



**The CAC Subcommittee on Pedestrian Safety's Recommendation**

**RESOLUTION OF THE OAHU METROPOLITAN PLANNING ORGANIZATION ENDORSING VISION ZERO AS A FRAMEWORK FOR BUILDING A CULTURE OF PEDESTRIAN SAFETY.**

**WHEREAS**, the Oahu Metropolitan Planning Organization (OahuMPO) is responsible for multi-modal transportation planning process. 23 United States Code (USC) § 134 – 135 and 49 USC § 5303-5304 require that metropolitan planning organizations be designated based on population threshold as defined in federal law to act as a decision-making agency and to receive certain federal funds for the purpose of carrying out a continuing, cooperative, and comprehensive transportation planning process. Act 132 of Session Laws of Hawaii (SLH) 2015 created the OahuMPO to such entity for the island of Oahu;

**WHEREAS**, the pedestrian, as defined in Hawaii Revised Statutes (HRS) 291C-1, is the most vulnerable user of surface transportation systems in Hawaii. According to a study prepared by Smart Growth America and covering the period 2008-2017, 21.1% of traffic fatalities in Hawaii were pedestrians compared to 14.2% in the entire United States. While Hawaii's pedestrian danger index score during the study period is better at 36.4 than the nation's 55.3, this is expected to worsen due rise from an annual average of 25 fatalities during the study year to a total of 43 in 2018.

**WHEREAS**, pedestrian fatalities, and traffic fatalities in general, have become status quo in OahuMPO's planning area. This is not acceptable for citizens, commuters, and tourists who live, work and play on Oahu;

**WHEREAS**, Hawaii, of which Oahu is a part, is the third most dangerous state for older pedestrians. According to Smart Growth America's 2019 Hawai'i State Report Between 2008-2017, adults over 50 years of age were 2.6 times as likely to be struck and killed while walking or rolling compared to people under 50. This is unacceptable for all who value the Aloha spirit;

**WHEREAS**, studies consistently confirm that age, gender, ability, and socioeconomic status are strong predictors of vulnerability to traffic violence, necessitating an approach that prioritizes correcting systemic barriers to safe mobility."

**WHEREAS**, there is a need to build a culture of pedestrian safety across the island and eliminate pedestrian fatalities and serious injuries;

**WHEREAS**, a Vision Zero policy puts culture of safety at the center by not accepting the loss of life as the price to pay for mobility. Vision Zero as a transportation policy was introduced in

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Sweden in 1997. Today, Sweden has the lowest annual road fatality record at three fatalities per 100,000.

**WHEREAS**, Vision Zero represents a necessary disruption of an unacceptable status quo. It therefore requires that we approach traffic violence as not merely an engineering or design problem but a cultural problem requiring 1) interdisciplinary stewardship and shared language, values and goals; 2) Creative aggregation and sharing of knowledge including data, community experience and peer learning among agencies and regions; and 3) a shift from centering user compliance to building systems that are resilient and tolerant of human error and inclusive of all ages and abilities.

**WHEREAS**, In the United States, many cities and states have adopted Vision Zero as a strategy to eliminate fatalities and serious injuries from road traffic crashes, while increasing safe and equitable mobility for all.

**WHEREAS**, the City and County of Honolulu adopted a Vision Zero resolution (18-219) in December 2018 and the State of Hawaii passed a Vision Zero legislation in 2019 (State Act 134);

**WHEREAS**, Vision Zero is currently a buzz phrase but it is not well understood even among professionals outside of the transportation sector and let alone among ordinary transportation system users.

**WHEREAS**, there are currently other major State and City initiatives that seek pedestrian safety. Among these are Hawaii's Complete Streets legislation (Act 54 of SLH 2009), City and County of Honolulu Complete Street Policy (Ordinance 12-15), Hawaii Department of Transportation Strategic Safety Plan, Oahu Pedestrian Plan. For synergy in process and results, Vision Zero policy must also frame these major initiatives.

**NOW THEREFORE, BE IT RESOLVED, by the Policy Board of the Oahu Metropolitan Planning Organization that the OahuMPO adopt Vision Zero as policy framework to guide planning and action bring a culture of pedestrian safety.**

**FURTHERMORE, BE IT RESOLVED** that the OahuMPO address the above through the following:

1. Work products. To incorporate the principles of Vision Zero in the Oahu Regional Transportation Plan, Transportation Improvement Program, and Overall Work Program and to reflect these in, but not limited to, evaluation criteria for project selection and performance measures;
2. Aligned targets and implementation. To direct staff and members of Policy Board and advisory committees to support collaboration and alignment of Vision Zero implementation by participating in State and City task forces, steering committees, working groups, and other educational fora as the State and City develop Vision Zero action plans and implement major initiatives like Complete Streets Program and State Highway Safety Plan.

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3. Community Engagement. To direct the development of community engagement as a work element to support the implementation of Vision Zero. This work element will seek to amplify multidisciplinary perspectives and diverse living experiences. It will acknowledge safety and access disparities based on age, ability, gender and socioeconomic status.

That this resolution shall take effect immediately upon its adoption.

DRAFT

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