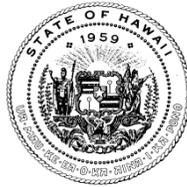


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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 HAWAII'
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

LATE

Thursday, February 5, 2026

3:00 PM

State Capitol, 229

SB2470

RELATING TO TRANSPORTATION

Senate Committees on Transportation and Energy and Intergovernmental Affairs

The Hawaii Department of Transportation (HDOT) supports intent with comments S.B. No. 2470, 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 the intent of S.B. 2470 is strongly supported, several provisions could be refined for feasibility, consistency with data-driven practices, and alignment with HDOT's existing plan.

Not all intersections require or benefit equally from LPIs and APS. Automatic installation on first placement/replacement or during maintenance could lead to suboptimal outcomes without evaluation. Therefore, the annual installation mandate of 25 intersections may not align with realistic timelines for evaluation, coordination with counties, funding, and field verification. We suggest the 25 evaluations per year as a more feasible and effective target, allowing for thorough data-driven assessments before proceeding to installation where warranted.

Prioritization should focus on crash history over the most recent 5 years (rather than 10 years), as more recent changes in safety measures, traffic patterns, or infrastructure improvements may have significantly altered the current conditions of the area.

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 by the Department of Transportation Services (DTS) due to security 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.

Therefore, HDOT requests the bill be amended as follows:

SECTION 2. Chapter 291C, Hawaii Revised Statutes, is amended by adding a new section to be appropriately designated and to read as follows:

“§291C- Pedestrian signal head; leading pedestrian interval; accessible pedestrian signal.

(a) Upon the first placement or replacement of a state-owned or operated pedestrian signal head, ~~the signal shall be installed~~ the department may evaluate the intersection for installation with a leading pedestrian interval and an accessible pedestrian signal based on data-driven criteria including crash history, pedestrian volumes, and operational feasibility.

(b) At intersections where leading pedestrian intervals are already installed, accessible pedestrian signals shall also be installed to accommodate pedestrians who are blind or have low vision. (This subsection is acceptable as written.)

(c) As necessary, where leading pedestrian intervals and accessible pedestrian signals are installed, the department of transportation shall implement additional safety improvements, such as posting "No Turn on Red" signs, improving crosswalk visibility, or other countermeasures to reduce pedestrian-vehicle conflicts. (This subsection is acceptable as written.)

(d) ~~The department of transportation shall install leading pedestrian intervals on not fewer than twenty-five existing intersections with pedestrian signal heads on an annual basis until all intersections with pedestrian signal heads are so equipped.~~ evaluate not fewer than twenty-five existing intersections with pedestrian signal heads on an annual basis for the potential installation of leading pedestrian intervals until all intersections with pedestrian signal heads that show a pedestrian crash within the last 5 years have been evaluated. ~~In installing leading pedestrian intervals pursuant to this subsection, the department of transportation shall prioritize intersections with high collision rates and intersections that are adjacent to schools.~~

(e) ~~An existing state-owned or operated pedestrian signal head capable of being implemented from remote installation or in-person programming shall have a leading pedestrian interval programmed when maintenance work is next performed on the intersection in which the signal is located; provided that it is located in:~~

- ~~(1) A residential district;~~
- ~~(2) A business district;~~
- ~~(3) A business activity district;~~
- ~~(4) A safety corridor;~~
- ~~(5) A school zone; or~~
- ~~(6) An area with a high concentration of pedestrians, as determined by the department of transportation.~~

(f) In coordination with the counties, the department of transportation shall develop and maintain a program that allows pedestrians and community members to request the installation of accessible pedestrian signals at specific intersections. The department shall establish clear criteria and a transparent process for evaluating and prioritizing the requests based on pedestrian demand, proximity to schools and transit, and safety considerations. Requests shall be evaluated using the same data-driven methodology as other locations, with priority given to intersections with documented pedestrian safety concerns.

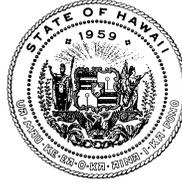
(g) For purposes of this section:

"Accessible pedestrian signal" means a device with a detector that provides pedestrian-control signals in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces.

~~—"Intersections with high collision rates" means intersections where one or more pedestrian-vehicle collisions resulting in serious injury or fatality have occurred within the last ten years.~~

"Leading pedestrian interval" means the three to seven second visual display of the pedestrian-control signal permitting a pedestrian to walk while the steady red traffic-control signal continues to be visually displayed.

