

The Statewide Pedestrian Master Plan

CH2MHILL.

FEDERAL-AID PROJECT No. SPR-0010(31)



CAC Meeting #5

8/17/11

Welcome & Introductions

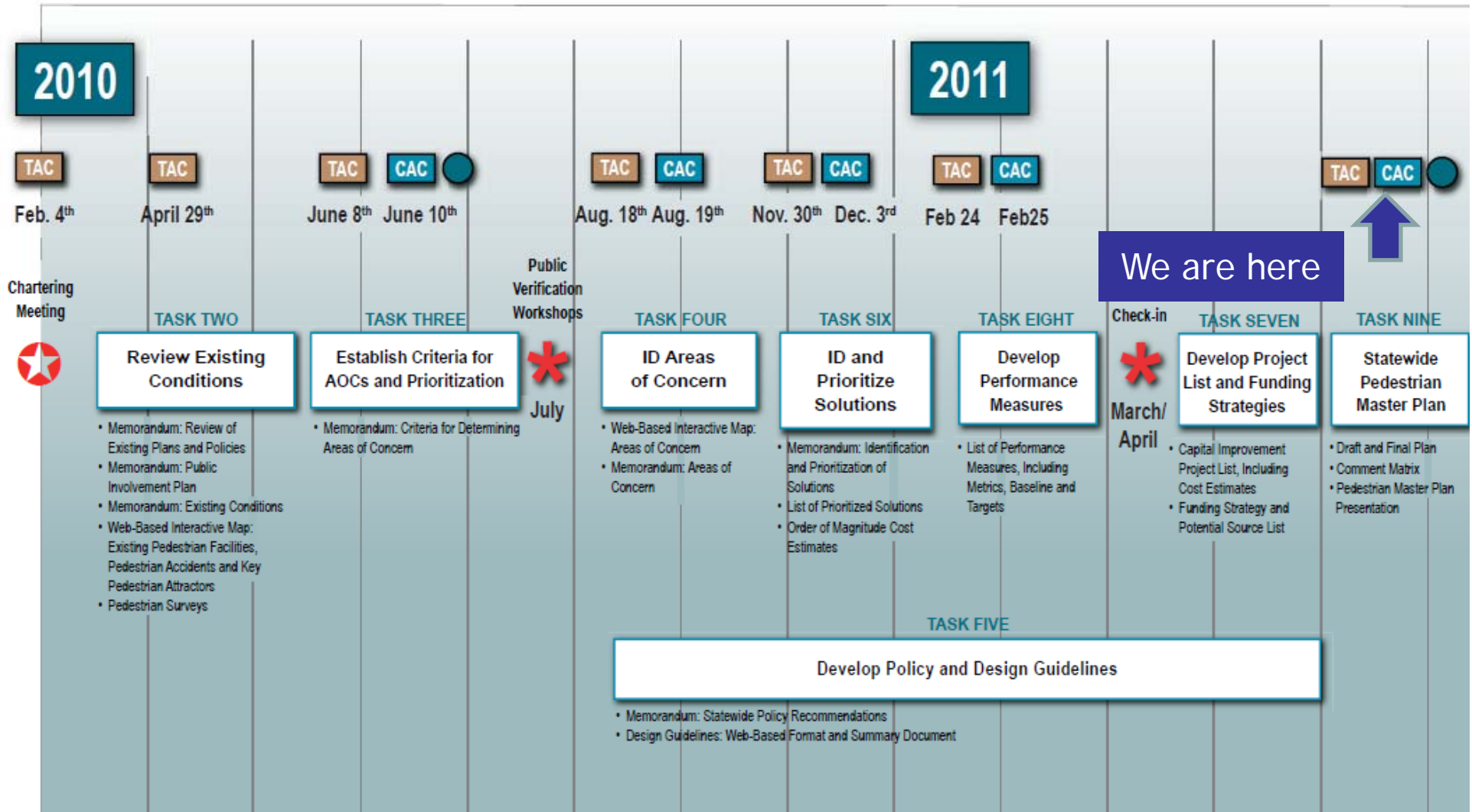


Statewide Pedestrian Master Plan

- Welcome!
- Roundtable Introductions
- Agenda Review
- Handouts



Work Plan Review



MEETINGS

TAC = Technical Advisory Committee

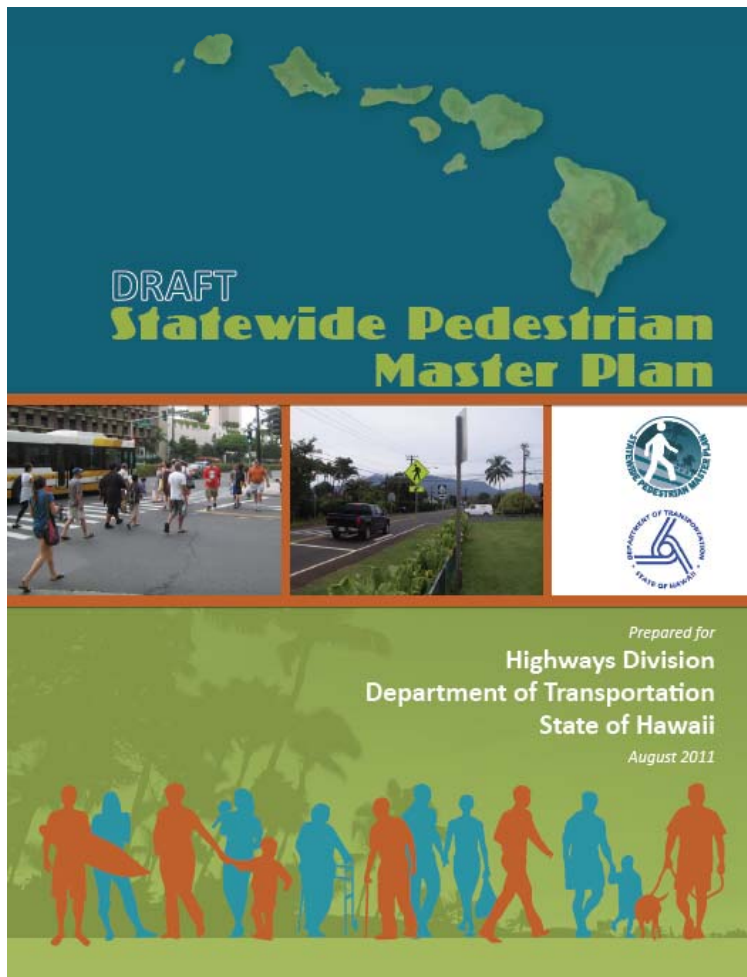
CAC = Citizens Advisory Committee

● = Decision-Maker/STAC Briefing

Meeting Goals



Statewide Pedestrian Master Plan



- Examine the Prioritized Project List
- Discuss Implementation Strategies
- Review Performance Measures
- Review the draft of the Statewide Pedestrian Master Plan

*Thank you for your
commitment!*





Prioritized Project List



Prioritization Criteria: Purpose



Statewide Pedestrian Master Plan

- Rank Projects and Programs in a transparent manner consistent with community values
- Establish criteria early to avoid bias toward specific projects or programs
- Use for COMPARISON
- A decision-making TOOL



Prioritization Criteria



Criterion	Analysis Questions
Connectivity	To what extent does the project provide a direct new or improved connection to pedestrian attractors?
	To what extent does the project fill a sidewalk gap (or address any area where the sidewalk is in need of repair)?
Pedestrian Safety	To what extent does the project address pedestrian safety?
Environment	Does the project impact mountainous terrains, coastal roads (global warming impacts), cultural and historic resources, threatened and endangered species, or Section 4(f) park resources?
Property impacts	To what extent does the project impact property?
Cost	How costly is the project?
Funding availability	To what extent does the project have potential funding sources and how competitive is the project for funding among similar projects?
Environmental justice areas	To what extent does the project serve populations of special concern including high concentrations of elderly persons, youth, persons earning below the poverty line, and persons with limited access to vehicles, as defined by the US Census?



Prioritization Criteria: Methodology



Criteria	Hawaii	Maui	Kauai	Oahu	Total	TAC	CAC
Pedestrian Safety	1	1	2	1	1	1	3
Pedestrian Connectivity	2	2	1	2	2	2	2
Pedestrian-Oriented Populations	3	3	3	3	3	3	2
System Gaps	4	4	4	4	4	4	4
Environment	5	5	5	7	5	5	6
Funding Availability	7	7	6	5	6	6	5
Cost	6	6	7	6	7	7	7
Property Impacts	8	8	8	8	8	8	8

