

JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



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

Tuesday, April 7, 2026  
2:00 p.m.  
State Capitol, 308

**SB3234, SD2, HD1  
RELATING TO TRAFFIC SAFETY**

House Committee on Finance

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The Hawaii Department of Transportation (HDOT) supports SB3234, SD2 HD1, which appropriates funds for the installation of safety improvements at sites abutting school properties.

When developing and funding traffic improvements, HDOT prioritizes intersections and areas based on objective criteria, including crash history and assessed risk levels. We also utilize the HDOT Safety Analytics platform, a data-driven tool that enhances roadway safety through advanced analytics, visualization, and predictive insights. It leverages spatial analysis to transform historical and real-time data into actionable strategies for safer infrastructure. In addition, HDOT is accelerating delivery of our priority multimodal network, with over \$300 million in bicycle and pedestrian projects over the next 10 years. Multimodal network project prioritization considered proximity to schools and areas with higher concentrations of youth. We recognize that pedestrian safety near schools is a shared responsibility, and investing in appropriate pedestrian safety improvements helps reduce the risk of crashes and enhances community confidence in safe travel routes.

HDOT requests \$5,000,000 be appropriated from the safe routes to school program special fund, and any additional funds be appropriated from the general fund. Accordingly, we request the following amendment.

Delete Section 3.

“There is appropriated out of the state highway fund established pursuant to section 248-8, Hawaii Revised Statutes, the sum of \$ \_\_\_\_\_ or so much thereof as may be necessary for fiscal year 2026-2027 for the department of transportation to install pedestrian safety improvements at sites abutting school properties; provided that the department may consider other sites.”

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



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
KA 'OIHANA HO'ONA'AUAO  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

**Date:** 04/07/2026

**Time:** 02:00 PM

**Location:** 308 VIA VIDEOCONFERENCE

**Committee:** FIN

**Department:** Education

**Person Testifying:** Keith T. Hayashi, Superintendent of Education

**Title of Bill:** SB3234, HD1, RELATING TO TRAFFIC SAFETY.

**Purpose of Bill:** Appropriates funds to the Department of Transportation to install pedestrian safety improvements at sites abutting school properties, with consideration for other sites. Effective 7/1/3000. (HD1)

**Department's Position:**

The Hawaii State Department of Education (Department) supports SB 3234, SD 2, HD 1 appropriating funds to the Hawaii Department of Transportation to install pedestrian safety improvements primarily at sites abutting school properties.

The National Center for Safe Routes to School's Vision Zero for Youth program encourages cities to prioritize places where youth walk and bike for safety improvements, including infrastructure that eliminates vehicle-pedestrian conflicts.

SB 3234, SD 2, HD 1 strengthens student safety by addressing one of the highest-risk areas for students—crossing busy streets near schools. The bill aligns with Safe Routes to School objectives by improving walkability, reducing near-misses, and encouraging healthier, safer travel to campus.

Thank you for the opportunity to provide testimony in support of this bill.



## HIPHI Board

May Okihiro, MD, MS  
Chair  
John A. Burns School of Medicine,  
Department of Pediatrics

Jennifer José Lo, MD  
Vice Chair  
Hawai'i Health Partners

Titimaea Ta'ase, JD  
Secretary  
Taase Law Office

Jonathan Ching  
Kaiser Permanente

Tammy Ho  
The Queen's Medical Center

Carissa Holley, MEd  
Hale Makua Health Services

Joyce Lee-Ibarra, MS  
JLI Consulting

Misty Pacheco, DrPH  
University of Hawai'i at Hilo

Dina Shek, JD  
Medical-Legal Partnership  
For Children in Hawai'i

JoAnn Tsark, MPH  
John A. Burns School of Medicine, Native  
Hawaiian Research Office

Danette Wong Tomiyasu, MBA  
Retired, Hawai'i State Department of  
Health

## HIPHI Initiatives

Coalition for a  
Tobacco-Free Hawai'i

Community-Based Research &  
Evaluation

Community Health  
Worker Initiatives

Environmental Health

Hawai'i Climate Change and Health  
Working Group

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Immunization Coalition

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective/Healthy Aging &  
Community Living

Public Health Workforce Development

Date: April 6, 2026

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

RE: Support with comments for SB 3234 SD2 HD1, Relating to Traffic Safety

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

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Hawai'i Public Health Institute (HIPHI)<sup>1</sup> and the Healthy Eating + Active Living<sup>2</sup> (HEAL) Statewide Coalition **support SB 3234 SD2 HD1**, which appropriates funding to the Department of Transportation to install all-way crosswalks at sites abutting school properties, with consideration of other sites, and offers comments.

