

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

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

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

Friday, March 27, 2026
10:30 am
State Capitol, 430

SB2470, SD2
RELATING TO TRANSPORTATION

House Committee on Transportation

The Hawaii Department of Transportation (HDOT) supports S.B. No. 2470 SD2, 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.

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



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation

March 27, 2026 at 10:30AM

Conference Room 430

SB 2470 SD 2

Relating to Transportation

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 2470 SD 2**, 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 the Department of Transportation to evaluate not fewer than 25 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 moneys 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.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.



DISABILITY AND COMMUNICATION ACCESS BOARD

Ka 'Oihana Ho'oka'a'ike no ka Po'e Kīnānā

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 204-2466 (VP)

March 27, 2026

TESTIMONY TO THE HOUSE COMMITTEE ON TRANSPORTATION

Senate Bill 2470 Senate Draft 2– Relating to Transportation

The Disability and Communication Access Board (DCAB) supports Senate Bill 2470 Senate Draft 2 – 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 the Department of Transportation to evaluate not fewer than 25 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 moneys from the state highway fund and is effective 7/1/2050.

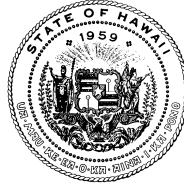
Safety improvements at intersections benefit all pedestrians, but especially pedestrians with disabilities. People who use wheelchairs and other mobility devices and people of short stature are less visible to drivers looking over the hood of their vehicles. Pedestrians who are blind or with low vision 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 audio 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



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

**Testimony COMMENTING on S.B. 2470, S.D. 2
RELATING TO TRANSPORTATION**

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: March 27, 2026
10:30 AM

Room Number: Conference Room 430
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 (S.B. 2470, S.D. 2), which authorizes the DOT to evaluate an
5 intersection for the installation of a leading pedestrian interval (LPI) and accessible pedestrian
6 signal upon the first placement or replacement of a state-owned pedestrian signal head. The
7 measure requires the DOT to evaluate not fewer than twenty-five existing intersections with
8 pedestrian signal heads on an annual basis until each intersection with a pedestrian signal head
9 showing a pedestrian crash within the last five years has been evaluated, ensures that
10 accessible pedestrian signals are installed at intersections where LPIs are already installed and
11 requires that additional safety improvements are implemented as necessary where LPIs and
12 accessible pedestrian signals are installed, and requires the DOT, in coordination with the
13 counties, to develop a program that allows pedestrians and community members to request
14 the installation of accessible pedestrian signals at specific intersections.
- 15 **Department Testimony:** From a safety perspective, S.B. 2470, S.D. 2 takes a permissive
16 approach to implementing evidence-based changes to advance the State's goal to achieve

1 Vision Zero (Hawaii Revised Statutes § 286-7), which aims to eliminate traffic-related fatalities
2 and serious injuries. These infrastructure improvements are critical to preventing avoidable
3 injuries and fatalities while also creating a safer built environment so all people, regardless of
4 ability or 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.¹ 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.^{2,3} 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.⁴

13 Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living,
14 only 33% of adult and 18% of high school students in Hawaii met federal guidelines for physical
15 activity.^{5,6} The design of roads that integrate active transportation options like walking,
16 bicycling, and transit is a public health concern since the safety and accessibility of a
17 community’s built environment can promote or hinder physical activity. This includes removing
18 barriers to safely and conveniently accessing active transportation options. Safe, accessible,
19 and walkable communities encourage physical activity and can promote better health
20 outcomes in communities whose populations are at less risk for serious chronic diseases and

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/yrbs/PhysActMeetRec/PhysActMeetRec_HS_ST.html

1 conditions such as obesity, heart disease, and diabetes.⁷ Additionally, encouraging walking and
2 biking reduces reliance on motor vehicles, leading to decreased air pollution in the form of
3 vehicular exhaust and non-exhaust emissions such as tire particulate matter.

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

12 **Offered Amendments:** None

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

⁷ CDC *About Physical Activity*. 2021.

SB-2470-SD-2

Submitted on: 3/24/2026 2:55:47 PM

Testimony for TRN on 3/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Kelly Hudik	PATH-People for Active Transportation Hawaii	Support	Written Testimony Only

Comments:

As pedestrian fatalities and injuries are on the rise in Hawai‘i, the state must invest in improvements to make it easier and safer for people to walk.

For too long, our transportation system has prioritized the speed and convenience of cars over the safety of people. Nowhere is that more apparent than at signalized intersections—places meant to organize movement safely, yet where pedestrians are most likely to be seriously injured or killed. [According to the Hawai‘i Department of Transportation](#), more than half of pedestrian crashes occur at intersections. These risks fall disproportionately on keiki, kūpuna, people with disabilities, and those who rely on walking and transit every day.

