

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

February 4, 2025  
3:00 p.m.  
State Capitol, Room 224

**S.B. 1195**  
**RELATING TO TRANSPORTATION**

Senate Committee on Transportation and Culture and the Arts

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The Hawaii Department of Transportation (HDOT) **supports with comments** S.B. 1195 which prohibits street parking within 20 feet of a crosswalk or intersection on a road with a speed limit of less than 35 miles per hour, or within 40 feet of a crosswalk or intersection on a road with a speed limit of 35 miles per hour or greater.

Prohibiting parking near marked and unmarked crosswalks improves the visibility of pedestrians crossing the street. In most cases, restricting parking within 20 feet of a crosswalk or intersection should provide sufficient sight distance for vehicles to safely stop for pedestrians, and we request to ensure that this parking prohibition can be enforced without signage or curb markings. For locations where restricting parking within 20 feet of a crosswalk or intersection would not provide sufficient sight distance due to roadway geometry or other factors, individual assessments can be performed and signage and/or curb markings to restrict parking can be installed if necessary as authorized by HRS 291C-111(b).

Therefore, HDOT requests the bill be amended to include the following:

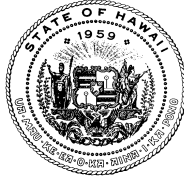
SECTION 2. Chapter 291C, Hawaii Revised Statutes, is amended by adding a new section to part XI to be appropriately designated and to read as follows: “§291C- Street parking restrictions. (a) No vehicle parking abutting the curb or edge of vehicle travel way shall be allowed within: ~~(1) Twenty feet of a crosswalk or intersection on a road with a speed limit of less than thirty five miles per hour; or (2) Forty feet of a crosswalk or intersection on a road with a speed limit of less than thirty five miles per hour or greater;~~ provided that any vehicle may be parked within the designated buffer zone as applicable if the vehicle is: (1) An authorized emergency vehicle performing the functions under section 291C-26; (2) An official federal, state, or county vehicle in the performance of its duty; (3) A stalled or broken vehicle; (4) A vehicle necessary to assist a stalled or broken vehicle; (5) A vehicle necessary to yield to an authorized emergency vehicle pursuant to section 291C-65; or (6) Otherwise authorized by law.

(b) The prohibition on parking within twenty feet of a crosswalk or intersection, as set forth in subsection (a), shall be enforceable regardless of the presence or absence of official signs or curb markings.

SECTION X. Section 291C-111, Hawaii Revised Statutes, is amended by amending subsection (b) to read as follows:

“(b) The director of transportation, the counties, and owners of private highways, with the consent of the county official responsible for traffic control with respect to highways under their respective jurisdictions shall place signs or curb markings that are clearly visible to an ordinarily observant person prohibiting or restricting the stopping, standing, or parking of vehicles on the highway, provided that signs or curb markings shall not be required to restrict parking within 20 feet of a crosswalk or intersection in accordance with section 291C- . Such signs or curb markings shall be official signs and markings and no person shall stop, stand, or park any vehicle in violation of the restrictions stated on such signs or markings.”

Thank you for the opportunity to provide testimony.



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
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**Testimony in SUPPORT of S.B. 1195  
RELATING TO TRANSPORTATION**

SENATOR CHRIS LEE, CHAIR  
SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS

Hearing Date: February 4, 2025

Room Number: Conference Room 224

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
- 2 Transportation regarding any fiscal implications.
  
- 3 **Department Position:** The DOH respectfully supports Senate Bill 1195 (S.B. 1195), which would
- 4 establish buffer zones that ban street parking within certain distances of crosswalks under
- 5 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.<sup>1</sup> 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.<sup>2</sup>

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

<sup>2</sup> CDC *About Physical Activity*. 2021.