1. Define Criteria & Measures
2. Assign Weights (correspond to ranking exercise)
3. Rate the projects and programs
4. Calculate results and apply appropriate weights to the criteria
5. Compare and report results



Prioritized Project List



Statewide Pedestrian Master Plan

Rank	ID #	Project Name	Description	Potential Solution
1	O-13	Kalihi Street between N. King Street and Dillingham Boulevard	Eight accidents involving pedestrians occurred on Kalihi Street between 2004 and 2008. Four accidents occurred while the pedestrian was crossing within a marked crosswalk, while three occurred outside of crosswalks. The lack of crosswalks may not be the primary contributing factor, since there are crosswalks at most, if not all, street intersections along Kalihi Street.	Install enhanced crosswalk markings at all existing intersections. After obtaining FHWA approval, install a rectangular rapid flash light-emitting diode (LED) beacon near the primary crosswalk across from Kalakaua Middle School.
2	O-6	Farrington Highway, Waianae Town	Between 2004 and 2008, there were 22 pedestrian accidents that occurred along the study segment, with 15 pedestrian accidents occurring in the northern half mile approaching Ala Walua Street. The majority of pedestrian accidents occurred while the pedestrians were crossing within the crosswalks.	Implement Walk Wise Hawaii (WWH), an educational program to educate the community about pedestrian and driver awareness. Re-stripe faded crosswalks and install advanced stop bars and pedestrian signage.
3	O-9	Vineyard Boulevard at Queen Emma Intersection	There is considerable pedestrian activity in the vicinity of the Vineyard Boulevard/Queen Emma Street intersection with two schools and senior housing nearby. The intersection is signalized with crosswalks, pedestrian countdown timers, and a median refuge. 2004 to 2008 accident data indicates that most accidents occurred when there was a conflict between turning vehicles and pedestrians crossing Vineyard Boulevard.	Review the traffic signal timing to determine whether a leading pedestrian interval is feasible and implement WWH, an educational program, to the surrounding community.

The Top Three





Implementation





Implementation Strategies

Statewide Pedestrian Master Plan

1. Adopting best practices in pedestrian-oriented design.
2. Seeking funding for projects.
3. Monitoring the performance of this plan.



Implementation: Hawaii Pedestrian Toolbox



Statewide Pedestrian Master Plan

What

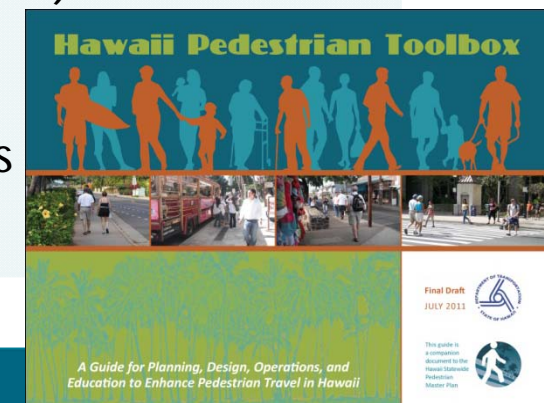
- Statewide guidance for pedestrian planning, design, operation, and education

Why

- Promote best practices throughout the state and achieve positive change in pedestrian environment
- Provide consistency in pedestrian design guidance
- Provide guidance for pedestrian-related topics

Who

- Traffic, transportation, and civil engineers
- Planners (land use and transportation)
- Urban designers, architects,
- Other design professionals
- Site development/permit reviewers
- Developers





Implementation: Funding Strategy

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1. Determine which improvements can be implemented as part of another planned project
2. Determine which improvements can be implemented as part of maintenance
3. Create an individual project, if it can't be part of maintenance or CIP
4. Look for federal, state and local funding opportunities
5. Evaluate the potential for Public Private Partnerships
6. Recommend new development incorporate pedestrian improvements



Implementation: Funding Sources/Mechanisms



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Federal

- Surface Transportation Program
- Transportation Enhancement Funds
- Safe Routes to School Program
- National Highway Traffic Safety Administration
- Recreational Trails Program (passed through to DLNR)

State

- State Highway Fund
- State General Fund

Local

- County General Fund
- Improvement districts
- Community facilities district
- Public private partnerships
- System development charges and developer obligations

