

HAWAII NEWS

Gov. Josh Green's order tries to curb rising traffic fatalities



By [Nina Wu](#)

Today • *Last updated 7:26 a.m.*



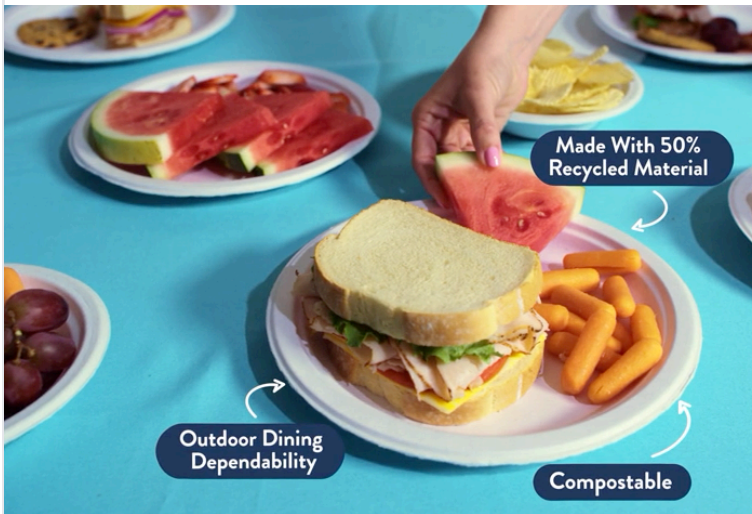
Honolulu police officers joined the community and Council members in waving signs at Honolulu Hale during the city's Drive with Aloha Day. HPD launched a "Safer Roads, Together" campaign last month with more sign waving for safety awareness.



Gov. Josh Green on Thursday signed an executive order to improve traffic safety and protect vulnerable road users in Hawaii.

The action was taken in response to the continued rise in traffic deaths across the state, according a news release from the governor's office, which called it a matter of urgent public concern.

The order introduces uniform regulations for e-bikes across the state and proposes mandatory safety classes for individuals cited for excessive speeding or driving under the influence.



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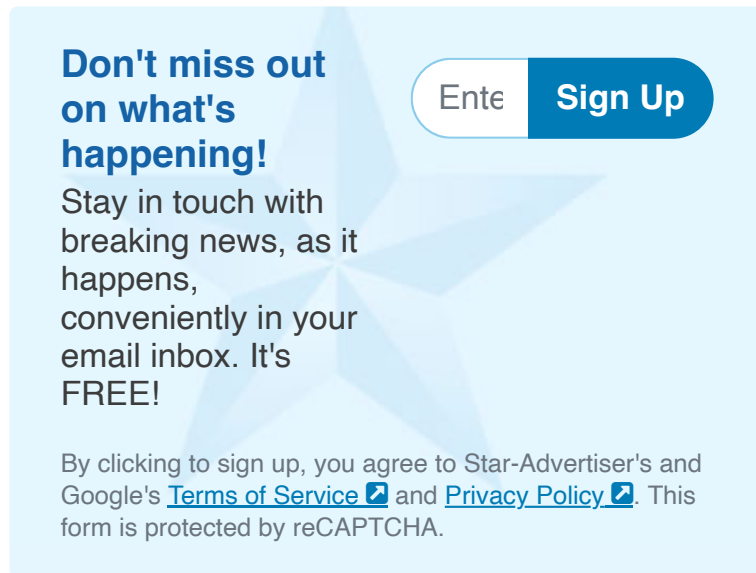
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Additionally, it directs the state Department of Transportation to boost funding for the enforcement of existing traffic laws by state and county law enforcement agencies.

“Even one death due to a crash is unacceptable,” said Green in a news release. “As of today, we’re at 93 people dead, with a disproportionate amount of the dead being pedestrians, bicyclists, motorcyclists, or moped riders. This Executive Order is an urgent call to action to promote responsible behavior and ensure we can keep pace with new technologies that are impacting everyone on the road.”

Traffic fatalities in Hawaii have been on an upswing this year, especially on Oahu,

which on average experiences at least one traffic death a week.

A light blue banner with a faint star graphic in the background. On the left, the text "Don't miss out on what's happening!" is in bold blue. Below it, in black, is "Stay in touch with breaking news, as it happens, conveniently in your email inbox. It's FREE!". On the right, there is a white input field with the placeholder text "Enter" and a blue "Sign Up" button.

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According to preliminary data from DOT, between Jan. 1 and Sept. 8, there have been 93 traffic deaths statewide, compared with 66 at the same time last year.

Statewide, pedestrian deaths increased to 27, four more than 23 counted at the same time last year. There were 30 deaths involving motorcycles, mopeds and scooters this year, compared with 18 counted at the same time last year.

