



PEDESTRIAN AND BICYCLE EMPHASIS AREA

STRATEGIES	
1	Evaluate and implement context-sensitive speeds that consider adjacent land use and population to decrease fatalities and serious injuries.
2	Expand, improve, and maintain state and local pedestrian and bicycle facilities and networks.
3	Implement Complete Streets, Vision Zero, and other policies and programs to increase safety for all modes of transportation.
4	Improve safety for children walking and bicycling to school.
5	Improve enforcement in high-crash areas involving people walking and bicycling.
6	Improve data and performance measures.
7	Educate all road users to take responsibility for road safety.

STRATEGY #1: Evaluate and implement context-sensitive speeds that consider adjacent land use and population to decrease fatalities and serious injuries.	
1a	Create “kūpuna zones” and “keiki zones” to reduce speeds in areas where there is a concentration of kūpuna and keiki.
1b	Designate lower speed limits in school zones. Design roadways with schools for lower speeds.
1c	Review and revise design standards regularly, especially when new national guidance is released (e.g., MUTCD, AASHTO Bike Guide, AASHTO Pedestrian Guide, etc.). Revisions should reflect best practices in safe roadway design to implement complete streets and traffic calming design.
1d	Evaluate speeds in areas where there are pedestrians and bicyclists (e.g., high-crash area, school zones, hospitals, community centers, etc.), and implement countermeasures.
1e	Provide speed design flexibility guidance to prioritize bikeways, traffic calming, bicycle boulevards, and lower target speeds.

STRATEGY #2: Expand, improve, and maintain state and local pedestrian and bicycle facilities and networks.	
2a	Utilize and prioritize proven safety countermeasures such as road diets, bulb-outs, pedestrian hybrid beacons, rectangular rapid flashing beacons, pedestrian refuge islands, raised crosswalks, and crosswalk visibility enhancements (e.g., FHWA Safe Transportation for Every Pedestrian, and FHWA Proven Safety Countermeasures). Use interim, pilot and quick-build projects to implement countermeasures.
2b	Continue to educate transportation partners and decision-makers/elected officials on (1) how to incorporate safe pedestrian and bicycle design into transportation projects, and (2) proven safety countermeasures that reduce crashes for pedestrians and bicyclists without inhibiting pedestrian and bicyclist access and mobility of the transportation system.
2c	Revise and update design standards to improve safety measures for pedestrians and bicyclists.
2d	Build and maintain a network of low-stress bikeways; utilize road diets to build protected bikeways.
2e	Build and maintain a network of ADA-compliant pedestrian infrastructure.
2f	Provide training and communication on proven safety countermeasures that reduce crashes for pedestrians and bicyclists without inhibiting the pedestrian and bicyclist access and mobility of the transportation system.
2g	Install wayfinding signage for pedestrians and bicyclists.
2h	Build and maintain intersections and crossings that safely accommodate pedestrians and bicyclists.
2i	Work with existing Vision Zero Task Forces (or similar groups) to develop a list of corridors, intersections, or specific locations for systemic design improvements that increase safety for pedestrians and bicyclists

STRATEGY #3: Implement Complete Streets, Vision Zero, and other policies and programs to increase safety for all modes of transportation.	
3a	State and counties identify and track projects that include the types of pedestrian and bicyclist infrastructure and miles/feet of that infrastructure.
3b	Create Vision Zero Task Force to identify policy/program support areas. Identify key measures to monitor safety issues, such as key dangerous behaviors, locations, and other data.
3c	Educate and train transportation partners and decision-makers/elected officials about Complete Streets, Vision Zero, and other policies and programs (e.g., bring experts to the islands and host training workshops).

