

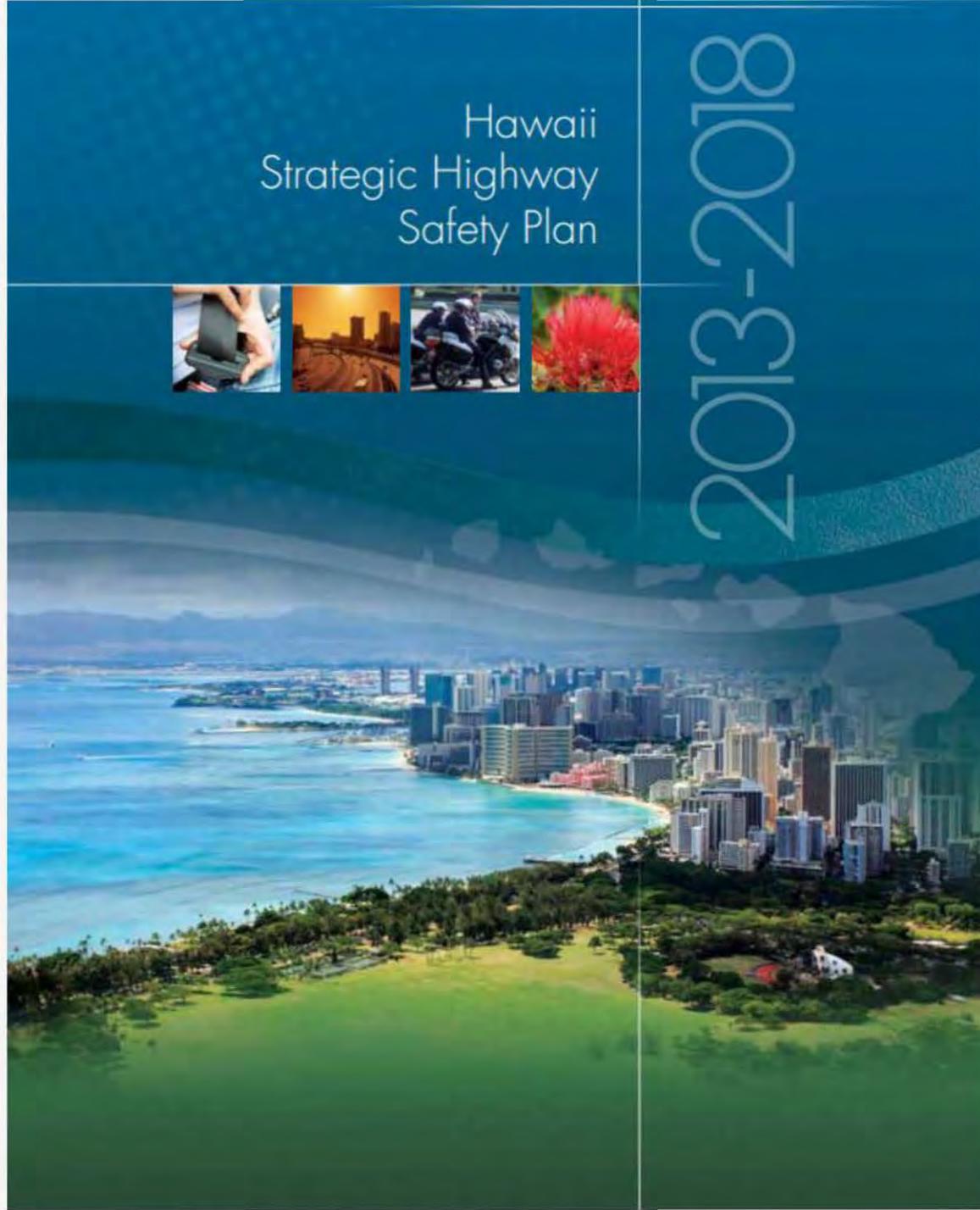


STATE-LEVEL
PED-BIKE
SAFETY

Hawaii
Strategic Highway
Safety Plan



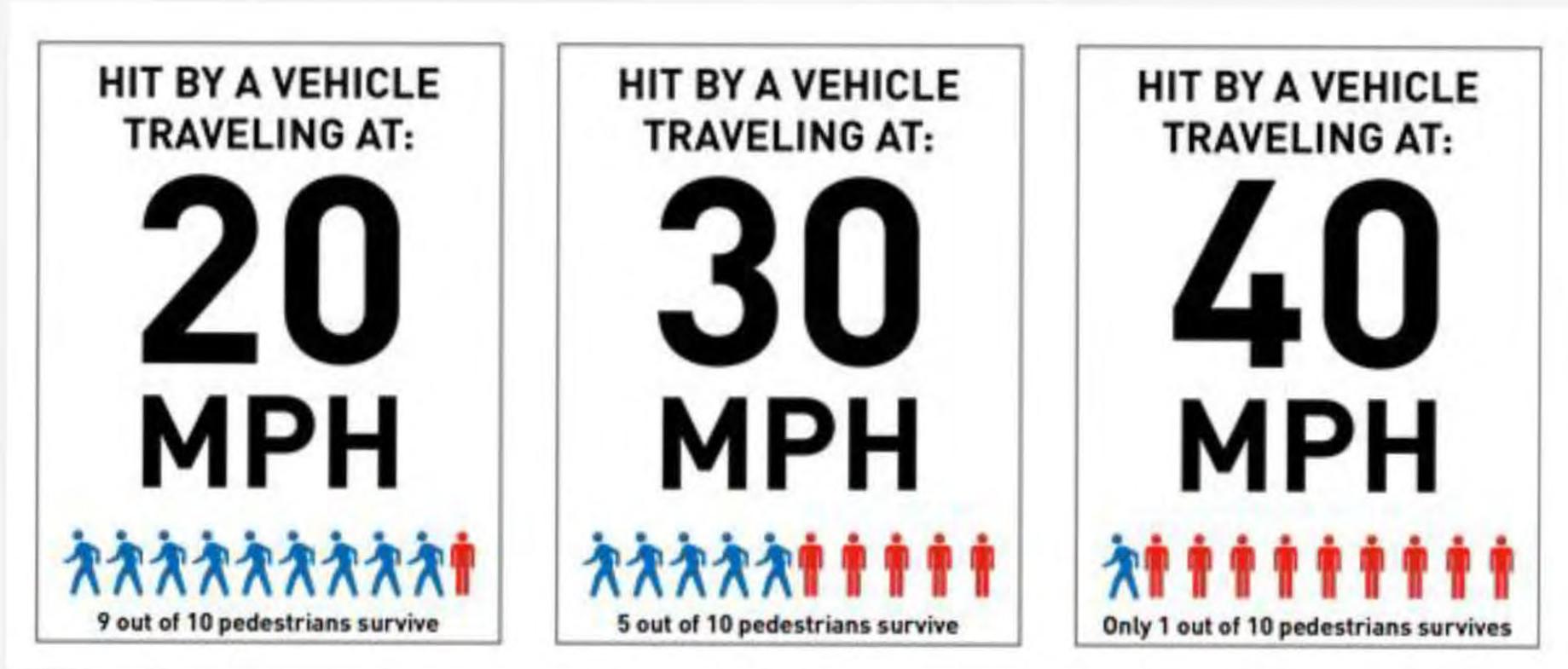
2013-2018





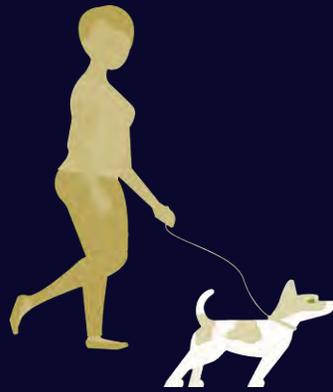
SAFE STREETS

SLOW SPEEDS = SAVE LIVES



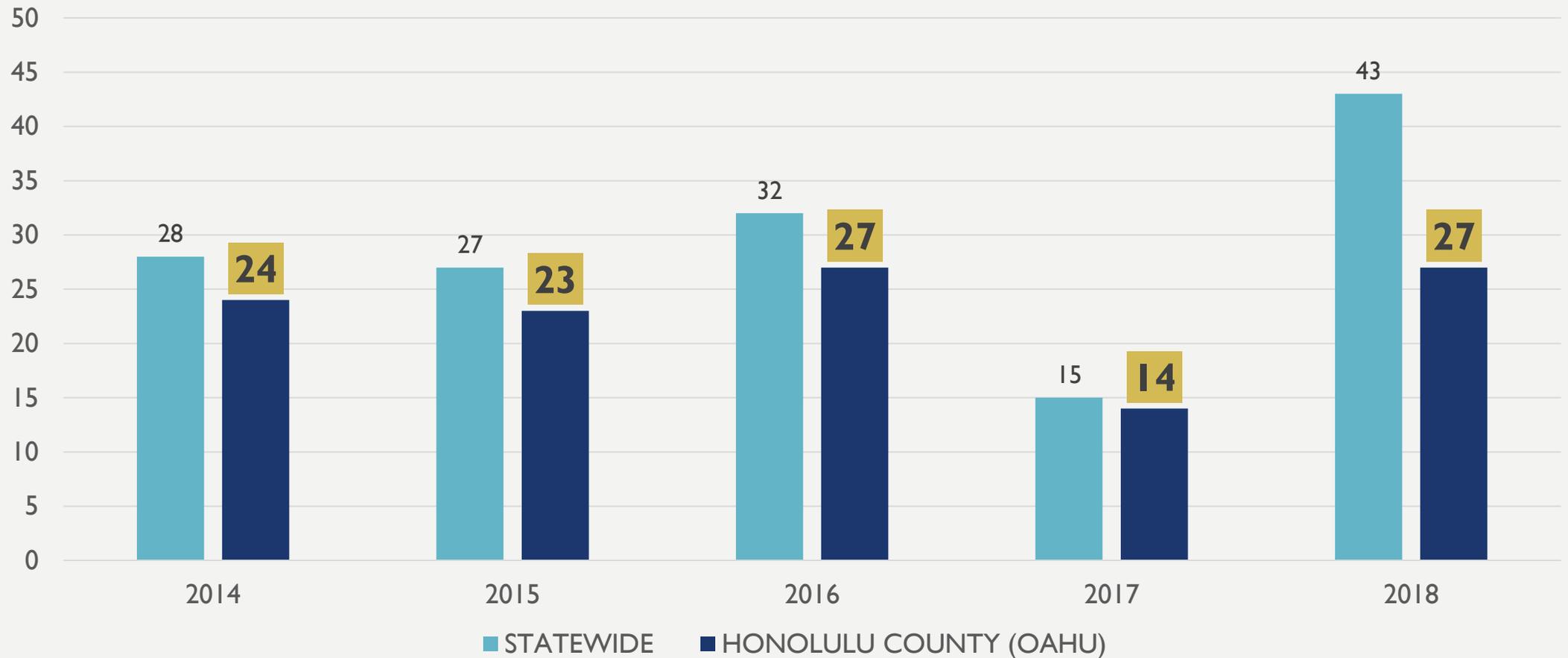


PEDESTRIAN DATA OVERVIEW



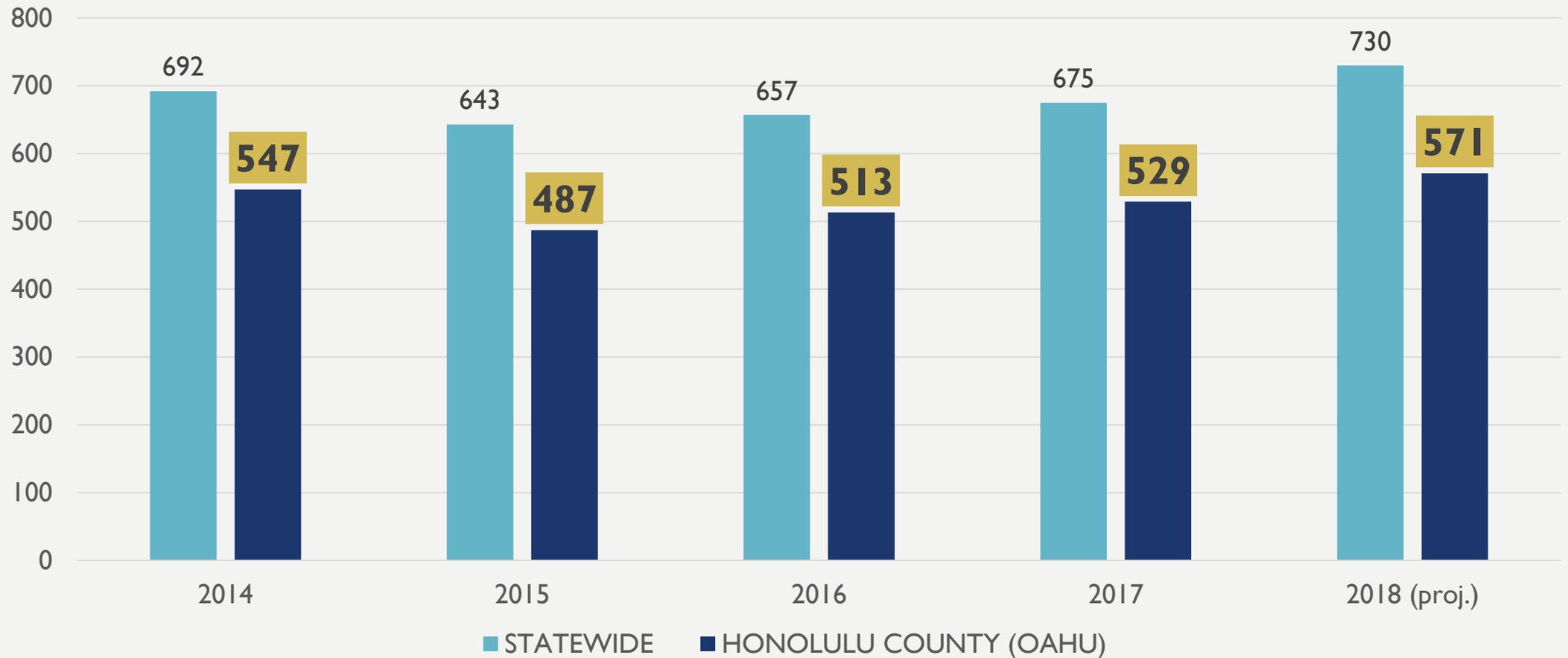
