



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

Tuesday, March 17, 2026  
9:30 am  
State Capitol, 430

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

House Committee on Transportation

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The Hawaii Department of Transportation (HDOT) supports the intent S.B. No. 3234, SD2, which appropriates funds for the installation of all-way crosswalks at sites abutting school properties. While all-way crosswalks improve pedestrian visibility, they represent only one of several strategies for improving pedestrian safety. Each potential location should be evaluated to determine the most appropriate safety improvements to implement.

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 to provide the department with greater engineering discretion in selecting appropriate countermeasures for each site and flexibility to consider sites near schools that may not be abutting school properties. In addition, 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 amendments.

Delete Section 1.

“There is appropriated out of the state highway fund the sum of \$                    or so much

thereof as may be necessary for fiscal year 2026-2027 to install all-way crosswalks at sites abutting school properties.”

Amend Section 1 to read as follows.

“There is appropriated out of the safe routes to school program special fund established pursuant to section 291C-4, Hawaii Revised Statutes, the sum of \$5,000,000 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:** 03/17/2026

**Time:** 09:30 AM

**Location:** 430 VIA VIDEOCONFERENCE

**Committee:** TRN

**Department:** Education

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

**Title of Bill:** SB3234, SD2, RELATING TO TRAFFIC SAFETY.

**Purpose of Bill:** Appropriates an unspecified sum from the state highway fund for the Department of Transportation to install all-way crosswalks at sites abutting school properties. (SD2)

**Department's Position:**

The Hawaii State Department of Education (Department) supports SB 3234, SD 2 appropriating funds to the Hawaii Department of Transportation (HDOT) to install all-way crosswalks at sites abutting school property.

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. HDOT believes that all-way crosswalks may reduce this conflict and create predictable crossing conditions, critical for students who may have difficulty judging traffic movement. This updated infrastructure protects students during the most dangerous times of day-morning drop-off and afternoon pick-up.

SB 3234, SD 2 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.



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Transportation

March 17, 2026 at 9:30 AM  
Conference Room 430 & Videoconference

### SB3234 SD2 Relating to Traffic Safety

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

The Oahu Metropolitan Planning Organization (Oahu MPO) **supports SB3234 SD2**, which appropriates an unspecified sum from the state highway fund for the Department of Transportation to install all-way crosswalks at sites abutting school properties.

This bill aligns 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.<sup>1</sup> Enhancing pedestrian safety infrastructure will make it safer and easier for students to walk to school.

All-way crosswalks, which stop all vehicle traffic to allow pedestrians to cross in any direction, including diagonally, represent an effective pedestrian safety strategy with documented benefits<sup>2</sup>. Research has shown significant safety improvements: a San Francisco study found vehicle-pedestrian conflicts decreased from 7.0% to 1.1%,<sup>3</sup> and a Los Angeles intersection that averaged 13 crashes per year experienced zero crashes after installation.<sup>4</sup>

All-way crosswalks are most effective at signalized intersections with high pedestrian volumes crossing in multiple directions. However, they may not be the optimal solution for every location. As such, we respectfully suggest that the funds be flexible to allow for tailored safety solutions. At unsignalized intersections or locations with different traffic patterns, for example, alternative safety measures such as enhanced crosswalk markings, pedestrian refuge islands, traffic calming measures, raised crosswalks, or improved signage may provide more appropriate protection. Each location should be evaluated based on objective criteria, including traffic volumes, crash history, intersection configuration, and pedestrian patterns, to ensure the most effective safety solution is implemented at each school site, maximizing the benefit of the invested funds.

Children are particularly vulnerable road users due to their smaller size, less developed hazard perception skills, and unpredictable behavior in traffic situations. Installing appropriate pedestrian safety infrastructure at school sites creates safer environments that protect our keiki while encouraging families to allow their children to walk or bike to school, which reduces traffic

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<sup>1</sup> [https://oahumpo.org/?wpfb\\_dl=2215](https://oahumpo.org/?wpfb_dl=2215)

<sup>2</sup> [https://nacto.org/wp-content/uploads/relative\\_effectiveness\\_of\\_pedestrian\\_safety\\_counter\\_measures\\_chen.pdf](https://nacto.org/wp-content/uploads/relative_effectiveness_of_pedestrian_safety_counter_measures_chen.pdf)

<sup>3</sup> <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-countermeasures/san-francisco-pedsafe-phase-ii-final-5>

<sup>4</sup> <https://www.carlsonattorneys.com/what-are-the-benefits-of-pedestrian-scramble-crosswalk/>

congestion around schools, improves children's physical health and fitness, enhances independence and confidence, and reduces vehicle emissions near school campuses where children's developing lungs are particularly vulnerable to air pollution.