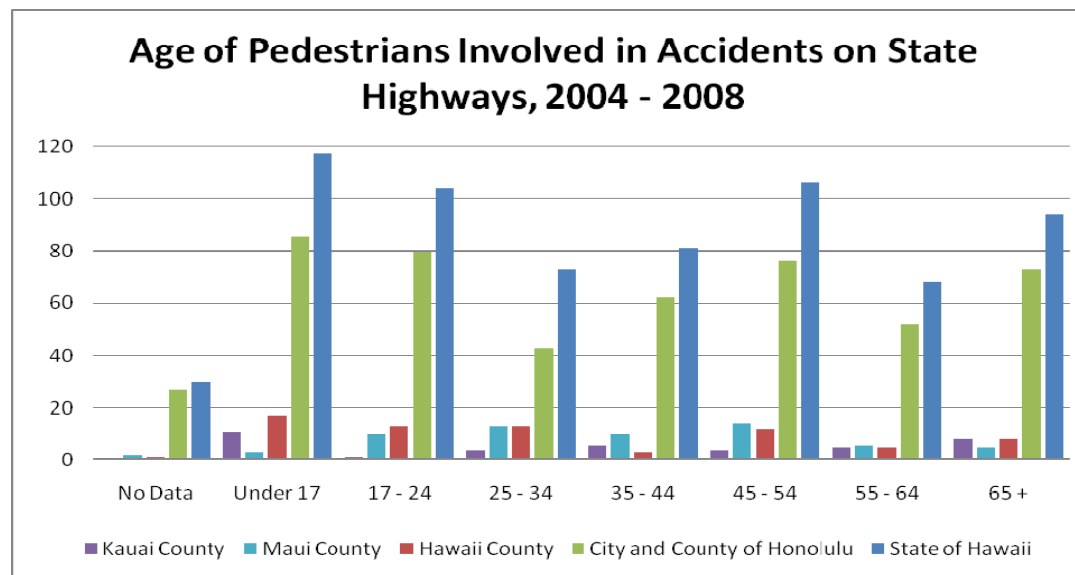




Implementation: Performance Measures

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- Measures achievement
- Provides transparency and accountability
- Supports future decision making/priorities
- Intended to be realistic (data is available)





Performance Measures

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BREAK





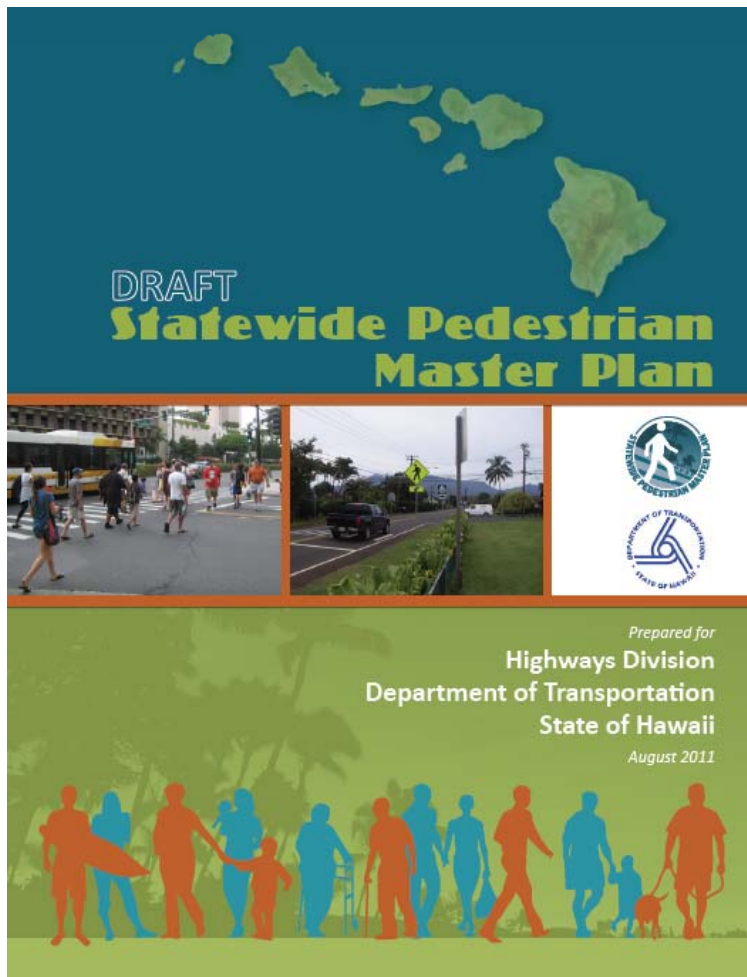
Statewide Pedestrian Master Plan



Statewide Pedestrian Master Plan: Chapters



Statewide Pedestrian Master Plan



- I. Introduction and Background
 - II. Approach
 - III. Existing Pedestrian Environment
 - IV. Areas of Concern
 - V. Recommendations
 - VI. Implementation
- Appendices
Glossary