Two simple, low-cost solutions—Leading Pedestrian Intervals (LPIs) and Accessible Pedestrian Signals (APS)—can dramatically reduce these dangers. This year, the Hawai‘i State Legislature has an opportunity to make these proven safety tools standard practice through [HB1884](#) / [SB2470](#). PATH is fully in support of HB1884 and SB2470. We believe pedestrian safety should be paramount in Hawaii and encouraging active transportation over vehicles not only makes for a healthier Hawaii, but falls in line with the recent Navahine settlement.

Likewise giving pedestrians the ability to advocate for needed crosswalks in areas that don't currently serve pedestrians is essential, especially on neighbor islands where HDOT needs literal boots on the ground to advise where cross walks are needed.

PATH encourages you to pass SB2470 and prioritize safe active transportation in Hawaii.

HAWAII ASSOCIATION OF THE BLIND

Representative Darius K. Kila, Chair
Representative Tyson K. Miyake, Vice Chair
House Committee on Transportation
State of Hawaii

March 24, 2026

Honorable Chair, Vice Chair and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports S.B.2470, S.D.2, which requires the installation of accessible pedestrian signals (APS) at specific intersections. Passage of this bill will greatly help to improve the safety of blind pedestrians, including our seniors and other disability groups who will also benefit from implementation of APS.

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 which do not offer APS. One of our HAB members was struck and injured by a car while crossing the street at an intersection which did not have APS. Several Blind dog-handlers have indicated challenges with crossing streets that did not support APS. Blind individuals using their white canes experienced similar challenges. Even though Hawaii's driver license examination includes questions regarding blind pedestrians and how to address them, it is still risky for blind people when crossing intersections where traffic signals have no APS.

HAB would request 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 where they have 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.

Art Cabanilla, President,
Hawaii Association of the Blind
Blind Consumer Organization: 1550 Ainakoa Avenue.
Honolulu, HI 96821
Cell: 808-728-1554
Art Cabanilla sixsense808@gmail.com

HAWAII ASSOCIATION OF THE BLIND

Representative Darius K. Kila, Chair
House Committee on Transportation
State of Hawaii

March 24, 2026

Honorable Chair Kila and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports S.B.2470, S.D.2, 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.

Howard Lesser

Howard Lesser, Chair, Advocacy Committee

Hawaii Association of the Blind

Residence:

801 South Street, apartment 3609

Honolulu, HI 9681



www.AlohaILHawaii.org

Mar 27, 2026

MISSION

Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

EXECUTIVE DIRECTOR

Roxanne U. Bolden

BOARD OF DIRECTORS

Chair / Sec

Valerie Yamada

Vice Chair

Zora Shove

Treasurer

Jonathan Yap

Member

Scott Suzuki
Sheila Castaneda
Jennifer Hartssock

The Honorable Darius K. Kila, Chair
House Committee on Transportation
The Thirty-Third Legislature
State Capitol
State of Hawaii
Honolulu, Hawaii 96813

SUBJECT: SB2470 SD2 – Relating to Transportation

Chair and Members of the Committee:

Aloha Independent Living Hawaii (AILH) is a consumer-controlled, cross-disability organization serving people with disabilities across Hawaii. Our mission is grounded in Independent Living philosophy: that people with disabilities have the right to live, move, and participate fully in their communities—on their own terms. We submit this testimony **in strong support of SB2470 SD2**, and offer specific requested amendments that we believe are essential to realizing the bill's intent.

Why AILH Supports This Bill

For people with disabilities, a signalized intersection is not a minor inconvenience—it is often a daily barrier to independence. Our consumers cross intersections to reach medical appointments, jobs, grocery stores, transit stops, and the fabric of community life. When those intersections are inaccessible or unsafe, the consequences are not abstract. The consequences are lost independence, increased isolation, and in the worst cases, serious injury or death.

SB2470 addresses infrastructure that is foundational to community integration. The Supreme Court's decision in *Olmstead v. L.C.* (1999) established that people with disabilities have the right to live and participate in the most integrated setting appropriate—and that the state has an affirmative obligation to support that integration. An intersection



www.AlohaILHawaii.org

MISSION

Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

EXECUTIVE DIRECTOR

Roxanne U. Bolden

BOARD OF DIRECTORS

Chair / Sec

Valerie Yamada

Vice Chair

Zora Shove

Treasurer

Jonathan Yap

Member

Scott Suzuki
Sheila Castaneda
Jennifer Hartssock

without an accessible pedestrian signal is a structural barrier to integration. This bill begins to dismantle that barrier.

