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 1 (S.B. 2470, S.D. 1), which allows the DOT to evaluate an intersection for
- 5 the installation of a leading pedestrian interval (LPI) and accessible pedestrian signal upon the
- 6 first placement or replacement of a state-owned pedestrian signal head. The measure requires
- 7 the DOT to evaluate not fewer than twenty-five existing intersections with pedestrian signal
- 8 heads on an annual basis until each intersection with a pedestrian signal head showing a
- 9 pedestrian crash within the last five years has been evaluated, ensures that accessible
- 10 pedestrian signals are installed at intersections where LPIs are already installed, requires that
- 11 additional safety improvements are implemented as necessary where LPIs and accessible
- 12 pedestrian signals are installed, and requires the DOT, in coordination with the counties, to
- 13 develop a program that allows pedestrians and community members to request the installation
- 14 of accessible pedestrian signals at specific intersections.
- 15

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

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

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

² 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>

³ 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>

⁴ 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>

⁵ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

⁶ Hawaii Health Data Warehouse, Hawaii State Department of Health, Youth Risk Behavioral Survey, 2023; https://hhdw.org/report/query/result/yrbps/PhysActMeetRec/PhysActMeetRec_HS_ST.html

⁷ CDC *About Physical Activity*. 2021.

1 Traffic crashes are a leading cause of injury and death in Hawaii, particularly among
2 vulnerable road users such as pedestrians, bicyclists, and individuals with disabilities or
3 impairments. Low-income and underserved communities often bear a disproportionate burden
4 of traffic-related injuries and have less access to safe transportation infrastructure. Accessible
5 pedestrian signals and detectors are especially important for individuals with disabilities and
6 older adults, who may be more reliant on walking and public transit.

7 From a safety perspective, the S.D.1 amendments takes a permissive approach to
8 implementing evidence-based changes to advance the State's goal to achieve Vision Zero
9 (Hawaii Revised Statutes § 286-7), which aims to eliminate traffic-related fatalities and serious
10 injuries. These infrastructure improvements are critical to preventing avoidable injuries and
11 fatalities while also creating a safer built environment so all people, regardless of ability or
12 socioeconomic status, have safe and equitable opportunities for active transportation.

13 **Offered Amendments:** None

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

SB-2470-SD-1

Submitted on: 2/27/2026 4:52:45 PM

Testimony for WAM on 3/3/2026 10:17:00 AM

Submitted By	Organization	Testifier Position	Testify
Louis Erteschik	Testifying for Hawaii Disability Rights Center	Support	Written Testimony Only

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 these measures are actually not very expensive and so there is no sound reason not to adopt these very basic common sense upgrades to our traffic infrastructure.

HAWAII ASSOCIATION OF THE BLIND

Senator Donovan M. Dela Cruz, Chair
Senator Sharon Y. Moriwaki, Vice Chair
Senate Committee on Ways and Means
State of Hawaii

February 27, 2026

Honorable Chair Dela Cruz, Vice Chair Moriwaki and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports S.B.2470, S.D.1, which requires the installation of accessible pedestrian signals (APS) at specific intersections.

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.1.

Howard Lesser

Howard Lesser, Chair, Advocacy Committee
Hawaii Association of the Blind

Residence:

801 South Street, #3609

Honolulu, HI 9681

(808) 227-8428

howardlesser@ymail.com



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB2470 - Relating to Transportation
Senate Committee on Ways and Means (WAM)
Tuesday, March 3rd, 2026 at 10:17 AM

Dear Chair Dela Cruz, Vice Chair Moriwaki, and members of the WAM committee, Mahalo for the opportunity to express **STRONG SUPPORT for SB2470**, which would require the installation of leading pedestrian intervals (LPIs), accessible pedestrian signals, and other safety improvements, as necessary, at state-owned or operated pedestrian signal heads. 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 Hawai'i Department of Transportation's (HDOT) Vulnerable Road User Safety Assessment, more than half of all pedestrian crashes occur at intersections.¹ 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.² 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.³ As of early 2024, the Seattle Department of Transportation had implemented LPIs at 628 intersections – representing 64 percent of all of all feasible signalized intersections citywide.⁴

¹ 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.

² 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>.

³ 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>.

⁴ SDOT, "Vision Zero Action Plan: 2024 Update," 2024. https://www.seattle.gov/documents/Departments/SDOT/VisionZero/VZ_Action_Plan.pdf

- **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.⁵ 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.⁶

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.⁷ The lower end represents cases where only a simple controller setting change is needed, which can be done by municipal signal technicians.⁸ In some cases, installing LPIs requires conducting a traffic study or installing a new APS device, which require additional fiscal resources. However, even the higher end of costs for LPIs is still very low compared to most road safety improvements.

⁵ 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>.

⁶ Ibid.

⁷ 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>.

⁸ Ibid.

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.⁹ At the time of the filing, less than 0.5 percent of Chicago’s over 2,800 signalized intersections provided an APS.¹⁰ 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.¹¹ The agreement also outlines a minimum number of intersections where APS must be installed each year (ranging from 70 to 245 intersections per year).¹² 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.¹³

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 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.

⁹ 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/>.

¹⁰ Ibid.

¹¹ 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.

¹² Ibid.

¹³ 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.

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.

A handwritten signature in black ink that reads "Abbey Seitz". The signature is written in a cursive, flowing style.

Abbey Seitz
Hawai'i Appleseed Center for Law and Economic Justice
Director of Transportation Equity



Testimony of the Oahu Metropolitan Planning Organization

Committee on Ways and Means

March 3, 2026 at 10:17AM

Conference Room 211

SB 2470 SD 1

Relating to Transportation

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 2470 SD 1**, which allows 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 the Department of Transportation to evaluate not fewer than twenty-five 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, 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.

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.¹ 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.

¹ 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.²

FHWA also recommends installation of LPIs at intersections with high turning volumes in their Handbook for Designing Roadways for the Aging Population³ and recommends right turn on red restrictions, accessible pedestrian signals, and parallel vehicular green extension intervals as complimentary treatments⁴.

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.⁵ 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.⁶ 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.

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

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

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

⁵ https://nacto.org/wp-content/uploads/safety_effectiveness_of_lpi_fayish.pdf

⁶ IBID.



ADDRESS
3442 Wai'ala'e Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

SENATE COMMITTEE ON WAYS & MEANS
Tuesday - March 3 - 10:17am

Hawai'i Bicycling League Supports SB2470, SD1, relating to Transportation, with remarks

Aloha Chair Kila, Vice Chair Miyake, 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, SD1, 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](#)¹. 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

Given that 2025 was one of the deadliest years in decades on Hawai'i roads, it is imperative to take bold action to utilize proven technologies that will create safer conditions for everyone, especially vulnerable road users.

We urge you to pass SB2470, SD1 and move it along for further consideration this legislative session.

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

S/Eduardo Hernandez

Eduardo Hernandez

Advocacy Director, Hawaii Bicycling League

¹ https://highways.dot.gov/sites/fhwa.dot.gov/files/Leading_Pedestrian_Interval_1.pdf

SB-2470-SD-1

Submitted on: 3/1/2026 2:19:22 PM

Testimony for WAM on 3/3/2026 10:17:00 AM

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

Comments:

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

I am 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.

Conclusion

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.