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FREEDOM TO WALK



Decriminalizing Jaywalking and Shifting Investment
Towards Safe, Accessible Pedestrian Infrastructure



HAWAI'I APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

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Cover Image: Hotel Street in Chinatown, Honolulu // Will Caron, Hawai'i Appleseed

Hawai'i Appleseed is committed to a more socially and economically just Hawai'i, where everyone has genuine opportunities to achieve economic security and fulfill their potential. We change systems to address inequity and foster greater opportunity by conducting data analysis and research to address income inequality, educating policymakers and the public, engaging in collaborative problem solving and coalition building, and advocating for policy and systems change.

The work of Hawai'i Appleseed is about people. The issues we work on—housing, food, wages, mobility, the state budget and taxation, and racial and indigenous equity—are important because they ensure people have access to shelter, sustenance, and the means to survive and thrive individually and collectively. Addressing these issues requires the knowledge and expertise of the people that have first-hand experience and live with the adverse consequences of our flawed systems.

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EXECUTIVE SUMMARY

While media coverage of pedestrian injuries and fatalities focuses on the actions of the pedestrians— noting if they were or were not in a marked crosswalk—little attention is paid to traffic safety and infrastructure solutions. This “victim-blaming” is in part due to jaywalking laws.

Jaywalking laws prohibit pedestrians from crossing a street outside of designated crosswalks or against traffic signals. Although jaywalking is foundational to the way many Americans understand roadway safety, it is a relatively young concept. Jaywalking laws were enacted in the 1920s following a lobbying campaign by the auto industry to shift the blame onto pedestrians for the national rise in traffic fatalities.¹

Analysis of court records from 2018 to 2023 indicates that the number of jaywalking-related citations given in Hawai‘i is significantly higher than other localities in the U.S. During this time period, 5,028 jaywalking citations were given per year in Hawai‘i, which amounts to 349 jaywalking tickets given for every 100,000 people. In comparison, in Washington state, on average only six jaywalking tickets are given for every 100,000 people.²

Unfortunately, jaywalking laws have done little to prevent the nation’s growing traffic violence. Although jaywalking is often cited by government enforcement officials as a tool to keep pedestrians safe, analysis of pedestrian tickets in cities such as Jacksonville³ show there is no strong relationship between where jaywalking tickets are being issued and where pedestrians are being killed.

Moreover, in nearly every city where these laws have been studied, jaywalking tickets have been found to disproportionately impact people of color.⁴ For these reasons, jaywalking laws are classified by transportation scholar Charles Brown as an “arrested mobility” policy—transportation-related practices that

are inequitably enforced and lead to limited mobility, opportunity, and access for people of color.⁵

To address these issues, legislation to repeal or reform jaywalking laws has been enacted in Virginia, California, Nevada, Denver, Anchorage, and in Kansas City. Legislation is also being proposed in New York City, Washington (state) and Hawai‘i. As of early 2024, about 52 million Americans now live in places where jaywalking has been decriminalized in some form.⁶

In this report, we summarize the history of jaywalking laws, the negative impacts of jaywalking enforcement, the progress of national efforts to repeal jaywalking laws, and recommendations for more constructive ways to spend public resources for improved roadway safety. The key policy recommendation is to repeal jaywalking laws in Hawai‘i and redirect resources that would otherwise would go towards pedestrian enforcement, towards building infrastructure that:

- Slows vehicle speeds;
- Increases visibility of pedestrians; and
- Physically separates vehicles and pedestrians.

Note: We sometimes use the term “decriminalize” to refer to repealing jaywalking laws. This is a colloquial definition rather than a strictly legal definition, as jaywalking fines are currently administrative violations in Hawai‘i. However, as described in the *2022 How-To Guide for Decriminalizing Mobility*, people stopped and cited while walking, biking and rolling sometimes report being made to feel like criminals. These administrative violations can then serve as a pretext for law enforcement to run background checks and issue warrants, which can sometimes lead to criminal charges.⁷

Other times, we use the term “Freedom to Walk,” which is used in campaigns by both national organizations, as well as groups in Hawai‘i, working to repeal jaywalking laws.

HISTORY OF JAYWALKING LAWS



NATION ROUSED AGAINST MOTOR KILLINGS



A common depiction of cars during the 1920s—as killing machines.
Source: *New York Times*, 1924

Jaywalking commonly refers to the act of crossing a street outside of designated crosswalks or against traffic signals. Under the current traffic code in Hawai'i (HRS§291C), pedestrians can be fined for these jaywalking offenses, in addition to more confusing prohibited activities such as “suddenly leaving the curb” or starting to cross the roadway when a Upraised Palm (i.e., a flashing countdown timer) is present.

Jaywalking laws are uncommon outside of the United States, and were largely the invention of the automobile industry. Before the invention of petroleum gas in the 1920s and the rise of automobiles, streets were considered a public space for vendors, children, and the elderly alike.

As cars increased in popularity, so did pedestrian injuries and fatalities. Just like today, the majority of pedestrians killed were children and the elderly.⁸ The public decried these fatalities; large monuments in cities were erected; and local newspapers covered traffic violence in detail.⁹ News coverage from this period typically blamed drivers for the rising death of pedestrians. A 1924 cartoon featured in the *New York Times* exemplifies this messaging, representing cars as killing machines—the “grim reaper” of cities. The sentiment reflected the laws of the time.

