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SENATE COMMITTEE ON JUDICIARY  
Wednesday, February 19, 2025 – 09:45am

**Hawai'i Bicycling League SUPPORTS SB 106, SD 1, Relating to Pedestrians**

Aloha Dear Chair Rhoads, Vice Chair Gabbard, and members of the JDC committee,

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 106, SD 1**, which authorizes pedestrians to cross roads and streets when a reasonably careful pedestrian determines that there is no immediate danger from a collision with a vehicle. The bill would also require drivers to stop for pedestrians who are indicating their intention to cross the roadway. HBL is part of a statewide coalition championing “Freedom to Walk.” We are also part of a national movement that recognizes that “jaywalking” statutes are outdated, ineffective, and inequitable.

Moreover, public resources should go towards building safe and accessible pedestrian infrastructure, not regulating pedestrians. High Pedestrian Injury Corridors comprise only 2% of Honolulu city roadway mileage, yet they account for 60% of pedestrian fatalities and 42% of injuries.

1. Jaywalking laws are ineffective at producing safety results and instead create places which are hostile to walking. Nationally, pedestrian fatalities reached over 7,500 in 2022.
2. Jaywalking leads to the over-policing of Black and Brown communities. A 2019 study found that 90% of jaywalking tickets in New York City were given to Black and Hispanic people, although they only make up 55% of the city's population. A 2017 investigation by ProPublica and the Florida Times-Union found that Black people in Jacksonville are three times as likely to be stopped and cited for jaywalking as white people.
3. The structure of jaywalking fines is not equitable. Fines for jaywalking range between \$100 and \$150 (plus fees), depending on the county, and the type of jaywalking violation. These fines are less than some other driving-related traffic violations, such as speeding, which is a key contributor to traffic injuries and fatalities.

We need a new approach to roadway safety. Instead of blaming pedestrians for traffic violence, we must acknowledge and address our systemic issues—mainly our current transportation planning approach that prioritizes traffic flow over safety—and adopt holistic strategies that center roadway infrastructure and design that slow vehicle speeds, increase the visibility of pedestrians, and

physically protect pedestrians from vehicles. A good example of this is Honolulu's Complete Streets Program.

SB 106, SD1 would repeal outdated and ineffective jaywalking laws, preventing pedestrians from being stopped by a law enforcement officer or fined for jaywalking, unless the pedestrian's actions could result in a collision with a moving vehicle, or slowing or stopping in any fashion.

Let's prioritize safety, equity and community well-being by investing in much-needed pedestrian infrastructure. Together, we can create neighborhoods where everyone has the freedom to move about their community.

Mahalo for the opportunity to testify on this important measure.

Ride Aloha,

S/Eduardo Hernandez

**Eduardo Hernandez**

Advocacy Director