

DEPARTMENT OF TRANSPORTATION'S

FINAL REPORT TO LEGISLATURE

OF

THE STATE OF HAWAII

ON

ACT 232

SESSION LAWS OF HAWAII 2008  
(HOUSE BILL NO. 357, HD2, SD1, CD1)

**Relating to Pedestrian Safety: Appropriates funds for  
pedestrian safety improvements by the State and  
counties.**

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
JANUARY 2010

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**Report Title:** Pedestrian Safety

**Description:** Appropriations for pedestrian safety improvements by the State and counties.

## INTRODUCTION

Pursuant to Act 232, Section 2 of House Bill No. 357, HD2, SD1, CD1, Session Laws of Hawaii 2008:

**“The department of transportation shall submit an interim report to the legislature not later than twenty days prior to the convening of the regular session of 2009 and a final report, including accomplishments, findings, future plans, cost estimates, and any proposed legislation relating to pedestrian safety improvements, to the legislature not later than twenty days prior to the convening of the 2010 regular session.”**

The most effective method for improving pedestrian safety is through a multi-facet approach involving the “5-E’s” of safety: **E**ngineering, **E**nforcement, **E**ducation, **E**mergency services, and **E**veryone else. Utilizing this comprehensive approach, the Department of Transportation (DOT) has implemented or supported the following strategies and efforts:

1. Walk Wise Hawaii campaign.

The DOT has partnered with the City and County of Honolulu’s Department of Transportation Services and the Honolulu Police Department, AARP, FHWA, AAA and DOH to form a pedestrian safety group that focuses on safe crossing techniques and driver awareness for pedestrians. The group provides the educational component of pedestrian safety through public service announcements, multi-lingual informational material for drivers and pedestrians, safety presentations and other activities promoting pedestrian safety.

2. Strategic Highway Safety Plan (SHSP).

The DOT has developed the SHSP through collaboration with safety advocates statewide. The SHSP identified pedestrian safety as an emphasis area and has developed strategies to improve safety through input from advocates in

government, business, communities and organizations. The DOT is currently finalizing an action plan, which will include performance measures. The action plan will utilize the strategies developed in the SHSP. HDOT is also considering forming a Leadership Implementation Committee, consisting of leaders of key safety agencies, to help advance implementation of the action plan.

3. Highway Safety Plan (HSP).

The DOT provides federal grants for highway safety efforts through the HSP. These traditionally non-engineering safety efforts include pedestrian education and enforcement efforts. During the past two years these efforts have resulted in conducting 72 pedestrian safety education classes and issuing xxxxx citations for pedestrian-related violations.

4. Safe Routes to School (SRTS).

The DOT manages Hawaii's SRTS program. This federal program aims to promote walking and bicycling to school. The SRTS program serves as a health incentive to encourage kids to get out and about in order to prevent childhood obesity. Involvement by schools, families and communities are promoted which are vital elements to supporting healthy lifestyles for kids. The SRTS program receives proposals from government, communities and organizations statewide for infrastructure and non-infrastructure projects. From the first round of proposals, 5 non-infrastructure projects were awarded and 5 infrastructure projects are in the process of being awarded. A second round of Call for Applications for both Infrastructure and Non-Infrastructure applications was advertised on September 30, 2009 with a deadline of November 30, 2009. A total of 10 applications were submitted in the second round of which 4 are Infrastructure and 6 are Non Infrastructure applications. The DOT annually receives \$1,000,000.00 in federal funds during the SAFETEA-LU period.

5. Pedestrian Safety Action Plan Workshops

In August 2008, the DOT, the Hawaii Local Technical Assistance Program (Hawaii LTAP), and the Federal Highway Administration (FHWA), hosted a five day Pedestrian Safety Action Plan workshop. The workshop brought together a diverse mix of people from Federal, State, County, advocacy, and community organizations who actively learned from national experts representing the FHWA and the Pedestrian and Bicycle Information Center.

6. Statewide Pedestrian Master Plan

In October 2009, the DOT began a two year effort to develop its first Statewide Pedestrian Master Plan. Development of the plan will include a comprehensive review of the pedestrian environment for the DOT highway network as well as an extensive coordination effort with transportation stakeholders and the public. The final product will feature pedestrian policy and design guidance, an inventory of

existing conditions, a prioritized list of proposed projects, and performance measures to help track the success of the plan. The plan will allow the DOT to more efficiently and effectively use its resources to implement pedestrian initiatives and will improve safety, connectivity, mobility, and accessibility for pedestrians.

7. Complete Streets Task Force

Act 54, Session Laws of Hawaii (SLH) 2009, requires the DOT and County transportation departments to adopt Complete Streets policies. It also requires the establishment of a Complete Streets Task Force to review existing State and County design standards and guidelines. This effort will take place over approximately eight months and six task force meetings. The DOT is currently in the process of selecting task force members and expects to convene the first task force meeting in January 2010.

8. Improved traffic signal light visibility through LED light installations.

The DOT is focusing on the island of Oahu to improve traffic signal light visibility by use of LED lights. Urban Oahu was completed in Phase I and rural Oahu was completed in Phase II. Phase II was completed in the third quarter of 2009. Conversion of neighbor island traffic signals will follow under subsequent phases. Cost for Oahu's conversion is \$1,500,000.00.

9. Installation of traffic signal pedestrian countdown timers.

The DOT is installing pedestrian countdown timers at signalized intersections to improve pedestrian awareness of crossing conditions. 68 countdown timers have already been installed on Farrington Highway in Waipahu, from Leoku Street to the vicinity of Waipahu High School. An additional 90 countdown timers were installed on Ala Moana Boulevard, between Fort Street and Piikoi Street. Design is completed for other major intersections under the DOT and installation is scheduled for mid-2010. Neighbor islands signalized intersections will follow under subsequent phases.

10. Highway Construction Projects

In addition to the above, the DOT will continue to improve pedestrian safety through other highway projects. Although combined with other DOT efforts in congestion mitigation, road maintenance, modernization and traffic operations, pedestrian safety evaluation is a part of each highway project's design. As such, highway projects with pedestrian improvements in FY 2008-2009 have total construction costs of \$467,095,000.00.

11. Federal Pedestrian Initiatives

The Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration, provides the national standards for installation and maintenance of all traffic control devices. It is currently in the process of being updated, possible changes affecting the pedestrian environment include: requiring the use of pedestrian countdown signals at all new installations; upgrading to pedestrian countdown signals within ten years of the release of the new MUTCD at all existing locations; the use of 3.5 feet per second to calculate the pedestrian clearance phase (flashing don't walk) instead of 4.0 feet per second; and the use of 3.0 feet per second to calculate the total crossing time (walk plus flashing don't walk).

The DOT is not waiting for the next MUTCD update and is proceeding to require pedestrian countdown signals on all new installations and where projects involve traffic signal modifications. In addition, the DOT in coordination with the City and County of Honolulu is proceeding to implement the walking rate of 3.5 feet per second.

Annual pedestrian fatalities have decreased over the past five years (see Table 1) and the DOT's 2010 goal is to reduce the 5 year average by 10%. For 2010 and beyond, the DOT will continue to fund its existing strategies and support efforts to improve pedestrian safety. The DOT envisions the implementation of the SHSP and Statewide Pedestrian Master Plan, as well as work accomplished by the Complete Streets Task Force as key efforts to institutionalize the "5 E's" approach to improve pedestrian safety.

Table 1: Annual Pedestrian Fatalities

Year	No. of Fatalities
2005	36
2006	32
2007	28
2008	21
2009	13*

\* As of October 2009