Before jaywalking laws were implemented, judges typically ruled that, in any collision, the larger vehicle

DON'T JAY WALK



Safety posters mock jaywalking.
Source: National Safety Council/ Library of Congress

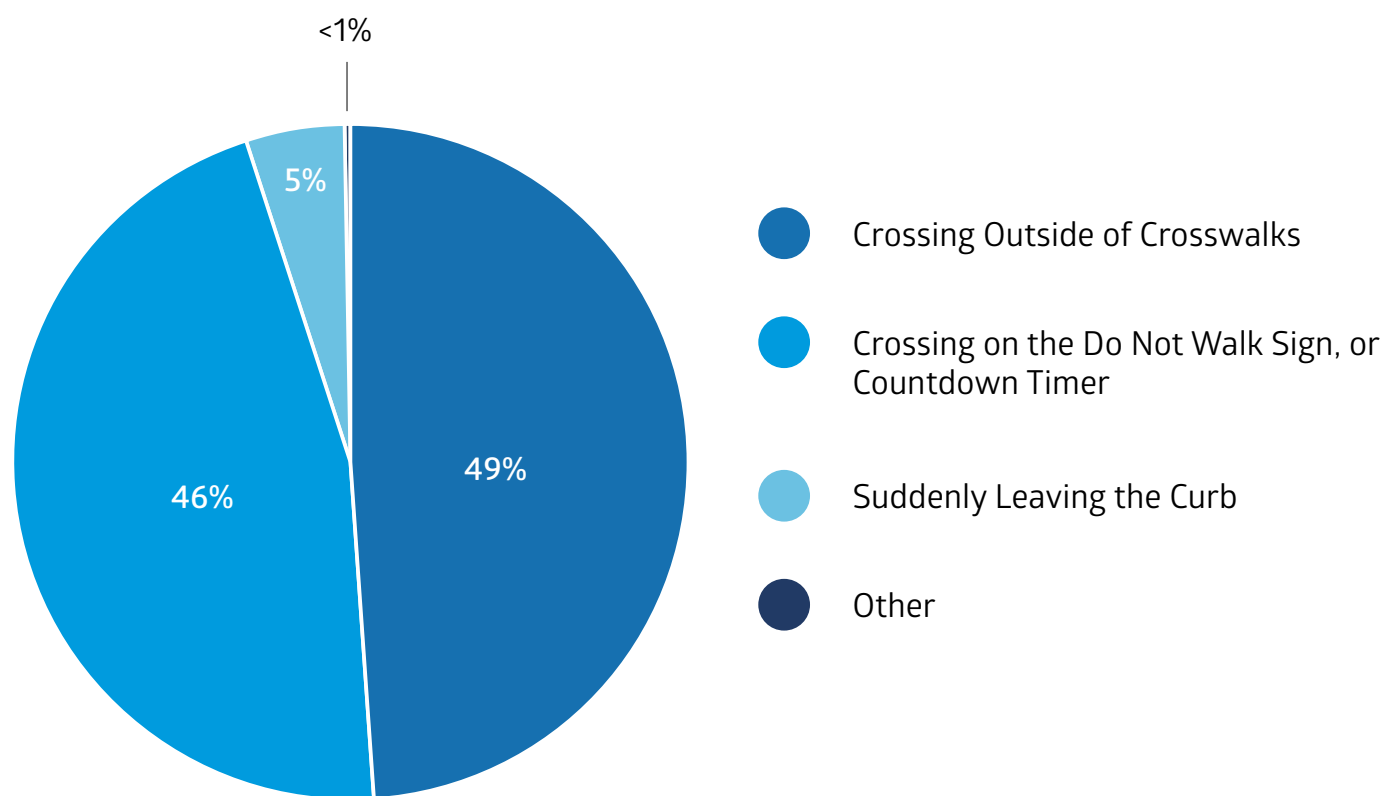
was to blame.¹⁰ As stated by Peter Norton, a historian at the University of Virginia, “Most judges defended pedestrians’ rights to the pavement.”¹¹ The public outcry spurred anti-car activists in cities across the country to advocate for laws to limit the speed of vehicles (i.e., requiring speed governors), and restrict certain types of vehicles from urban centers.¹²

Understanding the threat to the growth of the industry, auto groups took action to stop the proposed measures, and worked to legally redefine the street so that pedestrians, rather than cars, would be restricted. Unfortunately, the auto industry won the battle. After auto groups took control of a series of meetings convened by Herbert Hoover to create a national traffic law model, most cities enacted a form of the 1928 Model Municipal Traffic Ordinance, requiring that pedestrians only cross the street at crosswalks and only at right angles.¹³

To further the enforcement of the new traffic laws, auto groups used local media to reshape the narrative about traffic violence. Auto groups also lobbied police to publicly shame transgressors by whistling or shouting at them. It is from this shaming strategy that the word jaywalking originates. During this time, the word “jay” meant something similar to a “hick.”¹⁴ Pro-auto groups promoted the use of the word “jay walker” as someone who didn't know how to walk in a city and threatened public safety.¹⁵