PEDESTRIAN FATALITIES STATE & HNL

SOURCE: FARS 2014-2017, HDOT 2018



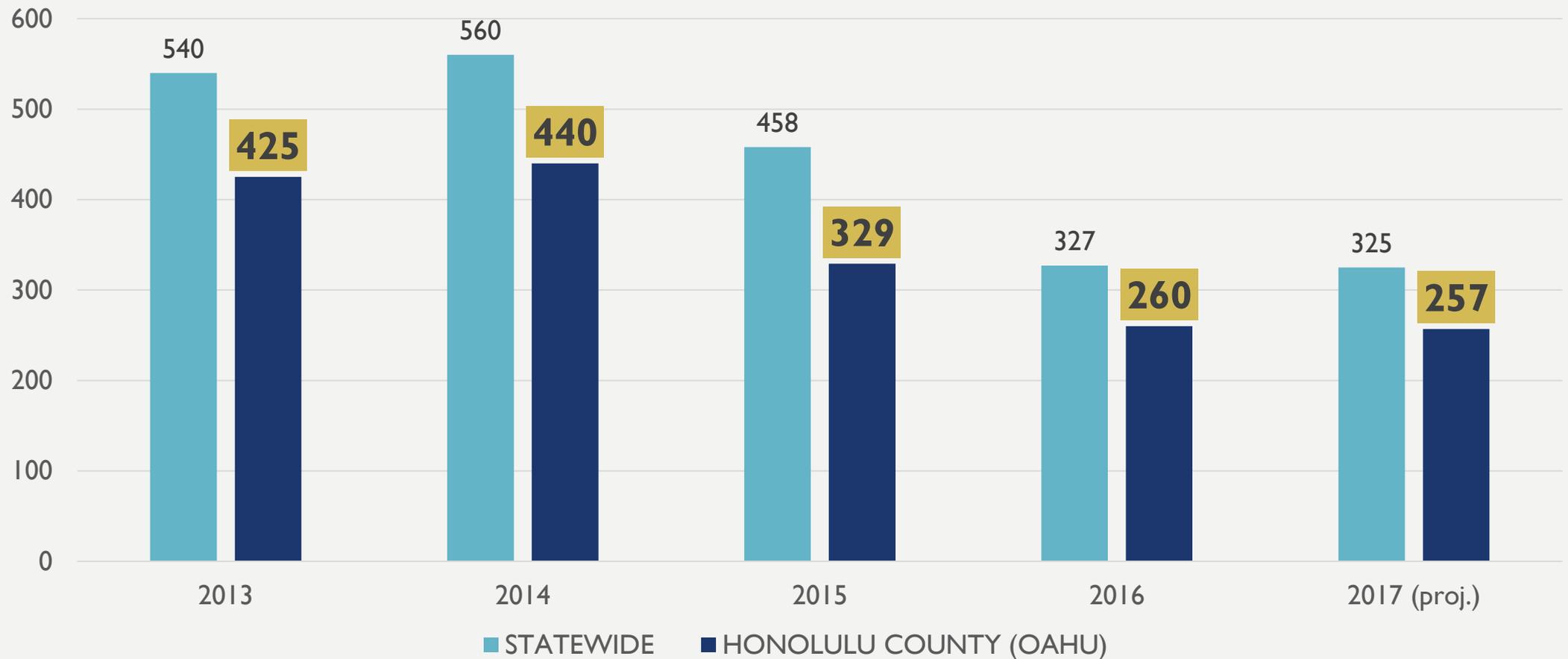
PEDESTRIAN EMS-ATTENDED CRASHES

SOURCE: DOH, 2014-2018



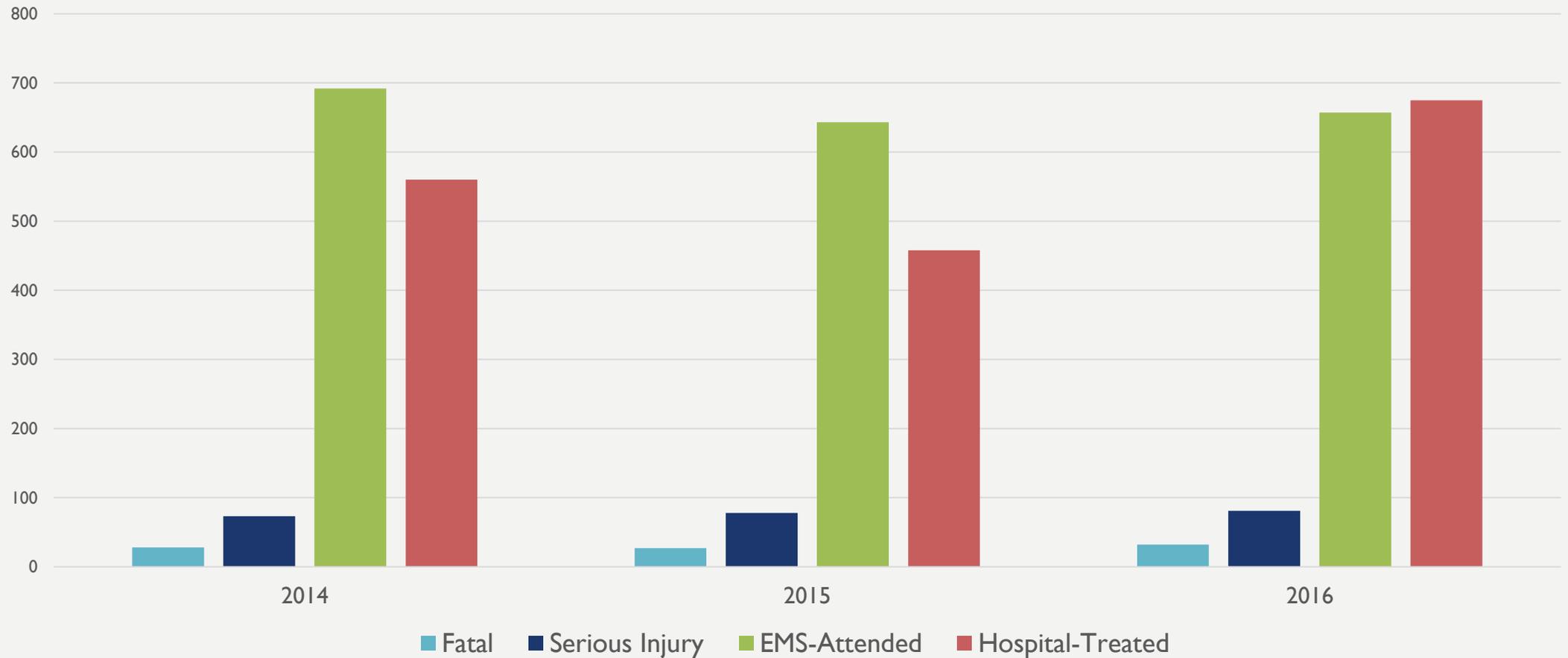
PEDESTRIAN HOSPITAL-TREATED CRASHES

SOURCE: DOH, 2013-2017



PEDESTRIAN STATEWIDE CRASHES