This bill takes an important step toward improving the safety of our students and the surrounding communities.

### Safe Routes to School Funds Should Be Used Solely for School-Related Traffic Improvements

WHowever, I respectfully note that, while consideration of other sites can directly influence the safety and well-being of students and community members, the SRTS special funds should be used solely for the purpose of creating safer environments at locations that directly impact school-related traffic. FPerhaps funds for all-way crosswalks at other sites can be designated from other funding sources.

### Crosswalks are Good for Safety and Active Lifestyles

Safe street crossings are important for students and families to feel comfortable walking and biking to school. When keiki have safe routes, they get more physical activity, build independence, and arrive at school ready to learn.

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

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



Appropriating Safe Routes to School program special funds to install all-way crosswalks at sites next to school properties creates safe routes and aligns with the purpose of the statewide SRTS Program. SRTS<sup>3</sup> strives to:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

All-way crosswalks at school complexes would provide safe access, reduce traffic congestion, and help keiki be healthy, independent, and thrive.

HIPHI and the HEAL coalition support **SB 3234 SD2 HD1** and respectfully ask the committee to pass this measure.

Mahalo,

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

Patti Hatzistavrakis  
Active Transportation Specialist

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<sup>3</sup> Hawai'i Department of Transportation. (n.d.). Safe Routes to School Program. Retrieved February 9, 2026 from, <https://hidot.hawaii.gov/highways/srts/>



**Testimony for Hawai'i Appleseed Center for Law and Economic Justice**  
**Support for SB3234 SD2 HD1 - Relating to Traffic Safety**  
**House Committee on Finance (FIN)**  
**Tuesday, April 7, 2026 at 2:00PM**

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Dear Chair Todd, Vice Chair Takenouchi, and members of the FIN committee, Mahalo for the opportunity to express **SUPPORT for SB3234 SD2 HD1**, which would appropriate funds to the Hawai'i Department of Transportation (HDOT) to to implement pedestrian safety improvements—including all-way crosswalks, raised intersections, or a combination of both—at locations abutting school properties, through allocation of monies from the state highway fund, general fund, and safe routes to school (SRTS) special fund. We also offer **suggested amendments** for the committee's consideration.

Signalized intersections are among the most dangerous places for people walking in Hawai'i, frequently placing pedestrians in direct conflict with turning vehicles. According to HDOT's Vulnerable Road User Safety Assessment, more than half of all pedestrian crashes occur at intersections.<sup>1</sup> With roughly 20 percent of Hawai'i residents under the age of 18, many of our keiki rely on walking and other active modes of transportation for their independence and access to education.

All-way crosswalks, also known as exclusive pedestrian phases, scramble crossings or Barnes Dance, utilize a traffic signal phase that stops all vehicular traffic simultaneously. This creates an exclusive window for pedestrians to cross the entire intersection at once, including diagonally, completely removing the risk of conflict with turning vehicles. Implementation of all-way crosswalks:

- Increases pedestrian visibility.
- Reduces conflicts between vehicles and pedestrians.
- Reduces pedestrian crossing time and exposure.
- Reduces the buffer zone between vehicles and pedestrians.

Research has shown significant safety improvements following the implementation of all-way crosswalks. A San Francisco study found vehicle-pedestrian conflicts decreased from 7.0 percent to 1.1 percent<sup>2</sup> and

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

<sup>2</sup> FHWA, "FHWA Highway Safety Programs: Safety Countermeasures", accessed March 2026. <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-countermeasures/san-francisco-pedsafe-phase-ii-final-5>.

a Los Angeles intersection that averaged 13 crashes per year experienced zero crashes after installation of an all-way crosswalk.<sup>3</sup>

It is important to note that all-way crosswalks are not a new or experimental concept to Hawai'i. In 2020, the City and County Department of Transportation Services successfully designed and installed an all-way crosswalk at the intersection of Kalakaua Avenue and Lewers Street in Waikiki.<sup>4</sup> Expanding this proven safety measure to school zones is a logical and necessary step toward achieving our Vision Zero goals.