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



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



**Testimony in SUPPORT of S.B. 2470
RELATING TO TRANSPORTATION**

SENATOR LORRAINE R. INOUE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION

SENATOR GLENN WAKAI, CHAIR
SENATE COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Hearing Date: February 5, 2026, 3:00 PM Room Number: Conference Room 229
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 supports the public health implications of Senate Bill 2470
- 4 (S.B. 2470), which requires the installation of leading pedestrian intervals, accessible pedestrian
- 5 signals, and other safety improvements, as necessary, at state-owned or operated pedestrian
- 6 signal heads. The measure requires the DOT, in coordination with the counties, to develop a
- 7 program that allows pedestrians and community members to request the installation of
- 8 accessible pedestrian signals at specific intersections. The DOH defers to the DOT on their
- 9 requested amendments for implementation.

- 10 **Department Testimony:** The installation of traffic-actuated signals and Leading Pedestrian
- 11 Intervals (LPs) would allow pedestrians to begin crossing intersections before vehicles, allowing
- 12 for earlier pedestrian movement, increased visibility of crossing pedestrians, and a higher
- 13 likelihood of motorist yielding to pedestrians, which would greatly enhance the safety of

1 pedestrians who may be slower to start into the intersection.¹ These significant safety benefits
2 have been observed to reduce conflict with turning vehicles by 95% and can be implemented
3 with minor to no additional vehicular delays.^{2,3} A major New York City study showed a 65%
4 drop in fatal pedestrian crashes during daylight hours, making it a highly effective, low-cost
5 safety intervention.⁴

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

17 Traffic crashes are a leading cause of injury and death in Hawaii, particularly among
18 vulnerable road users such as pedestrians, bicyclists, and individuals with disabilities or
19 impairments. Low-income and underserved communities often bear a disproportionate burden
20 of traffic-related injuries and have less access to safe transportation infrastructure. Accessible

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

⁷ CDC *About Physical Activity*. 2021.

1 pedestrian signals and detectors are especially important for individuals with disabilities and
2 older adults, who may be more reliant on walking and public transit.

3 From a safety perspective, this bill directly supports the State's commitment to Vision
4 Zero (Hawaii Revised Statutes § 286-7), which aims to eliminate traffic-related fatalities and
5 serious injuries. These infrastructure improvements are critical to preventing avoidable injuries
6 and fatalities while also creating a safer built environment so all people, regardless of ability or
7 socioeconomic status, have safe and equitable opportunities for active transportation.

8 **Offered Amendments:** None

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



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB2470 - Relating to Transportation
Senate Committee on Transportation (TRS) and
Committee on Energy And Intergovernmental Affairs (EIG)
Thursday, February 5th, 2026 at 3PM

Dear Chairs, Vice Chairs, and members of the joint TRS/EIG committee,
Mahalo for the opportunity to express **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.**

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.

When weighed against the immense human and economic costs of pedestrian injuries and fatalities, these interventions are among the most cost-effective safety tools available. At a time when Hawai'i faces rising pedestrian fatalities, a high cost of living, and urgent climate and transportation challenges, it is essential that the state prioritize solutions that make walking safer, more accessible, and more appealing. 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

HAWAII ASSOCIATION OF THE BLIND

Senator Lorraine R. Inouye, Chair
Senate Committee on Transportation
Senator Glen Wakai, Chair
Senate Committee on Energy and Intergovernmental Affairs
State of Hawaii

February 3, 2026

Honorable Committee Chairs and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports S.B.2470, 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 ask for support from the State Department of Transportation to implement APS.

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

Howard Lesser

Howard Lesser, Chair, Advocacy Committee

Hawaii Association of the Blind

Residence:

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(808) 227-8428

howardlesser@ymail.com

SB-2470

Submitted on: 2/3/2026 4:01:33 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Louis Erteschik	Testifying for 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 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.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation Committee on Energy and Intergovernmental Affairs

February 5, 2026 at 3:00PM
Conference Room 229

SB 2470 Relating to Transportation

Dear Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 2470**, which would require the installation of leading pedestrian intervals, accessible pedestrian signals, and other safety improvements, as necessary, at state-owned or operated pedestrian signal heads, 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 a 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. 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

¹ https://oahumpo.org/?wpfb_dl=2215

(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.

HAWAII ASSOCIATION OF THE BLIND

Senator Lorraine R. Inouye, Chair
Senate Committee on Transportation
State of Hawaii

February 2, 2026

Honorable Chair and Committee Members,

The Hawaii Association of the Blind (HAB) strongly supports S.B. 2470, which requires the installation of Accessible Pedestrian Signals (APS) at specific intersections.

