

DEPARTMENT OF TRANSPORTATION'S

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
NOVEMBER 2008

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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 Department of Transportation (DOT) continues to fund its existing strategies to improve pedestrian safety. The most effective method for improving pedestrian safety is through a multi-faceted approach involving the “5-E’s” of safety: **E**ngineering, **E**nforcement, **E**ducation, **E**mergency services, and **E**veryone else.

1. Walk Wise Hawaii Coalition Campaign.

The DOT has partnered with the City and County of Honolulu’s Department of Transportation Services and the Honolulu Police Department, AAA, and DOH to form a pedestrian safety coalition that focuses on safe crossing techniques and driver awareness for senior pedestrians. The coalition 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. 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 now proceeding to develop an action plan and implementation plan, which will include performance measures. The implementation plan will utilize the strategies developed in the SHSP.

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 educational and enforcement efforts.

4. Safe Routes to School (SRTS).

The DOT manages Hawaii's SRTS program. This federal program aims to promote walking and bicycling to school and 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 is vital to supporting healthy lifestyles for kids and the success of the program. The SRTS program receives proposals from government, businesses, communities and organizations statewide for infrastructure and non-infrastructure projects. From the first round of proposals, five non-infrastructure projects were awarded and five infrastructure projects are in the process of being awarded. 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

The DOT will be developing a Statewide Pedestrian Master Plan over the next two years. This plan will provide guidance on the most efficient and effective use of federal, state, and local resources to implement pedestrian initiatives. The DOT will coordinate with the public and stakeholder groups during this effort to ensure that the plan best serves the residents of Hawaii. The plan will document policy, existing conditions, and efforts in education, enforcement, and engineering that could be used to improve conditions for pedestrians statewide.

7. 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 will be completed in Phase II. Phase II is anticipated to be completed in the first quarter of 2009. Conversion of neighbor island traffic signals will follow soon thereafter. Cost for Oahu's conversion is \$1,500,000.00.

8. 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 underway for other major intersections under the jurisdiction of the DOT and installation is scheduled for mid-2010. Neighbor islands signalized intersections will follow under subsequent phases.

9. Highway Construction Projects

In addition to the above, the DOT continues 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.

10. 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).