

# Pedestrian Plan Goals, Performance Measures, and Targets



## Safe and Healthy (S&H)

Make Oahu's pedestrian environment safe, comfortable, and clean, including prioritization of modes that improve physical fitness and public health.



## Sustainable (E)

Prioritize modes of travel and infrastructure projects that preserve Oahu's natural environment, limit the use of natural resources, and optimize economic return on investment.



## Responsive (R)

Engage the people of the City in a transparent manner to ensure that Oahu creates and maintains an active and context-sensitive pedestrian environment.

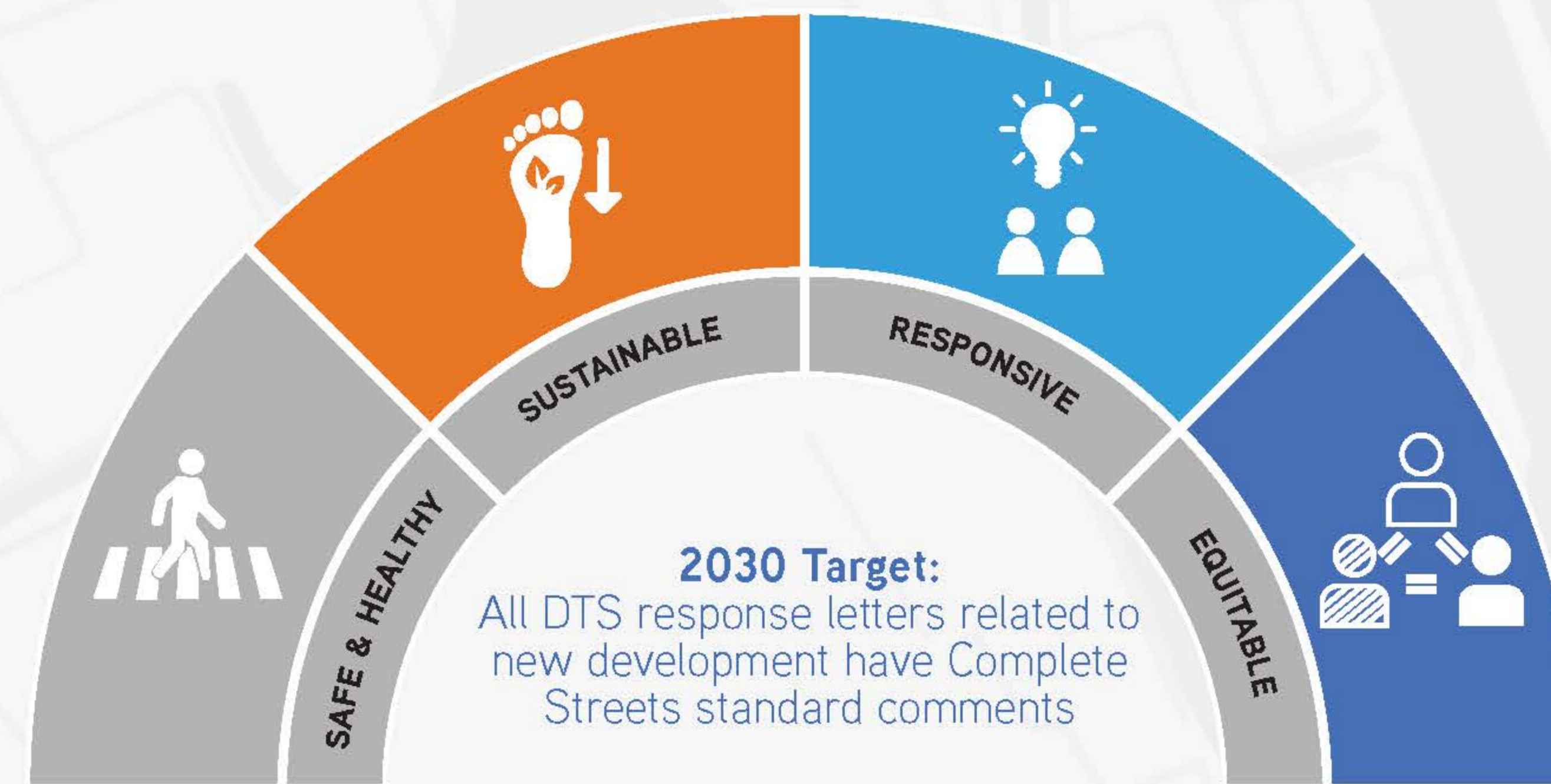


## Equitable (E)

Focus investment to form geographically and demographically equitable walking conditions among Oahu's diverse communities.