For people with visual impairments to fully participate in society, they must be able to move through their communities safely and independently. Accessible Pedestrian Signals (APS) help make that possible by providing clear, non-visual information about when it is safe to cross the street.

I have traveled extensively throughout Japan, where crosswalks with audible signals are commonplace. Whether in a large city or a smaller town, major intersections typically provide an audible cue. As someone who is legally blind and cannot see traffic lights, I have relied on these audible signals to cross the street safely countless times. And I can say with confidence that Honolulu and Hawaii in general would benefit greatly from implementing APS.

Further, as a member of the Hawaii Association of the Blind, I have spoken with many visually impaired individuals in Hawaii who have experienced difficulty crossing streets safely, particularly in Honolulu. Earlier this year, one of our members who lives in Waikiki was struck by a vehicle while attempting to cross the street. Incidents like this highlight the urgent need for APS. Installing these signals will help prevent injuries and save lives, benefiting not only pedestrians who are blind or visually impaired, but the community as a whole.

The Hawaii Association of the Blind stands ready to assist in the implementation of Accessible Pedestrian Signals. We respectfully ask for your support in passing S.B. 2470.

Sincerely,

Antonio Vega
1441 Piikoi St. Apt. 509
(808) 372-4913



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Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

JOINT SENATE COMMITTEES
TRANSPORTATION - ENERGY AND INTERGOVERNMENTAL AFFAIRS
Thursday - February 5, 2026 - 3:00pm

Hawai'i Bicycling League Strongly Supports 2470, relating to Transportation

Aloha Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, 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 SB 2470 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 SB 2470 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

HAWAII ASSOCIATION of THE BLIND

Senator Lorraine R. Inouye, Chair
Senate Committee
State of Hawaii

Honorable Glenn Wakai Chair and Senate Committee Members,

As President of the Hawaii Association of the Blind, I strongly support S.B.2470. which HAB has been advocating for a long time requiring the installation of accessible pedestrian signals (APS) at specific intersections.

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

the members of HAB more than once 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 which had not been retrofitted with the required APS traffic signal. Blind individuals with trained service animals have indicated dangerous intersections. Blind individuals using their white canes – something that driver's examinations include in license examinations - risk their safety crossing intersections where traffic signals have no APS.

HAB is willing to participate in serving on the proposed committee in making recommendations on where to have APS installed. HAB advocacy efforts have included meetings with City & County Department of Transportation officials to request APS which we indicated our support of installing APS in key areas. We ask for support from the State Department of Transportation to implement APS.

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

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

SB-2470

Submitted on: 2/3/2026 2:23:53 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

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

Comments:

Aloha Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Members of the Committees,

Please support SB2470, which would require the installation of leading pedestrian intervals, accessible pedestrian signals, and other safety improvements, as necessary, at certain signalized intersections.

Leading pedestrian intervals (LPIs) are a cost effective way to save lives and prevent serious injuries. Accessible pedestrian signals are essential for blind and low-vision pedestrians to safely and confidently navigate our roadways. This is one of the most cost-effective safety investments the state can make to improve pedestrian safety. Please vote yes.

Mahalo for your consideration.

SB-2470

Submitted on: 2/3/2026 2:50:56 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

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

Comments:

Chair, Vice Chair, and Members of the Committee:

I strongly support SB2470 and its companion bill HB1884. These measures are timely, evidence-based, and necessary to address the unacceptable level of pedestrian fatalities on Hawai‘i’s roadways.

In 2025, Hawai‘i experienced one of the deadliest years on record for traffic fatalities, with pedestrians disproportionately represented among those killed and seriously injured. This is not an abstract policy issue. It is an urgent public safety crisis that demands immediate and proven solutions.

Leading Pedestrian Intervals (LPIs), accessible pedestrian signals, and related safety improvements are among the most effective, low-cost tools available to reduce pedestrian crashes at signalized intersections. According to the Federal Highway Administration, an LPI gives pedestrians a three- to seven-second head start before vehicles receive a green signal, allowing pedestrians to establish their presence in the crosswalk before turning vehicles move.