Chapter 1: Introduction and Background



Statewide Pedestrian Master Plan

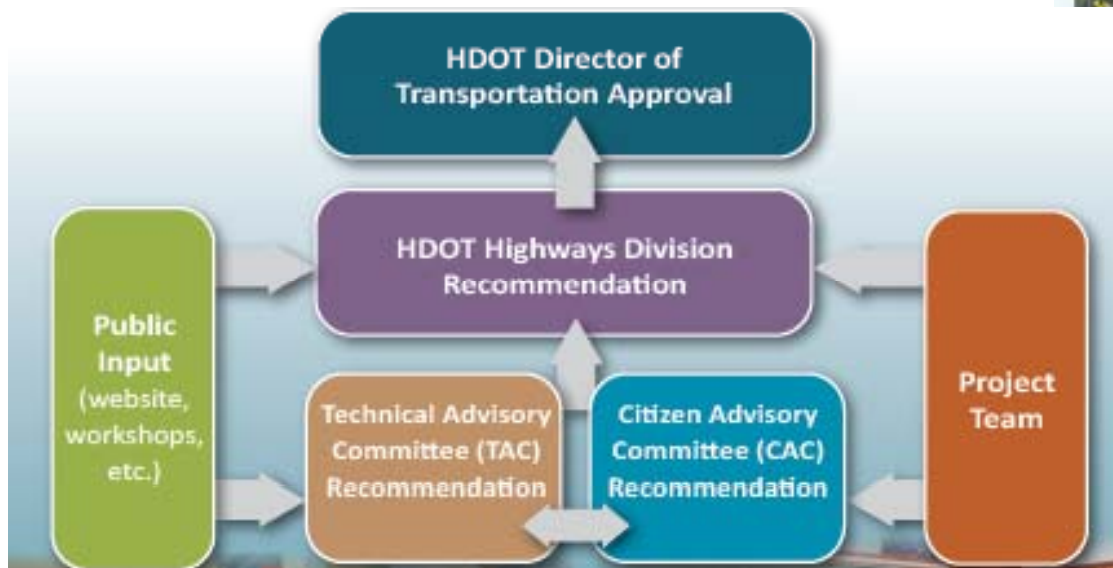
1. Purpose of the Plan
2. Vision for the Statewide Pedestrian System
3. Goals and Objectives of the Plan
4. Consistency with Plans and Policies



Chapter 2: Approach



1. Scope of Plan
2. Public Involvement
3. Decision-Making Process



Chapter 3: Existing Pedestrian Environment



Statewide Pedestrian Master Plan



FIGURE X
Existing Conditions: Kauai
Statewide Pedestrian Master Plan
Data, Hawaii

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1. Methodology
2. County of Hawaii
3. County of Maui
4. County of Kauai
5. City and County of Honolulu