SOURCE: FARS (FATAL), HDOT (SERIOUS INJURY), & DOH (EMS/HOSPITAL), 2014-2016



ACTUAL COSTS OF PEDESTRIAN CRASHES EMERGENCY DEPT + HOSPITAL COSTS

DOH (2016-2017)

$$\begin{array}{r} \$13.2 \text{ M (ER)} \\ + \\ \$14.7 \text{ M (Hosp)} \end{array} = \begin{array}{c} \$27.9 \\ \text{Million} \end{array}$$

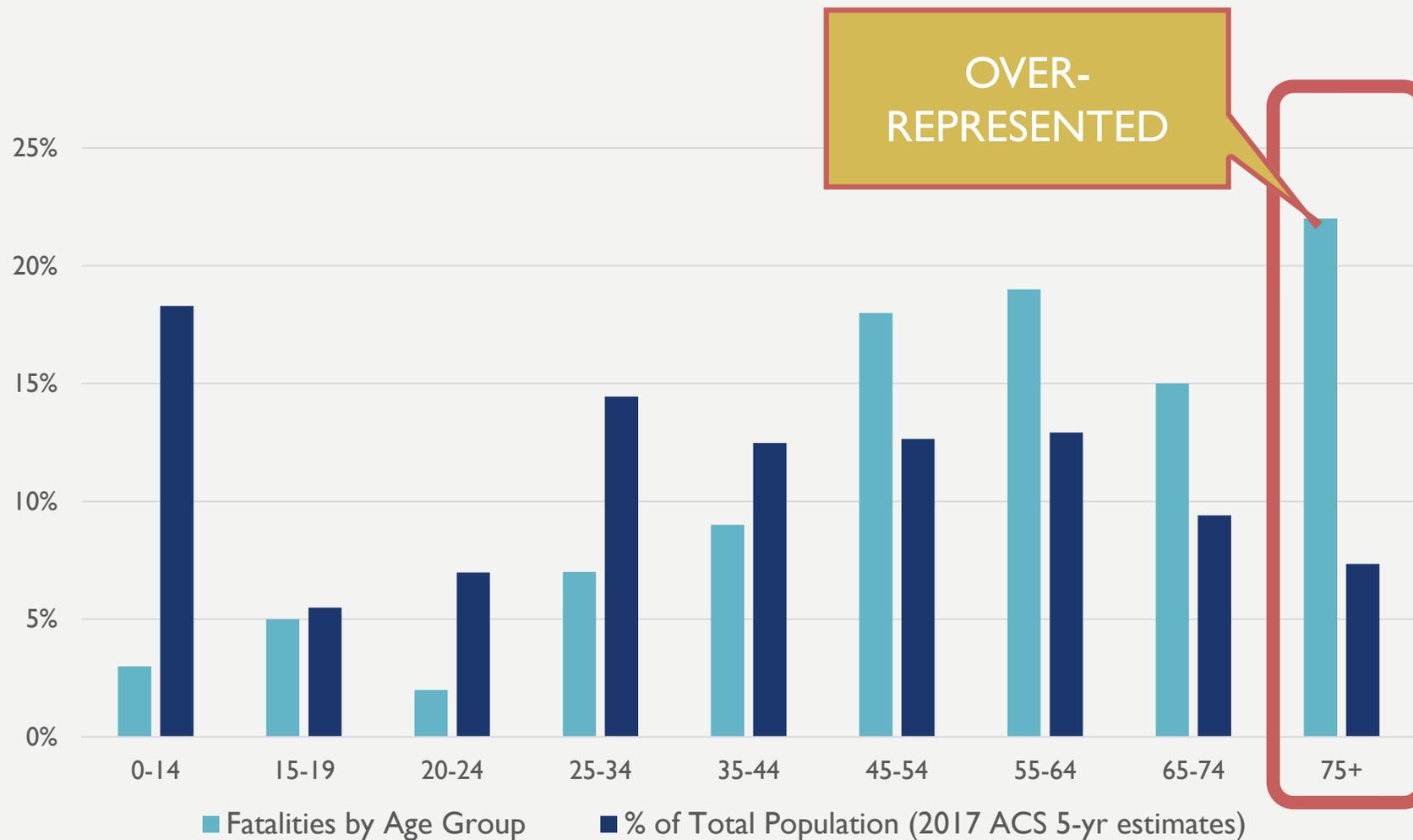
Only 2 years of data (2016-2017)

