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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

March 28, 2025
2:00 p.m.
State Capitol, Room 325 & Videoconference

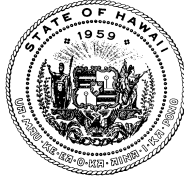
**S.B. 1195, S.D. 1, H.D. 1
RELATING TO TRANSPORTATION**

House Committee on Judiciary and Hawaiian Affairs

The Hawaii Department of Transportation **supports** S.B. 1195, S.D. 1, H.D. 1, which prohibits street parking within 20 feet of a crosswalk or intersection, deposits fines collected for street parking restrictions into the safe routes to school program special fund, and specifies that these parking restrictions may be enforced regardless of the presence or absence of official signs or curb markings.

Prohibiting parking near marked and unmarked crosswalks improves visibility for both drivers and pedestrians crossing the street. This measure would promote safe interactions between vehicles and pedestrians on our roadways.

Thank you for the opportunity to provide testimony.



STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
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Testimony in SUPPORT of S.B. 1195, S.D. 1, H.D. 1
RELATING TO TRANSPORTATION

REPRESENTATIVE DAVID A. TARNAS, CHAIR
HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

Hearing Date: March 28, 2025

Room Number: Conference Room 325
via Videoconference

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation regarding any fiscal implications.
- 3 **Department Position:** The DOH supports Senate Bill 1195, Senate Draft 1, House Draft 1
4 (S.B. 1195, S.D. 1, H.D. 1), which prohibits any vehicle from parking within certain distances of
5 crosswalks with certain exemptions. Deposits fines collected from street parking restrictions
6 into the Safe Routes to School Program Special Fund. Specifies that signs or curb marking shall
7 not be required to restrict parking within twenty feet of a crosswalk or intersection.
- 8 **Department Testimony:** Intersection daylighting, also known simply as daylighting, is a safety
9 improvement that restricts parking near intersections. This improves safety near crosswalks
10 and intersections by making it easier for all road users to see and respond to each other.
11 According to the Federal Highway Administration (FHWA), restricting parking near intersections
12 has been found to reduce pedestrian crashes by 30%.¹ Removing parked cars reduces blind
13 spots, which gives drivers, pedestrians, and cyclists a better view of the intersection, which
14 provides more time to respond to other approaching road users. It can also help to slow

¹ Federal Highway Administration. (2018). *Toolbox of pedestrian countermeasures and their potential effectiveness* (Toolbox of Pedestrian Countermeasures FHWA-SA-18-041). <https://www.fhwa.dot.gov/publications/research/safety/pedbike/18041/index.cfm>

turning vehicles, so drivers are more likely to see and yield to pedestrians in the crosswalk. Jurisdictions, such as California², Pennsylvania³, and New York State⁴ have adopted daylighting strategies that disallow parking 20–32 feet near all intersections.

Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living, only 25% of Hawaii residents, in 2019, met federal guidelines for physical activity.⁵ The design of roads that integrate options like walking and bicycling is a public health concern since the built environment can promote or hinder physical activity. This includes removing barriers and providing opportunities to cross streets safely and conveniently to access destinations such as bus stops, schools, and worksites. People who are physically active generally have better health outcomes and are at less risk for serious chronic diseases and conditions; often the same conditions closely linked to severe COVID-19 outcomes.⁶

In 2024, 102 individuals were killed in traffic-related crashes statewide, a 10% increase from 93 fatalities in 2023. Forty-two of those killed were considered vulnerable road users, including 37 pedestrians, a 61% increase compared to 23 last year, and six bicyclists, the same number as last year.⁷ A vulnerable road user as defined by the FHWA and the National Safety Council is generally someone who does not have an external protective shield and requires greater protection from collisions including people walking, biking, rolling, or working on the roadway workers.^{8,9} According to the National Highway Traffic Safety Administration (NHTSA),

² Left, E. a.-. (2025, January 30). *Daylighting*. SFMTA. <https://www.sfmta.com/getting-around/walk/pedestrian-toolkit/daylighting>