## **SUGGESTED AMENDMENTS**

To strengthen the bill and ensure sustainable, strategic investment in pedestrian safety, we respectfully **urge the committee to remove the Safe Routes to School (SRTS) Special Fund as a Funding Source as an eligible funding source for these improvements.** While we strongly support investments in pedestrian safety near schools, using the SRTS Special Fund for this purpose would be duplicative and could unintentionally undermine existing programs. The SRTS program is specifically designed to fund safety improvements within a one-mile radius of schools, and already includes an established process for project selection, including review and approval by the SRTS Advisory Committee.

Additionally, the SRTS program operates with limited funding. Even with full implementation of Act 212 (passed in 2025), the SRTS fund is expected to generate only approximately \$5 to \$6 million annually. In contrast, over the past decade, the state's transportation capital budget has averaged around \$700 million per year, and in 2023 alone, the State Highway Fund had a revenue of approximately \$316 million.<sup>5</sup>

Diverting scarce SRTS funds to support this separate appropriation would reduce the State's ability to implement other critical, community-identified safety projects through the established SRTS pipeline. Maintaining the integrity of the SRTS fund while relying on the State Highway Fund and General Fund for this initiative would better align resources with program intent and maximize overall impact.

Mahalo for the opportunity to testify on this important measure.

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<sup>3</sup> The Carlson Law Firm, "What are the Benefits of Pedestrian Scramble Crosswalk?" October 2023.

<https://www.carlsonattorneys.com/what-are-the-benefits-of-pedestrian-scramble-crosswalk/>.

<sup>4</sup> City and County of Honolulu, "Complete Streets Progress Report: Fiscal Year 2020," December 2020.

<https://www.honolulu.gov/completestreets/wp-content/uploads/sites/37/2024/03/Complete-Streets-Progress-Report-FINAL-DEC-2020.pdf>.

<sup>5</sup> Seitz, Abbey and Gilliam, Trinity, "Rethinking roads: shifting budget priorities to expand mobility options & reduce vehicle travel," Hawai'i Appleseed Center for Law and Economic Justice, December 2024.

[https://static1.squarespace.com/static/601374ae84e51e430a1829d8/t/6750d500e0d1b478185cf1ae/1733350677880/Rethinking+Roads\\_FINAL.pdf](https://static1.squarespace.com/static/601374ae84e51e430a1829d8/t/6750d500e0d1b478185cf1ae/1733350677880/Rethinking+Roads_FINAL.pdf)



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EMAIL  
bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION  
Tuesday - March 17, 2026 - 9:30am

**Hawai'i Bicycling League Strongly Supports SB 3234, SD2, HD1, relating to Traffic Safety**

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

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

HBL strongly supports SB3234, SD2, HD1, to fund the installation of all-way crosswalks at sites abutting school properties. This is an essential investment in safety to especially protect vulnerable road users and everyone who attends, visits, or works at public schools across Hawai'i. All-way crosswalks enhance visibility by stopping all vehicular traffic in an intersection to allow for pedestrians to proceed with greater visibility.

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 for vulnerable road users and their rights to safely get to and from schools. This bill is one key example that can be implemented to protect people crossing streets near schools and elevate public policy discussions to influence behavior change across the board.

Biking, walking, rolling, and using public transit are threads of a public safety net that protects everyone. This bill is a step toward creating practical solutions for youth and families to adopt safer behaviors and transportation routines and learn about multimodal options to get to school and work.

HBL urges you to support this bill and help leverage the safety benefits it presents so that individuals and families can be better protected on their way to and from school. Mahalo for your time and consideration.

S/Eduardo Hernandez

**Eduardo Hernandez**  
Advocacy Director  
Hawai'i Bicycling League



*Hawai'i Children's Action Network Speaks! is a nonpartisan 501c4 nonprofit committed to advocating for children and their families. Our core issues are safety, health, and education.*

To: House Committee on Finance  
RE: **SB3234 SD2 HD1 – Relating to Traffic Safety**  
Hawaii State Capitol & Videoconference  
April 7, 2026, 2:00 PM

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

On behalf of Hawai'i Children's Action Network (HCAN) Speaks!, I am submitting this testimony in **SUPPORT of SB3234 SD2 HD1**, which appropriates funds to the Department of Transportation to install pedestrian safety improvements at sites abutting school properties, with consideration for other sites.