Pedestrian Collisions



Complete streets in new developments



Ped facility provisions as part of a Ped Plan Priority Project



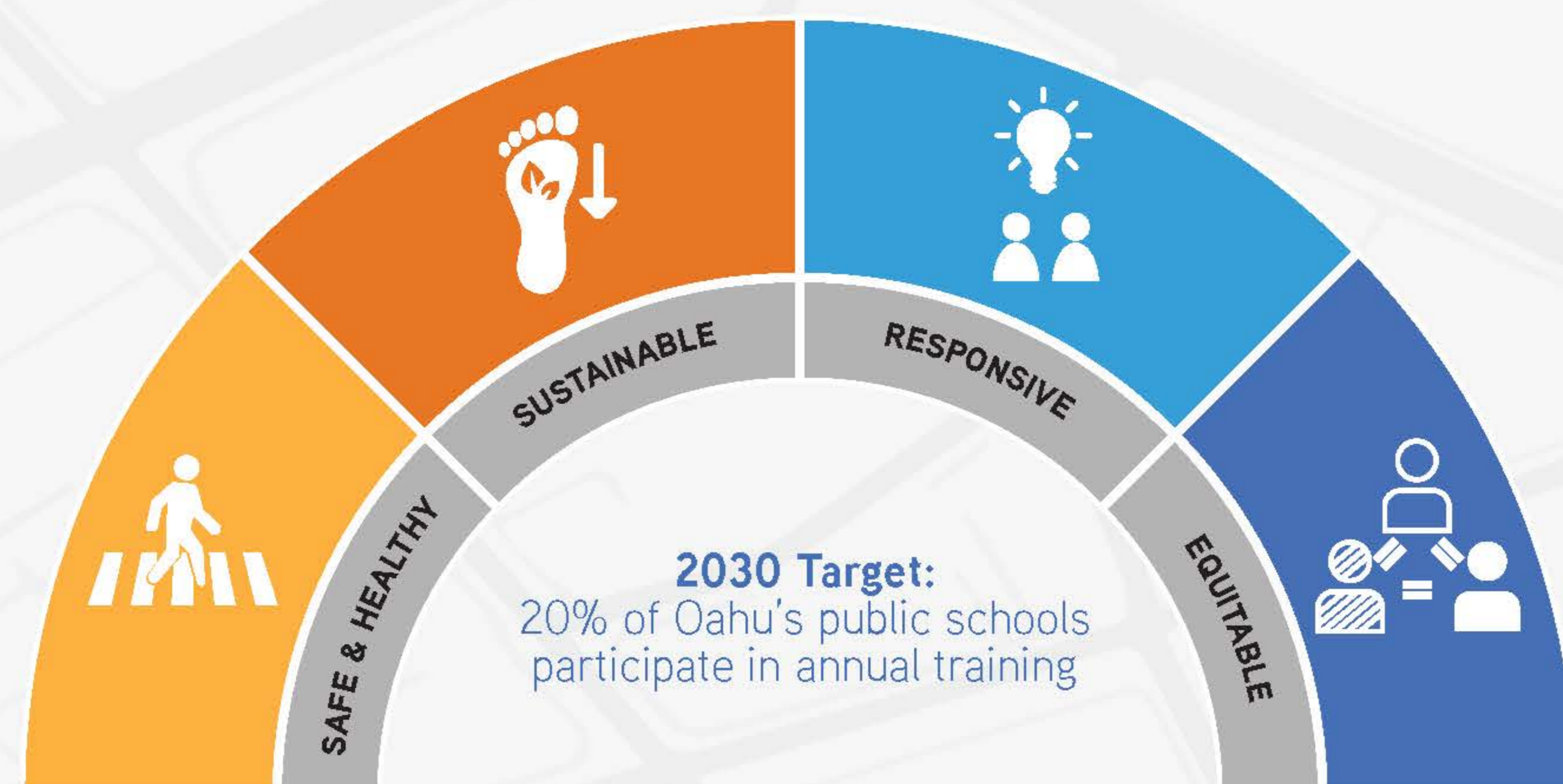
Pedestrian "Level of Comfort" Rating



Walk and Transit to Work Mode Shares



Pedestrian activity



School participation in education events



Outreach equity



New trees and landscaping as part of pedestrian projects



# Pedestrian Crossing Treatments

## COUNTERMEASURES FOR UNCONTROLLED CROSSING LOCATIONS

Please place green stickers to the initiatives that are your highest priorities. Place a yellow (caution) sticker to a policy if you have concerns about it.