Emergency Department Discharge Data + Hospital Admissions Data



PEDESTRIAN FATALITIES, BY AGE

SOURCE: FARS 2014-2017



37% are
over
65 years
old

Average
age is 56

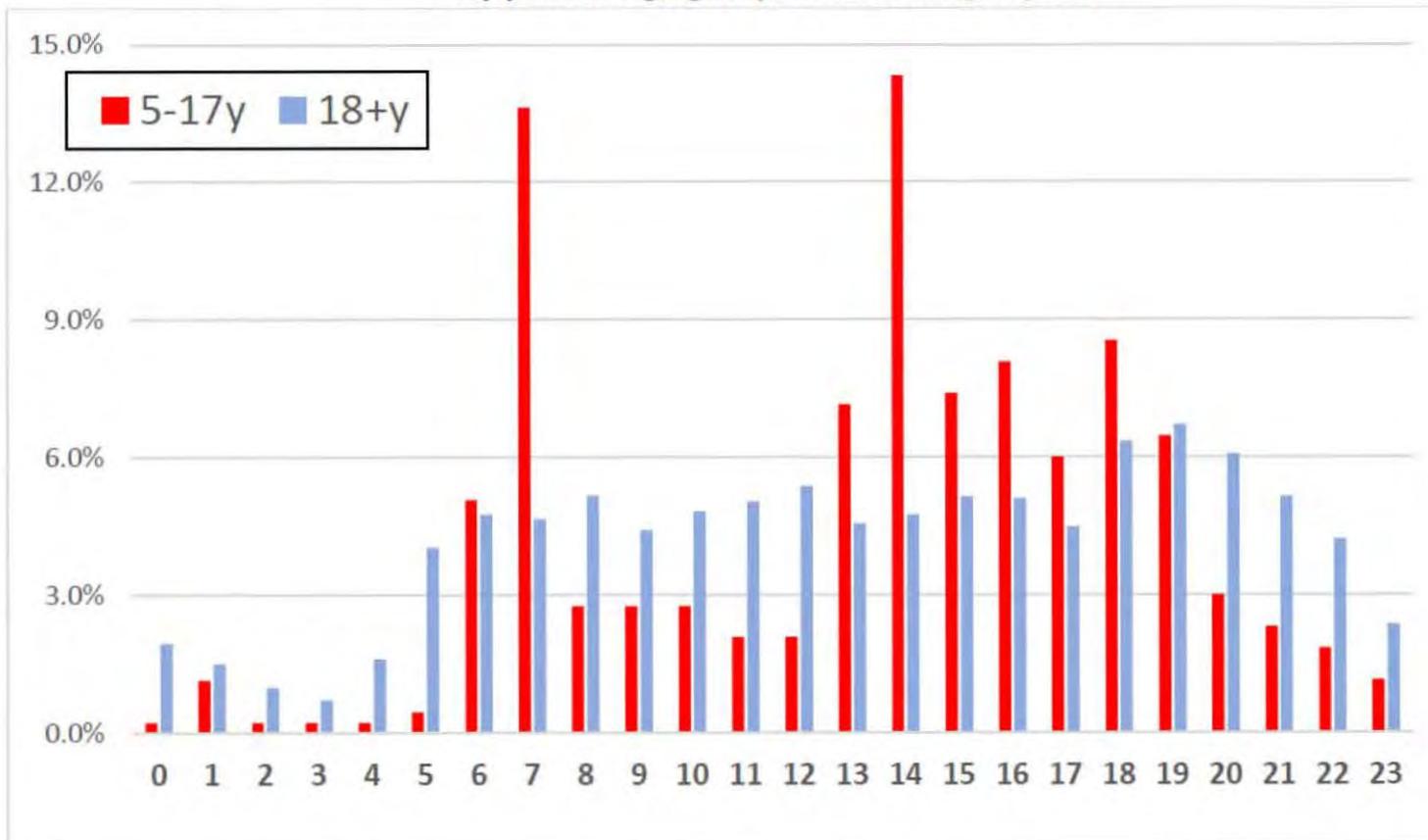
10% are
under 20
years old



PEDESTRIAN EMS-AGE-TIME OF DAY

SOURCE: DOH 2013-2017

Distribution of hour* of dispatch for Hawaii EMS calls for injuries to pedestrians, by patient age group, 2012 through 8/2017



*Value of 0 denotes midnight, 1 denotes 1am,...23 denotes 11pm.

