



EXECUTIVE SUMMARY

The Oahu Pedestrian Plan (Plan) is a long-term action plan to create safe and accessible streets that allow everyone to get around comfortably by walking. Walking is the oldest form of transportation. It is the most affordable and is environmentally friendly. Pedestrian activity contributes to strong communities and mental and physical health. It is how keiki and kupuna can independently get to community destinations; how transit riders get to and from their stops; and how drivers and cyclists get from parking to the front door.

Preparation of the City and County of Honolulu's (City) first Pedestrian Plan included an extensive inventory of existing pedestrian conditions and the state of pedestrian infrastructure on our island. This assessment was followed by public outreach, analysis of pedestrian crash data, and the identification of High Pedestrian Injury locations. Based on the needs identified, the Plan prioritizes where safety and infrastructure improvements are most critical for supporting walking and multimodal travel, consistent with the City's Complete Streets law.

SAFETY

The Plan was developed around a primary goal of pedestrian safety and the principle that everyone should be able to walk in their community without fear of harm. The reality is that we have much work to do to achieve this goal. In the five-year period that began in 2014, there were an average of 21 people killed and 499 injured while walking each and every year on Oahu, and these numbers are on the rise. Particularly impacted are those over 65 years old and those living in Environmental Justice communities.

Pedestrian safety issues are not evenly distributed around Oahu, so a critical output of the Plan was identifying the streets with the greatest safety needs. The Plan identifies 38 High Pedestrian Injury Corridors and 107 High Pedestrian Injury Intersections/Crossings that account for a disproportionate share of pedestrian injuries and fatalities on City-owned streets. The High Pedestrian Injury Corridors comprise only 2% of City roadway mileage, yet they account for 60% of pedestrian fatalities and 42% of injuries.

Pedestrian Fatalities and Injuries Per Year (2009-2018)

	FATALITIES	INJURIES
2009-2013	15.2 per year	452 per year
2014-2018	21 per year	499 per year
% INCREASE	38%	10%

Note: Data on injuries for 2009 is not available

PEDESTRIAN PRIORITY NETWORK

The pedestrian infrastructure needs of the entire City roadway system are significant. The cost to provide missing walkways—just one area of deficiency—is over \$2.6 billion. To help the City efficiently invest limited public resources, the Plan established a Pedestrian Priority Network that maps the City streets and paths that provide the most important walking connections to transit, schools, employment and commercial centers, and other major destinations. The Plan presents a tiered list of priority walkways projects along this network for City implementation.

City and County of Honolulu Walkway Network

EXISTING WALKWAYS	1,476 miles
MISSING WALKWAYS	901 miles
PROPOSED WALKWAYS	145 miles
PROPOSED COST	\$539 million

THE 6 E'S

Achieving a pedestrian-friendly Oahu requires addressing all 6 “E”s – engineering, education, encouragement, enforcement, equity, and evaluation. Much of the Plan focuses on engineering (e.g., walkways and paths, safe crosswalks), and equity is integrated throughout the Plan. Education, encouragement, and enforcement are also important for making our streets safer and getting more people to walk.

TAKING ACTION

The Plan identifies numerous City-led actions that address the following Plan elements: Safety, Pedestrian Priority Network, Education, Encouragement, and Enforcement. These actions require dedication of significant City resources, both in the near term and in the decades ahead.

While there is much work to be done, we are excited that progress is already happening. The City has improvements under development for 7 High Pedestrian Injury Corridors, 24 High Pedestrian Injury Intersections/Crossings, and 29 priority missing walkways. The Plan prepares the City to align with US Department of Transportation priorities and leverage federal funding to implement more improvements. With appropriate resources, the City can make major strides in improving the pedestrian network, making Oahu a safer place for everyone to walk.

