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# 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, preventative 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



1 approach recognizes that people will sometimes make mistakes so  
2 communities should implement policies and design roads that slow  
3 down vehicles in order to give people walking and biking safe  
4 alternatives and to reduce the chance that a human mistake will  
5 lead to a fatality.

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

16       In 2009, the legislature passed Act 54, Session Laws of  
17 Hawaii 2009, which requires the state's and all counties'  
18 departments of transportation to adopt a Complete Streets policy  
19 that reasonably accommodates convenient access and mobility for  
20 all users of the public highways. It also established a  
21 temporary task force to review existing state and county design



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

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

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

17 "§286- Vision zero. The department of transportation  
18 and the county transportation departments shall adopt a vision  
19 zero policy that seeks to prevent and ultimately eliminate all  
20 traffic fatalities through a combination of engineering,



1 enforcement, education, and emergency response strategies that  
2 focus on equity."

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

- 8 (1) Policies on how to reduce speeds on state and county  
9 roads;
- 10 (2) Engineering recommendations on how to increase  
11 vehicular, pedestrian, and bicycle safety;
- 12 (3) Data-driven enforcement recommendations on how to  
13 reduce speeding and operating a vehicle while under  
14 the influence of an intoxicant;
- 15 (4) Additional steps that can be taken to eliminate  
16 vehicular, pedestrian, and bicycle fatalities on the  
17 road;
- 18 (5) An implementation plan; and
- 19 (6) Establishment of measures to track success.
- 20 (b) The department of transportation shall prepare and  
21 submit a report of findings based on the state highway safety



1 council's efforts to the appropriate policy and fiscal  
2 committees of the legislature on or before January 1, 2020.

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

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

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

13 SECTION 4. New statutory material is underscored.

14 SECTION 5. This Act shall take effect on July 1, 2050;  
15 provided that section 2 shall apply to any development for which  
16 planning or design commences on or after January 1, 2020.



**Report Title:**

Vison 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. Effective 7/1/2050. (SD1)

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*