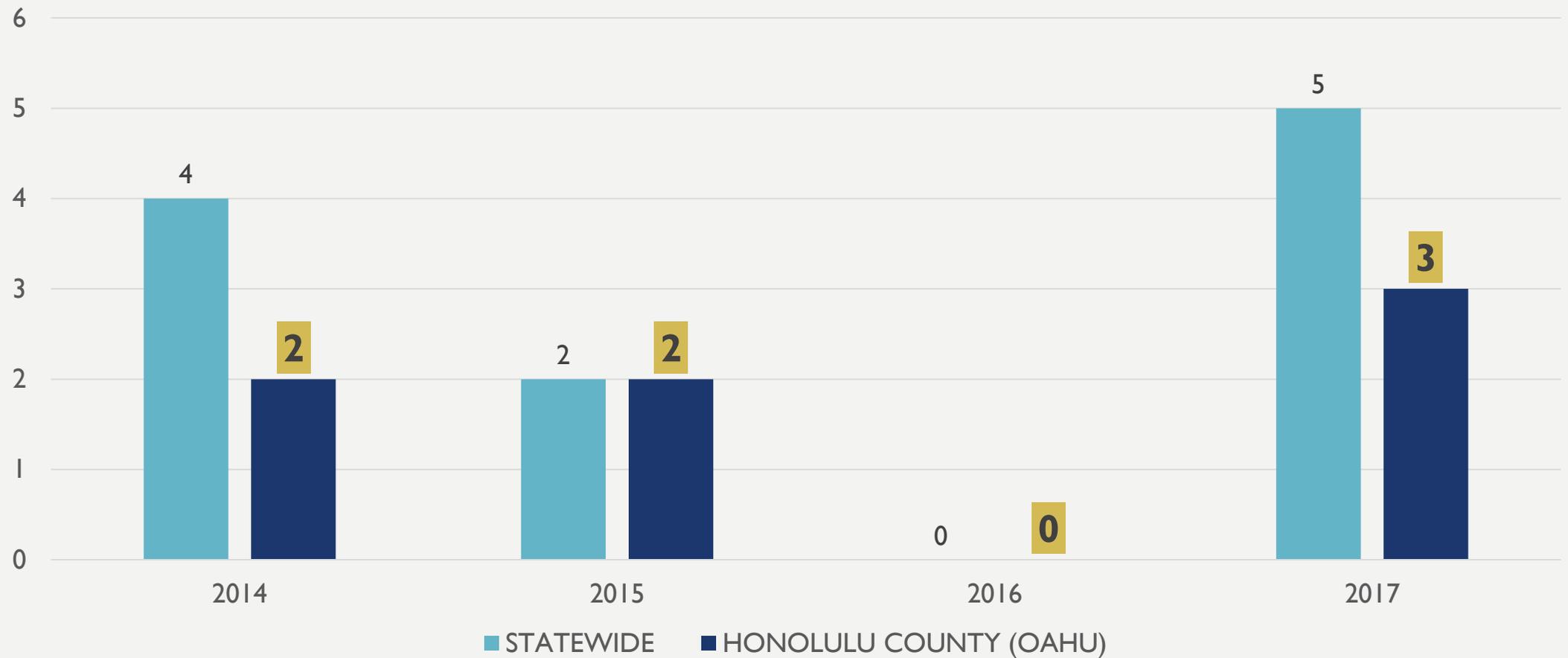


BICYCLIST DATA OVERVIEW



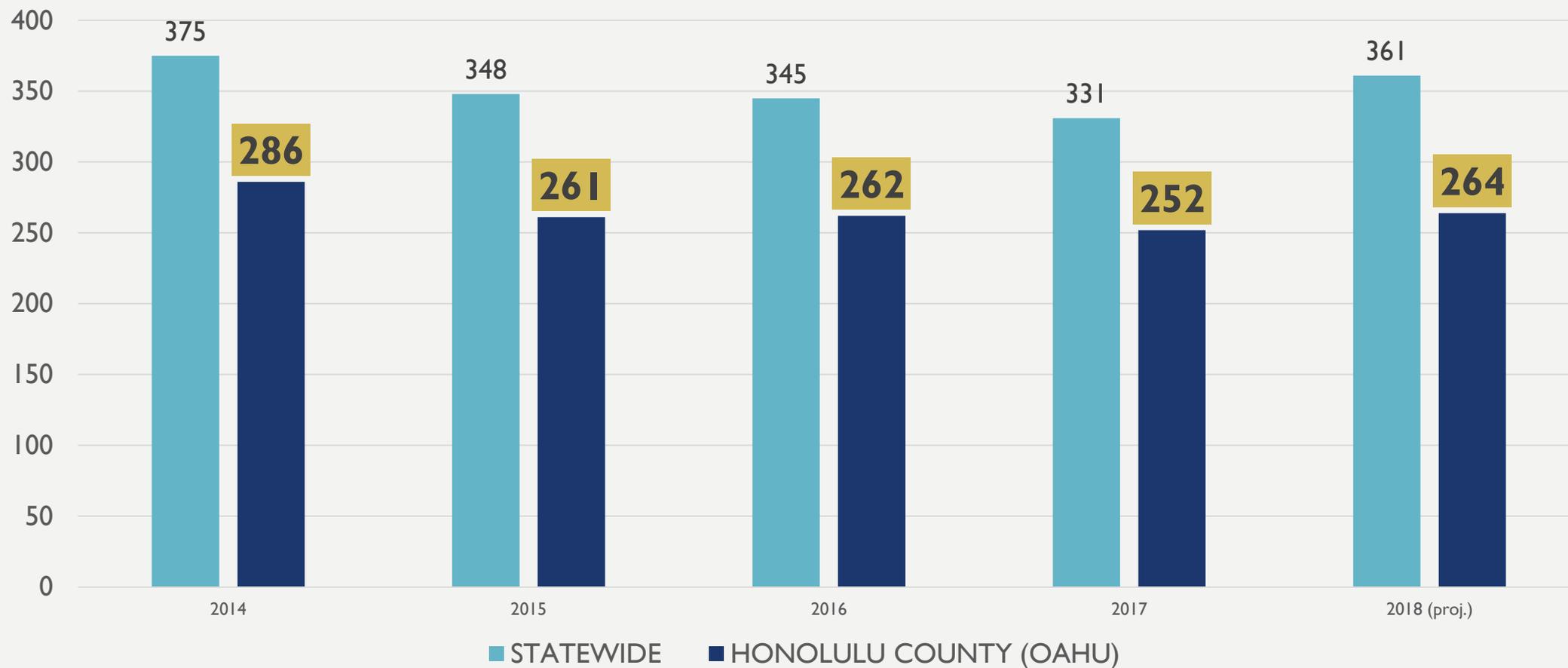
BICYCLIST FATALITIES- STATE & HNL

SOURCE: FARS 2014-2017



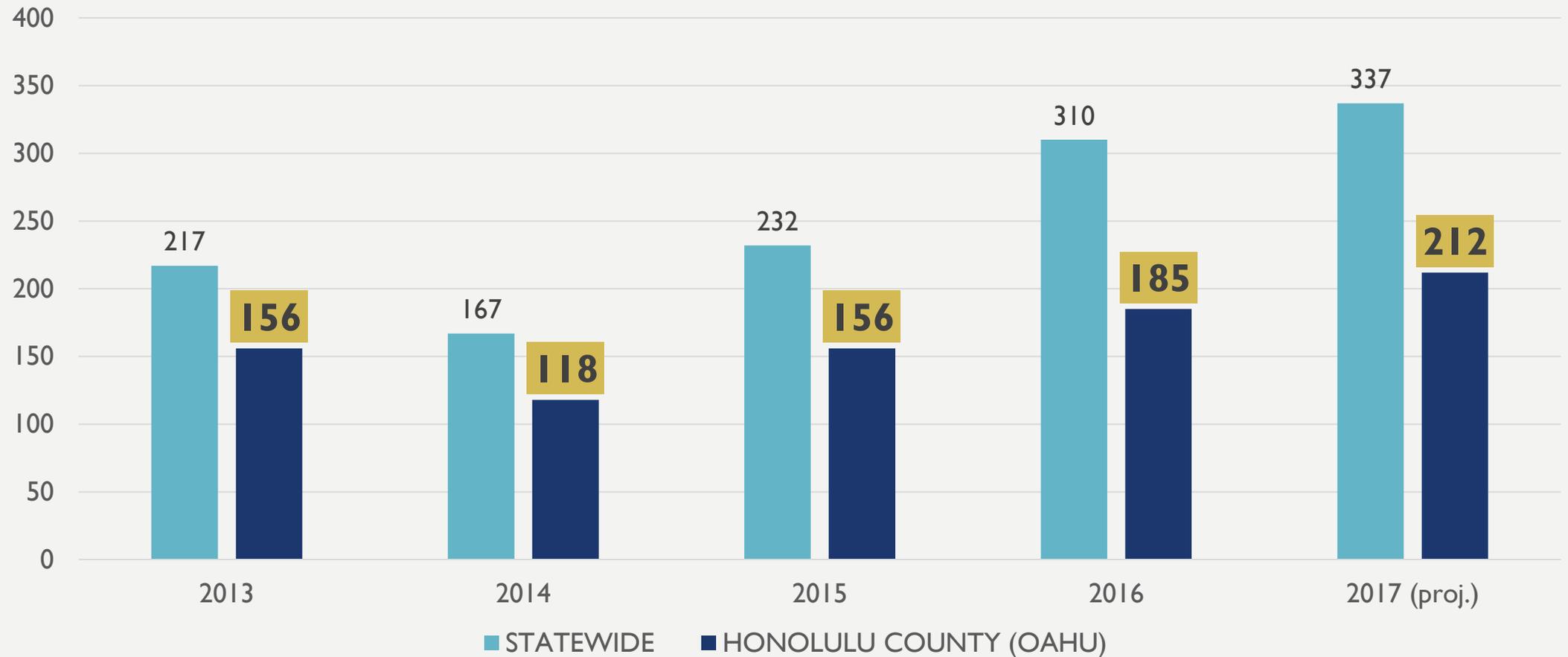
BICYCLIST EMS-ATTENDED CRASHES

SOURCE: DOH, 2014-2018



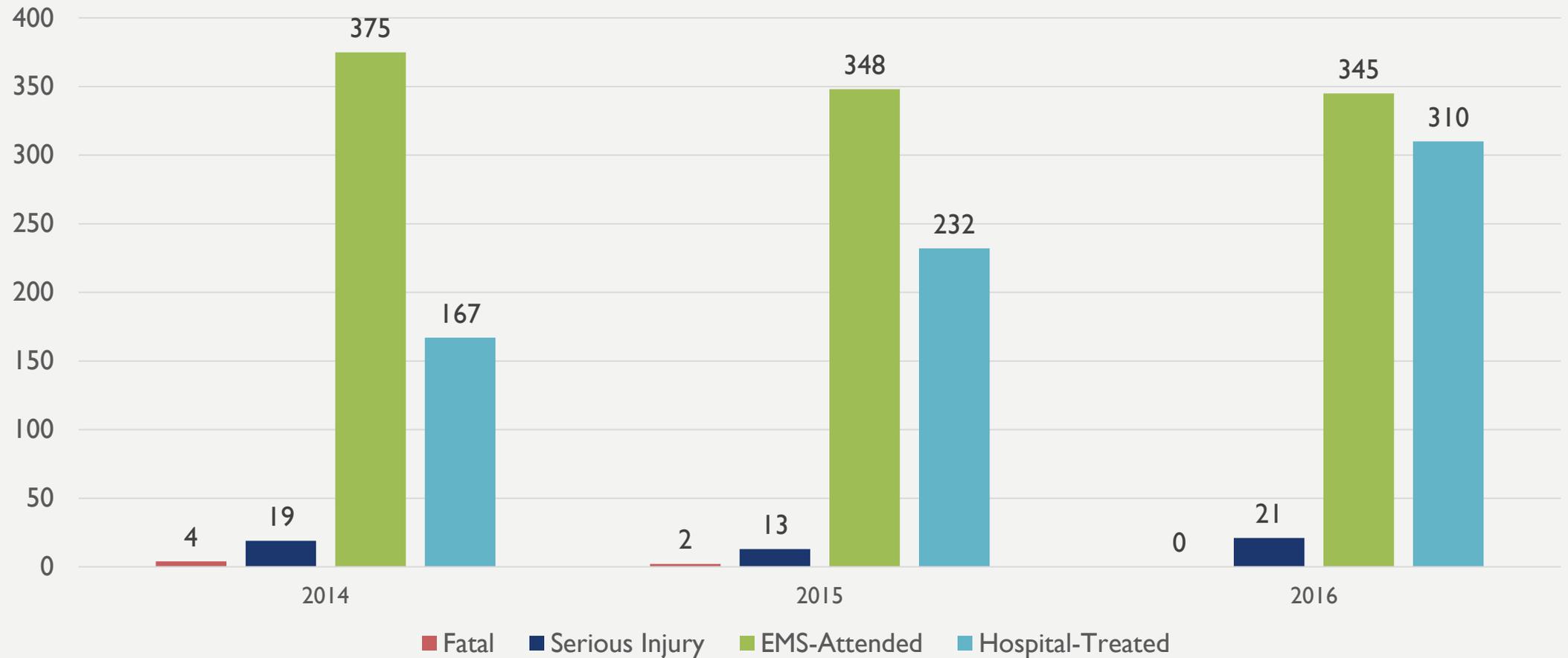
BICYCLIST HOSPITAL-TREATED NONFATAL INJURIES

SOURCE: DOH, 2013-2017



BICYCLIST STATEWIDE

