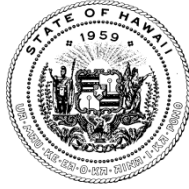


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DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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February 20, 2025
10:01 a.m.
State Capitol, Room 016

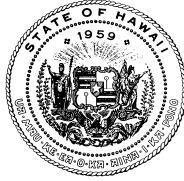
**S.B. 1195, S.D. 1
RELATING TO TRANSPORTATION**

Senate Committee on Judiciary

The Hawaii Department of Transportation (HDOT) **supports** S.B. 1195, S.D. 1, which prohibits street parking within 20 feet of a crosswalk or intersection and specifies that this parking restriction 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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WRITTEN
TESTIMONY ONLY

**Testimony in SUPPORT of S.B. 1195, S.D. 1
RELATING TO TRANSPORTATION**

SENATOR KARL RHOADS, CHAIR
SENATE COMMITTEE ON JUDICIARY

Hearing Date: February 20, 2025

Room Number: Conference Room 016
and 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 (S.B. 1195, S.D. 1),
4 which would establish buffer zones that ban street parking within certain distances of
5 crosswalks under certain posted speed limits.

6 **Department Testimony:** Despite Hawaii's favorable climate, geography, and reputation for
7 active outdoor living, only 25% of Hawaii residents, in 2019, met federal guidelines for physical
8 activity.¹ The design of roads that integrate options like walking and bicycling is a public health
9 concern since the built environment can promote or hinder physical activity. This includes
10 removing barriers and providing opportunities to cross streets safely and conveniently to access
11 destinations such as bus stops, schools, and worksites. People who are physically active
12 generally have better health outcomes and are at less risk for serious chronic diseases and
13 conditions; often the same conditions closely linked to severe COVID-19 outcomes.²

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

² CDC *About Physical Activity*. 2021.

1 In 2024, 102 individuals were killed in traffic-related crashes statewide, a 10% increase
2 from 93 fatalities in 2023. Forty-two of those killed were considered vulnerable road users,
3 including 37 pedestrians, a 61% increase compared to 23 last year, and six bicyclists, the same
4 number as last year.³ A vulnerable road user as defined by the Federal Highway Administration
5 (FHWA) and the National Safety Council is generally someone who does not have an external
6 protective shield and requires greater protection from collisions including people walking,
7 biking, rolling, or working on the roadway workers.^{4,5} According to the National Highway
8 Traffic Safety Administration (NHTSA), 36% of all crashes happen at intersections.⁶ About 40-
9 60% of pedestrian and cyclist injuries occur at intersections.^{7,8} This significant statistic
10 underscores the inherent risks when roads cross and traffic converges and highlights the
11 necessity for roadway safety improvements.

12 Intersection daylighting, also known simply as daylighting, is a safety improvement that
13 restricts parking near intersections. This improves safety near crosswalks and intersections by
14 making it easier for all road users to see and respond to each other. According to the FHWA,
15 restricting parking near intersections has been found to reduce pedestrian crashes by
16 30%.⁹ Removing parked cars reduces blind spots, which gives drivers, pedestrians, and cyclists
17 a better view of the intersection, which provides more time to respond to other approaching

³ Traffic Fatalities Up 10% from 2023. (n.d.). <https://hidot.hawaii.gov/highways/traffic-fatalities-up-10-from-2023/>

⁴ 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

⁵ 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>

⁶ 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>

⁷ 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.

⁸ 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/>

⁹ 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>

1 road users. It can also help to slow turning vehicles so drivers are more likely to see and yield
2 to pedestrians in the crosswalk. Jurisdictions, such as California¹⁰, Pennsylvania¹¹, and New
3 York State¹² have adopted daylighting strategies that disallow parking 20–32 feet near all
4 intersections.

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

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

18 **Offered Amendments:** None

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

¹⁰ Left, E. a.-. (2025, January 30). *Daylighting*. SFMTA. <https://www.sfmta.com/getting-around/walk/pedestrian-toolkit/daylighting>

¹¹ 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/>

¹² 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/>



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SENATE COMMITTEE ON JUDICIARY
Thursday, February 20, 2025 – 10:01am

Hawai'i Bicycling League Supports SB 1195, SD 1, Relating to Transportation

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members,

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.

Hawai'i Bicycling League supports SB 1195, SD 1, which addresses roadway safety by restricting parking at certain intersections. This is a proven and cost-effective solution to save lives, especially for vulnerable road users. Across the country and around the world, jurisdictions are implementing solutions like this, known as day-lighting to increase visibility.

While the increased visibility helps everyone—drivers, cyclists, and pedestrians—interact more safely, daylighting especially helps seniors, kids, and slower-moving people, who are otherwise blocked from seeing and being seen by oncoming traffic by parked cars. A daylit intersection can mean the difference between a fifth grader who can walk to school or soccer practice on her own and one who can't experience this developmentally-important graduated independence.

This bill builds on Complete Streets statutes that have been adopted by the state and counties and prioritizes transportation equity for people regardless of their mode of transportation. It also will help people to choose walking, biking, and rolling as a transportation option, because it will feel safer. This aligns with the State of Hawai'i's commitment in the court ordered Navahine v. HDOT settlement agreement and sets a standard that can lead to beautifying intersections with art, infrastructure, and plantings in the future.

Mahalo for the opportunity to provide testimony. We encourage your support for **SB 1195, SD1**.

Ride Aloha,
S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director

LATE



**Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1195 - Relating to Transportation
Senate Committees on Judiciary (JDC)
February 20th, 2025**

Dear Chair Rhoads, Vice Chair Gabbard, and members of the JDC committee,
Mahalo for the opportunity to express **SUPPORT for SB1195**, which would establish buffer zones that ban street parking within certain distances of crosswalks under certain posted speed limits.

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

It is vital that the state prioritize the safety of people walking, biking, and rolling. SB1195 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important measure.

Abbey Seitz

Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

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>.

SB-1195-SD-1

Submitted on: 2/19/2025 9:30:26 AM

Testimony for JDC on 2/20/2025 10:01:00 AM

Submitted By	Organization	Testifier Position	Testify
Ryan Willis	Individual	Oppose	Written Testimony Only

Comments:

I know public testimony and comments don't muster any thought, but I OPPOSE.

Mark the curbs more clearly. Transparency is best