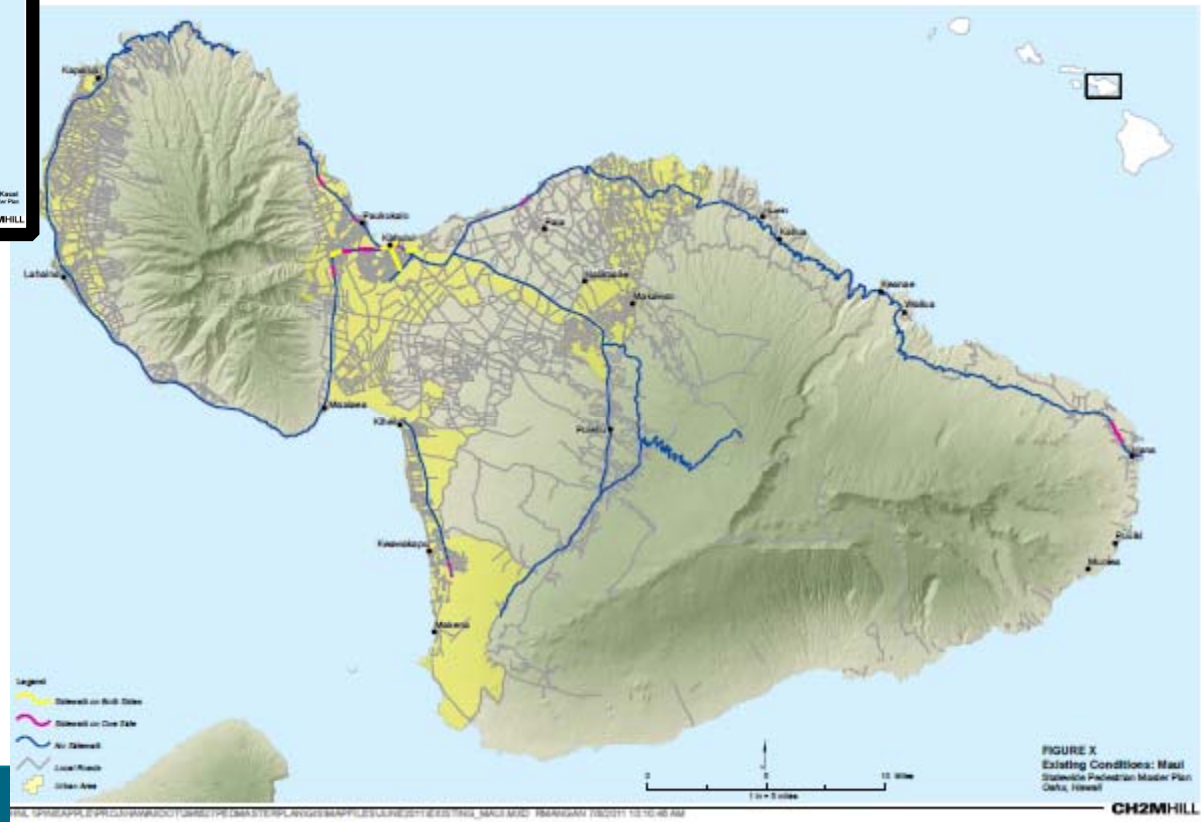


FIGURE X
Existing Conditions: Maui
Statewide Pedestrian Master Plan
Data, Hawaii

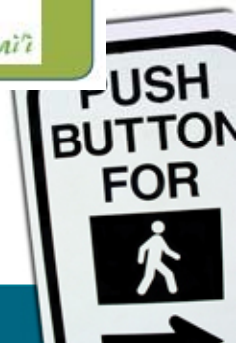
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Chapter 5: Recommendations



Rank	ID #	Project Name	Potential Solution
1	O-13	Kalihi Street between N. King Street and Dillingham Boulevard	Install enhanced crosswalk markings at all existing intersections. After obtaining FHWA approval, install a rectangular rapid flash light-emitting diode (LED) beacon near the primary crosswalk across from Kalakaua Middle School.
2	O-6	Farrington Highway, Waianae Town	Implement Walk Wise Hawaii (WWH), an educational program to educate the community about pedestrian and driver awareness. Re-stripe faded crosswalks and install advanced stop bars and pedestrian signage.
3	O-9	Vineyard. Boulevard at Queen Emma Intersection	Review the traffic signal timing to determine whether a leading pedestrian interval is feasible and implement WWH, an educational program, to the surrounding community.
4	O-2	Kamehameha Highway between Avocado Street and Kilani Avenue	Conduct a traffic study to review signal phasing and explore the need for permissive left turns. Implement WWH, an educational program, to the surrounding community.
5	O-8	Vineyard. Boulevard between Palama Street and Aala Street	Implement WWH, an educational program to educate the community about pedestrian and driver awareness. Install additional pedestrian signage for drivers turning onto Vineyard Boulevard.

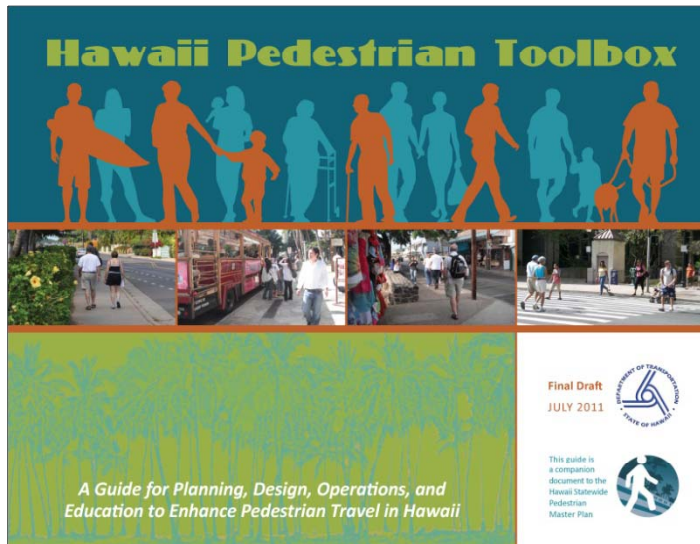
1. Project Solutions
2. Prioritization Process
3. Recommended Project Solutions
4. Recommend Program Solutions