SOURCE: FARS (FATAL), HDOT (SERIOUS INJURY), & DOH (EMS/HOSPITAL), 2014-2016



ACTUAL COST OF BICYCLIST CRASHES – EMERGENCY DEPT + HOSPITAL COSTS

DOH (2016-2017)

$$\begin{array}{r} \$6.0 \text{ M (ER)} \\ + \\ \$4.9 \text{ M (Hosp)} \end{array} = \boxed{\begin{array}{r} \$10.9 \\ \text{Million} \end{array}}$$

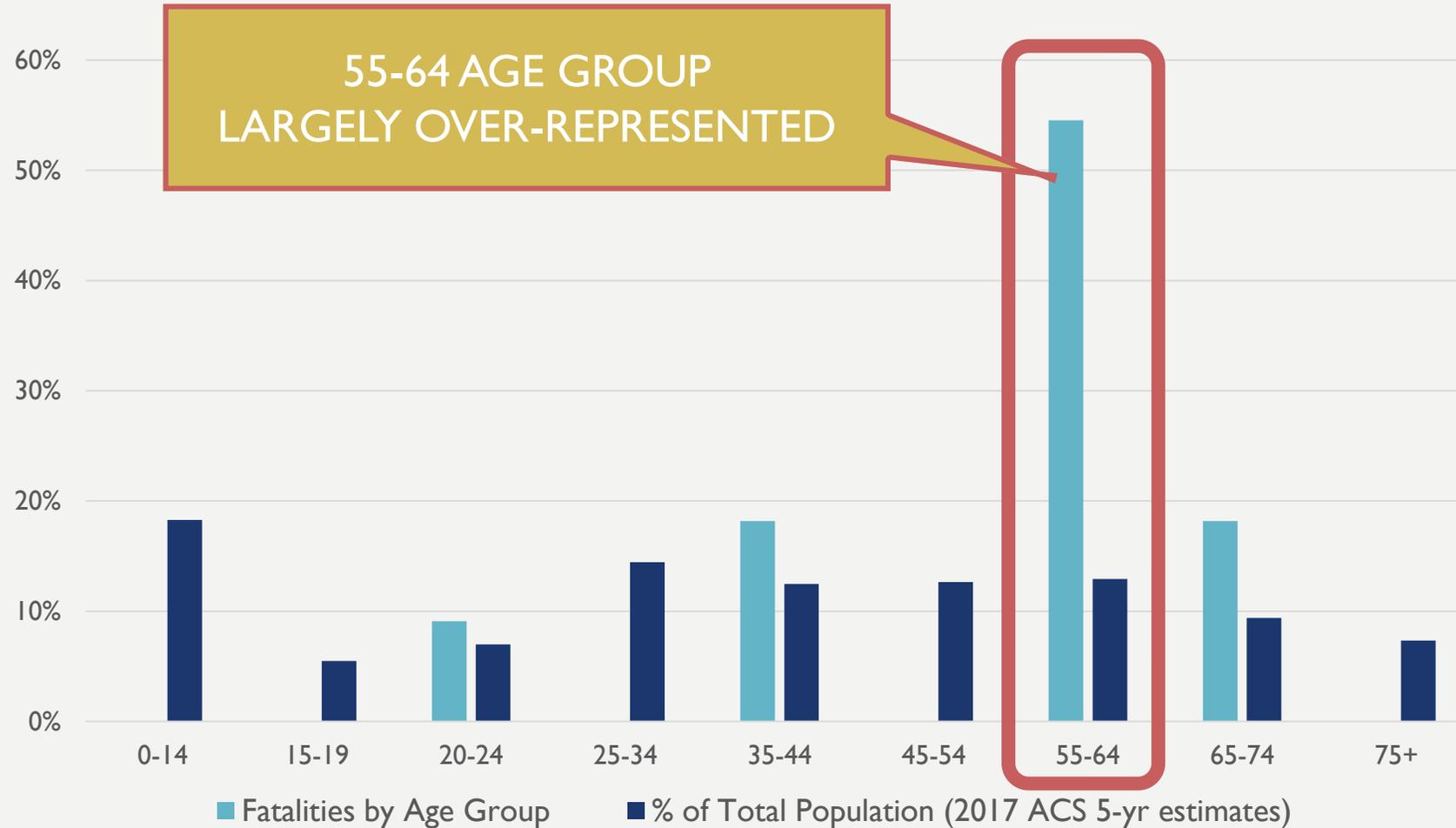
Only 2 years of data (2016-2017)