The safety benefits of LPIs are well documented:

- Increased visibility of pedestrians in the crosswalk
- Reduced conflicts between pedestrians and turning vehicles
- Increased likelihood that drivers yield to pedestrians
- Enhanced safety for children, kūpuna, people with disabilities, and slower-moving individuals

National studies show that LPIs can reduce serious injury and fatal pedestrian crashes by up to 35 percent. Importantly, LPIs also improve safety for people bicycling, reducing bicycle-related crashes by as much as 37 percent. These benefits extend to all road users, not just pedestrians.

FHWA’s Handbook for Designing Roadways for the Aging Population specifically recommends LPIs at intersections with high turning volumes. The Manual on Uniform Traffic Control Devices already provides clear guidance for their implementation. In many cases, LPIs can be installed through signal timing changes alone, making them one of the lowest-cost safety countermeasures available to transportation agencies.

HB1884 and SB2470 also appropriately prioritize accessibility by requiring accessible pedestrian signals and by establishing a program that allows pedestrians and community members to request accessible signal installations. This community-driven approach ensures that safety investments respond to real-world needs, particularly for people who rely most on safe crossings.

Requiring coordination between the State Department of Transportation and the counties is another critical strength of these bills. Pedestrian safety does not stop at jurisdictional boundaries, and consistent, statewide standards will help ensure equitable protection across Hawai'i.

These bills represent smart policy, responsible use of public funds, and a clear commitment to saving lives. With pedestrian fatalities rising and proven solutions readily available, inaction is no longer acceptable.

For these reasons, I urge you to pass SB2470 and HB1884 and take decisive action to make Hawai'i's streets safer for everyone.

Mahalo for the opportunity to testify in strong support.

Ignacio Filippini

SB-2470

Submitted on: 2/3/2026 2:54:38 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

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

Comments:

This bill is an affordable way to save lives and provide for vision-impaired community members. Writing in strong support. Mahalo.

SB-2470

Submitted on: 2/3/2026 3:09:21 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Scott Dukart	Individual	Support	Written Testimony Only

Comments:

I support this bill because:

- Leading pedestrian intervals are a cost effective way to save lives and prevent serious injuries.
- Accessible pedestrian signals are essential for blind and low-vision pedestrians to safely and confidently navigate our roadways.
- This is one of the most cost-effective safety investments the state can make to improve pedestrian safety.

Mahalo!

SB-2470

Submitted on: 2/3/2026 7:25:07 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Vickie Kennedy	Individual	Support	Written Testimony Only

Comments:

Aloha Representative David Tarnas and

Senator Karl Rhoads!

My name is Vickie Kennedy and I am a member of the board of directors of The Hawaii Association for the Blind (HAB). I and HAB strongly support H.B.1884 and S.B. 2470 bills which require the installation of accessible pedestrian signals (APS) at specific intersections.

For individuals who are blind, like I have been these past 48 years, it is high time to install APS. Curb cuts were constructed decades ago at every corner for wheelchair access. Now it is time for the installation of APS. In my Ewa Beach neighborhood, I cannot tell you how grateful I am that such audible signals have been available for about six or seven years at the crazy busy intersection of Kapolei Blvd and Keoneula Blvd. Although my guide dogs are extremely smart and well taught, they cannot read traffic or walk signals. They need to await my command to proceed across the intersection. Without the audio sound, I have to rely on my hearing to sense when it is safe to cross. Unfortunately, I cannot hear all the electric cars that are now on the streets. Please, please know that the audio signals literally can save my life!! We need so many more intersections covered by these signals!!

This is a measure that allows for much safer passage in crossing the streets, particularly where there is 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, like me, have also indicated dangerous intersections. Blind individuals using their white canes – something that driver’s examinations include in license examinations - risk their safety crossing intersections where traffic signals have no APS.

HAB is willing to provide its members with input in making recommendations on where to have APS installed. HAB advocacy efforts included meetings with City & County Department of Transportation officials to request APS and they indicated their support of installing APS in key areas. We ask for support from the State Department of Transportation to implement APS.

Thank you for the opportunity to strongly support H.B. 1884. S.B.2470

Vickie Kennedy

Board Member, Hawaii Association of the Blind

808-222-8862

SB-2470

Submitted on: 2/3/2026 7:56:08 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

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

Comments:

Aloha,

I strongly support SB2470 because leading pedestrian intervals have been proven to increase safety for pedestrians. This technology is much needed in the state of Hawaii, where traffic fatalities and injuries involving cars are at an all time high. The technology would also increase the comfort level of pedestrians by giving them a sense of more time to cross the road.