JAYWALKING CITATIONS IN HAWAI'I

Figure 1. Jaywalking Citations in Hawai'i by Violation, 2018–2023

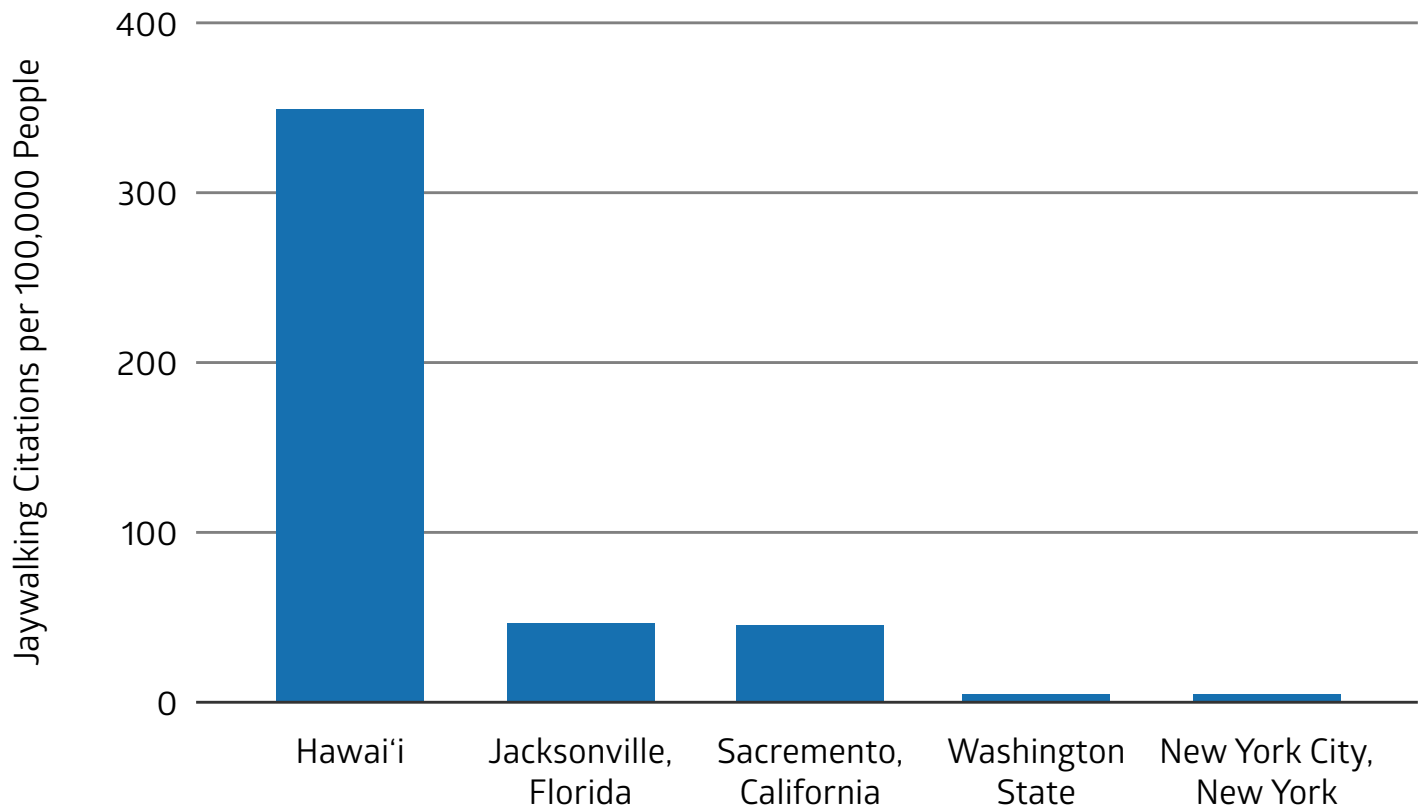


Heavy-Handed Enforcement

Hawai'i Appleseed collected citation records for jaywalking-related offenses from the Hawai'i State Judiciary for the time period of 2018 to 2023. These citations were given as violations to the following statutes in the traffic code:

- **HRS§291C-33:** Crossing on the Don't Walk Sign or Countdown Timer;
- **HRS§291C-71:** Disobeying the Instructions of a Traffic-Control Device;
- **HRS§291C-72:** Suddenly Leaving the Curb;
- **HRS§291C-73:** Crossing Outside of Crosswalks; and
- **HRS§291C-75:** Not Using the Right Half of Crosswalks.

Figure 2. Average Annual Jaywalking Citations per 100,000 People, Hawai'i Versus Other Localities¹⁶



Over a six-year time period, 30,168 citations were given for jaywalking offenses, with an average of 5,028 jaywalking citations per year. This does not include sealed cases or juvenile records. The highest number of citations (8,201) were given in 2018.