Emergency Department Discharge Data + Hospital Admissions Data



BICYCLIST FATALITIES, BY AGE

SOURCE: FARS 2014-2017



55% are
over
60 years
old

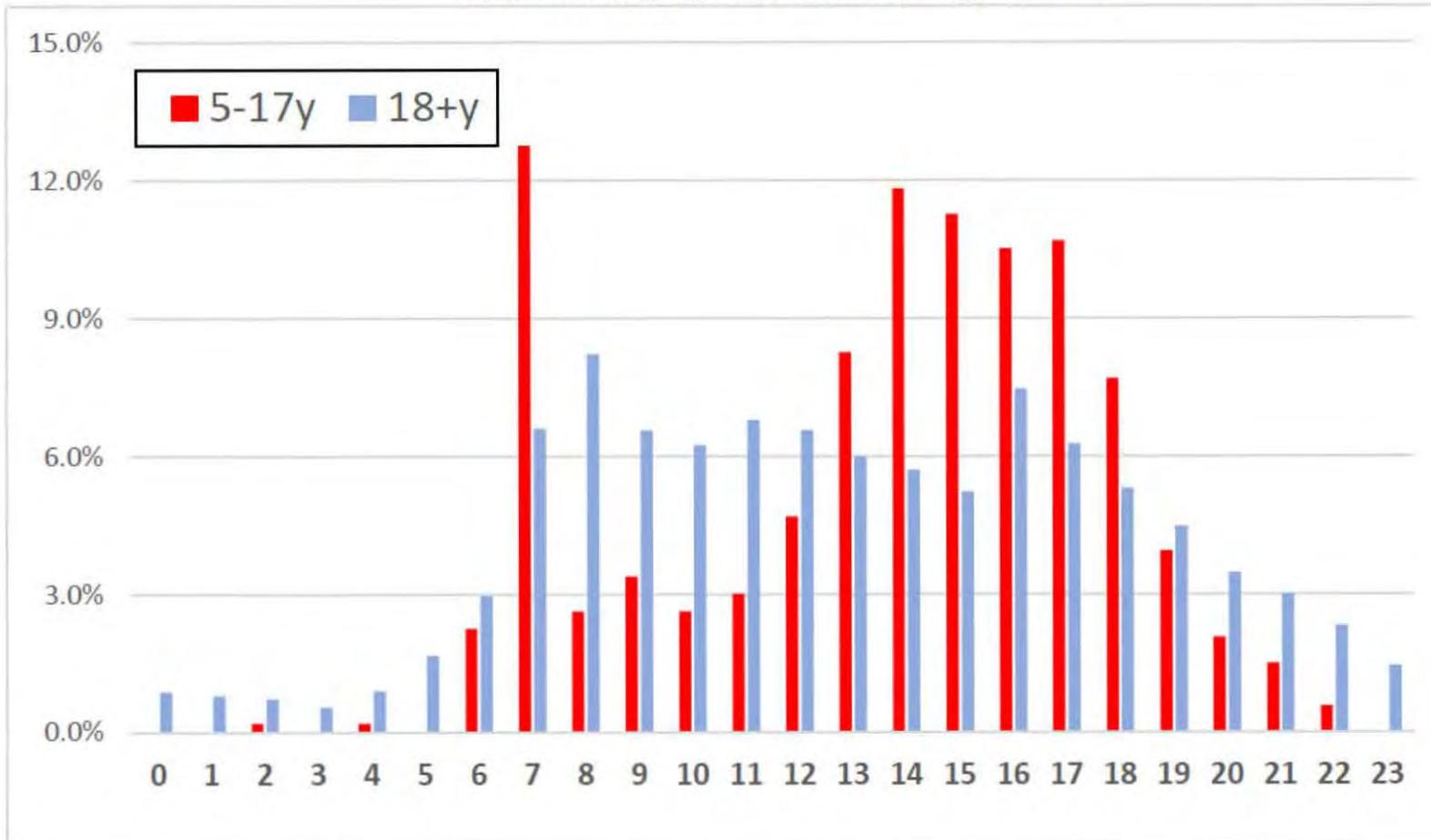
Average
age is 55

0 are under
20

BICYCLIST EMS-AGE-TIME OF DAY

SOURCE: DOH 2013-2017

Distribution of hour* of dispatch for Hawaii EMS calls for injuries to bicyclists, by patient age group, 2012 through 8/2017



*Value of 0 denotes midnight, 1 denotes 1am,...23 denotes 11pm.



STATE LEGISLATION – HOUSE

HB757 – Vision Zero

Requires DOT and county transportation departments to adopt Vision Zero policies to prevent and eliminate traffic fatalities. Establishes and funds a temporary working group in DOT to review traffic policies and recommendations to prevent traffic fatalities, develop an action plan, and report to the Legislature.

Introducers: Aquino, Brower, Cullen, Hashem, Hashimoto, Matayoshi, McDermott, Woodson

- Passed first reading; referred to Committees: Transportation, Judiciary, Finance
- Transportation Committee Hearing (1/29/19)
- Passed second reading and referred to Judiciary (2/12/19)
- Committee on the Judiciary – decision-making (2/14/19)
- Finance Committee – **TODAY** (2/20/19 at 4pm, Rm 308)

STATE LEGISLATION – SENATE

SB565 – Vision Zero

Requires DOT and county transportation departments to implement a vision zero program in Hawaii by 7/1/2020. Establishes a goal of no traffic fatalities or serious injuries by 2030.

Introducers: K. Rhoads

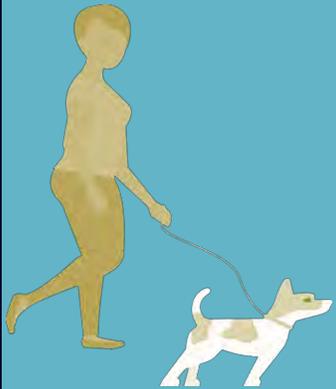
- Passed first reading (1/24/19), referred to Committees: Transportation and Ways and Means
- Transportation (2/4/19), recommend passage of 2nd reading and referral to Ways and Means
- Ways and Means (2/11/19), passed with amendments (2/14/19)

POLICY BOARD

- Vision Zero presentation at the next Policy Board meeting (Feb.26)
- If you want the OahuMPO to develop a Vision Zero policy and incorporate it into the long-range plans, then consider emailing your comments to policy board members prior to the Feb.26 meeting

Agenda https://www.oahumpo.org/?wpfb_dl=1486

SAVING
LIVES,
PREVENTING
INJURIES



A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that traffic-related
2 fatalities are on the rise nationwide. Each year, an average of
3 more than forty thousand people are killed in the United States
4 in vehicle crashes. In Hawaii, forty-five per cent of the fatal
5 crashes in the State were speed-related in 2016, ranking the
6 State as the fifth highest in the nation for proportion of
7 speed-related fatal crashes. A majority of the speed-related
8 fatalities occur on state roadways. Additionally, nearly forty
9 per cent of driving fatalities in Hawaii are alcohol-related,
10 which is above the national average. Finally, in 2018, a record
11 number of forty-three pedestrian fatalities were documented in
12 Hawaii, reflecting a dramatic increase from fifteen in 2017.

13 The legislature finds that many tragedies can be prevented
14 by taking a proactive, preventative approach that prioritizes
15 traffic safety. Vision Zero, also known as Target Zero in some
16 states, is a movement that seeks to prevent and ultimately
17 eliminate all traffic related fatalities. The Vision Zero



1 approach recognizes that people will sometimes make mistakes so
2 communities should implement policies and design roads that slow
3 down vehicles in order to give people walking and biking safe
4 alternatives and to reduce the chance that a human mistake leads
5 to a fatality.

6 The National Complete Streets Coalition endorses a Vision
7 Zero approach in pursuit of the objective to design streets that
8 prevent traffic injuries and fatalities, particularly for the
9 most vulnerable road users. Over one thousand two hundred
10 jurisdictions in the United States have, through an adoption of
11 Complete Streets policies, committed to design and operate their
12 streets to provide for the needs of all users of the road,
13 regardless of age, ability, income, or mode of transportation.
14 Vision Zero strategies can be easily integrated into existing
15 Complete Streets programs.

16 In 2009, the legislature passed Act 54, Session Laws of
17 Hawaii 2009, which requires the state's and all counties'
18 departments of transportation to adopt a Complete Streets policy
19 that reasonably accommodates convenient access and mobility for
20 all users of the public highways. It also established a
21 temporary task force to review existing state and county design



1 standards and guidelines. The city and county of Honolulu
2 further adopted its Complete Streets policy ordinance in 2012.
3 In 2018, the mayor of Maui presented a Vision Zero proclamation
4 in honor of a cyclist that was struck and killed on the shoulder
5 of the Piilani highway. Maui continues to invest in its
6 Complete Streets program with local organizations partnering
7 with the county to carry forward its Vision Zero initiative.

8 The legislature finds that the State and counties must
9 collaborate to provide safe roads, as many fatalities occur on
10 state highways. Hawaii should adopt its own Vision Zero policy
11 to prevent and ultimately eliminate all traffic fatalities
12 through a combination of engineering, enforcement, education,
13 and emergency response strategies to focus on equity.

