

OahuMPO Safety Efforts

REQUIRED WORK PRODUCTS:

Ke Ala Imua, O'ahu Regional Transportation Plan 2045

The [O'ahu Regional Transportation Plan \(ORTP\)](#) is a long-term document that outlines transportation goals, objectives, policies, and projects for O'ahu. Projects that are in the ORTP are eligible for Federal transportation funding. The 20-year horizon of the plan incorporates forecasted population, housing, employment, environmental, land-use, and technology changes. Based upon projected transportation needs, financial resources, and community input, the ORTP identifies strategies and actions to promote the development of an integrated, inter-modal, surface transportation system that facilitates the safe, efficient, and economical movement of people and goods. It also identifies specific highway, transit, freight, bicycle, and pedestrian projects that are designed to improve safety, mitigate congestion, and increase mobility for O'ahu's residents and visitors. The ORTP is updated every five years.

OahuMPO staff heard very clearly from the community that safety is a high priority for residents across the island and is incorporating safety into its project prioritization process. A draft of the project prioritization process will be presented to the Citizen Advisory Committee for feedback, as well as the Technical Advisory Committee, and Policy Board.

Federally Required Performance Measures

[Safety Performance Management](#) (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries.

OahuMPO Policy Board voted to support HDOT's safety targets at their November 28, 2017 meeting. The following targets were adopted:

Performance Measure	Target	Basis
Number of Fatalities	97.6	Based on the five-year average
Fatality Rate (Fatalities/100 Million VMT)	0.946	Calculated based on the fatality target and historical VMT
Number of Serious Injuries	517.4	Based on past historical data with a HSHSP goal of reducing the number of severe crashes for future years
Serious Injury Rate (Serious Injuries/100 Million VMT)	4.978	Calculated based on the serious injury target and historical VMT
Number of Non-Motorized Fatalities and Serious Injuries	119.4	Based on past historical data with a HSHSP of reducing the number of fatal and severe crashes for future years

For more information, view the presentation here:

https://www.oahumpo.org/?wpfb_dl=1243

Overall Work Program (OWP):

The [Overall Work Program \(OWP\)](#) does two main things: 1) it describes and programs planning studies (along with any defined objectives, tasks, and deliverables), and 2) describes and programs the budgetary and staffing requirements for OahuMPO. The OWP is a requirement for metropolitan transportation planning activities performed with Federal funds provided under 23 USC and 49 USC 53.

The OWP includes safety in its prioritization process, through requiring all studies to be consistent with at least one of the FAST Act factors. FAST Act factor #2 reads, “Increase the safety of the transportation system for motorized and non-motorized users.”

Transportation Improvement Program (TIP):

The [Transportation Improvement Program \(TIP\)](#) is the four-year programming document that lists regionally-significant, short-term transportation projects that will be undertaken on the Island of O’ahu.

The TIP evaluation process includes the following as high priorities:

- Project was identified through HDOT’s Strategic Highway Safety Plan
- Project was identified through HDOT’s Highway Safety Improvement Program process
- High potential for rockfall based on HDOT’s Rockfall Protection Study
- Private industry funding has been committed or project is 100% federally funded
- Phase of project (planning or design) has already been completed
- Project closes a gap or connect missing links
- Project is required by Federal, State, or Municipal laws, regulations, or codes
- Project includes improvements to transit facilities such as bus pads and bus pays

More information about the TIP evaluation process can be found in Appendix C of the TIP Policies and Procedures: https://www.oahumpo.org/wp-content/uploads/2016/03/OahuMPO_TIP_ProcessesandProcedures150921.pdf

The TIP also requires proposals to include a Complete Streets Checklist. More information about the Complete Streets Checklist can be found in Appendix D of the TIP Policies and Procedures: https://www.oahumpo.org/wp-content/uploads/2016/03/OahuMPO_TIP_ProcessesandProcedures150921.pdf

NON-REQUIRED WORK PRODUCTS:

Local Technical Assistance Program (LTAP) Funding:

[FHWA Speed Management Training \(NHI 380116\)](#) – March 12th and March 13th

Attendees: HDOT, City and County of Honolulu Department of Transportation Services, OahuMPO, and University of Hawaii at Mānoa

This 1-day Instructor-led training emphasizes how state and local governments can improve community safety by integrating speed management principles into three critical safety focus areas: roadway departures, intersections, and pedestrians and bicyclists. Training participants will discuss: What percentage of roadway departure crashes are speeding-related? Which types of intersections have the most speeding-related crashes? What vehicle speed is hazardous for pedestrians and bicyclists? Participants who complete this transportation training will be able to appropriately apply safety strategies and countermeasures to reduce traffic fatalities from speeding as part of a comprehensive speed management program.

State Highway Safety Committee

The vision of the [State Highway Safety Committee](#) is that all Hawaii's road users arrive safely at their destinations. Their mission is to save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the SHSP. Their goal is that by working together, we will reduce yearly fatalities from 100, to 80 or fewer by 2018, toward the ultimate goal of zero deaths.

OahuMPO staff co-chaired and served on the bicycle and pedestrian emphasis area and helped to draft strategies that go into the State Highway Safety Plan. This plan is meant to guide changes in policy, design, enforcement, data, education. Staff is currently involved in revising supporting actions for improving bicycle and pedestrian safety. The full 2019-2024 Hawaii Strategic Highway Safety Plan can be found here:

<https://hidot.hawaii.gov/highways/files/2019/11/SHSP-2019-booklet-1k-hr-single-pgs.pdf>

Vision Zero Task Force

ACT 134 of the Regular Session of Hawaii 2019, requires the Department of Transportation and County Transportation Departments to Adopt a Vision Zero Policy and the State Highway Safety Council to submit an interim progress report on the development of a Vision Zero Action Plan to reduce traffic fatalities to zero. The ACT established a Statewide Vision Zero Task Force, as part of the State Highway Safety Committee. OahuMPO staff helped to draft

the State Interim Report to the Legislature, with recommendations on strategies and policy changes to improve safety.

Vision Zero Action Plan – Department of Transportation Services

This work element was funded in the Overall Work Program FY2021. The primary objective is to develop a Vision Zero Action Plan within the existing City and County of Honolulu Complete Streets Program that will identify high crash locations, establish and prioritize Vision Zero projects, develop educational materials, and evaluate safety improvements.