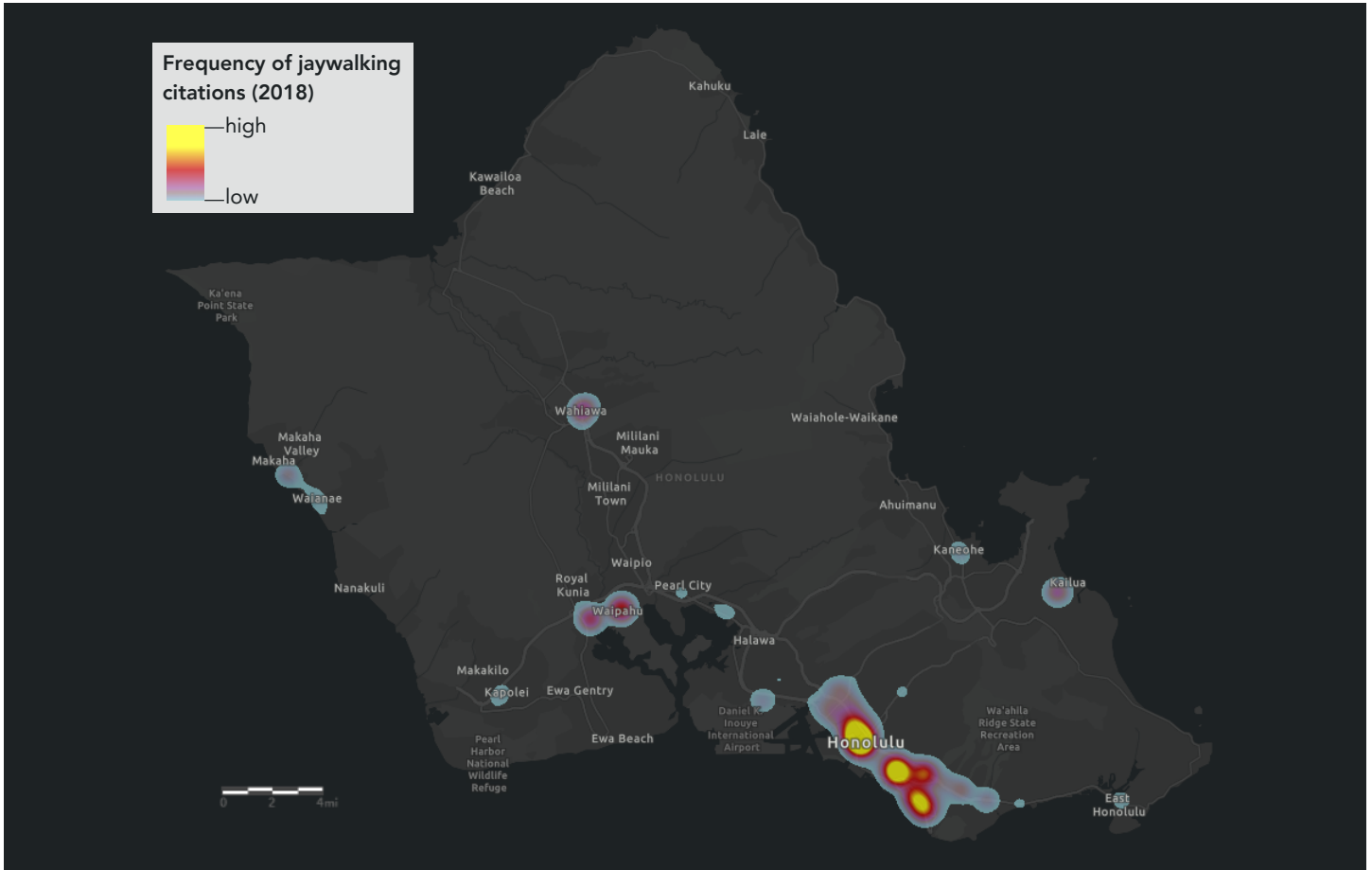
A majority of the citations were given for crossing outside of crosswalks (49 percent) and crossing intersections on the don't walk or countdown timer (46 percent). About 5 percent of the citations were given for suddenly leaving the curb. Only a handful of citations were given for disobeying the instructions of a traffic control device or not using the right half of the crosswalk.

Notably, the number of jaywalking-related citations

given in Hawai'i is significantly higher than other localities in the U.S (where similar studies have been conducted). For example, data on jaywalking citations given in Washington state (population appx. 7.7 million) was recently released by the Transportation Choices Coalition.

This data shows that 9,833 jaywalking citations were issued across Washington state from 2000 to 2023, which averages about 428 citations per year.¹⁷ As shown in **Figure 2**, this means that only 6 jaywalking citations are given for every 100,000 people in Washington state. Comparatively, a staggering 349 jaywalking citations are given for every 100,000 people in Hawai'i.

Figure 3. Heat Map of Jaywalking Citations on O’ahu, 2018



Citation Hotspots in Urban O’ahu

The citation records from 2018 (8,201 citations) were geocoded and analyzed via a geographic information system (GIS). Results from this analysis indicate that the vast majority (99.9 percent) of jaywalking citations were given on O’ahu by the Honolulu Police Department (HPD), while only a handful of tickets were given on Maui and Hawai’i Island.

Nearly 78 percent percent of all jaywalking tickets are given within urban Honolulu (spanning from Kalihi to Kaimukī).¹⁸ A heat map showing the areas with highest amounts of jaywalking on O’ahu given is shown in **Figure 3**. Within these areas, there are certain

intersections where a disproportionately high number of jaywalking citations were given, including, but not limited to:

- **Hotel Street** (Chinatown), 1,316 citations (16 percent of 2018 total);
- **King Street** (Kalihi -Mō’ili’ili), 936 citations (11 percent of 2018 total);
- **Kalākaua Avenue** (Waikīkī), 640 citations (7 percent of 2018 total);

- **Hikimoe Street** (Waipahu), 300 citations (4 percent of 2018 total);
- **Pauahi Street** (Chinatown), 282 citations (3 percent of 2018 total); and
- **Leoku Street** (Waipahu), 215 citations (3 percent of 2018 total).

