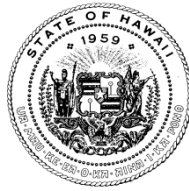


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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Tuesday, March 24, 2026
9:00 AM
State Capitol, 430

**SB2695, SD1
RELATING TO PEDESTRIAN SAFETY**

House Committee on Transportation

The Department of Transportation (DOT) supports S.B. 2695, S.D. 1, relating to clarifying driver obligations at crosswalks and strengthening penalties for violations, especially in school zones.

This bill addresses critical safety concerns for pedestrians, particularly in school zones and for visually impaired individuals. By requiring drivers to stop and remain stopped for pedestrians in crosswalks, and by strengthening penalties for violations, this legislation aligns with our department's commitment to improving road safety and reducing pedestrian fatalities and injuries.

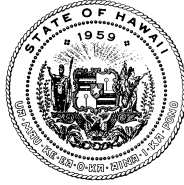
In recent years, Hawaii has witnessed tragic incidents involving pedestrians, including in school zones. Our data shows that pedestrians, especially those aged 17 and younger or 65 and older, are particularly vulnerable. From 2020 through 2024, pedestrians accounted for 27 percent of all traffic fatalities and 16 percent of all serious injuries in our state. These statistics underscore the urgent need for stronger measures to protect pedestrians.

The DOT believes that clarifying driver obligations and increasing penalties will serve as a stronger deterrent to risky driving behavior. This approach is consistent with our Vision Zero Action Plan, which aims to eliminate traffic fatalities and serious injuries. By focusing on school zones, this bill provides enhanced protection for our most vulnerable road users – our children.

Furthermore, the additional protections for blind and visually impaired pedestrians address a critical need for inclusive safety measures on our roads. This provision ensures that our transportation system becomes more accessible and safer for all members of our community.

We view this bill as a crucial step towards creating a safer environment for pedestrians across Hawaii. It complements our ongoing efforts in pedestrian safety, including the installation of raised crosswalks, implementation of traffic calming measures, and continuous public education on road safety.

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
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**Testimony in SUPPORT of S.B. 2695, S.D. 1
RELATING TO PEDESTRIAN SAFETY**

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: March 24, 2026
9:00 AM

Room Number: Conference Room 430
via Videoconference

1 **Fiscal Implications:** None

2 **Department Position:** The Department of Health (DOH) supports Senate Bill 2695, Senate Draft 1
3 (S.B. 2695, S.D. 1), which clarifies a driver's obligations at crosswalks. The measure requires
4 drivers to stop and remain stopped for pedestrians in crosswalks, strengthens penalties for
5 traffic violations, particularly in school zones, and expands the offense of negligent injury in the
6 second degree to include bodily injury to a vulnerable user by the operation of a vehicle in a
7 negligent manner.

8 **Department Testimony:** This measure supports Hawaii's goal of reducing traffic related deaths
9 and serious injuries to zero by 2045. Traffic fatalities in Hawaii increased over 20% between
10 2024 and 2025; most alarming, Oahu saw an increase of over 60% in fatalities in the same
11 period. Nearly one-third of all traffic fatalities in Hawaii in 2025 involved a pedestrian, many of
12 whom were lawfully crossing the road. The Federal Highway Administration refers to this as a
13 "safety culture," that considers safety for all users.¹ Focusing on improving crosswalks,

¹ U.S. Department of Transportation Federal Highway Administration. *Safety Culture*. Retrieved 1-27-25 from:
<https://highways.dot.gov/safety/zero-deaths/safety-culture>

1 reducing vehicle speeds, and designing safer streets (e.g., implementing traffic calming
2 measures) can reduce pedestrian injuries and fatalities.

3 Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living,
4 only 33% of adult and 18% of high school students in Hawaii met federal guidelines for physical
5 activity.^{2,3} The design of roads that integrate active transportation options like walking,
6 bicycling, and transit is a public health concern since the safety and accessibility of a
7 community’s built environment can promote or hinder physical activity. This includes removing
8 barriers to safely and conveniently accessing active transportation options. Safe, accessible,
9 and walkable communities encourage physical activity and can promote better health
10 outcomes in communities whose populations are at less risk for serious chronic diseases and
11 conditions such as obesity, heart disease, and diabetes.⁴

12 Policies and engineering designs that prioritize pedestrians at marked and unmarked
13 crosswalks are critical for accessibility and connectivity to essential community destinations,
14 and safety. Prioritizing the rights of pedestrians when crossing a street promotes safety and
15 encourages walking and rolling and supports Hawaii’s commitment to Vision Zero.