1           Inn 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.<sup>3</sup> A vulnerable road 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 require greater protection from collisions including people walking,  
7 biking, rolling, or working on the roadway workers.<sup>4,5</sup> According to the National Highway  
8 Traffic Safety Administration (NHTSA), 36% of all crashes happen at intersections.<sup>6</sup> About 40-  
9 60% of pedestrian and cyclist injuries occur at intersections.<sup>7,8</sup> 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%.<sup>9</sup> 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  
18 road users. It can also help to slow turning vehicles so drivers are more likely to see and yield

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

<sup>4</sup> 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](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf)

<sup>5</sup> National Safety Council. Position/Policy Statement: Vulnerable Road Users. No. 147. Adopted 2018. Retrieved on 1/03/2025 from: <https://www.nsc.org/getattachment/d5babe66-582d-4e66-804f-8d06f9b021a4/t-vulnerable-road-users-147>

<sup>6</sup> 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>

<sup>7</sup> 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.

<sup>8</sup> 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/>

<sup>9</sup> 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 to pedestrians in the crosswalk. Jurisdictions, such as California<sup>10</sup>, Pennsylvania<sup>11</sup>, and New York  
2 State<sup>12</sup> have adopted daylighting strategies that disallow parking 20–32 feet near all  
3 intersections.

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

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

17 **Offered Amendments:** None

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

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

<sup>11</sup> 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/>

<sup>12</sup> 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/>



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Transportation and Culture and The Arts

**Tuesday, February 4, 2025, at 3:00 PM  
State Capitol CR 224 & Videoconference**

**Measure SB1195  
Measure Title: Relating to Transportation**

Dear Chair Senator Chris Lee, Vice Chair Senator Lorraine R. Inouye, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1195.**

This will improve safety on Hawai'i's roadways by restricting parking within twenty feet of crosswalks with speed limits less than 35 mph, and within forty feet of crosswalks with speed limits greater than 35 mph. This 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 percent<sup>1</sup>. 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 2011<sup>2</sup>. 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.

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<sup>1</sup> 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](https://nacto.org/wp-content/uploads/relative_effectiveness_of_pedestrian_safety_counter_measures_chen.pdf)

<sup>2</sup> McGrane, A. Pedestrian Safety Guide and Countermeasure Selection System. [https://http://www.pedbikesafe.org/pedsafe/casestudies\\_detail.cfm?CM\\_NUM=9&CS\\_NUM=74](https://http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=9&CS_NUM=74).

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 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.



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SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS  
Tuesday, February 4, 2025 – 3:00pm

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

Aloha Chair Lee, Vice Chair Inouye, 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**, 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**.

Ride Aloha,

**Eduardo Hernandez**  
Advocacy Director



**SB-1195**

Submitted on: 2/3/2025 2:58:35 PM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Justin Menina	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lee, Vice Chair Inouye, and Members of the Committee,

I am writing to express my strong support for SB1195, which would establish buffer zones prohibiting street parking within certain distances of crosswalks based on posted speed limits. This legislation is a necessary step toward improving pedestrian safety, enhancing driver visibility, and reducing traffic accidents in our communities.

Crosswalk visibility is a critical factor in pedestrian safety. When vehicles park too close to crosswalks, they obstruct sightlines between drivers and pedestrians, increasing the likelihood of collisions. Multiple studies have shown that eliminating visual obstructions near crossings significantly reduces pedestrian accidents. By setting clear, enforceable buffer zones, SB1195 will create safer environments for pedestrians and drivers alike.

The bill wisely considers posted speed limits when determining buffer zone distances. Higher-speed roads require greater visibility distances to ensure drivers can react in time to stop for crossing pedestrians. This data-driven approach aligns with best practices in traffic engineering and pedestrian safety.

This SB1195 will particularly benefit school zones, urban centers, and residential neighborhoods where pedestrian traffic is high. Many of these areas suffer from poor visibility at crossings, placing children, seniors, and other vulnerable road users at risk. Establishing standardized buffer zones will help create safer, more walkable communities while still allowing for reasonable on-street parking.

Similar policies have been successfully implemented in cities and states across the country such as California recently, leading to measurable reductions in pedestrian injuries and fatalities. SB1195 aligns with Hawai'i's efforts to support Vision Zero goals that prioritize human life and well-being.

For these reasons, I respectfully urge this committee to support SB1195 and move it forward in the legislative process. Thank you for your time and consideration. I am happy to answer any questions or provide additional information.

Mahalo,

Justin Menina