Unfortunately, sociodemographic information (with the exception of gender) was not obtained by the police for the reviewed jaywalking citations. Thus, it is difficult to assess with precision whether certain racial/ethnic populations in Hawai'i are disproportionately impacted by jaywalking enforcement.

However, by using zip code as proxy, we found that generally densely populated, urban areas (with larger mixed-Asian, Native Hawaiian, and Pacific Island populations) had greater concentrations of jaywalking

citations, compared to lower-density, higher income areas (with larger White populations).

Notably, data from other localities where jaywalking enforcement was studied (and where police collected racial data) shows that jaywalking citations were given disproportionately to Black and Brown pedestrians. This has proven to be the case in nearly every such locality, including:

- **New York City:** A 2019 study found that 90 percent of jaywalking tickets in New York City were given to Black and Hispanic people, although they only make up 55 percent of the city's population.¹⁹
- **Jacksonville:** A 2017 investigation by *ProPublica* and the *Florida Times-Union* found that Black people in Jacksonville are three times as likely to be stopped and cited for jaywalking as White people.²⁰

Table 1. Jaywalking Citations, Fees Collected and Fees Assessed

Year	Fees Assessed	Fees Collected
Total Fees (2018–2023)	\$3,823,392	\$854,947
Estimated Cost of Enforcement	\$1,810,080	
Estimated Revenue Loss	\$955,133	

Fines Assessed and Fees Collected

Despite the heavy-handed approach to jaywalking enforcement in Hawai'i, these citations do not produce large sums of money for our local government. As shown in **Table 1**, while the jaywalking citations given during the 2018–2023 time period resulted in over \$3.8 million in assessed fees, only \$854,947 of those fees were collected. This means only 22.4 percent of the fees are being paid.

Assuming that each jaywalking ticket requires an hour of police time, we estimate the cost of jaywalking enforcement between 2018 and 2023 was over \$1.8 million (note, this amount does not include judiciary resources to process the citation).²¹ While this is an approximation, it shows that the state is likely losing revenue due to jaywalking enforcement.

ENFORCEMENT IMPACTS



Blaming the Victim

Just as the auto industry hoped, jaywalking laws successfully created a “moral basis” for pedestrian deaths.²² We see this reflected in media coverage of pedestrian deaths where the common protocol is to note the victim “wasn’t in the crosswalk.”²³ This is further proven in a 2019 study of local media coverage

of crashes involving pedestrians or bicyclists in Hawai‘i—77 percent of the 162 media articles analyzed were found to focus on the actions of the pedestrian/ bicyclist, and 69 percent of the articles did not even mention a driver or vehicle.²⁴ Only 15 percent of the articles described a traffic safety solution.

Star Advertiser
Man, 28, dies in pedestrian accident on
Maui

azcentral.
**You can't protect stupid pedestrians
from themselves**



**7 pedestrians killed by vehicles in Mont. County since
June 1, laziness a key factor**

The Seattle Times
**SPD officer who punched teen in jaywalking incident cleared of
using excessive force**

NEW YORK POST

Cops bloody old man — for jaywalking

In some cases, the media, as well as government officials, go so far as to call pedestrians stupid, or out-right blame pedestrians for being injured or killed. This was no more evident than in a 2014 column for *The Arizona Republic* titled “You Can’t Protect Stupid Pedestrians from Themselves.” In that column, the author outlines Arizona’s efforts to address its pedestrian fatalities, which is among the highest in the nation. The author concludes that the state’s efforts will prove fruitless “in a large part because you can never make pedestrian stupidity go away.”²⁵

The heavy burden pedestrians carry can also be seen in the structure of traffic fines. In Hawai‘i, fines for jaywalking range between \$100 and \$150 (plus fines), depending on the county, and the type of jaywalking violation.²⁶ These fines are more than some other driving-related traffic violations, such as speeding, which is a key contributor to traffic injuries and fatalities. For example, on O‘ahu, speeding (1–10 miles over the posted speed limit) only results in a fine of \$62 (plus \$5/mph over).²⁷ Similarly, the fine for running a red light on O‘ahu starts at \$97.²⁸

In some rare situations, pedestrians have also been held criminally liable for traffic violence. A notable case of this occurred in 2010 in Cobb County, Georgia, when Raquel Nelson, a single-mother was on trial for

Examples of media headlines that victim-blame pedestrians.

Source: *Honolulu Star-Advertiser* (top); *The Arizona Republic* (middle); *ABC7* (bottom)

Other newspaper headlines highlight how jaywalking tickets can also lead to other forms of violence between police and pedestrians.

