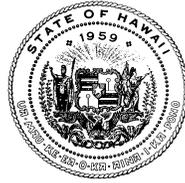


JOSH GREEN, M.D.  
GOVERNOR OF HAWAII  
KE KIA'ĀINA O KA MOKU'ĀINA 'O HAWAII'



KENNETH S. FINK, MD, MGA, MPH  
DIRECTOR OF HEALTH  
KA LUNA HO'ŌKELE

STATE OF HAWAII  
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**Testimony in SUPPORT of H.C.R. 112  
STRONGLY URGING THE HONOLULU CITY COUNCIL TO ADOPT A "PEDESTRIAN FIRST"  
POLICY VIA ORDINANCE**

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

SENATOR GLENN WAKAI, CHAIR  
SENATE COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Hearing Date: April 10, 2025

Room Number: Conference Room 224  
and Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Honolulu City Council  
2 regarding the fiscal implications of implementation.

3 **Department Position:** The DOH supports House Concurrent Resolution 112 (H.C.R. 112) which  
4 strongly urges the Honolulu City Council to adopt a “pedestrian first” policy via ordinance.

5 **Department Testimony:** Despite Hawaii’s favorable climate, geography, and reputation for  
6 active outdoor living, only 25% of Hawaii residents, in 2019, met federal guidelines for physical  
7 activity.<sup>1</sup> The design of roads that integrate options like walking and bicycling is a public health  
8 concern since the safety and accessibility of a community’s-built environment can promote or  
9 hinder physical activity.

10 Safe, accessible, and walkable communities encourage physical activity and can  
11 promote better health outcomes in communities whose populations are at greater risk for

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

1 serious chronic diseases and conditions such as obesity, heart disease, and diabetes.<sup>2</sup>  
2 Additionally, encouraging walking and biking reduces reliance on motor vehicles, leading to  
3 decreased air pollution in the form of vehicular exhaust and non-exhaust emissions such as tire  
4 particulate matter.<sup>3</sup> This contributes to cleaner air and a healthier environment, addressing  
5 both immediate and long-term public health concerns.

6 Adopting a “pedestrian first” ordinance will prioritize public health, safety, and quality  
7 of life for all of City and County of Honolulu residents who walk and roll. This proactive,  
8 evidence-based strategy will save lives, create a more walkable and sustainable environment  
9 and promote healthier communities.

10 **Offered Amendments:** None

11 Thank you for the opportunity to testify.

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

<sup>3</sup> American Lung Association. Health Impact of Pollution | State of the air. (n.d.). <https://www.lung.org/research/sota/health-risks>



## Testimony of the Oahu Metropolitan Planning Organization

Senate Committee on Energy and Intergovernmental Affairs  
Senate Committee on Transportation and Culture and the Arts

04/10/2025 3:20PM  
CR 224 & Videoconference

### HCR112 STRONGLY URGING THE HONOLULU CITY COUNCIL TO ADOPT A "PEDESTRIAN FIRST" POLICY VIA ORDINANCE.

Dear Chair Lee, Vice Chair Inouye, Chair Wakai, Vice Chair Chang, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HCR112**, which would strongly urge the Honolulu City Council to adopt a "Pedestrian First" policy via ordinance.

This resolution is consistent with several goals of the Oahu Regional Transportation Plan, including increasing active and public transportation, providing an equitable and affordable transportation system, and achieving state and county commitments to the environment, health, and culture in the development, maintenance, and operation of the transportation system<sup>1</sup>. A "Pedestrian First" policy will reduce pedestrian fatalities and serious injuries and promote equity and accessibility in our transportation network that has historically favored the unimpeded movement of vehicles. The actions associated with a "Pedestrian First" policy will reduce the discomfort and inconveniences associated with walking, encouraging residents to cut back on their vehicle use.

Pedestrians in Honolulu continue to face unsafe conditions on our roads. Urban Honolulu is one of the most dangerous metro areas in the US, identified as 49<sup>th</sup> in average annual pedestrian fatality rate, with a long-term trend in fatality rate that continues to rise<sup>2</sup>. In order to make Hawaii's streets safer, transportation policy must focus efforts on building robust pedestrian facilities, starting with the Pedestrian Priority Network identified in the Oahu Pedestrian Plan<sup>3</sup>. These new and upgraded facilities must include Complete Streets elements and effective traffic calming measures such as the Safe System Elements and

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<sup>1</sup> [https://oahumpo.org/?wpfb\\_dl=3273](https://oahumpo.org/?wpfb_dl=3273)

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

<sup>3</sup> <https://www8.honolulu.gov/completestreets/o%CA%BBahu-pedestrian-plan/>

Goals in the Oahu Vision Zero Action Plan<sup>4</sup>. Our work should be guided by these existing plans to make our roads safe and attractive for walking and rolling.

