



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
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STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 13, 2024
3:05 p.m.
State Capitol, Room 224 & Videoconference

**S.B. 2738
RELATING TO TRANSPORTATION**

Senate Committee on Transportation and Culture and the Arts

The Hawaii Department of Transportation (HDOT) **supports intent with comments** S.B. 2738, which establishes a three-year pilot program to examine 4-second leading pedestrian interval (LPI) for signalized intersections. This would require HDOT to program traffic signals at selected intersections to allow walk signals to commence four seconds before the green light is given to the motor vehicle traffic when the walk button has been pressed.

S.B. 2738 is not necessary because HDOT already plans to implement LPI at selected intersections as part of a project that was awarded to upgrade traffic signal controllers for signalized intersections under HDOT jurisdiction on Oahu. The upgraded controllers will provide additional data to evaluate and monitor LPI and is anticipated to be completed in January 2026. Candidate intersections will be selected based on various factors including crash history, pedestrian crossing volumes, vulnerable populations, and intersection visibility.

The duration of the LPI may not be 4-seconds because it should be dependent on the minimum time required for pedestrians to cross the first travel lane or halfway across one direction of travel. The duration of the LPI should be determined based on several factors including roadway geometry, vehicular and pedestrian volumes, and types of vehicles and pedestrians.

Assuming a total of 10 intersections statewide, we estimate that it will cost approximately \$500,000.00.

Thank you for the opportunity to provide testimony.

COUNTY COUNCIL

Mel Rapozo, Chair
KipuKai Kualii, Vice Chair
Addison Bulosan
Bernard P. Carvalho, Jr.
Felicia Cowden
Bill DeCosta
Ross Kagawa



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Council Services Division
4396 Rice Street, Suite 209
Lihu'e, Kaua'i, Hawai'i 96766

February 9, 2024

TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
SB 2738, RELATING TO TRANSPORTATION
Senate Committee on Transportation and Culture and the Arts
Tuesday, February 13, 2024
3:05 p.m.
Conference Room 224
Via Videoconference

Dear Chair Lee and Members of the Committee:

Thank you for this opportunity to provide testimony in SUPPORT of SB 2738, Relating to Transportation. My testimony is submitted in my individual capacity as a member of the Kaua'i County Council.

I wholeheartedly support the intent of SB 2738, which would greatly affect the Kaua'i community.

Thank you again for this opportunity to provide testimony in support of SB 2738. Should you have any questions, please feel free to contact me or Council Services Staff at (808) 241-4188 or via email to cokcouncil@kauai.gov.

Sincerely,

ADDISON BULOSAN
Councilmember, Kaua'i County Council

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HAWAI'I APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

**Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB2738 - Relating to Transportation
Senate Committee on Transportation and Culture and the Arts
February 13th, 2024 at 3:05PM**

Dear Chair Lee, Vice Chair Inouye, and members of the committee,

Mahalo for the opportunity to express **SUPPORT for SB2738, which would establish a three-year pilot program within the Department of Transportation (DOT), in collaboration with the counties, to examine signalized intersections with leading pedestrian intervals (LPIs). We also offer recommendations to improve the bill and its impact.**

This testimony is being submitted on behalf of the Hawai'i Appleseed Center for Law and Economic Justice. Our organization works to build a Hawai'i where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

LPIs are an under-utilized Federal Highway Administration (FHWA) proven safety countermeasure in Hawai'i. LPIs increase pedestrian visibility, reduce conflicts between drivers and pedestrians, improve the likelihood of drivers yielding to pedestrians, and protect our most vulnerable roadway users. FHWA estimates that LPIs can achieve a 13% reduction in pedestrian-related crashes at intersections.¹ However, in cities where LPI strategies have been implemented, even greater safety benefits have been measured. For example, in 2019, Seattle adopted a new policy to evaluate adding a LPI whenever a new traffic signal was built or repaired. At locations where LPI's had been installed in Seattle saw a 48% reduction in pedestrian turning collisions and a 34% reduction in serious injury and fatal pedestrian collisions.²

The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections, demonstrating the large possibility of such a safety intervention. Unlike the many pedestrian infrastructure across our state, this one solution is completely operational and thus

¹ 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>.