³ Ramsay, D. (2024, January 10). *Vision Zero: What is Intersection Daylighting?* City of Lancaster, PA. <https://www.cityoflanasterpa.gov/blog/vision-zero-what-is-intersection-daylighting/>

⁴ 2023 New York Laws :: VAT - Vehicle and Traffic :: Title 7 - Rules of the Road :: Article 32 - Stopping, standing, and parking :: 1202 - Stopping, standing, or parking prohibited in specified places. (n.d.). Justia Law. <https://law.justia.com/codes/new-york/vat/title-7/article-32/1202/>

⁵ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

⁶ CDC *About Physical Activity*. 2021.

⁷ Traffic Fatalities Up 10% from 2023. (n.d.). <https://hidot.hawaii.gov/highways/traffic-fatalities-up-10-from-2023/>

⁸ U.S. Department of Transportation, Federal Highway Administration. Vulnerable Road User Safety Assessment Guidance. Memorandum October 21, 2022. Retrieved on 1/03/2025 from: https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf

⁹ National Safety Council. Position/Policy Statement: Vulnerable Road Users. No. 147. Adopted 2018. Retrieved on 1/03/2025 from: <https://www.nsc.org/getattachment/d5babe6-582d-4e66-804f-8d06f9b021a4/t-vulnerable-road-users-147>

36% of all crashes happen at intersections.¹⁰ About 40-60% of pedestrian and cyclist injuries occur at intersections.^{11,12} This significant statistic underscores the inherent risks when roads cross and traffic converges and highlights the necessity for roadway safety improvements.

The DOH has worked with county transportation agencies to support several community-led quick build curb extensions (bulb outs) throughout Hawaii to accomplish crosswalk daylighting. However, while these projects have many benefits, they also require more time, planning, approvals, and funds, and may also require traffic and pedestrian diversion during construction. This measure increases the comprehensive and system approach to improving roadway safety.

By removing visual obstructions near crosswalks, daylighting enhances sightlines between drivers, cyclists, and pedestrians, reducing the likelihood of crashes. This directly supports Hawaii's commitment to Vision Zero (Act 134 SLH 2019) with the goal of eliminating traffic fatalities and serious injuries. Additionally, daylighting further supports implementation of Hawaii's Complete Streets law (Act 54 SLH 2009) by fostering a more pedestrian-friendly environment, encouraging multimodal transportation, and ensuring streets are designed and accessible for people of all ages and abilities.

Offered Amendments: None

Thank you for the opportunity to testify on this measure.

¹⁰ Choi, E.-H. & Bowhead Systems Management, Inc. (2010). Crash Factors in Intersection-Related Crashes: An On-Scene Perspective. In National Highway Traffic Safety Administration, *NHTSA Technical Report* (p. 37). National Highway Traffic Safety Administration. <https://http://www.ntis.gov>

¹¹ Asgarzadeh M, Verma S, Mekary RA, *et al*
The role of intersection and street design on severity of bicycle-motor vehicle crashes
Injury Prevention 2017;**23**:179-185.

¹² Tam, A. (2023, August 17). We need to make intersections safer for pedestrians and cyclists - Institute for Transportation and Development Policy. Institute for Transportation and Development Policy - Promoting Sustainable and Equitable Transportation Worldwide. <https://itdp.org/2022/08/17/intersections-safer-pedestrians-and-cyclists/>



Testimony of the Oahu Metropolitan Planning Organization

Committee on Judiciary and Hawaiian Affairs

03/28/2025 2:00PM

State Capitol CR 430 & Videoconference

Measure SB1195 SD1 Relating to Transportation

Dear Chair Tarnas, Vice Chair Poepoe, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1195 SD 1** which establishes buffer zones that ban street parking within certain distances of crosswalks; authorizes the enforcement of prohibited parking regardless of signage or curb markings; and specifies that signs or curb marking shall not be required to restrict parking within twenty feet of a crosswalk or intersection.