16 **Offered Amendments:** None

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

² Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

³ 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.

⁴ CDC *About Physical Activity*. 2021.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

03/24/26 9:00 AM

CR 430 & Videoconference

SB2695 SD1

RELATING TO PEDESTRIAN SAFETY

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB2695 SD1** which clarifies a driver's obligations at crosswalks, requires drivers to stop and remain stopped for pedestrians in crosswalks, strengthens penalties for traffic violations, and expands the offense of negligent injury in the second degree to include bodily injury to a vulnerable user by the operation of a vehicle in a negligent manner.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities in Hawaii increased over twenty (20) percent between 2024 and 2025; most alarming, Oahu saw an increase of over sixty (60) percent in fatalities in the same period. Nearly one-third of all traffic fatalities in Hawaii in 2025 involved a pedestrian, many of whom were lawfully crossing the road. A 2011 study conducted by [AAA Foundation for Traffic Safety](#) found that the average risk of death for a pedestrian reaches 50% at an impact speed of 42 MPH, 75% at 50 MPH, and 90% at an impact speed of 58 MPH.

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, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.



March 24, 2026

COMMITTEE ON TRANSPORTATION

Rep. Darius K. Kila, Chair

Rep. Tyson K. Miyake, Vice Chair

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

My name is Lisa Dau, RN, Injury Prevention Coordinator, representing the Keiki Injury Prevention Coalition. I strongly support **SB2695 SD1** (Relating to Pedestrian Safety), now referred to your committee.

This measure clarifies drivers' obligations by requiring them to **stop and remain stopped** for pedestrians in crosswalks (marked or unmarked). It strengthens penalties for violations—especially in school zones—and expands negligent injury in the second degree to include bodily injury to vulnerable users (pedestrians, cyclists, etc.) from negligent driving. It also adds protections for blind or visually impaired pedestrians.

Hawaii's roads remain dangerous for keiki and vulnerable users, with pedestrian fatalities contributing to high overall traffic deaths. This bill promotes safer, more walkable communities and aligns with KIPCC's mission to prevent child injuries—traffic incidents are a leading cause for ages 1-17.

Please pass SB2695 SD1 to protect our families and reduce preventable harm.

Mahalo for your consideration and commitment to transportation safety.

Sincerely,

Lisa Dau, RN, Injury Prevention Coordinator

Keiki Injury Prevention Coalition

lisa.dau@kapiolani.org

<https://kipchawaii.org/>



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HOUSE COMMITTEE ON TRANSPORTATION
Tuesday - March 24, 2026 - 9:00am

Hawai'i Bicycling League Supports SB 2695, SD1, relating to Pedestrian Safety

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 supports SB 2695, SD1 to clarify driver obligations at crosswalks with enhanced requirements for stopping/yielding to pedestrians; strengthens penalties for violations, particularly in school zones; creates additional criminal penalties when pedestrians suffer bodily injuries as well as heightened protections for blind and visually impaired pedestrians.

Given that 2025 was one of the deadliest years in decades on Hawai'i roads, it is imperative to take bold action to influence public behavior change and raise awareness about road safety for all road users, especially vulnerable users, including pedestrians. This is aligned with Vision Zero principles which have been adopted by the State and the Counties. It also supports creating walkable communities and Honolulu's 2026 Charter Amendment for a more bike- and pedestrian-friendly city.

HBL urges you to support this bill and help leverage the safety benefits it presents so that individuals and families can be better protected in crosswalks statewide. Mahalo for your time and consideration.

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League

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

House Transportation (TRN) Committee

Thirty-third legislature, 2026 regular session
March 24, 2026, 9:00 am, hearing on SB2695 S.D. 1

Good morning Chair Kila, Vice Chair Miyake, and members. I am James Gashel, National Federation of the Blind (NFB) of Hawaii Legislative chair, supporting SB2695 and requesting an amendment. This is an important bill to promote improved pedestrian safety, providing pedestrian rights at cross walks, an effort that is very much needed.