### HIGH VISIBILITY CROSSWALK MARKINGS



- Increase the visibility of pedestrians to drivers
- Uses ladder style striping with durable materials, such as thermoplastic, to increase pedestrian visibility

THIS IS IMPORTANT TO ME

I HAVE CONCERNS ABOUT THIS POLICY

### PARKING RESTRICTION ON CROSSWALK APPROACH



- Increase vehicular sight distance allowing drivers to see pedestrians before they step into the crosswalk

THIS IS IMPORTANT TO ME

I HAVE CONCERNS ABOUT THIS POLICY

### YIELD OR STOP LINE



- Stop Bar
  - Placed ahead of crosswalks at stop-controlled intersections
  - Reduces vehicle encroachment in crosswalk
- Yield Lines
  - Placed 20 to 50 feet in advance of multi-lane uncontrolled crosswalks
  - Reduces the likelihood of a multiple threat crash

THIS IS IMPORTANT TO ME

I HAVE CONCERNS ABOUT THIS POLICY

### ADVANCED YIELD OR STOP HERE FOR PEDESTRIANS SIGN



- Alert drivers to the presence of pedestrians

THIS IS IMPORTANT TO ME

I HAVE CONCERNS ABOUT THIS POLICY

### IN-STREET PEDESTRIAN CROSSING SIGN



- Alert motorists to pedestrian crossings
- Often used at multi-lane crossings

THIS IS IMPORTANT TO ME

I HAVE CONCERNS ABOUT THIS POLICY

### ADEQUATE NIGHTTIME LIGHTING LEVELS



- Increases the visibility of pedestrians in the crosswalk

THIS IS IMPORTANT TO ME

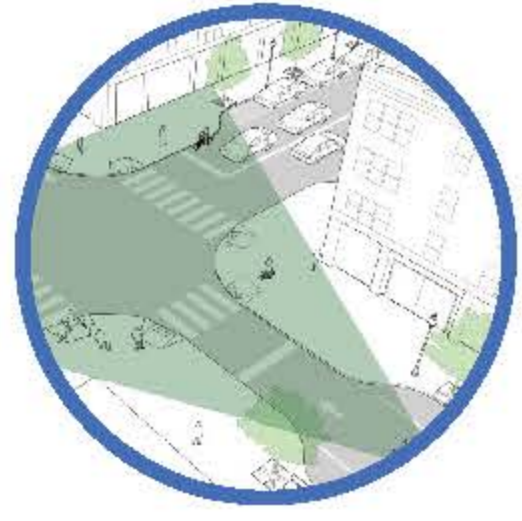
I HAVE CONCERNS ABOUT THIS POLICY

# Pedestrian Crossing Treatments

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### REMOVAL OF SIGHT DISTANCE OBSTRUCTIONS



- Increases driver and pedestrian sightlines
- May consist of:
  - Installing red curb at the intersection approaches to remove parked vehicles (also called "daylighting")
  - Trimming or removing landscaping
  - Removing or relocating large signs

### THIS IS IMPORTANT TO ME

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### RAISED CROSSWALK



- The crosswalk is elevated to match the sidewalk level to make pedestrians more visible to approaching vehicles
- Encourages motorists to yield to pedestrians and reduces vehicle speed
- Typically located at midblock crossings

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY

### CURB EXTENSION



- Widens the sidewalk at intersection or midblock crossings to:
  - Shorten the pedestrian crossing distance
  - Make pedestrians more visible to vehicles
  - Reduce the speed of turning vehicles

### THIS IS IMPORTANT TO ME

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### TRAFFIC CALMING



- Modifications made to roadways to slow traffic speeds, including:
  - Speed bumps
  - Lane removal
  - Curb extensions

### THIS IS IMPORTANT TO ME

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### PEDESTRIAN REFUGE ISLAND