The majority of fatalities, 60, were on Oahu, which experienced an uptick in vehicle, pedestrian and motorcycle deaths.

According to Green, preliminary data as of Wednesday showed that 71% of deaths involved vulnerable road users such as pedestrians, bicyclists and motorcyclists.

Additionally, about 91% of the deaths involved risky or negligent behavior such as speeding, failure to yield, improper pedestrian actions, and failing to use safety equipment such as seat belts and helmets.

“The data are showing that the primary cause for this increase in traffic deaths is our behavior behind the wheel,” said Green in the release. “For years, we and our traffic safety partners have done the sign waving and handing out lights and all the feel-good stuff, to try to convince people to take the actions science has proven will keep them safe.”

He added, “It’s time to take bold action to convince our friends and neighbors that following the rules of the road will keep themselves and others safe. We need everyone to recognize their responsibility to look out for others on our streets.”

The Honolulu Police Department last month launched a [“Safer Roads, Together” campaign](#) aiming to reduce road deaths and dangerous driving behavior.

The campaign was launched a few days after a [teen boy on an e-bike](#) died Aug. 20 after being struck by a 75-year-old man driving a car at an intersection in Ewa Beach.


Police said the teen was in a marked

crosswalk, but crossing against a don't walk signal and was not wearing a helmet. In weeks that followed, police responded to more moped and motorcycle deaths and pedestrians fatally struck by cars.

Police also have responded to a number of [hit-and-runs](#) that have critically injured pedestrians.

Eduardo Hernandez, the Hawaii Bicycling League's advocacy director, commended the governor's call for urgent action, particularly for the state's most vulnerable road users.

"The number of traffic fatalities we have seen this year is alarming, and it is clear that a collaborative effort is needed to address these issues," said HBL in a news release. "HBL is committed to being part of the solution."

HBL was pushing for new legislation — specifically [House Bill 958](#)  — to update regulations and definitions for e-bikes and micro-mobility devices during the past legislative session.

The bill would have prohibited the operation of a moped or electric motorcycle in certain locations and added other restrictions.

Green vetoed the bill, however, saying in a veto rationale that electric cars would not

have been exempt from driving on public roadways.

The rationale said this likely would violate the Commerce Clause and Equal Protection Clause of the U.S. Constitution and conflict with the administration's commitment to reducing greenhouse gas emissions.

HBL said many of the measures highlighted in the order likely will be in a revised bill in the next legislative session.

"HBL has long emphasized that roadway safety is a shared responsibility, whether walking, biking, rolling, or driving," said the nonprofit in its release. "We strongly support Vision Zero and the Safe System Approach, which emphasize safer roads, safer speeds, safer people, and post-crash care. For too long, Hawaii's roads have prioritized motor vehicles, creating conditions that encourage unsafe speeds and put people at risk."

Green's executive order directs DOT to come up with e-bike operation standards and consumer awareness requirements for retailers.

It encourages the state Department of Education to set policies prohibiting students from bringing nonconforming e-bikes onto public school campuses.

DOT is also to consider implementing tiered

driver license renewal protocols, examine how vehicles involved in repeat traffic offenses can be impounded, and set up a task force examining how video footage from the public can be used as evidence in traffic safety investigations.

DOT is also to identify high-risk traffic corridors throughout the state to determine where enhanced enforcement of traffic violations, including compliance with e-bike laws, is warranted.

Finally, DOT is to seek out supplementary funding for county police departments to better monitor and enforce these high-risk traffic corridors.

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TRAFFIC FATALITIES

More than half of traffic-related deaths in Hawaii have occurred on Oahu. Statistics are shown by counties.

JAN. 1 TO SEPT. 8, 2025

>> **State:** 27 vehicle occupants, 27 pedestrians, 30 motorcycle/moped/scooter operators, 5 bicyclists; 4 other nonoccupants* **(93 total)**

>> **Honolulu County:** 15 vehicle occupants, 17 pedestrians, 22 motorcycle/scooter operators, 3 bicyclists; 3

other nonoccupants **(60 total)**

>> **Hawaii County:** 6 vehicle occupants, 5 pedestrians, 4 motorcyclists, 1 bicyclist **(16 total)**

>> **Maui County:** 5 vehicle occupants, 5 pedestrians, 3 motorcyclists **(13 total)**

>> **Kauai County:** 1 vehicle occupant, 1 motorcyclist, 1 bicyclist, 1 other nonoccupant **(4 total)**

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* Includes skateboarders, monowheel riders, foot scooter operators.\

Source: *State Department of Transportation*

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