This will improve safety on Hawai'i's roadways by restricting parking near crosswalks and ensures that both drivers and pedestrians have the time and space needed to react to one another. This proactive approach is a simple yet effective solution that can save lives. Studies and real-world examples have consistently demonstrated that increasing visibility at crosswalks reduces the incidence of pedestrian accidents, with some reports indicating a reduction of up to 40 percent¹. In areas where parking restrictions near crosswalks have been enforced, there has been a notable decrease in crashes involving pedestrians. For example, in Hoboken, New Jersey, restricting parking within 10 feet of crosswalks resulted in a 30 percent decrease in pedestrian injuries between 2009 and 2011². This bill addresses a pressing issue and offers an effective response to the growing problem of pedestrian fatalities.

SB1195 supports the Vision and Goals of the Oahu Regional Transportation Plan (ORTP) by helping to eliminate serious injuries and traffic fatalities, while also improving the transportation network to promote greater use of active and public transportation.

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

¹ Chen, L., Chen, C., and Ewing, R. (2012). The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience. https://nacto.org/wp-content/uploads/relative_effectiveness_of_pedestrian_safety_counter_measures_chen.pdf

² McGrane, A. Pedestrian Safety Guide and Countermeasure Selection System. https://http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=9&CS_NUM=74.

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.



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1195 - Relating to Transportation
House Committee on Judiciary (JHA)
March 28, 2025

Dear Chair Tarnas, Vice Chair Poepoe and members of the JHA committee,
Mahalo for the opportunity to express **SUPPORT for SB1195 SD1 HD1** and offer suggested amendments to strengthen the bill. SB1195 would establish buffer zones that ban street parking within certain distances of crosswalks. The bill would also require that fines collected from street parking restrictions be deposited into the safe routes to school program special fund.

Need to Improve Pedestrian Safety at Intersections

With the State's growing cost of living, it is vital that we prioritize funding to improve the safety, and accessibility of non-vehicular modes of transportation. Unfortunately, despite the urgent need to encourage walking and other active forms of transportation, pedestrian injuries and fatalities are on the rise. Across the state, the average annual number of pedestrian fatalities rose by 26 percent from the 2009–2013 time period to the 2014–2018 time period.¹ In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.²

The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of crashes between vehicles and pedestrians happen at intersections. One solution to address these safety challenges is to restrict parking near intersections. This is also known as "daylighting". Removing parked cars near intersections reduces blind spots and makes it easier for all road users to see and respond to each other. According to the FHWA, restricting parking near intersections has been found to reduce pedestrian crashes by 30%.³

Safe Routes to School Program

The safe routes to school (SRTS) program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program are traffic violation surcharges. At the same time the *Navahine* agreement mandates that Hawai'i Department of Transportation complete its multimodal network within 5 years. This

¹ State of Hawai'i Department of Transportation, "State of Hawai'i Traffic Fatalities," 2022.

² HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

³ Federal Highway Administration "Toolbox of pedestrian countermeasures and their potential effectiveness (Toolbox of Pedestrian Countermeasures FHWA-SA-18-041)," 2018.
<https://www.fhwa.dot.gov/publications/research/safety/pedbike/18041/index.cfm>.

undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.⁴ With a majority of these projects located near schools, it's critical that the SRTS program be enhanced.

Suggested Amendments

As outlined in Section 2(b) of SB1195 SD1 HD1, anyone who violates the street parking regulations described in the bill would be subject to a fine of no less than \$100 and no more than \$500 for each violation. While Hawai'i Appleseed understands that there are safety impacts associated with parking near crosswalks, we are also concerned with the regressive nature of the proposed fines for these violations.

As discussed in Hawai'i Appleseed's recent policy report ["Beyond the Ticket Recommendations for a More Equitable Traffic Enforcement System"](#), traffic fines can exacerbate economic hardship, pushing families deeper into debt and making it more difficult for them to meet basic needs. The steep fines outlined in SB1195 could have profound negative impacts on low-income residents, with the potential of turning into debt and damaged credit.

