'25JAN16 PM 12:57 CITY CLERK

DEPARTMENT OF TRANSPORTATION SERVICES
KA 'OIHANA LAWELAWE 'ŌHUA
CITY AND COUNTY OF HONOLULU
711 KAPI'OLANI BOULEVARD, SUITE 1600
HONOLULU, HAWAI'I 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

RICK BLANGIARDI
MAYOR
Meia

J. ROGER MORTON
DIRECTOR
PO'O

JON Y. NOUCHI
DEPUTY DIRECTOR
HOPE PO'O

January 16, 2025

The Honorable Radiant Cordero, Chair
and Members
Committee on Planning, Infrastructure and Transportation
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawai'i 96813

Dear Chair Cordero and Councilmembers:

SUBJECT: RESOLUTION 25-1 – Adopting the Final O'ahu Vision Zero Action Plan Dated August 2024.

The Department of Transportation Services (DTS) supports Resolution 25-1 to adopt the O'ahu Vision Zero Plan (Plan). DTS provides the following comments on the Plan as it relates to DTS' operations.

The purpose of the Plan is to provide a roadmap for the City and County of Honolulu (City) as we work towards the ambitious goal of zero traffic fatalities on O'ahu streets by 2040. The Plan is grounded in the "Safe Systems" approach, which prioritizes human life and a transportation network that minimizes risks for all users. On average, one person dies in a traffic crash each week on O'ahu. In the six-year period from 2015-2020, Oahu experienced 1,697 fatal and serious injuries, which includes 320 people killed by traffic crashes. These are our family members, friends, neighbors, and colleagues. Pedestrians are disproportionately represented in traffic crashes, making up 36% of traffic fatalities despite only representing 6% of commuters. Our kūpuna are also disproportionately represented, as well as people in higher poverty areas.

The Plan reveals three major contributing factors for our roadway crashes: inattention (33%), impairment (33%), and speed (32%). The relationship between vehicular speed and crash severity is not linear, but rather exponential, so a vehicle traveling at 25 mph is 50% more likely to result in a fatality than a vehicle traveling at 20 mph.

The Plan also identifies high-injury locations, which are street segments and intersections that experience the highest number of Vision Zero crashes. The identification of high-injury locations helps to prioritize safety investments.

The Plan outlines a framework of 17 goals (shown below) and 80 actionable steps across key areas, including engineering, policy and decision making, education, enforcement, and new technology. The Plan goals are organized according to the Safe System Elements —safe speeds, safe streets, safe people, post-crash care, and safe vehicles. All of the actions are intended to work together to create a safety net that will reduce the impact of the consequences of inevitable human error.

Safe System Elements				
Safe Speeds	Safe Streets	Safe People	Post --Crash Care	Safe Vehicles
Safe System Goals				
Proactive Street Design	Use a data driven approach	Foster a culture of shared kuleana for traffic safety through education and outreach	Improve the quality of crash data	Prioritize safer vehicles
Support changes in the enforcement and adjudication process to reduce dangerous driving	Fund and use quick-build strategies to install roadway safety features	Support funding and development of Safe Routes to School plans, programs, and infrastructure	Take care of people who have been affected by crashes	Collaborate with other agencies to require safety improvements in vehicles.
Revise laws, policies, and procedures to support safe speeds	Invest in walking, bicycling, and transit to grow their mode share	Integrate safety into land use and private development permitting		
	Integrate safety into capital and repaving projects from planning and scoping through prelim design and delivery	Strengthen organizational capacity		
	Revise laws, policies, and procedures to support safe streets	Support our diversity of roadway users		

Table 1: Safe System Elements and Goals. Section 4 in the Vision Zero Action Plan, 2024.

Our target timeline to zero traffic deaths on O'ahu is the year 2040, which is based on community input, City leadership, the State of Hawai'i's commitment, and the policies of the U.S. Department of Transportation. Meeting this ambitious target will require significant investment, including $44 to $48 million annually, and up to $755 million over the course of the next fifteen years for construction of high-priority walkway and bikeway projects, a new traffic calming program, educational campaigns, and more.

The ultimate target of this work is zero fatal or serious injury crashes. The City will track and report on these metrics via its online Vision Zero Dashboard, which will soon be live and publicly available. The City will also report on key projects as part of its annual Complete Streets Program reporting.

Project work relating to roadway safety has been ongoing for years, with support from the City Council. The Vision Zero Action Plan is part of a growing national and international hyper-focus on safety that accelerates and magnifies that work.

DTS believes that adoption of this Council resolution would further prioritize safety in the daily decisions that impact the operation of our public streets.

Thank you for the opportunity to offer this testimony. Your consideration is appreciated. Should you have any questions, please call me at (808) 768-8303.

Very truly yours,

J. Roger Morton
Director Designate

APPROVED:

Michael D. Formby, Managing Director Designate
Office of the Managing Director