The purpose of this Act is to advance the State's traffic safety and vision zero-aligned commitments by:

- (1) Clarifying driver obligations at crosswalks;
- (2) establishing a clear and enforceable duty to stop and remain stopped for pedestrians;
- (3) Strengthening penalties for violations, particularly in school zones; and
- (4) Expanding the offense of negligent injury in the second degree to include bodily injury to a vulnerable user by the operation of a vehicle in a negligent manner.

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 SB2695 S.D. 1.

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 complexities 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.

Members of the NFB of Hawaii were very pleased when this committee approved HB2186, the House companion to SB2695. The original version of both HB2186 and SB2695 proposed adding a new subsection to HRS chapter 707, establishing the "offense of failure to stop and remain stopped for a blind or visually impaired pedestrian," which this committee approved. However, we were absolutely shocked and dismayed when the Senate Transportation Committee removed this provision in passing SB2695 S.D. 1.

Today we are asking you to restore the provision: "offense of failure to stop and remain stopped for a blind or visually impaired pedestrian," in making House amendments to SB2695. We ask this in the name of safety, not sympathy. We can cross the streets safely, and we do so every day, but in

doing so we're having to deal with a growing number of contending factors, such as increasing ambient noise levels, uncertainty as to whether crosswalks are marked or unmarked, traffic volumes in many areas, ever growing complexity of intersections and roundabouts, more and more hybrid vehicles, both conventional and electric bicycles, and completely electric quiet cars.

Perhaps the Senate Transportation Committee just had problems with the original language of this subsection, providing enhanced protection for blind pedestrians, that's one thing open to discussion, but it's quite another thing to remove the provision and effectively close off discussion altogether. That's why we're asking you to restore this particular provision so its consideration can continue as the bill advances.

Also, please realize that low vision and blind people have high priority pedestrian needs since we can't drive and have to walk perhaps more than others who can drive. Therefore, please keep this enhanced safety protection provision alive as SB2695 moves forward. Mahalo for your consideration of our situation and particular need in regard to this important bill.

SB-2695-SD-1

Submitted on: 3/23/2026 8:19:18 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Chad K Taniguchi	Individual	Support	Written Testimony Only

Comments:

Pedestrians NO KA OI!!! They need to be respected to the utmost as if roads were made for them, not as obstacles or traffic delays. Full stop.

SB-2695-SD-1

Submitted on: 3/23/2026 8:39:38 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

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

Comments:

I submit this testimony in strong support of SB2695 SD1, which clarifies driver obligations at crosswalks and strengthens penalties for violations to improve pedestrian safety in Hawaii. As noted by the Hawai'i Bicycling League, with 2025 being one of the deadliest years in decades on Hawai'i's roads, bold action is urgently needed to influence driver behavior and protect vulnerable road users.

The bill's "stop and remain stopped" standard represents a critical improvement over existing law by eliminating ambiguity about when drivers must yield to pedestrians. By establishing clear lane-based trigger points and defining when a pedestrian is considered to be crossing within a crosswalk, the bill creates enforceable standards that can reduce conflicts between drivers and pedestrians.

The enhanced penalties, particularly the doubling of fines in school zones, send a strong message that dangerous driving behavior will not be tolerated. The graduated penalty structure provides appropriate consequences for repeat offenders while maintaining proportionality for first-time violations.

I recommend several amendments to strengthen this important legislation:

1. Add connections to multimodal transportation goals by recognizing how pedestrian safety supports livable communities and sustainable transportation
2. Include a public education component to ensure drivers understand the new crosswalk requirements and their rationale
3. Require data collection to measure the impact of the new standards on pedestrian safety
4. Connect to housing and community design by recognizing how complete streets support pedestrian safety and livability

This legislation represents a critical step toward achieving Vision Zero goals in Hawaii by addressing one of the most significant factors in pedestrian fatalities and injuries. It aligns perfectly with efforts to create safer, more inclusive communities where walking is a viable transportation option for all residents.

Safe crosswalks are particularly important for children walking to school, older adults, and individuals with disabilities who face heightened risk on our roadways. By strengthening legal

protections for these vulnerable users, we create a more equitable transportation system that serves all members of our community.

I respectfully urge your strong support of SB2695 SD1 with these amendments to help create safer streets and reduce preventable tragedies for pedestrians across Hawaii.

Mahalo for your consideration.

SB-2695-SD-1

Submitted on: 3/23/2026 9:39:24 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I strongly support SB2695. We need to continue to raise awareness about road safety on our streets. There are far too many fatalities; Let's keep our vulnerable users, especially our kupuna safe.