This bill would protect Hawai'i's keiki by funding all-way crosswalks near schools. Children are especially vulnerable on our roads—they are smaller, less visible, and still developing the ability to judge traffic. Safer crossings are essential to prevent avoidable injuries.

All-way crosswalks stop vehicle traffic in all directions, allowing students to cross safely and predictably. This reduces conflicts with turning cars, one of the leading dangers near schools. It also supports walking and biking, improving health and reducing congestion around campuses.

Every child deserves a safe route to school. This bill helps our state move closer towards that goal.

Mahalo for this opportunity to provide this testimony. Please pass this bill.

Sincerely,

Nicole Woo  
Director of Research and Economic Policy



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HOUSE COMMITTEE ON FINANCE  
Tuesday, April 7, 2026 — 2:00 p.m.

**Ulupono Initiative offers comments on SB 3234 SD2 HD1, Relating to Safe Routes to School.**

Dear Chair Todd and Members of the Committee:

My name is Micah Munekata, and I am the Vice President of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy, clean transportation choices, and better management of freshwater resources.

**Ulupono offers comments on SB 3234 SD2 HD1**, which appropriates funds to the Department of Transportation to install pedestrian safety improvements at sites abutting school properties, with consideration for other sites.

Ulupono supports the wide gamut of pedestrian safety improvements at or abutting schools and agrees that prioritizing this work is incredibly important—more than the Safe Routes to School (SRTS) Program Special Fund can provide alone, given the size and importance of these issues. Our comments are focused on the special fund and its use.

When the Legislature established the SRTS program's framework through Act 244 in 2023, it created a new structure meant to move beyond the status quo by prioritizing:

- transparency,
- community engagement, and
- statewide coordination in identifying safety needs for our keiki.

The legislative intent of this structure is meant to solidify a ground-up approach to community-led safety projects in each of our state's school communities.

We strongly support expeditious project funding when it comes to our keiki's safety; however, we feel that it is most prudent if the SRTS funding is derived through the aforementioned ground-up, people-first approach that is truly representative of the community. Projects developed outside of this established process may raise questions about consistency with the framework the Legislature put in place in 2023.

*Investing in a Sustainable Hawai'i*

It is important to note that there currently exists a process for the State, and each county, to submit SRTS projects for consideration to the Safe Routes to School Advisory Committee (SRTSAC), an advisory group of members confirmed by the Legislature to represent various community perspectives. In fact, the SRTSAC has made many important project funding recommendations over the past year:

### **Tier 1 Projects (recommended for execution and within current budget)**

1. Honolulu August Ahrens Elementary – \$1,000,000
2. Hawai'i Waiakea Elementary, Intermediate, and High schools – \$1,386,656
3. Honolulu Various – Determined (Complete Streets walkways) – \$900,000
4. Honolulu Various – Undetermined (Vision Zero Quick Builds) – \$600,000
5. Honolulu Various – Undetermined (School Speed Limits) – \$500,000
6. DOT (Maui) Ha'ikū Elementary School (shared use path) – \$100,000
7. Maui 'Īao Intermediate/Wailuku Elementary – \$850,000
8. Maui Lāna'i High & Elementary schools – \$327,000
9. Maui Various (Rapid Rectangular Flashing Beacons at various locations) – \$48,000
10. Maui Pōmaika'i Elementary/Kahului School/Maui Waena Intermediate schools – \$188,000
11. Kaua'i Kalaheo Elementary School – \$2,000,000
12. Honolulu Various – (non-infrastructure – Phase 1) – \$50,000
13. Hawai'i Various (non-infrastructure – Phase 1) – \$50,344