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.

DEPARTMENT OF TRANSPORTATION SERVICES  
KA 'OIHANA LAWELAWE 'ŌHUA  
CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI  
MAYOR  
MEIA



J. ROGER MORTON  
DIRECTOR  
PO'O

HONGLONG LI  
DEPUTY DIRECTOR  
HOPE PO'O

TESTIMONY OF J. ROGER MORTON  
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION  
**Tuesday, March 17, 2026, 9:30 AM**  
**Conference RM 430 and Via Videoconference**

- TO: Rep. Darius K. Kila, Chair, Rep. Tyson K. Miyake, Vice Chair, and Members of the Committee on Transportation
- RE: SUPPORT OF SENATE BILL 3234, S.D. 2, RELATING TO TRAFFIC SAFETY, WITH RECOMMENDED AMENDMENTS

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee on Transportation. My name is J. Roger Morton, and I serve as the Director of the Department of Transportation Services (DTS) for the City and County of Honolulu.

DTS supports the intent of S.B. No. 3234, S.D. 2, which seeks to appropriate funding for the installation of all-way crosswalks at sites abutting school properties.

The City strongly supports efforts to improve pedestrian safety for students traveling to and from school. Safe access to schools is a top priority, and we recognize that enhanced crossing treatments can reduce risk, increase driver awareness, and promote walking and active transportation within our communities.

However, many public schools on O'ahu are located along neighborhood streets within localized residential areas rather than at high-volume urban intersections. Pedestrian demand, traffic volumes, roadway geometry, and operational characteristics at these locations vary widely. For this reason, a site-specific engineering analysis is essential to determine the most appropriate safety treatment for each location.

All-way crosswalks (also known as pedestrian scramble phases) can be highly effective in locations with heavy pedestrian volumes crossing in multiple directions. In many neighborhood school settings, however, pedestrian flows are directional and concentrated during limited time periods, such as arrival and dismissal. In these contexts, other proven countermeasures may provide equal or greater safety benefits while minimizing impacts to traffic circulation and emergency response times.

House Committee on Transportation  
S.B. No. 3234, S.D. 2, RELATING TO TRAFFIC SAFETY  
March 17, 2026

Traffic engineering practice relies on a comprehensive toolbox of safety treatments, including but not limited to:

- High-visibility crosswalk markings
- Pedestrian refuge islands
- Curb extensions (bulb-outs)
- Raised crosswalks or speed tables
- Rectangular Rapid Flashing Beacons (RRFBs)
- Traffic signal timing modifications
- School crossing guards
- Reduced speed zones and traffic calming measures

Selecting the appropriate treatment requires evaluation of objective factors such as traffic speed and volume, pedestrian counts, crash history, roadway width, sight distance, and nearby land uses. Implementing an all-way crosswalk where conditions do not warrant it may reduce overall intersection efficiency, increase vehicle delay, and potentially divert traffic onto adjacent neighborhood streets.

The City respectfully recommends that any funding provided under this measure allow flexibility for implementing the most effective safety improvements identified through professional engineering analysis, rather than mandating a single treatment at all locations. Additionally, consideration should be given to sites near schools that may not directly abut school property but serve as primary walking routes for students. Therefore, we respectfully suggest the bill be amended, as proposed by the State Department of Transportation, as follows:

“There is appropriated out of the [~~state highway fund~~] safe routes to school program special fund established pursuant to section 291C-4, Hawaii Revised Statutes, the sum of \$ \_\_\_\_\_ or so much thereof as may be necessary for fiscal year 2026-2027 to install [~~all-way crosswalks~~] improvements determined appropriate by the department of transportation to enhance pedestrian safety at sites abutting school properties[.]; provided that the department may consider other sites.”

DTS appreciates the Legislature’s commitment to improving safety for school-age pedestrians and looks forward to continued partnership with the State to advance Safe Routes to School initiatives across O’ahu.