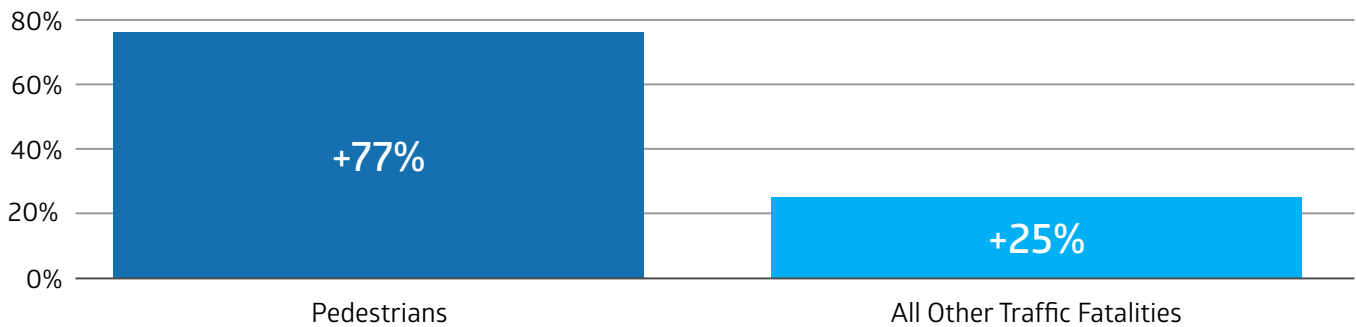
Source: *The Seattle Times* (top); *New York Post* (bottom)

the death of her four-year old son, who had been the victim of a hit-and-run crash.²⁹ After missing a bus, Nelson and her two children had to cross a dimly lit, four-lane, high-speed road in the dark. Nelson and her two children were struck by a partially-blind driver with two previous hit-and-run convictions. The mother and her younger daughter suffered minor injuries, but her son was killed.

This story made national headlines when the Cobb County Solicitor General indicted Nelson for vehicular homicide, jaywalking, and reckless conduct. In 2011, Nelson was convicted and sentenced to three years in jail, though her charges were eventually dropped in 2014 in exchange for a guilty plea for jaywalking charges alone.³⁰ This phenomenon—in which the media, public officials, and the courts emphasize pedestrians’ responsibilities to an extreme degree while minimizing the responsibility of drivers—is what pedestrian advocates call the “windshield bias.”³¹

Conversely, in the Nordic countries, which have been global leaders in pedestrian safety, drivers are automatically assigned a greater share of legal responsibility when collisions occur with pedestrians or bicyclists. In the Netherlands, drivers are even automatically considered fully responsible if the victim is a child.³²

Figure 4. Percent Increase in Number of National Traffic Deaths, 2010–2021



Rising Traffic Violence

While jaywalking laws were successful in shaping how Americans view pedestrians, they failed to create safe streets. In 2021, there were over 43,300 traffic-related fatalities across the United States.³³ Some 7,500 (18 percent) of those killed were pedestrians, representing the highest number of pedestrian deaths since 1981.³⁴ From 2010 to 2021, pedestrian deaths increased by 77 percent while other types of traffic fatalities increased by 25 percent.³⁵

Although not as drastic as the national average, similar trends have occurred in Hawai‘i. This is particularly true on O‘ahu, where the majority of collisions between vehicles and pedestrians occur. For example, according to the 2022 O‘ahu Pedestrian Plan, the average annual number of pedestrian fatalities rose from 15.2 per year during the 2009–2013 time period, to 21 per year during the 2014–2018 time period (a 38 percent increase).³⁶ During those same time periods, the average annual number of pedestrian fatalities across the state of Hawai‘i rose by 26 percent.³⁷

Hidden within these statistics are staggering class and racial disparities, with pedestrian deaths falling disproportionately on Black and Brown, low-income, elderly, and disabled individuals, or a combination thereof. Nationally, the pedestrian death rate among Black people is 118 percent higher than it is among White people.³⁸ Similar trends occur in Hawai‘i. For example, 2020 data shows that Native Hawaiians and Pacific Islanders are three times more likely than White

residents to be killed or injured in traffic collisions on Hawai‘i Island.³⁹ Moreover, according to 2022 data, almost half of all pedestrian deaths in Hawai‘i were houseless individuals.⁴⁰

This information is presented to underscore the fact that jaywalking enforcement has been unsuccessful in achieving roadway safety, particularly for the most vulnerable pedestrians. In fact, globally the cities with the lowest traffic death rates (mainly in Western and Northern Europe) do not have jaywalking laws.⁴¹ Instead, the cities which have been leading efforts to reduce roadway deaths rely on comprehensive “vision zero” strategies which recognize that all roadway deaths are preventable. The vision zero approach moves away from the traditional model which focuses on changing an individual’s behavior and instead focuses on a systems approach which changes engineering and planning practices, policies, and design to lessen the severity of crashes.⁴²

This has proven successful for countries such as Sweden, who reduced their roadway fatality rate from 7 traffic deaths per 100,000 people in 1997 (when the Vision Zero strategy was adopted)⁴³ to 1.96 traffic deaths per 100,000 people in 2020.⁴⁴ For comparison, in 2021 there were roughly 13 traffic deaths per 100,000 people in the United States.⁴⁵ In 2018, Sweden, with a population of 10.3 million, had fewer pedestrian fatalities than Hawai‘i (Sweden: 34 fatalities⁴⁶; Hawai‘i: 44 fatalities⁴⁷).