Hawaii has set a carbon net-negative emissions target to be achieved no later than 2045, and the provisions laid out in the *Navahine v. Hawaii Department of Transportation* settlement have necessitated swift action in reducing the climate impacts of Hawaii's transportation network<sup>5</sup>. Vehicle miles travelled (VMT) is a key measure of the environmental impact of transportation. A "Pedestrian First" policy that will reduce VMT by promoting walking and rolling in Hawaii's most populous county is key to achieving Hawaii's climate goals and the criteria set in *Navahine v. Hawaii Department of 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 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 resolution.

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<sup>4</sup> <https://www8.honolulu.gov/completestreets/wp-content/uploads/sites/37/2024/09/Oahu-Vision-Zero-Action-Plan.pdf>

<sup>5</sup> <https://governor.hawaii.gov/newsroom/office-of-the-governor-news-release-historic-agreement-settles-navahine-climate-litigation/>



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JOINT SENATE COMMITTEES  
TRANSPORTATION AND CULTURE AND THE ARTS  
ENERGY AND INTERGOVERNMENTAL AFFAIRS - THURSDAY, APRIL 10, 2025 – 3:20pm

**Hawai'i Bicycling League Supports HCR112/HR108, relating to Pedestrian First Policy**

Aloha Chairs Lee and Wakai, Vice Chairs Inouye and Chang, 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.

HBL strongly supports HCR 112, urging the City and County of Honolulu to adopt a "Pedestrian First" policy that prioritizes the safety and mobility of pedestrians as the highest modal priority. As an organization dedicated to promoting safe and accessible streets for all, we believe that centering pedestrians in transportation planning and infrastructure decisions is a critical step toward creating a more livable, equitable, and sustainable community.

Vulnerable road users, including pedestrians and bicyclists, must be prioritized to reduce traffic fatalities and serious injuries. This resolution aligns with Honolulu's Vision Zero commitment to eliminate traffic deaths by addressing systemic issues that disproportionately endanger those walking, biking, and using mobility devices. Studies consistently show that when pedestrian safety is prioritized, communities experience lower crash rates, increased transit use, and enhanced overall public health.

HBL has been a long-time advocate for Complete Streets policies and safer road designs that support people of all ages and abilities. Our work in education, advocacy, and community engagement has demonstrated the widespread benefits of designing streets with pedestrians as the foundation of the transportation hierarchy. By adopting a "Pedestrian First" approach, Honolulu would join other leading cities that have successfully reduced pedestrian injuries and improved multimodal accessibility.

We urge the committee to pass this resolution and encourage the City and County of Honolulu to adopt and implement a "Pedestrian First" policy. Prioritizing pedestrians will make our streets safer, encourage active transportation, and contribute to a healthier, more connected community for all.

Mahalo for your time and consideration.

S/Eduardo Hernandez

**Eduardo Hernandez**  
Advocacy Director  
Hawai'i Bicycling League



## HIPHI Board

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*HMSA*

JoAnn Tsark, MPH

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Hawaiian Research Office*

## HIPHI Initiatives

Coalition for a  
Tobacco-Free Hawai'i

Community-Based Research &  
Evaluation

Community Health  
Worker Initiatives

COVID-19 Response

Environmental Health

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Farm to School Network

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective/Healthy Aging &  
Community Living

Public Health Workforce Development

Date: April 9, 2025

To: Senator Chris Lee, Chair  
Senator Lorraine R. Inouye, Vice Chair  
Members of the Committee on Transportation and Culture and the Arts

Senator Glenn Wakai, Chair  
Senator Stanley Chang, Vice Chair  
Members of the Committee on Energy and Intergovernmental Affairs

RE: Support for HCR 112, STRONGLY URGING THE HONOLULU CITY COUNCIL TO ADOPT A "PEDESTRIAN FIRST" POLICY VIA ORDINANCE

Hrg: April 10, 2025, 3:20 PM, Conference Room 224

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Hawai'i Public Health Institute (HIPHI)<sup>1</sup> and the Healthy Eating + Active Living<sup>2</sup> (HEAL) Statewide Coalition are in **strong support of HCR 112**, which strongly urges the Honolulu City Council to adopt a "Pedestrian First" policy via ordinance.