- Provides a protected area for pedestrians at the center of the roadway
- Decreases distance for people who may take more time (i.e. kupuna, keiki, disabled)
- Reduces the exposure time for a pedestrian crossing the intersection
- Allows pedestrians to focus on one direction of traffic at a time

### THIS IS IMPORTANT TO ME

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### IN-ROADWAY WARNING LIGHTS



- Lights installed along the edge of a crosswalk that flash when a button is pushed by pedestrians to alert drivers of a pedestrian's presence in the crosswalk

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### RECTANGULAR RAPID FLASHING BEACON (RRFB)



- Pedestrian-activated flashing lights and additional signage
- Enhances the visibility of marked crosswalks and alerts motorists to pedestrian crossings
- Can be placed on the roadside or overhead

### THIS IS IMPORTANT TO ME

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### PEDESTRIAN HYBRID BEACON (PHB)



- Pedestrian-activated beacon used at mid-block crosswalks
- Notifies oncoming motorists to stop with a series of red and yellow lights

### THIS IS IMPORTANT TO ME

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### LATENT DEMAND FOR PEDESTRIAN VOLUME THRESHOLDS



- Demand influenced by elements of the roadway network like transit stops, and nearby land uses, like homes, schools, parks, and commercial establishments
- Influences the location of marked crosswalks

### THIS IS IMPORTANT TO ME

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### DECORATIVE/EXPERIMENTAL CROSSWALKS



- Decorative paving treatments include: colored and/or textured concrete, asphalt or pavers, Street Print, Duratherm, or other similar treatments
- Facilitate vibrant place-making, promote improved pedestrian facilities, and improve traffic calming where pedestrians will be crossing the street

### THIS IS IMPORTANT TO ME

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# Pedestrian Crossing Treatments

## COUNTERMEASURES FOR CONTROLLED/SIGNALIZED INTERSECTIONS

Please place green stickers to the initiatives that are your highest priorities. Place a yellow (caution) sticker to a policy if you have concerns about it.

### ADEQUATE CROSSING TIMES



- Ensures that pedestrians can safely cross the street during the pedestrian phase
- Longer crossing times are provided where vulnerable pedestrians like keiki or kupuna routinely use the crosswalk, such as locations near:
  - Schools
  - Parks
  - Senior centers

### THIS IS IMPORTANT TO ME

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### PEDESTRIAN SIGNALS AND PUSH BUTTONS [BEG BUTTONS]



- Provides pedestrians with the ability to request to cross the street
- Provides instructions on when it is safe to cross the street
- Provided at most signalized intersections

### THIS IS IMPORTANT TO ME

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### PEDESTRIAN COUNTDOWN SIGNAL



- Displays "countdown" of seconds remaining on the pedestrian signal
- Improves safety for all road users
- Are required for all newly installed traffic signals where pedestrian signals are installed

### THIS IS IMPORTANT TO ME

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### ACCESSIBLE PEDESTRIAN SIGNALS (APS)



- Pedestrian-activated flashing lights and additional signage
- Enhances the visibility of marked crosswalks and alerts motorists to pedestrian crossings
- Can be placed on the roadside or overhead

### THIS IS IMPORTANT TO ME

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### REDUCE CYCLE LENGTHS



- Traffic signal cycles should be kept short (preferably 90 seconds maximum) to reduce pedestrian delay
- When delay is significant, pedestrians are more inclined to ignore signal indications

### THIS IS IMPORTANT TO ME

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### TURNING VEHICLE YIELD TO PEDESTRIANS SIGN



- Signs indicate that drivers must yield to pedestrians in the crosswalk

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# Pedestrian Crossing Treatments

## COUNTERMEASURES FOR CONTROLLED/SIGNALIZED INTERSECTIONS

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### ANIMATED EYES



- Eyes that move from side to side when a "Walk" signal is given
- Remind pedestrians to look for turning vehicles before proceeding into the crosswalk
- Reduce conflicts between vehicles and pedestrians

### THIS IS IMPORTANT TO ME

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### PEDESTRIAN RECALL



- Recall provides a "Walk" signal during every signal cycle without pedestrian actuation
- Signals can be put in recall for a time period when high pedestrian demand is observed

### THIS IS IMPORTANT TO ME

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### BLANK-OUT TURN RESTRICTION LED SIGN