Pedestrian crossing fronting senior housing in Lihu'e, Kaua'i // Abbey Seitz, Hawai'i Appleseed

Debt Collectors and Court Records

As previously discussed, the majority (nearly 78 percent) of jaywalking citation fees in Hawai'i are not collected by the state. Unpaid tickets are typically sent to debt collectors, which can lead to damage to an individual's credit score. Debt collectors can also add collection fees and interest to the original ticket amount, which can make it even more challenging to pay the ticket off.

If left unpaid, debt can lead to legal consequences (such as potential court appearances and wage garnishment), difficulty in obtaining government services (such as vehicle registration), as well as negative impacts to

employment and housing opportunities, as some employers and landlords conduct credit checks as part of the application process.

Moreover, because jaywalking citations are filed by the state court in Hawai'i, an individual's citation records are available publicly online via eCourt Kookua. Even if the jaywalking ticket is paid, the citation remains public information unless the defendant makes a request to the court to seal the record. Again, this can have negative implications as sometimes eCourt Kookua is used by employers and landlords to search prospective applicants.

DECRIMINALIZING JAYWALKING AND SHIFTING RESOURCES



An example of quick-build curb extensions and pedestrian/bike path in Keaukaha, Hawai'i Island. Source: Lanihuli Kanahela, 'A'a Media

Table 2. Potential Infrastructure Improvements to Reduce Pedestrian Fatalities and Injuries

Slow Vehicle Speeds	Increase Visibility of Pedestrians	Physically Separate Vehicles and Pedestrians
<ul style="list-style-type: none"> • Road diets • Speed humps 	<ul style="list-style-type: none"> • Intersection curb extensions • Leading pedestrian intervals • Street and crosswalk light improvements • Raised crosswalks • Rectangular rapid flashing beacons • Pedestrian hybrid beacons 	<ul style="list-style-type: none"> • Pedestrian refuge islands • Sidewalks • Protected bike lanes • Off-street pathways • Restricting vehicle access in areas of high foot-traffic

Over the past few years, legislation to decriminalize jaywalking has been enacted in Virginia, California, Nevada, Anchorage (AK), Kansas City (MO), and is being proposed in New York City, Washington (state) and other localities. Nearly 52 million Americans now live in places where jaywalking has been decriminalized in some form.⁴⁸ Many states and cities have found that by decriminalizing jaywalking and other minor traffic violations, they have helped to reduce the burden on the justice system, decrease opportunities for police escalations, and provide more constructive applications of traffic safety resources.

While some critics claim that this legislation will increase traffic collisions, preliminary data from localities where similar legislation was implemented show that there has been little to no change in the number of traffic injuries and fatalities.⁴⁹ Notably, it is difficult to assess the direct-connection between jaywalking laws and changes to traffic violence, as pedestrian fatalities in the U.S. have been sharply increasing over the last decade, well before efforts to repeal jaywalking laws occurred.

Slowing vehicle speeds, increasing visibility of pedestrians, and creating separate facilities for people walking, biking and rolling have been proven to be the most effective means to reduce traffic collisions.⁵⁰ To pursue these strategies, there are a multitude of infrastructural improvements which can be employed. Some of these infrastructural improvements are identified in **Table 2**.

Many of the infrastructure improvements can achieve multiple benefits. For example, road diets (i.e., reducing the number of vehicle lanes) are a way to reduce vehicle speeds, while providing opportunities to accommodate new pedestrian and bike amenities. Similarly, curb extensions are an intervention to reduce vehicle speeds near intersections/mid-block crossings, while also increasing driver awareness of pedestrians.

It is important to remember that, when designing pedestrian improvements, each roadway requires a unique approach because the characteristics, traffic patterns, and surrounding environments vary significantly between localities.

RECOMMENDATIONS

Hawai'i Appleseed seeks to catalyze a shift away from our current roadway safety strategy that focuses on enforcement, and towards a holistic approach that centers building safe, accessible pedestrian infrastructure through the recommended strategies discussed in this section.



Buffered bike lane and pedestrian path in Waimea, Hawai'i Island // Abbey Seitz, Hawai'i Appleseed

Decriminalize Jaywalking

In Hawai'i, jaywalking laws and other similar pedestrian enforcement has not been successful in reducing pedestrian deaths and injuries, and it is clear that business-as-usual will not create safer streets.

To address these issues, Hawai'i Appleseed recommends:

- Decriminalizing jaywalking by amending the state traffic code (HRS§291C) to state that pedestrians

shall not be stopped by a law enforcement officer, fined, or subjected to any other penalty, for acting contrary to the traffic code.

- Studying which communities have been most impacted by jaywalking enforcement in Hawai'i.
- Studying the amount of public resources that currently goes towards jaywalking enforcement in Hawai'i.



Dedicated Funding for Pedestrian Infrastructure

Due to the nature in which transportation projects are funded and planned in Hawai'i, the installation of pedestrian infrastructure has often occurred sporadically. For example, the City & County of Honolulu passed a Complete Streets Ordinance in 2012, requiring that the planning of new city roadways (or repaving/maintenance projects) incorporate Complete Streets principles.

Every year, the Complete Streets program implements crosswalk improvements, walkways, protected and shared bikeways, traffic calming features, bus stop improvements, and street trees. However, because the city's Complete Streets office does not have a standalone budget, the majority of multimodal facilities are planned/implemented only when roadways are in-need of repaving, or when federal funding or grants are received.