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide, and a staggering 42% of those fatalities involved pedestrians and bicyclists.<sup>3</sup> The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections.

Although Hawai'i has a favorable climate, geography, and reputation for active outdoor living, only 24.8% of Hawai'i residents met federal guidelines for physical activity in 2019.<sup>4</sup> The design of roads that integrate options like walking is a public health concern since the safety and accessibility of a community's built environment can promote or hinder physical activity. This includes removing barriers and providing opportunities to cross streets safely and conveniently access destinations such as bus stops, schools, and worksites.

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<sup>1</sup> Hawai'i Public Health Institute's mission is to advance health and wellness for the people and islands of Hawai'i. We do this through expanding our understanding of what creates health of people and place, fostering partnerships, and cultivating programs to improve policies, systems, and the environments where people live, learn, work, age, and play.

<sup>2</sup> The Healthy Eating + Active Living (HEAL) Coalition, formerly known as the Obesity Prevention Task Force, was created by the legislature in 2012 and is comprised of over 60 statewide organizations. The HEAL Coalition works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents.

<sup>3</sup> HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

<sup>4</sup> Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.



Safe, accessible, and walkable communities encourage physical activity and can promote better health outcomes in communities whose populations are at less risk for serious chronic diseases and conditions such as obesity, heart disease, and diabetes.<sup>5</sup>

In the O'ahu Pedestrian Plan published by the City and County of Honolulu Department of Transportation Services in July of 2022, adoption of a pedestrian first ordinance was highlighted as a recommended action by the Pedestrian Policy Network.<sup>6</sup> The report noted, "A Pedestrian First policy establishes pedestrians as the highest modal priority. This policy would ensure that providing basic accommodations for pedestrians is held as the highest priority in city projects" and "inform decision-making when modal trade-offs are considered."

In summary, the Honolulu City Council must prioritize the safety of pedestrians by investing in pedestrian infrastructure that would address safety and health concerns for our most vulnerable road users. Normalizing active transportation, such as walking, can increase everyday physical activity and uplift public health and well-being.

Mahalo for the opportunity to testify on this critical measure.

Mahalo,

A handwritten signature in black ink, appearing to read 'Lauren Loor', is positioned above the typed name.

Lauren Loor  
Healthy Eating + Active Living Statewide Program Manager

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<sup>5</sup> CDC About Physical Activity. 2021. <https://www.cdc.gov/physical-activity/php/about/index.html>

<sup>6</sup> [https://www.honolulu.gov/rep/site/dts/Oahu%20Pedestrian%20Plan\\_Final\\_reduced.pdf](https://www.honolulu.gov/rep/site/dts/Oahu%20Pedestrian%20Plan_Final_reduced.pdf)

**HCR-112**

Submitted on: 4/9/2025 9:37:09 AM

Testimony for EIG on 4/10/2025 3:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Errol Ingram Jr	Individual	Support	Remotely Via Zoom

Comments:

Testimony in Support of HCR112

Submitted to the House Committee on Transportation

Hearing: March 25, 2025, 9:10 AM, Conference Room 430 / Videoconference

Aloha Chair and Members of the Committee,

My name is Errol Ingram, and I am a junior at the University of Hawai'i at Mānoa in the Social Work program. I am writing in strong support of House Concurrent Resolution 112, which urges the Honolulu City Council to adopt a “pedestrian first” policy by ordinance.

As a future social worker, I am deeply invested in the safety, well-being, and dignity of all members of our community—especially those who are most vulnerable. Prioritizing pedestrian safety is not just a transportation issue; it is a matter of equity and social justice.

Every day, I see how dangerous and inaccessible our streets can be for kūpuna, keiki, people with disabilities, and those who rely on walking as their primary mode of transportation. When streets are designed without pedestrians in mind, the risk of injury or death increases—often for those with the fewest resources to recover or advocate for change.

Adopting a “pedestrian first” policy would be a powerful step toward making our neighborhoods safer and more inclusive. It would affirm the idea that people—not just vehicles—deserve to move safely and freely in our communities. This approach aligns with the values we uphold in social work: empowerment, respect, and the right to live in safe and supportive environments.

The O‘ahu Pedestrian Plan has already laid important groundwork. HCR 112 gives us the opportunity to take that vision further and embed pedestrian safety into the law, where it can have a lasting and meaningful impact.

I respectfully urge you to pass HCR 112. Let’s put people first.

Mahalo for the opportunity to testify.

Sincerely,  
Errol Ingram  
Junior, Social Work Program

University of Hawai‘i at Mānoa

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