Mahalo,

Jonathan Huynh

SB-2470

Submitted on: 2/4/2026 12:47:54 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

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

Comments:

Senator Lorraine R. Inouye, Chair

Senate Committee on Transportation

Senator Glen Wakai, Chair

Senate Committee on Energy and Intergovernmental Affairs

State of Hawai'i

February 4, 2026

Honorable Committee Chairs and Committee Members,

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

For individuals that are intellectually delayed it provides them with another way of being able to cross the street safely. For those who are blind or visually impaired it provides a way that they can hear the street signals and respond to it accordingly. This bill allows for much safer passage in crossing the streets, particularly where there are high volume motorized vehicles and bicycle traffic. For seniors it also provides an additional alert mechanism for them.

It should especially be considered in the areas where there are schools because of high volume of traffic and people passing through.

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

Terri Lynn Higashi

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SB-2470

Submitted on: 2/4/2026 1:25:49 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
RONALD FLORMATA	Individual	Support	Written Testimony Only

Comments:

Honorable Chair

Committee Members

My name is Ronald Flormata and I'm totally blind due to my retinitis pigmentosa. Several years ago when I was operating the now -closed blind vending facility located on the ground floor of the Post Office in dhowntown, below DCCA, after an honest 8 hour work, I headed to cross King Street at the corner of Richard. I knew I have the guts but not the good vision to cross safely. I was oblivious to the fact that I was headed towards the incoming traffic coming from the other side of Richard. I could have ended up splat on the streets of Honolulu had it not been for a good Samaritan who pulled me back to the right bearing . There was no audio signal at that intersection. I consider myself lucky to escape that incident unscathed and complete. Just one of those near life-threatening experiences in my life because I'm visually impaired. How many blind and visually impaired individuals like me face this challenge everyday trying to be productive, working to make a decent living who can be maimed anytime just by crossing the streets? I implore members of this august committee to support HR 1884 bill that would provide me and others like me the guidance to cross Hawaii streets safely with less stress and anxiety. The Hawaii Association of the Blind has been advocating for accessible pedestrian signal for years but our voice has fallen on deaf ears. But we will not be deterred. We will keep on advocating for this audible pedestrian signal for busy streets of Hawaii.

Mahalo for your attention!

RONALD FLORMATA

Residence: 73-1077 Makamaka St., Kailua-Kona HI 96740

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SB-2470

Submitted on: 2/4/2026 2:09:06 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
James Kennedy	Individual	Support	In Person

Comments:

Aloha Senators Inouye and Wakai!

I am Jim Kennedy, husband of my totally blind wife, Vickie Kennedy, and I am writing to plead that you and your committee fully support SB2470, which is for implementation of APS, audio pedestrian signals, at dangerous intersections. Why? Here's why...

Can I please ask you to contemplate closing your eyes and envisioning trying to cross King Street at Punchbowl. Just think about that for a moment, please. It would have to be frightening!! This is exactly what a blind person faces, but they can't open their eyes and check to see if it really is safe, like you can.

While my wife has been using smart, professionally trained guide dogs for 26 years, these dogs cannot read traffic lights and walk signals. They must rely solely on Vickie's verbal "commands" to move forward to cross. Vickie must use her hearing to get a sense of traffic flow, in order try to figure out when it is probably safe to cross. "Probably" is not the same as guaranteed safe!! Further, while electric vehicles are arguably good for the environment, they give off almost no sound to alert visually impaired folks to their approach. After listening to traffic flows, if things seem quiet, Vickie will likely think it is safe to cross the street. Today, that lack of sound is no longer an indication it is safe to start to cross. APS will alert my honey with the signals' ticks, indicating the lights have changed and it is safe to cross.

We live in Ewa Beach and are so grateful that we have APS at Keoneula Blvd and Kapolei Parkway. Those intersecting streets are 7 lanes wide each, and the traffic flow can be horrendous! Without APS, I shudder to even think of my honey trying to cross there based solely on her being able to hear the traffic accurately.

I Plead that you both Please, please do whatever you can to get this bill passed. You can do so knowing with absolute certainty that you will be saving lives!

Mahalo nui loa, and God Bless!