Thank you for the opportunity to testify in support of the intent of this measure with recommended amendments.



**Testimony for Hawai'i Appleseed Center for Law and Economic Justice**  
**Support for SB3234 SD2 - Relating to Traffic Safety**  
**House Committee on Transportation (TRN)**  
**Day, March 17, 2026 at 9:30AM**

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Dear Chair Kila, Vice Chair Miyake, and members of the TRN committee,  
Mahalo for the opportunity to express **STRONG SUPPORT for SB3234 SD2**, which would appropriate funds from the state highway fund for the Hawai'i Department of Transportation (HDOT) to install all-way crosswalks at sites abutting school properties.

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

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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>.

<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/>.

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.

In closing, it is essential for our street infrastructure to prioritize the safety of our most vulnerable road users. By funding all-way crosswalks near our schools, we are making a proactive investment in the well-being of our keiki and moving Hawai'i closer to a future where no child is at risk simply for walking to school. SB3234 SD2 does exactly that by providing the funding necessary to transform dangerous intersections into safe, predictable spaces. This measure is a direct investment in keiki and a critical step toward ending traffic-related fatalities in our school zones.

Mahalo for the opportunity to testify on this important measure.



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

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<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>.



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

**Hawai'i Bicycling League Strongly Supports SB 3234, SD2, relating to Traffic 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 strongly supports SB3234, SD2, 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

**SB-3234-SD-2**

Submitted on: 3/12/2026 4:59:08 PM

Testimony for TRN on 3/17/2026 9:30:00 AM

<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

ESPECIALLY SCHOOLS IN 96792, WAI'ANAE COAST

3234 SB RELATING TO TRAFFIC SAFETY.

**SB-3234-SD-2**

Submitted on: 3/14/2026 6:21:35 PM

Testimony for TRN on 3/17/2026 9:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

I strongly support SB3234 SD2, which provides critical funding for all-way crosswalks near schools. This investment in traffic safety infrastructure will protect Hawaii's keiki and encourage walking and cycling to school, supporting both public health and environmental goals.

The bill's focus on all-way crosswalks is particularly valuable as these installations have proven effectiveness in reducing pedestrian-vehicle conflicts and preventing serious injuries. By using state highway funds for this purpose, the bill appropriately aligns transportation funding with safety priorities.

However, I recommend several amendments to maximize the bill's effectiveness:

1. Add prioritization criteria requiring DOT to select sites based on traffic volume, incident history, equity considerations, and transit connections.
2. Add maintenance and evaluation requirements to ensure long-term effectiveness and data-driven expansion of the program.

These amendments would transform this bill from a simple crosswalk installation program into a comprehensive Safe Routes to School initiative that supports Hawaii's goals for multimodal transportation, traffic safety, and equitable access to education.

By investing in safe walking and cycling infrastructure near schools, we not only protect children but also establish lifelong habits of active transportation that reduce traffic congestion, improve air quality, and support healthier communities.

I respectfully urge your support of SB3234 SD2 with these amendments.

Mahalo for your consideration.

To: Representative Darius K. Kila, Chair  
Representative Tyson K. Miyake, Vice Chair  
Committee on Transportation

From: Veronica Moore, Individual Citizen

Date: March 15, 2026

RE: Senate Bill 3234 SD2  
Measure Title: RELATING TO TRAFFIC SAFETY.  
Report Title: DOT; Safe Routes to School; State Highway Fund; All-Way  
Crosswalks; Potential Sites; Appropriation (\$)

To All Concerned,

My name is Veronica Moore and I support Senate Bill 3234 SD2. Thank you for your consideration.

Sincerely,

Veronica M. Moore

**SB-3234-SD-2**

Submitted on: 3/16/2026 1:07:53 PM

Testimony for TRN on 3/17/2026 9:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I strong support SB3234 SD2. Please help to keep our keiki safe.

**SB-3234-SD-2**

Submitted on: 3/17/2026 12:36:54 AM

Testimony for TRN on 3/17/2026 9:30:00 AM

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

Comments:

I believe that implementing more traffic calming measures will undoubtedly benefit our communities. Making routes to school safer should be one of our highest priorities, and I'm happy to see that we are continuing to take action on this important issue.

Thank you to the introducer.