- Pedestrian-activated flashing lights and additional signage
- Enhances the visibility of marked crosswalks and alerts motorists to pedestrian crossings
- Can be placed on the roadside or overhead

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY

### NO RIGHT TURN ON RED (RTOR)



- Can help prevent crashes between vehicles and pedestrians
- Should be considered at locations:
  - With skewed intersections
  - Where exclusive pedestrian "Walk" phases are present
  - Where Leading Pedestrian Intervals (LPI) are present
  - Where sight distance issues are present
  - Where high pedestrian volumes are present

### THIS IS IMPORTANT TO ME

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### PROTECTED LEFT TURNS



- Provide a protected green arrow phase for left turning vehicles while showing a red light for both on-coming traffic and parallel pedestrian crossings
- Eliminate conflicts between pedestrians and left-turning vehicles

### THIS IS IMPORTANT TO ME

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### PROTECTED RIGHT TURNS



- Provide a green arrow phase for right-turning vehicles
- Avoid conflicts between right-turning traffic and bicyclists or pedestrians crossing the intersection on their right

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## COUNTERMEASURES FOR CONTROLLED/SIGNALIZED INTERSECTIONS

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### FLASHING YELLOW



- Pedestrian-activated flashing lights and additional signage
- Enhances the visibility of marked crosswalks and alerts motorists to pedestrian crossings
- Can be placed on the roadside or overhead

### THIS IS IMPORTANT TO ME

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### HYBRID FLASHING YELLOW



- Traffic signal cycles should be kept short (preferably 90 seconds maximum) to reduce pedestrian delay
- When delay is significant, pedestrians are more inclined to ignore signal indications

### THIS IS IMPORTANT TO ME

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### LEADING PEDESTRIAN INTERVAL (LPI)



- Provide additional crossing time for pedestrians before vehicles begin to move through the intersection (3-7 seconds)
- Extends crossing time for those that may have difficulty crossing the street

### THIS IS IMPORTANT TO ME

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### LEADING BIKE INTERVAL (LBI)



- Gives people biking a head start, making bicyclists more visible to drivers and providing additional time for bicyclists to clear the intersection. The LBI can be synced with the pedestrian signal, allowing additional time for pedestrians to cross the street.

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY

### ALL-PEDESTRIAN PHASE



- Provides an all-red phase for vehicles while providing pedestrians with a walk indication. Unlike a pedestrian scramble, diagonal crossings are not permitted during an all-pedestrian phase

### THIS IS IMPORTANT TO ME

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### PEDESTRIAN SCRAMBLE [EXCLUSIVE PED PHASE (EPP)]



- Pedestrians are able to safely cross through the intersection in any direction, including diagonally
- All vehicle traffic is stopped during the "Walk" phase

### THIS IS IMPORTANT TO ME

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# STREET TYPES

## Street Typology and Modal Priority

The street network works best when it provides a variety of street types. The variety is enforced by the pattern of the street network itself but also by the design of individual street segments. Street typology is reflected in the context, design, and modal priority.


\*Honolulu's use of the term "avenue" or "street" in the street name does not necessarily reflect the street typology



**RURAL ROAD - T2**  
 Low volume, low speeds. Vehicles, pedestrians, and bicycles share the road. Sparse development, 1 to 2 travel lanes.



**STREET - T3/T4**  
 Low speed, dedicated pedestrian facility. May be designated as Bicycle Boulevard or Shared Street. Urban to suburban, 2 travel lanes.



**AVENUE - T4**  
 Low to moderate speed, moderate to high motor vehicular capacity, dedicated bike facility. Short distance connector between urban centers and boulevards, 2 to 4 travel lanes.



**MAIN STREET - T5**  
 Low speed, high pedestrian and bicycle volumes. Similar to an Avenue but within the commercial section of town center.



**BOULEVARD & PARKWAY - T5**  
 Moderate speed, high motor vehicular capacity, primary transit route, dedicated bike facility. Urban with 4+ travel lanes.




**MALL - T6**  
 High pedestrian volumes. Transit Malls and Pedestrian Malls are similar to Street but private motor vehicles are prohibited or heavily restricted. Commercial areas.



**LANE/ALLY - T6**  
 Narrow, increases pedestrian and bicycle connectivity. Allows deliveries and refuse collection to the rear of buildings and garages.