To address these issues, we encourage the JHA committee to lower the bill's proposed parking fines by amending Section 2(b) of the SB1195 SD1 HD1 to read:

(b) Any person who violates this section shall be subject to a fine of ~~no less than \$100 and~~ no more than ~~\$500~~ **\$50** for each violation.

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

⁴ State of Hawai'i Climate Commission, "Transportation Projects," 2025.
<https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.



Email: communications@ulupono.com

SENATE COMMITTEE ON JUDICIARY AND HAWAIIAN AFFAIRS
Friday, March 28, 2025 — 2:00 p.m.

Ulupono Initiative supports SB 1195 SD 1 HD 1, Relating to Transportation.

Dear Chair Tarnas 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 1195 SD 1 HD 1, which prohibits any vehicle from parking within certain distances of crosswalks with certain exemptions; deposits fines collected from street parking restrictions into the Safe Routes to School Program Special Fund; specifies that signs or curb marking shall not be required to restrict parking within twenty feet of a crosswalk or intersection; and designates exemptions.

Although current transportation planning and decision-making have provided important Safe Routes to School (SRTS) projects and have added facilities through Complete Streets approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe and comfortable bike and pedestrian networks puts keiki at risk, especially among growing safety concerns in these areas. An analysis of Hawai'i EMS calls found that pedestrian and bicycling injuries to children are most likely to occur during the hours they are traveling to and from school.¹ Overall, walking and biking in Hawai'i have gotten progressively more dangerous in the last 20 years, and we are now ranked the 12th most dangerous state to walk and bike.²

Other states have made firm commitments to protect children's school trips. For example, Colorado dedicates more than \$2.5 million per year in both infrastructure and programmatic monies. These projects range from new sidewalks, lighting and trails, to softer solutions like walking school buses, maps and trip trackers to encourage healthier active living. The more we can support affordable options for keiki to get to school and protect them when they are walking and rolling, the better off our communities will be.

¹ <https://www.hiphi.org/wp-content/uploads/2022/01/SRTS-Fact-Sheet.pdf>

² <https://smartgrowthamerica.org/dangerous-by-design/>

The Safe Routes to School (SRTS) Advisory Committee's January 2025 Annual Report³ outlines several critical findings regarding school transportation and safe routes to school in Hawai'i. National research shows that SRTS programs can significantly increase walking and biking to school, with participation rising 18-37 percent, while simultaneously reducing pedestrian injuries in school zones by 44-75 percent. The need for these programs is widespread, as approximately 77 percent of Hawai'i residents live within one mile of a school. Furthermore, a preliminary analysis has already identified more than \$800 million in SRTS infrastructure needs across the state.

Furthermore, a preliminary analysis has already identified more than \$800 million in SRTS infrastructure needs across the state. The SRTS Program needs consistent funding to meet growing safety challenges. A sustainable funding source, such as the proposed fee, is critical for projects that protect our communities and students.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

³ <https://hidot.hawaii.gov/wp-content/uploads/2025/01/HWY-S-25-2.45019-DOT-Report-for-Act-244-SLH-2023-Safe-Routes-to-School.pdf>

SB-1195-HD-1

Submitted on: 3/25/2025 10:48:28 AM

Testimony for JHA on 3/28/2025 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Gary Yamashiroya	Individual	Support	Written Testimony Only

Comments:

Testifying in support, but would add that there be a vehicle height restriction (possibly 6 feet) added as well, and that it also applies to standing vehicles, not just parking.

Taller vehicles obstruct the view (line of sight) of drivers and pedestrians /bicyclists when exiting driveways and at intersections.

SB-1195-HD-1

Submitted on: 3/26/2025 3:16:41 PM

Testimony for JHA on 3/28/2025 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Michael A. Cobb Jr	Individual	Oppose	Written Testimony Only

Comments:

I oppose this bill. We enforcement of current law. This stuff happens when you wait for complaints before enforcing existing law.