STRATEGY #4: Improve safety for children walking and bicycling to school.	
4a	Enforce vehicle traffic laws in school zones (e.g., red light running, speeding, distracted driving, and stopping for pedestrians in crosswalks, etc.; explore automated enforcement).
4b	Prioritize pedestrians and bicyclists by building and improving existing pedestrian and bicycle facilities near schools. Design roadways and intersections with a pedestrian-friendly and bicycle-friendly focus.
4c	Continue to work with schools and community advocates to implement Safe Routes to School programs.
4d	Encourage pedestrian and bicycle safety countermeasures in school zones (Resources: FHWA Safe Transportation for Every Pedestrian, Proven Safety Countermeasures, Bikeway Selection Guide, Countermeasures That Work, etc.).
4e	Educate all road users about their rights and responsibilities (i.e., rules of the road) in school zones (work with school, PTA, law enforcement, etc.). Focus on traffic the rights and responsibilities that have the most impact on safety, such as speeding.
4f	Continue to complete pedestrian and low-stress bicycle networks and fill in gaps around schools and bus stops.

STRATEGY #5: Improve enforcement in high-crash areas involving people walking and bicycling.	
5a	Conduct crash analyses to better understand the underlying characteristics of crashes involving pedestrians and bicyclists. Utilize data from crash analyses to implement targeted and data-driven enforcement.
5b	Work with state legislators to adopt state legislation to allow the use of automated enforcement.
5c	Prioritize speed enforcement in school zones and other locations where there is a high density of kūpuna (senior centers, community centers, libraries, hospitals, etc.).
5d	Work with law enforcement to establish enforcement strategies that save lives, with a focus on high-risk behaviors like speeding, impaired driving, and distracted driving in areas with high pedestrian and bicycle activity.

STRATEGY #6: Improve data and performance measures.	
6a	Set pedestrian and bicycle performance measures. Track pedestrian and bicycle performance measures. Provide information on a publicly accessible online web page.
6b	Collect data on pedestrian and bicycle use [e.g., ped/bike miles traveled, ped/bike hours traveled, Average Annual Daily Pedestrian Traffic (AADPT)/ Average Annual Daily Bicycle Traffic (AADBT), etc.]. Establish a pedestrian-bicyclist count program.
6c	Establish a statewide database for pedestrian and bicycle data (demand, use, infrastructure, proposed projects, etc.).
6d	Use analysis tools (e.g., Pedestrian and Bicycle Crash Analysis Tool - PBCAT) to assist agencies to analyze all pedestrian and bicyclist crashes (not only fatal crashes).
6e	Establish a system to share data among agencies (e.g., Hawaii Department of Transportation, county transportation departments, county police departments, Hawaii Department of Health, Hawaii Department of Education, etc.) to assist state and local transportation professionals in analyzing roadways, corridors, and intersections for future improvements.
6f	Collect and evaluate crash data to determine causes and contributing factors to implement countermeasures. Identify roadway characteristics of high-crash corridors and intersections to determine systemic design solutions.

STRATEGY #7: Educate all road users to take responsibility for road safety.	
7a	Update the driver's education manual and exam to contain more detail of laws and driver responsibility for pedestrian and bicycle safety.
7b	Educate students on safe walking and bicycling (e.g., Safe Routes to School). Have certified instructors (League Certified Instructors "LCI") lead bicycle safety classes in schools.
7c	Create fact sheets (or brochures) of Hawaii Traffic Laws for all new and renewing applicants for the Hawaii Driver's License. Sample language includes, "In the last 5 years, the State of Hawaii has added the following laws: No person shall operate a motor vehicle while using a mobile phone (HRS 291C-137), and the 3-foot law - driver of a vehicle must give at least 3-feet of separation when passing a bicyclist (HRS 291C-43).
7d	Create a campaign to improve public attitudes and change social norms about walking, bicycling, and sharing the road.
7e	Promote safety messages and promote laws (e.g., 3-foot law, vulnerable road users, etc.) through various campaigns (e.g., videos, social media, etc.).

STRATEGY #8: Maximize the opportunity to use existing funding.	
8a	Educate transportation partners and decision-makers/elected officials on funding options.
8b	Evaluate data to determine high-crash areas and prioritize funding in these areas.
8c	Ensure that the Federal Safe Routes to School funding and the Transportation Alternatives Program (TAP)/Transportation Alternatives Set-Aside Program Federal funding programs are fully expended. This action item may include training workshops to help local applicants understand how to apply for and use Federal funding.