**MODAL PRIORITY**

 HIGH
  MEDIUM
  LOW
  LIMITED

To get involved, visit [www.honolulu.gov/completestreets](http://www.honolulu.gov/completestreets) or email comments to [completestreets@honolulu.gov](mailto:completestreets@honolulu.gov). Report a concern at (808)768-4381 or email [complaints@honolulu.gov](mailto:complaints@honolulu.gov)

Source: Photographs by Dan Burden, Tony Hull



# What are your Pedestrian Program Priorities?

Please place green stickers to the initiatives that are your highest priorities. Place a yellow (caution) sticker to a policy if you have concerns about it.

Program priorities are recommendations that would elevate the City and County of Honolulu pedestrian initiatives to meet national best practices through:



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**ONGOING EDUCATION CAMPAIGN**




- Expand upon the Pedestrian Safety Program and Walk Wise Hawaii
- Provide information on transportation opportunities and the rules of the road through advertisements, online media, and other items

**THIS IS IMPORTANT TO ME**

**I HAVE CONCERNS ABOUT THIS POLICY**

**WALK TO WORK EVENTS**




- Walk to Work Day or Month to potentially include:
  - Nature walks, scavenger hunts, historical walking tours, and neighborhood parties
- Employers could incentivize employees to walk to work through competitions and giveaways

**THIS IS IMPORTANT TO ME**

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**TRANSPORTATION DEMAND MANAGEMENT (TDM)**




- TDM program managed by City and County of Honolulu could include:
  - Best practices, legislative recommendations and enabling policies
  - Island-wide mode share targets
  - Residential Commute Trip Reduction Strategies and Investments
  - Employer Commute Trip Reduction Strategies and Investments
  - Community Outreach and engagement
  - Program website
  - Program Administration, Marketing, and Educational Materials
  - Online reporting and webmap monitoring mechanism

**THIS IS IMPORTANT TO ME**

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**FAÇADE IMPROVEMENTS PROGRAM**

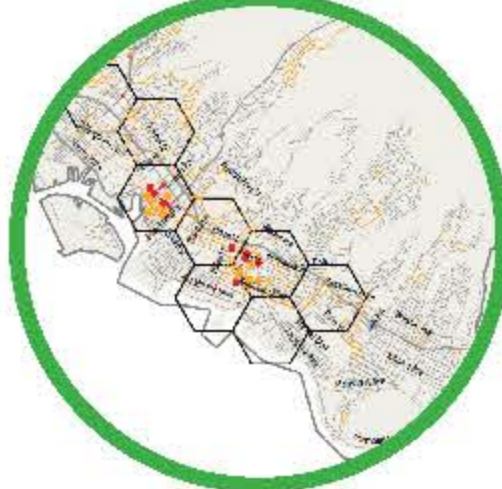


- Pay or subsidize the cost of upgrading storefronts to:
  - Create a more aesthetically pleasant environment in which people are more likely to walk
  - Lure people out of their cars and reduce parking demand

**THIS IS IMPORTANT TO ME**

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**PEDESTRIAN FOCUS AREA**



- Encourage the development of pedestrian routes and enhanced intersections within pedestrian focus areas
- Creation of pedestrian routes and intersections could include:
  - Wider sidewalks
  - Shorter street crossings
  - Consolidated driveway cuts
  - Enhanced street furniture
  - Widespread wayfinding

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ENCOURAGEMENT

ENFORCEMENT

**FAST (FIXING AND STREAMLINING TRANSIT) POLICY (FOR HONOLULU'S URBAN CORE)**



- Provides public transportation priority in transportation planning and operations considerations
- Prioritizing transit would increase walking as all transit riders are pedestrians at the beginning and end of their journey

**THIS IS IMPORTANT TO ME**

**I HAVE CONCERNS ABOUT THIS POLICY**

**TRANSIT EXPANSION**



- Encourage active transit options by expanding 24/7 bus routes, express bus routes, and additional Limited stop bus options to serve rural/ outlying communities

**THIS IS IMPORTANT TO ME**

**I HAVE CONCERNS ABOUT THIS POLICY**

**POLICE DEPARTMENT INVOLVEMENT**




- In-person education and police warnings
- Tickets and fines for violations
- Effective for all streets, especially:
  - New roadway configurations
  - Traffic signal changes
  - Areas with new developments
- Focus on enforcing the top 3 most harmful driving behaviors to pedestrians such as distracted driving, speeding and impaired driving in areas with high pedestrian activity