The Cross-Disability Case for This Bill

We want to ensure the committee hears clearly that this bill matters across the full spectrum of disability—not only for blind and low-vision pedestrians, though they are rightly centered in the bill’s language.

People with **mobility disabilities**—wheelchair users, scooter users, people using walkers and canes—cannot always complete a crossing before signals change. Current signal timing is calibrated to an average walking pace that many of our consumers cannot meet. Leading Pedestrian Intervals (LPIs) directly address this by extending the safe crossing window.

People with **cognitive and processing disabilities**, including those with acquired brain injuries and intellectual disabilities, benefit from clearer, more consistent signal information that reduces the decision-making burden of crossing a busy intersection.

People who are **deaf-blind** depend specifically on the vibrotactile component of accessible pedestrian signals—which is correctly included in the bill’s statutory definition of APS. We commend this inclusion and urge the committee to ensure it is preserved in any further amendments.

People with **chronic illness and fatigue-related disabilities** who walk more slowly are directly protected by the extended crossing window that LPIs provide.

We respectfully ask that the committee consider broadening the bill’s legislative findings in Section 1 to reflect this cross-disability impact. Currently, the findings reference accessibility only in the context of individuals who are blind or have low vision. Broadening the findings to name the full disability community would more accurately reflect the bill’s benefits and strengthen its interpretive context for HDOT implementation.

On HDOT’s Engineering Concerns: A Disability Rights Perspective



www.AlohaILHawaii.org

MISSION

Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

EXECUTIVE DIRECTOR

Roxanne U. Bolden

BOARD OF DIRECTORS

Chair / Sec

Valerie Yamada

Vice Chair

Zora Shove

Treasurer

Jonathan Yap

Member

Scott Suzuki
Sheila Castaneda
Jennifer Hartsock

AILH has reviewed HDOT's testimony submitted during the Senate committee process. We appreciate HDOT's transparency about the genuine engineering complexity of APS installation, and we recognize that standalone, on-demand APS installation can be resource-intensive. HDOT's proposed "bundled approach" —incorporating APS into the next scheduled signal modernization at each intersection—is reasonable in principle.

However, we urge the committee to consider a critical limitation: **some intersections may never be scheduled for modernization.** If an aging intersection in a lower-priority corridor is never brought into a modernization cycle, the bundling approach means APS is never installed there—regardless of pedestrian demand, disability community need, or crash history. This is not a hypothetical concern. It is the pattern that has driven ADA class-action litigation in Chicago and New York City, where courts ultimately mandated installation timelines precisely because voluntary, project-by-project approaches left blind pedestrians waiting indefinitely.

We therefore ask that if the bundled approach is adopted in any amended language, it include a **reasonable maximum timeframe**—such as five to seven years—within which APS must be installed at any intersection where an LPI is already present, regardless of whether a modernization project is scheduled.

Requested Amendments

1. **Restore a meaningful effective date.** The current effective date of July 1, 2050 renders this bill inoperative in any practical sense. We understand the committee used this date to facilitate further discussion, and we respect that process. We urge the House to restore an effective date of July 1, 2026 or upon approval, consistent with the urgency the committee itself acknowledged in its finding that "the alarming number of pedestrian deaths within the State in recent years requires urgent action." Urgent action and a 2050 effective date are incompatible.



www.AlohaLHawaii.org

MISSION

Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

EXECUTIVE DIRECTOR

Roxanne U. Bolden

BOARD OF DIRECTORS

Chair / Sec

Valerie Yamada

Vice Chair

Zora Shove

Treasurer

Jonathan Yap

Member

Scott Suzuki
Sheila Castaneda
Jennifer Hartssock

- 2. Restore a specific appropriation.** The blank appropriation in Section 3 must be filled in. HDOT's own testimony indicated that their LPI implementation Plan is already in development and targets 25 intersections annually beginning May 2026. Funding is necessary to execute this. We support restoring the original \$1,200,000 appropriation from SD1 as a floor, with recognition that actual costs will depend on intersection-specific engineering needs.
- 3. Strengthen Section (a) from "may" to "shall evaluate."** As Hawaii Appleseed noted in Senate testimony, Section (a) currently provides HDOT with discretion to evaluate intersections upon signal replacement. Changing "may evaluate" to "shall evaluate" removes ambiguity that could allow safety improvements to be deferred indefinitely. Evaluation is not installation—it is a low-cost first step that should be mandatory, not optional.

