
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. In 2018, a record number
11 of forty-three pedestrian fatalities were documented in Hawaii,
12 reflecting a dramatic increase from fifteen in 2017.

13 The legislature finds that many tragedies can be prevented
14 by taking a proactive, preventive 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
18 approach recognizes that individuals will sometimes make



1 mistakes, so communities should implement policies and design
2 roads that slow down vehicles in order to give pedestrians and
3 bicyclists safe alternatives and to reduce the chance that a
4 human mistake will lead to a fatality.

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

15 The legislature passed Act 54, Session Laws of Hawaii 2009,
16 which requires the State's and all counties' departments of
17 transportation to adopt a complete streets policy that
18 reasonably accommodates convenient access and mobility for all
19 users of the public highways. It also established a temporary
20 task force to review existing state and county design standards
21 and guidelines. The city and county of Honolulu further adopted



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

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

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

16 "§286- Vision Zero. The department of transportation
17 and the county transportation departments shall adopt a Vision
18 Zero policy that seeks to prevent and ultimately eliminate all
19 traffic fatalities through a combination of engineering,
20 enforcement, education, and emergency response strategies that
21 focus on equity."



1 SECTION 3. (a) The state highway safety council, in
2 collaboration with each of the county traffic or highway safety
3 councils, shall develop an action plan to reduce traffic
4 fatalities to zero. The action plan shall include but not be
5 limited to:

6 (1) Policies on how to reduce speeds on state and county
7 roads;

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

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

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

16 (5) An implementation plan; and

17 (6) Establishment of measures to track success.

18 (b) The department of transportation shall prepare and
19 submit a report of findings based on the state highway safety
20 council's efforts to the appropriate policy and fiscal
21 committees of the legislature on or before January 1, 2020.



1 (c) The state highway safety council shall submit to the
2 legislature the following:

3 (1) An interim progress report no later than twenty days
4 prior to the convening of the regular session of 2020;
5 and

6 (2) A final report, including the state highway safety
7 council's action plan detailing its findings,
8 recommendations, and proposed legislation, no later
9 than twenty days prior to the convening of the regular
10 session of 2021.

11 SECTION 4. New statutory material is underscored.

12 SECTION 5. This Act shall take effect upon its approval;
13 provided that section 2 shall apply to any development for which
14 planning or design commences on or after January 1, 2020.



Report Title:

Vision Zero; Roads and Highways; Appropriation

Description:

Requires DOT and county transportation departments to adopt Vision Zero policies to prevent and eliminate traffic fatalities. Requires the State Highway Safety Council, in consultation with the counties, to review traffic policies and recommendations to prevent traffic fatalities, develop an action plan, and report to the Legislature. (HB757 CD1)

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