

ACT 134

H.B. NO. 757

A Bill for an Act Relating to Transportation.

Be It Enacted by the Legislature of the State of Hawaii:

SECTION 1. The legislature finds that traffic-related fatalities are on the rise nationwide. Each year, an average of more than forty thousand people are killed in the United States in vehicle crashes. In Hawaii, forty-five per cent of the fatal crashes in the State were speed-related in 2016, ranking the State as the fifth highest in the nation for proportion of speed-related fatal crashes. A majority of the speed-related fatalities occur on state roadways. Additionally, nearly forty per cent of driving fatalities in Hawaii are alcohol-related, which is above the national average. In 2018, a record number of forty-three pedestrian fatalities were documented in Hawaii, reflecting a dramatic increase from fifteen in 2017.

The legislature finds that many tragedies can be prevented by taking a proactive, preventive approach that prioritizes traffic safety. Vision Zero, also known as target zero in some states, is a movement that seeks to prevent and ultimately eliminate all traffic-related fatalities. The Vision Zero approach recognizes that individuals will sometimes make mistakes, so communities should implement policies and design roads that slow down vehicles in order to give pedestrians and bicyclists safe alternatives and to reduce the chance that a human mistake will lead to a fatality.

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

The legislature passed Act 54, Session Laws of Hawaii 2009, which requires the State's and all counties' departments of transportation to adopt a complete streets policy that reasonably accommodates convenient access and mobility for all users of the public highways. It also established a temporary task force to review existing state and county design standards and guidelines. The city and county of Honolulu further adopted its Complete Streets policy ordinance in 2012. In 2018, the mayor of Maui presented a Vision Zero proclamation in honor of a cyclist who was struck and killed on the shoulder of the Piilani highway. Maui continues to invest in its Complete Streets program with

local organizations partnering with the county to carry forward its Vision Zero initiative.

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

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

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

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

- (1) Policies on how to reduce speeds on state and county roads;
- (2) Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety;
- (3) Data-driven enforcement recommendations on how to reduce speeding and operating a vehicle while under the influence of an intoxicant;
- (4) Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road;
- (5) An implementation plan; and
- (6) Establishment of measures to track success.

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

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

- (1) An interim progress report no later than twenty days prior to the convening of the regular session of 2020; and
- (2) A final report, including the state highway safety council’s action plan detailing its findings, recommendations, and proposed legislation, no later than twenty days prior to the convening of the regular session of 2021.

SECTION 4. New statutory material is underscored.¹

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

(Approved June 25, 2019.)

Note

1. Edited pursuant to HRS §23G-16.5.