Notably, there have been recent efforts to create stand-alone budgets for transportation agencies to

plan and implement safe system infrastructure in Hawai'i. For example, in 2023, the State legislature allocated \$20 million towards the creation of a Safe Routes to School (SRTS) fund (Act 244). This fund will allow state and county agencies to implement safety projects within one-mile of schools. However, this is a one time investment which will expire at the end of Fiscal Year 2025.

To address these issues, Hawai'i Appleseed recommends:

- Studying new potential federal, state and county revenue sources for pedestrian infrastructure.
- Creating stand-alone budgets for county transportation agencies to implement pedestrian infrastructure improvements.
- Creating a permanent funding source for the SRTS fund.

Prioritize Pedestrian Improvements in High-Crash Locations

The fact that roadway safety issues are not evenly distributed, but in-fact are geographically isolated, demonstrates the need to prioritize pedestrian infrastructure at locations where frequent collisions occur. In addition to lacking dedicated funding for pedestrian safety projects, government agencies often lack access to comprehensive, statewide data on pedestrian, bicycle, and transit facilities, as well as the location of roadway collisions, injuries and fatalities. Agencies also lack shared criteria to determine where

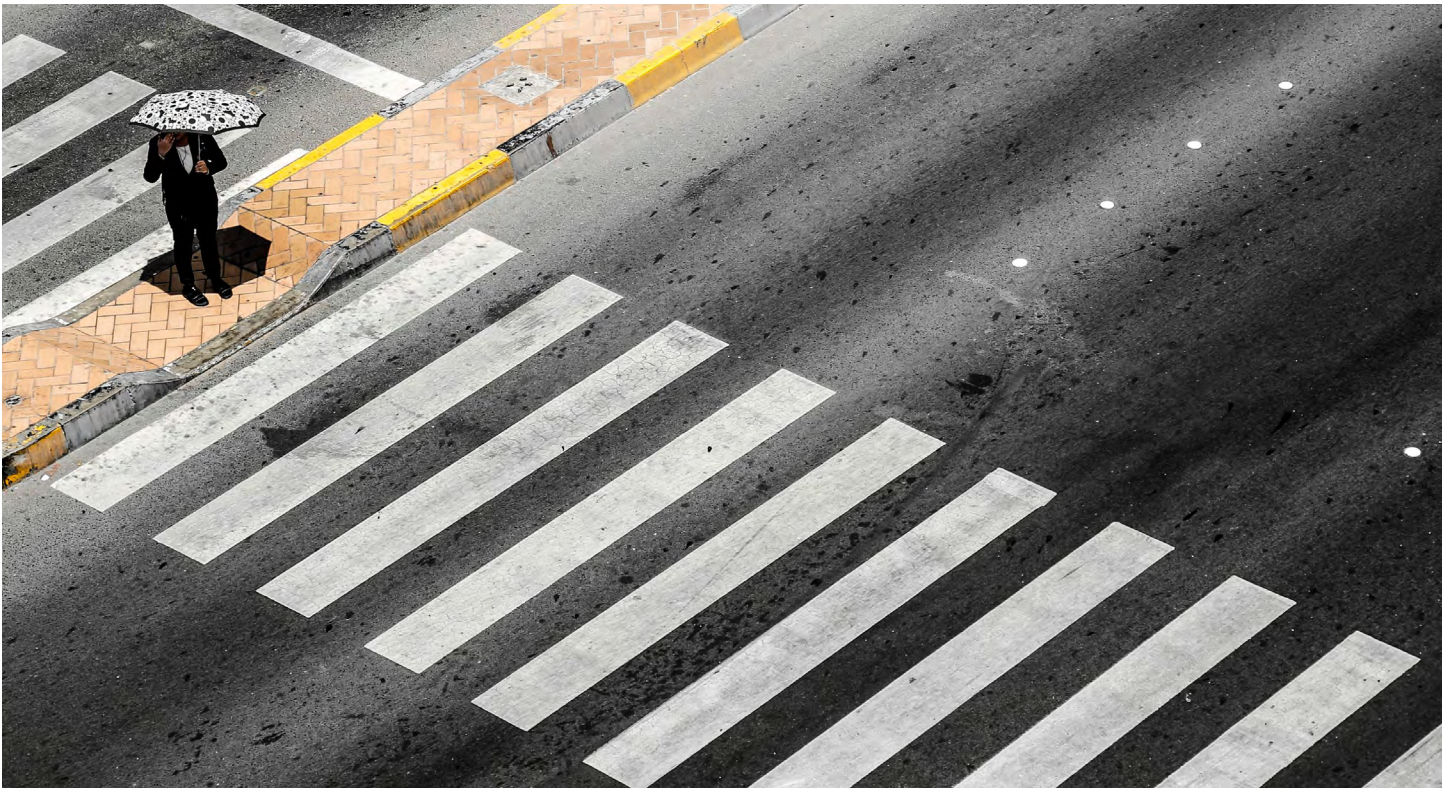
future pedestrian safety projects should be located. To address these issues, Hawai'i Appleseed recommends:

- Creating a publicly-accessible statewide mapping database that compiles existing datasets related to existing and planned transportation facilities, safety, and equity into one common platform.
- Developing criteria to assess for agencies to select project locations.

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