### **Tier 2 Projects (recommended for execution as funds become available)**

1. Maui 'Īao Intermediate/Wailuku Elementary schools – \$1,295,000
2. Honolulu Various – Undetermined (Master Quick Build Agreement - Phase 1) – \$350,000
3. DOT (Hawai'i) Waiakea Intermediate School (path) – \$1,443,461
4. DOT (Moloka'i) Moloka'i High School (Ped facility) – \$465,000
5. Hawai'i Various (non-infrastructure – Phase 2) – \$65,860
6. DOT (O'ahu) Kalāheo High School (bike lane) – \$302,985
7. Honolulu Various (non-infrastructure – Phase 2) – \$128,038
8. DOT (Kaua'i) Waimea Canyon Middle and High school (path) – \$2,927,442
9. DOT (O'ahu) Kuhio Elementary School (bike lane) – \$459,068
10. Honolulu Various – Undetermined (Master Quick Build Agreement - Phase 2) – \$1,150,000

As outlined in the SRTS Annual Report to the 2026 State Legislature, each project was evaluated and ranked using a range of community-based criteria, including proximity to schools, social equity and transportation disparities, project and applicant readiness, traffic stress levels, and cost. **The full report is available here, with a select number of project descriptions in Appendix A (Available Project Snapshots) on page 19:**

[https://hidot.hawaii.gov/highways/files/2026/03/SRTSAC\\_Annual\\_Report\\_2026\\_FINAL\\_030526.pdf](https://hidot.hawaii.gov/highways/files/2026/03/SRTSAC_Annual_Report_2026_FINAL_030526.pdf)

Should money be shifted from the SRTS Program Special Fund, as the current draft of this measure is considering, the tier 2 projects above that have gone through a community-led process will not be able to move forward as planned. As such, we recommend that funding for this measure should be derived from general funds or other means of financing outside of the already dedicated SRTS Program Special Fund.

We would also like to respectfully point out that the SRTS program was not designed to replace work already within HDOT's existing authority and work that has been done historically to address safety issues around the state. For example, speed humps, raised crosswalks, and similar traffic-calming measures are tools HDOT has long implemented through its normal coordination with counties within its current funding. If HDOT wishes to propose using SRTS funds for such projects, the department already can go through the same process as other community proposals.

Respectfully,

Micah Munekata  
Vice President of Government Affairs

**SB-3234-HD-1**

Submitted on: 4/2/2026 4:40:21 PM

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

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

Comments:

Writing in strong support of this important bill that would improve pedestrian safety near school zones. We need to protect our precious keiki! Mahalo.

**SB-3234-HD-1**

Submitted on: 4/2/2026 5:12:14 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kalae Correa	Individual	Support	Written Testimony Only

Comments:

This bill is an important step toward making our roads safer. With traffic fatalities rising and so many crashes tied to speeding and unsafe conditions, the need for stronger traffic-calming measures is urgent. Investing in safer crossings and other proven improvements especially around schools will help protect pedestrians and prevent more tragedies. I strongly support continued action on this issue.

**SB-3234-HD-1**

Submitted on: 4/3/2026 10:41:21 PM

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

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

Comments:

I, Johnnie-Mae L. Perry, Support

3234 SB RELATING TO TRAFFIC SAFETY.

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa  
808-395-3233

HEARING: 2 p.m. Tuesday, April 7, 2026

SUBJECT: SB3234, SD2, HD1 – Installation of Traffic Safety Improvements Near Schools –  
**COMMENTS**

Aloha Chair Todd and Committee Members,

Thank you for allowing the opportunity to provide testimony on SB3234, SD2, HD1, which authorizes the state Department of Transportation (DOT) to install pedestrian improvements at sites abutting school properties and appropriates funds.

As part of its traffic “safety” program, the DOT has been installing speed humps all over the state. Some of these humps make our roadways more dangerous for certain users, e.g., when they are put in downhill lanes, bicyclists may have no option but to go over them and could potentially lose control of their bikes.

In addition, some of these humps violate federal guidelines. For example, according to the Federal Highway Administration’s website, speed humps are “appropriate if [the] posted speed limit is 30 mph or less.” Speed tables and raised crosswalks have similar speed restrictions. In Hawaii, however, speed humps have been installed on roadways where the speed limit is 35 mph.

Humps are also not supposed to be installed on main thoroughfares used by emergency vehicles or express buses, yet that is routinely done here. Speed humps are slowing down emergency responders, and that is the last thing we should be doing in life-or-death situations.

Please ask the DOT to re-evaluate its use of speed humps and follow federal guidelines for their installation.