Conclusion

People with disabilities in Hawaii deserve to cross the street safely and independently. That is not a special accommodation—it is a basic civil right, and it is what the *Olmstead* integration mandate requires. SB2470 is a meaningful, evidence-based step toward making Hawaii's public rights-of-way accessible to all people.

AILH strongly supports this measure and urges the committee to pass it with the amendments requested above, including restoration of a near-term effective date, a specific appropriation, and a mandatory evaluation requirement.

Thank you for the opportunity to testify.

Mahalo,

Roxanne Bolden



www.AlohaILHawaii.org

Executive Director

MISSION

Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

EXECUTIVE DIRECTOR

Roxanne U. Bolden

BOARD OF DIRECTORS

Chair / Sec

Valerie Yamada

Vice Chair

Zora Shove

Treasurer

Jonathan Yap

Member

Scott Suzuki
Sheila Castaneda
Jennifer Hartssock

SB-2470-SD-2

Submitted on: 3/24/2026 7:42:07 PM

Testimony for TRN on 3/27/2026 10:30:00 AM

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.



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

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

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

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, SD2, 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

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

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

HAWAII ASSOCIATION OF THE BLIND

Representative Darius K. Kila, Chair
Representative Tyson K. Miyake, Vice Chair
House Committee on Transportation
State of Hawaii
March 25, 2026
Honorable Chair, Vice Chair and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports S.B. 2470, S.D. 2, which requires the installation of accessible pedestrian signals (APS) at specific intersections.

This bill will not only save lives, but it will also ensure that safety at intersections is not overlooked. It does not matter how good a city's public transportation system may be or how accessible government facilities are if intersections are not safe to cross. Further, accessible crosswalks are an investment that will benefit people for decades to come. Your support of this bill will help make Hawaii a safer place for everyone—pedestrians and motorists alike, including both the visually impaired and the fully sighted.

The Hawaii Association of the Blind would be happy to assist by providing guidance and input on the implementation of APS. We simply need your support to make it happen.

Thank you for the opportunity to provide testimony in support of S.B. 2470, S.D. 2.

Antonio Vega, Second Vice President
Hawaii Association of the Blind
antoniovegamail@gmail.com



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB2470 SD2 - Relating to Transportation
House Committee on Transportation (TRN)
Friday, March 27th, 2026 at 10:30 AM

Dear Chair Kila, Vice Chair Miyake, and members of the TRN committee, Mahalo for the opportunity to express **STRONG SUPPORT for SB2470 SD2**, 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.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

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>.

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

- **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

⁴ SDOT, "Vision Zero Action Plan: 2024 Update," 2024.

https://www.seattle.gov/documents/Departments/SDOT/VisionZero/VZ_Action_Plan.pdf

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.

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.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

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.

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.



P.O. Box 392, Kilauea, Kauai, HI, 96754

PHONE: (808) 212-4765 • FAX: (808) 828-2027 • E-MAIL: bbrody1@hawaii.rr.com • WEB SITE: www.getfitkauai.com

HOUSE COMMITTEE ON TRANSPORTATION
Friday, March 27, 2026, at 10:30 AM
TESTIMONY IN SUPPORT OF SB2470 – RELATING TO TRANSPORTATION

Aloha Chair Kila, Vice Chair Miyake, and Members of the House Transportation Committee,

My name is Bev Brody, and I am writing on behalf of Get Fit Kaua'i, the Healthy Eating Active Living (HEAL) coalition of Kauai County, representing more than 1000 members committed to improving health, safety, and quality of life for our island communities. We are in strong support of SB2470 which would fund critical pedestrian-safety upgrades at signalized intersections statewide.

We respectfully ask the Committee to consider restoring the bill's original language, which required the Hawaii Department of Transportation (HDOT) to work with the counties to install leading pedestrian intervals (LPIs) and accessible pedestrian signals (APS) at designated intersections. While we recognize that the lateral deadline makes amendments unlikely at this stage, reinstating this requirement would strengthen the bill's impact and help ensure that these proven safety measures move from evaluation to implementation.

Why This Bill Matters

- LPIs give pedestrians a 3–7 second head start before vehicles receive a green light, significantly reducing turning-vehicle crashes.
- APS are essential for blind and low-vision community members to navigate intersections safely and independently.
- These upgrades are low-cost, high-impact, and widely recognized as best practices in pedestrian safety.
- Hawaii continues to experience disproportionately high rates of pedestrian fatalities, especially among kūpuna and residents who rely on walking and transit.

Mahalo for the opportunity to testify.

BBrody

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

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

Hawaii State House of Representatives
Transportation (TRN) Committee

Thirty-third legislature, 2026 regular session
March 27, 2026, 10:30 am, hearing on SB2470 S.D. 2

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

The purpose of this Act is to:

(1) Allow 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 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; 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 HB1884.