Chapter 6: Implementation



1. Hawaii Pedestrian Toolbox
2. Funding Strategies
3. Performance Measures and Monitoring



Next Steps



- CAC Meeting: August 17th
- **Comments by August 19th**
- *Draft Plan goes Public: August 22nd*
 - Posted on Project Website
 - Oahu MPO Presentation: Sept. 21nd
 - Hawaii Congress of Planning Officials: Sept. 22nd
 - Others: ?
- Address all comments
- Finalize Statewide Pedestrian Master Plan
- Training Workshops on the Toolbox

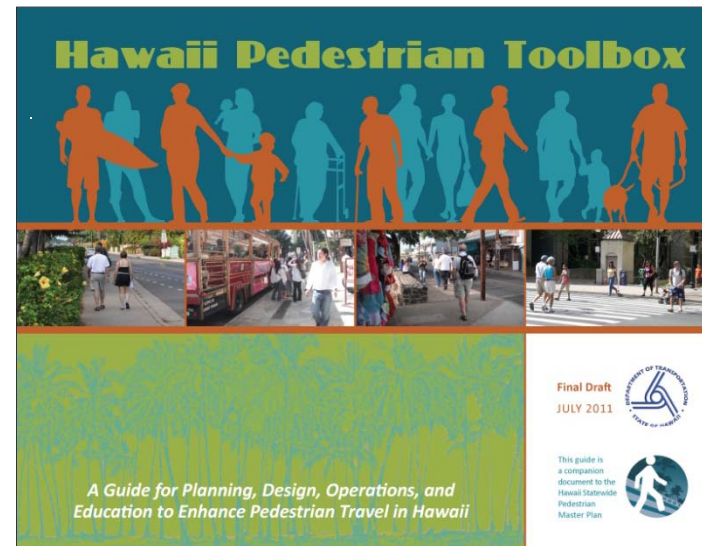
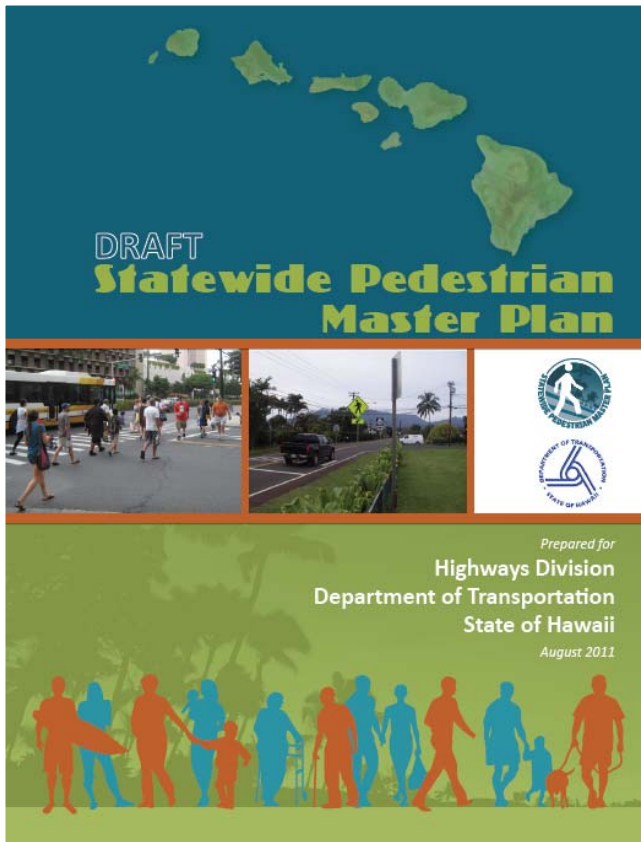


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Mahalo for Your Participation!



This is your Plan.

