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Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

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Testimony of Aloha Independent Living Hawaiʻi

Item V.A — Planning Study Close Out Presentation: Traffic Signal Optimization and Demand Management Study
OʻahuMPO Policy Board — Monday, October 26, 2026, 1:00 p.m.
Submitted to OahuMPO@OahuMPO.org

Position: Support, with comments

Thank you for the opportunity to comment. Aloha Independent Living Hawaiʻi is a federally designated statewide Center for Independent Living. We serve people across all disabilities. Many of our consumers do not drive. They get to work, to clinics, and to TheBus stops and Skyline stations on foot, by wheelchair, or with a cane or guide dog. For them, signal timing decides whether they can cross the street at all.

We support the requested action. The island-wide model lets the region test signal and street changes before building them. The study tested two treatments that matter to our consumers: leading pedestrian intervals and pedestrian recall. With pedestrian recall, the walk signal comes up every cycle. A person who cannot see, find or reach a push button no longer has to. As the findings move into the Congestion Management Process, the Oʻahu Regional Transportation Plan and the Transportation Improvement Program, we ask the Board to keep four points in view.

First, we ask that pedestrians be measured, not only vehicle delay. The final report measures results in vehicle delay, level of service and vehicle hours traveled. It finds that the Vision Zero countermeasures raise vehicle delay at treated intersections by 48 percent in the morning peak and 45 percent in the afternoon peak. In its Keeaumoku Street analysis, the report states that the benefits to pedestrians and cyclists are not quantified. Measured that way, a safety treatment shows up only as a cost. We ask that any use of this model in the Congestion Management Process report pedestrian crossing time and safety alongside vehicle delay. Pedestrian crossing time should be treated as a requirement, not as delay to be reduced.

Second, we ask about walking speed and which crossings are modeled. The report states that pedestrians are represented only at the most active

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crossings, and that pedestrian counts were missing at many intersections. It does not state what walking speed the model assumes. Federal traffic-control guidance uses 3.5 feet per second, and a slower speed where people who walk more slowly routinely cross. We ask that DTS state the assumed walking speed. We also ask that future subarea models include crossings near senior housing, clinics, dialysis centers and transit stops, even where pedestrian volumes are low. Those are the crossings our consumers use.

Third, we ask for accessible pedestrian signals. The report does not address them. A leading pedestrian interval starts the walk phase before parallel traffic moves. A blind pedestrian who listens for traffic to know when to cross loses that head start. They also have less time to finish crossing, unless the signal gives an audible and vibrating walk indication. Federal guidance states that accessible pedestrian signals should be considered wherever leading pedestrian intervals are used. We ask that any leading pedestrian intervals deployed on the basis of this model include accessible pedestrian signals.

Fourth, we ask that equity analysis include disability. The report's equity analysis defines its populations by household income and race, and measures impact in vehicle hours traveled. Disability is not one of the categories. People who do not drive do not show up in a vehicle-hours measure at all. We ask that future equity analyses using this model include people with disabilities and households without a vehicle, and measure walking and transit outcomes. Census disability data is available at the tract level.

We look forward to working with Oʻahu MPO and the Department of Transportation Services as the model is put to use.

Mahalo for your consideration.

Roxanne U Bolden

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