**THIS IS IMPORTANT TO ME**

**I HAVE CONCERNS ABOUT THIS POLICY**

**CURBSIDE MANAGEMENT PROGRAM**




- Open up the curb to pedestrians, bicycles, and transit by dedicating space for:
  - Parklets and outdoor restaurant seating
  - Bike share stations or bicycle parking
  - Transit-only lanes
  - Time-limited passenger loading

**THIS IS IMPORTANT TO ME**

**I HAVE CONCERNS ABOUT THIS POLICY**

**WORK ZONE ACCOMMODATION**



- Provide pedestrian accommodation during road work and construction by:
  - Separating pedestrians from other road users in construction areas

**THIS IS IMPORTANT TO ME**

**I HAVE CONCERNS ABOUT THIS POLICY**

**NEW MOBILITY PLAN**



- Provide guidance and requirements for accommodating new mobility – segways and scooters – on Oahu's streets and focus on preserving sidewalk space for pedestrians

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## PEDESTRIAN VOLUMES



- Pedestrian volumes along key travel corridor and at intersection could be collected and mapped to:
  - Gauge the success of an improvement
  - Determine the demand of a corridor
  - Contribute to collision reports and monitoring

THIS IS IMPORTANT TO ME

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## INVENTORY AND MAINTENANCE TRACKING



- Location-based inventory of the following could be made available to the public via a mobile application for real-time reporting:
  - Pedestrian traffic control devices
  - Sidewalks
  - Crosswalks
  - Curb ramps

THIS IS IMPORTANT TO ME

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## COLLISION REPORTS AND MONITORING



- Create a detailed collision report template
- Create a publicly-available database to track collision trends and identify priority locations

THIS IS IMPORTANT TO ME

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## SPEED MANAGEMENT PRACTICES



- Set appropriate speed limits by employing national best practice to improve safety for all roadway users, including pedestrians.

THIS IS IMPORTANT TO ME

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## WALK AUDITS



- Create a standardized walk audit checklist
- Conduct walk audits in response to constituent-led safety initiatives or in preparation for new specific plans or infrastructure projects

THIS IS IMPORTANT TO ME

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## APPLY COMPLETE STREETS DESIGN STRATEGIES



- Update crosswalk policy to reflect current best practices
- Increase application of the current complete streets policy

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ENGINEERING

### HONOLULU QUICK BUILD




- Short-term, low-cost transportation projects that make an immediate impact for a neighborhood
- Design-testing and prototyping aligned with Vision Zero

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY

LEGISLATIVE

### FOCUS ON DE-CRIMINALIZING WALKING




- Encourage the City and County of Honolulu to repeal the Distracted Walking Law and fund efforts such as Vision Zero instead
- Eliminate jaywalking offences and to transfer liability to drivers operating vehicle in areas with heavy pedestrian activity or walking environments that are considered low stress or low speed
- Equity consideration, i.e. criminalizing walking may disproportionately affect lower income communities

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY

### VISION ZERO




- A comprehensive strategy to eliminate all traffic deaths and severe injuries
- Online High Crash Network (HCN) for both streets and intersections, including equity analysis
- Vision Zero project prioritization list
- Guide, pledge, educational, and campaign materials
- Legislative recommendations
- Design recommendations and guidelines
- Community Outreach and engagement; website development
- Design testing and data evaluation

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY

### ADVOCATE FOR LEGALIZING CROSSING DURING COUNTDOWN SIGNALS




- Encourage the City and County of Honolulu to repeal the law that makes it illegal to cross the street when the "Don't Walk" or "Upraised Palm" is illuminated

### THIS IS IMPORTANT TO ME

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### PRESERVE PEDESTRIAN RIGHTS IN TRAFFIC CODE



- Revise the traffic code to provide for pedestrian rights and responsibilities
  - Preserve pedestrian equity, safety, and accessibility

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY

### PRESERVE PEDESTRIAN RIGHTS IN CROSSWALK



- Provide clarity on failure to yield or failure to stop for a pedestrian in a marked or unmarked crosswalk as a traffic offense

### THIS IS IMPORTANT TO ME

### I HAVE CONCERNS ABOUT THIS POLICY