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.

SB2470 S.D. 2 is the Senate passed version of HB1884, which this Committee approved with amendments on February 12, 2026. 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 S.D. 2, hoping to move it through to final passage this year.

SB-2470-SD-2

Submitted on: 3/25/2026 7:11:53 AM

Testimony for TRN on 3/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
ANNETTE TASHIRO	Individual	Support	Written Testimony Only

Comments:

This is an important accessibility bill not only for people who are blind or low-vision, it is another safety measure for all people who are crossing intersections. Each person may rely on their cognition, but some people need multiple cues to be safe to live their best lives.

SB-2470-SD-2

Submitted on: 3/25/2026 12:12:55 PM

Testimony for TRN on 3/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Emma Waters	Individual	Support	Written Testimony Only

Comments:

Aloha, my name is Emma, and I live in Hilo. I am in support of bill with the following requested amendment: restore the original language of the bill. I have a legally blind friend, and additional accessibility improvements at crosswalks for her are badly needed. Mahalo.

SB-2470-SD-2

Submitted on: 3/26/2026 11:17:46 AM

Testimony for TRN on 3/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
terri-lynn Higashi	Individual	Support	Written Testimony Only

Comments:

Representative Darius K Kila, Chair

Representative Tyson K. Miyake, Vice Chair

House Committee on Transportation

State of Hawai'i

March 26, 2026

Honorable Committee Chairs and Committee Members,

I support S.B.2470, SD2 which requires the installation of accessible pedestrian signals (APS) at specific intersections. This needs to be done throughout and all areas of the State of Hawai'i.

For individuals that are intellectually delayed it provides them with another way of being able to cross the street safely by alerting them it is safe to cross. 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 for everyone including those who are blind or visually impaired and those with other disabilities in crossing the streets, particularly where there are high volume motorized vehicles and bicycle traffic.

It should especially be considered in the areas where there are schools because of high volume of traffic and people passing through. For example in Ewa Beach there is a lot of elementary schools, but no accessible pedestrian signals. Fort Weaver and Kohina by Ewa Beach Burger King and other intersections kids use it all the time and there has been pedestrian accidents, but yet nothing is done. In regards to the rail there is also heavy people traffic; therefore, it is

essential to have accessible pedestrian signals. Currently, there is only one accessible pedestrian signal throughout the rail line.

Thank you for the opportunity to present testimony in strong support of S.B. 2470, SD2

Terri Lynn Higashi

SB-2470-SD-2

Submitted on: 3/26/2026 6:29:36 PM

Testimony for TRN on 3/27/2026 10:30:00 AM

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

Comments:

I strongly support SB2470 SD2, which implements proven safety measures to reduce pedestrian fatalities across Hawaii. This bill represents a critical step toward creating safer, more equitable streets for all users on Oahu and throughout our islands.

SB2470 SD2 addresses roadway safety through evidence-based solutions that are particularly relevant to Oahu's transportation challenges:

1. **Leading Pedestrian Intervals:** By giving pedestrians a 3-7 second head start at intersections, LPIs reduce conflicts with turning vehicles by 13% according to Federal Highway Administration research. This is crucial for Oahu's complex intersections in urban Honolulu and other high-traffic areas.
2. **Accessible Pedestrian Signals:** The requirement for APS ensures equitable access for visually impaired residents and visitors, particularly important for our aging population and tourism industry.
3. **Systematic Implementation:** The mandate to evaluate at least 25 intersections annually and install LPIs at all new or modified signals ensures a methodical approach to identifying high-risk locations.
4. **Community Input:** The program allowing residents to request APS installations empowers underserved communities like Kalihi, Waipahu, and Waianae that have historically lacked adequate pedestrian infrastructure.
5. **Complementary Safety Measures:** The requirement for "No Turn on Red" signs and other improvements provides a comprehensive safety approach rather than piecemeal solutions.

This bill aligns with Hawaii's commitment under the Navahine settlement to complete our multimodal network by 2030 and supports our climate goals by making walking a safer, more viable transportation option. It represents an important shift away from Oahu's car-centric development patterns that have created dangerous conditions for pedestrians, particularly around urban Honolulu corridors, rail transit stations, school zones, and tourist-heavy districts.

While this bill is an important step forward, I hope the Legislature will consider additional measures in future sessions to further address our car-centric planning legacy.

I urge your support for SB2470 SD2 as a cost-effective, evidence-based approach to reducing pedestrian fatalities and creating more equitable streets for all Hawaii residents.

Mahalo for your consideration.