² 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>.

available at a much lower cost. Thus, it is a “low-hanging fruit” in that it is an extremely low cost strategy to increase the safety of pedestrians and bicyclists.

To further the impact of the bill, Hawai‘i Appleseed recommends that Section 2 of SB2738 be revised from 4 seconds to 3–7 seconds, in line with the FHWA assessment for Hawai‘i. We also believe that the pilot should also be able to test LPIs with automatic pedestrian walk signals (in which the signal is triggered regardless of whether a button is pushed by a pedestrian), as the more common pedestrian call buttons, or “beg buttons,” can be unnecessary and costly at estimated \$10,000 per button in pedestrian-heavy corridors. In the current bill text, LPIs are limited to testing with a call button, so broadening the scope of the pilot program may improve the effectiveness of this operational strategy.

With the state’s pressing cost of living challenges, including transportation costs, as well as our climate and energy crises, it is vital that the state prioritize funding to improve the safety of people walking, rolling, biking, and using transit, as well as make those choices more desirable by improving pedestrian infrastructure. SB2738 is a much needed, vital step towards improving pedestrian safety in Hawai‘i.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz

Hawai‘i Appleseed Center for Law and Economic Justice
Director of Transportation Equity



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION & CULTURE & THE ARTS

Tuesday, February 13, 2024 — 3:05 p.m.

Ulupono Initiative supports SB 2738, Relating to Transportation.

Dear Chair Lee and Members of the Committee:

My name is Micah Munekata, and I am the Director 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 and clean transportation choices, and better management of freshwater resources.

Ulupono supports SB 2738 and offers comments. This bill establishes a three-year pilot program within the Department of Transportation, in collaboration with the counties, to examine signalized intersections that are programmed to all crosswalk and pedestrian movement signs to commence four seconds before the green light is given to motor vehicle traffic when the walk button has been presses.

Leading Pedestrian Intervals (LPIs) are an under-utilized Federal Highway Administration (FHWA) Proven Safety Countermeasure in Hawai'i. LPIs increase pedestrian visibility, reduce conflicts between drivers and pedestrians, improve the likelihood of drivers yielding to pedestrians, and protect our most vulnerable roadway users. FHWA estimates that LPIs can achieve a 13% reduction in pedestrian-related crashes at intersections.¹ The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections, demonstrating the large possibility of such a safety intervention.² Unlike many pedestrian infrastructure needs across our state, this solution is completely operational and thus available at a much lower cost. It is a great way for the State to directly support the overall safety of people walking throughout our communities.

We recommend that Section 2 be revised from 4 seconds to 3–7 seconds, in line with the FHWA assessment for Hawai'i. We also believe that the pilot should also be able to test LPIs with automatic pedestrian walk signals (in which the signal is triggered regardless of whether a button is pushed by a pedestrian), as the more common pedestrian call buttons, or “beg buttons,” can be unnecessary and costly at an estimated \$10,000 per button in pedestrian-heavy corridors. In the current bill text, LPIs are limited to testing with a call button, so broadening the pilots ability may improve the effectiveness of this operational strategy.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

¹ https://safety.fhwa.dot.gov/provencountermeasures/pdf/04_Leading%20Pedestrian%20Interval_508.pdf

² https://hidot.hawaii.gov/highways/files/2023/11/Final_VRUSA_2023.pdf

SB-2738

Submitted on: 2/12/2024 9:55:49 AM

Testimony for TCA on 2/13/2024 3:05:00 PM

Submitted By	Organization	Testifier Position	Testify
Michael Ferreira	Individual	Support	Written Testimony Only

Comments:

Anything that enhances public safety of pedestrians I support. A pilot project is appropriate.

Michael Ferreira

Makikilo

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SB-2738

Submitted on: 2/12/2024 8:58:19 PM

Testimony for TCA on 2/13/2024 3:05:00 PM

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

Comments:

Please pass SB2738. We should prioritize pedestrian safety.