Jim Kennedy
Ewa Beach

February 4, 2026

Trevor Nagamine
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tnagamine.nb25@gmail.com

Sen. Lorraine Inouye, Chair
Committee on Transportation
Hawaii Senate
415 S. Beretania St. Rm. 210
Honolulu, HI 96813

Sen. Glenn Wakai
Committee on Energy and
Intergovernmental Affairs
Hawaii Senate
415 S. Beretania St. Rm. 407
Honolulu, HI 96813

RE: SB2470 — RELATING TO PUBLIC TRANSPORTATION

Dear Chair Inouye, Chair Wakai, and Members of the Committees,

My name is Trevor Nagamine, and I am a resident of Mililani. I am also a member of Neighborhood Board No. 25 (Mililani/Waipio/Melemanu); however, I am submitting this testimony as an individual, and this testimony does not reflect an official position of Neighborhood Board No. 25. I am writing today to support SB2470.

SB2470 would require the Department of Transportation to install leading pedestrian interval signals at intersections with state-owned traffic signals. This is an important and necessary step in improving pedestrian safety, since it would eliminate conflicts between turning drivers and pedestrians entering a crosswalk by allowing pedestrians to enter the crosswalk before drivers are allowed to enter the intersection. As someone who has nearly been hit by an inattentive driver on innumerable occasions, I gladly welcome this change to Hawai'i's traffic signals.

I respectfully ask that the committees pass SB2470. Thank you for your time and attention to this matter.

Mahalo,

Trevor Nagamine

From: [Karen Kojima](#)
To: [TRS Committee](#)
Subject: Fwd: SB 2470 Testimony
Date: Wednesday, February 4, 2026 11:26:20 AM

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From: Les A <liliha123@outlook.com>
Date: Wed, Feb 4, 2026 at 8:55 AM
Subject: SB 2470 Testimony
To: Karen Kojima <karenkoji277@gmail.com>

Senator Lorraine R. Inouye, Chair

Senate Committee on Transportation

Senator Glen Wakai, Chair

Senate Committee on Energy and Intergovernmental Affairs

State of Hawaii

February 3, 2026

Honorable Committee Chairs and Committee Members.

As a legally blind individual and retired Department of Education teacher of the visually impaired, I am writing to support S. B. 2470 which requires the installation of accessible pedestrian signals (APS) at specific intersections.

Blind pedestrians face many challenges, the highest risk being crossing busy intersections. Blind travelers must rely on crossing strategies and their primary source of information is auditory. Factors such as distracted drivers, reckless drivers, and “quiet” cars, compound the situation, Installing APS at selected intersections would aid in a blind person’s ability to determine a safe crossing. The APS would also benefit other population such as the elderly and distracted pedestrians.

In light of the extremely high number of traffic fatalities this past year, the installation of APSs would contribute to another layer of safety for pedestrians.

For the above reasons, I support S. B. 2470.

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

Karen Kojima

Hawaii Association of the Blind, Committee Member

(808) 386-3277

karenkoji277@gmail.com

From: [anthony akamine](mailto:anthony.akamine@gmail.com)
To: [TRS Committee](#)
Subject: Testimony in support of SB2470
Date: Wednesday, February 4, 2026 1:17:33 PM

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Senator Lorraine R. Inouye, Chair
Senate Committee on Transportation
Senator Glen Wakai, Chair
Senate Committee on Energy and Intergovernmental Affairs
State of Hawaii

February 4, 2026

Honorable Committee Chairs and Committee Members,

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

My name is Tony and I live in the Leeward and travel by bus and (Skyline) I have multiple disabilities including being blind

I utilize APS when available along with my mobility and orientation training to help me navigate safely along Fort Weaver in Ewa Beach. Where I travel there is only one Audible signal. I humbly request that More APS need to be deployed statewide throughout the community. Ewa beach and throughout Waipahu, Pearl City to Lagoon along areas connecting to the rail and in our neighborhood along our schools. along with the neighbor island. An example: I travel daily to work and take the train to Pearl Highlands train station and you find a auditable signal that alerts that a warning light is flashing this does not mean it is safe but it provides an indication that warning lights are flashing and I use my orientation and mobility skills to make sure no cars are approaching and precede to get ready to start to cross.

I am grateful for the work that is being done around our schools to ensure safe streets for all. Much like the bumps on the road near the schools help people to slow down, become more aware of their surroundings. Fort Weaver next to Mc Donalds is an example of an intersection that needs APS but no action has occurred. I would like to see APS along the Train stations and considered around the areas by our schools throughout Hawaii.

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

Tony Akamine
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alohaakamine@gmail.com

LATE

SB-2470

Submitted on: 2/4/2026 11:47:48 PM

Testimony for TRS on 2/5/2026 3:00:00 PM

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

Comments:

Audible Pedestrian Signals are needed at major intersections for equal access, especially for the blind and visually impaired.