14 SECTION 2. Chapter 286, Hawaii Revised Statutes, is
15 amended by adding a new section to be appropriately designated
16 and to read as follows:

17 "§286- Vision zero. The department of transportation
18 and the county transportation departments shall adopt a vision
19 zero policy that seeks to prevent and ultimately eliminate all
20 traffic fatalities through a combination of engineering,



1 enforcement, education, and emergency response strategies that
2 focus on equity."

3 SECTION 3. (a) There is established a temporary vision
4 zero working group exempt from section 26-34, Hawaii Revised
5 Statutes, to develop an action plan to reduce traffic fatalities
6 to zero.

7 (b) The action plan shall include but is not limited to:

8 (1) Policies on how to reduce speeds on state and county
9 roads;

10 (2) Engineering recommendations on how to increase
11 vehicular, pedestrian, and bicycle safety;

12 (3) Data-driven enforcement recommendations on how to
13 reduce speeding and operating a vehicle while under
14 the influence of an intoxicant;

15 (4) Additional steps that can be taken to eliminate
16 vehicular, pedestrian, and bicycle fatalities on the
17 road;

18 (5) An implementation plan; and

19 (6) Establishment of measures to track success.



- 1 (c) The members of the working group, where necessary,
2 shall be selected by the director of transportation, and shall
3 include:
- 4 (1) The director of transportation, or director's
5 designee, who shall chair the working group;
 - 6 (2) The director of health, or director's designee;
 - 7 (3) A representative from each county's transportation
8 department or county department with jurisdiction over
9 transportation;
 - 10 (4) A representative of the University of Hawaii's
11 department of urban and regional planning or
12 department of civil and environmental engineering;
 - 13 (5) A representative from each county's metropolitan
14 planning organization, if applicable;
 - 15 (6) A representative from each county's police department;
 - 16 (7) A representative of Mothers Against Drunk Driving
17 Hawaii;
 - 18 (8) A representative from the Federal Highway
19 Administration;
 - 20 (9) A representative of the Hawaii Bicycling League;
 - 21 (10) A representative of AARP Hawaii; and



1 (11) A representative of Peoples Advocacy for Trails
2 Hawaii.

3 (d) The department of transportation shall prepare and
4 submit a report of findings based on the vision zero working
5 group's efforts to the appropriate policy and fiscal committees
6 of the legislature on or before January 1, 2020.

7 (e) The working group shall submit to the legislature,
8 through the department of transportation, the following:

9 (1) An interim progress report no later than twenty days
10 prior to the convening of the regular session of 2020;
11 and

12 (2) A final report, including the working group's action
13 plan detailing its findings, recommendations, and
14 proposed legislation, no later than twenty days prior
15 to the convening of the regular session of 2021.

16 (f) The working group shall cease to exist on June 30,
17 2021.

18 SECTION 4. There is appropriated out of the general
19 revenues of the State of Hawaii the sum of \$ or so much
20 thereof as may be necessary for fiscal year 2019-2020 and the
21 same sum or so much thereof as may be necessary for fiscal year



1 2020-2021 for administrative costs of the temporary vision zero
2 working group.

3 The sums appropriated shall be expended by the department
4 of transportation for the purposes of this Act.

5 SECTION 5. New statutory material is underscored.

6 SECTION 6. This Act shall take effect on July 1, 2050;
7 provided that section 2 shall apply to any development for which
8 planning or design commences on or after January 1, 2020.



Report Title:

Vison Zero; Roads and Highways; Appropriation

Description:

Requires DOT and county transportation departments to adopt Vision Zero policies to prevent and eliminate traffic fatalities. Establishes and funds a temporary working group in DOT to review traffic policies and recommendations to prevent traffic fatalities, develop an action plan, and report to the Legislature. (HB757 HD1)

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.



JAN 18 2019

A BILL FOR AN ACT

RELATING TO VISION ZERO.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that vision zero is a
2 traffic safety program that seeks to end traffic deaths and
3 serious injuries.

4 The legislature further finds that the idea originated in
5 Sweden, which adopted vision zero as a national policy in 1997
6 and by 2013 had achieved a record low of road accident
7 fatalities. In 2000, the state of Washington became the first
8 in the United States to adopt the program and to set an
9 aggressive goal of zero traffic deaths and serious injuries by
10 2030. Washington reported that the state averaged twenty-two
11 fewer traffic fatalities and eighty fewer serious injuries each
12 year from 2002 to 2011.

13 The legislature finds that many of the country's large
14 cities, including New York, Boston, Los Angeles, and Chicago,
15 have adopted vision zero or similar programs. The Federal
16 Highway Administration is also committed to eliminating traffic



S.B. NO. 565

1 fatalities and serious injuries, adopting a policy called
2 "toward zero deaths."

3 The purpose of this Act is to require the department of
4 transportation to adopt and implement a vision zero program.

5 SECTION 2. (a) The department of transportation shall
6 implement a vision zero program by July 1, 2020.

7 (b) The goal of the vision zero program shall be to
8 eliminate traffic fatalities and serious injuries in Hawaii by
9 2030.

10 (c) The department of transportation, in conjunction with
11 the counties, shall take the necessary steps to implement the
12 program.

13 (d) The director of transportation may adopt rules
14 pursuant to chapter 91 for the purposes of this Act.

15 (e) No later than twenty days prior to the convening of
16 each regular session, the department shall submit a report to
17 the legislature on the progress made toward the goal of
18 eliminating traffic fatalities and serious injuries.

19 SECTION 3. This Act shall take effect upon its approval.

20

INTRODUCED BY: Paul Abma



S.B. NO. 565

Report Title:

DOT; Vision Zero

Description:

Requires the Department of Transportation to implement a vision zero program in Hawaii by 7/1/2020. Establishes a goal of no traffic fatalities or serious injuries by 2030.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.





RESOLUTION

URGING THE CITY ADMINISTRATION TO ADOPT THE GOALS, STRATEGIES, AND POLICIES OF VISION ZERO.

WHEREAS, traffic crashes are among the leading causes of death and injury in the United States; and

WHEREAS, traffic related deaths and serious injuries disproportionately impact pedestrians, minorities, older adults, the disabled, and the poor, according to the 2016 *Dangerous by Design* report, published by Smart Growth America and the National Complete Streets Coalition; and

WHEREAS, according to the State of Hawaii Department of Transportation, as of September 13, 2018, 79 people have been killed in traffic-related incidents in Hawaii this year, compared to 72 deaths at the same time last year; however, 25 of this year's deaths have been of pedestrians, compared to four pedestrian deaths at the same time last year, for an increase in pedestrian deaths of 525 percent; and

WHEREAS, Vision Zero is a comprehensive strategy to eliminate all traffic deaths and severe injuries while promoting safe, healthy, and equitable mobility for all; and

WHEREAS, the fundamental message of Vision Zero is that all traffic deaths are preventable and unacceptable; and

WHEREAS, Vision Zero was initially implemented in Sweden in the 1990s and subsequently the death rate for motorists in Sweden has been cut in half since 2000 and pedestrian fatalities have declined 50 percent since 2009; and

WHEREAS, numerous U.S. cities, including Los Angeles, California; New York City, New York; Seattle, Washington; San Francisco, California; Portland, Oregon; Philadelphia, Pennsylvania; Boston, Massachusetts; Chicago, Illinois; Denver, Colorado; Fort Lauderdale, Florida; and Washington, D.C., have adopted Vision Zero policies that focus on safety as a primary objective in designing transportation projects; and

WHEREAS, by the enactment of Ordinance 12-15, which established the City and County of Honolulu's ("City") Complete Streets policy, the Council expressed its commitment to safe mobility for all roadway users; and



RESOLUTION

WHEREAS, the City Council recognizes that no one should die or be seriously injured while traveling on the City's roadways; now, therefore,

BE IT RESOLVED by the Council of the City and Council of Honolulu that the City Administration is urged to adopt the goals, strategies, and policies of Vision Zero; and

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Mayor, the Managing Director, and the Director of Transportation Services.

INTRODUCED BY:

Alan Kobayashi

DATE OF INTRODUCTION:

OCT 02 2018

Honolulu, Hawaii

Councilmembers