

# Statewide Pedestrian Master Plan Policy Framework and Performance Measures



Updated August 5, 2011

## Introduction

The policy framework for the Statewide Pedestrian Master Plan is represented by:

- Vision - *an image of the future we are trying to create*
- Goals - *general statements that address identified needs to accomplish the vision*
  - Objectives - *specific and measurable statements that guide actions to achieve a goal*
  - Performance Measures - *a way to measure achievement of an objective*

To develop the policy framework, the team built upon existing statewide transportation policies from around the nation. The framework also encompasses relevant goals and objectives from the ongoing Hawaii Statewide Transportation Plan and the Statewide and Regional Long-Range Land Transportation Plans for consistency with local plans and policies.

The team verified the draft vision, goals and objectives with the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC). This memorandum includes revised vision, goals and objectives based on TAC and CAC comments as well as draft performance measures.

## Vision Statement

A vision statement describes the desired future condition – what will occur if implementation of the Statewide Pedestrian Master Plan is effective and successful. The revised draft vision statement is provided below.

### Draft Vision

*Hawaii's integrated and multi-modal transportation system provides a safe and well-connected pedestrian network that encourages walking among all ages and abilities. The system promotes a positive pedestrian experience; promotes environmental, economic and social sustainability; fosters healthy lifestyles; and conserves energy.*

*More people in Hawaii choose to walk for both transportation and recreation as a result of enhanced walking environments, mobility, accessibility, safety, and connectivity throughout the transportation system.*

## Goals, Objectives and Performance Measures

A goal provides a general purpose statement responding to needs that must be fulfilled to reach our desired vision. The identified needs related to the pedestrian system were developed from stakeholder input. The needs encompass integration of modes, enhancement of the environment, supporting economic vitality and supporting statewide energy goals. There are seven principal goals that were derived to address these needs:

*In order to support Hawaii's safe and integrated multi-modal transportation system:*

- Goal 1 Improve pedestrian mobility and accessibility.
- Goal 2 Improve pedestrian safety.
- Goal 3 Improve connectivity of the pedestrian network.

*In order to protect and enhance Hawaii's unique environment and quality of life:*

- Goal 4 Promote environmental benefits of walking.
- Goal 5 Encourage walking to foster healthy lifestyles.

*In order to encourage the transportation system's support of Hawaii's economy and future growth objectives:*

- Goal 6 Enhance communities and economic development by creating pedestrian-oriented areas and positive pedestrian experiences.

*In order to support the state's energy efficiency goals:*

- Goal 7 Promote and support walking as an important transportation mode that reduces overall energy use.

Objectives provide guidance on how to achieve our goals. The objectives were specifically developed to be measurable as a tool for determining the Statewide Pedestrian Master Plan's effectiveness and performance over time. Specific performance measures (methods for measuring each objective) were developed for each objective. The performance measures draw from the Alliance for Biking & Walking's *Bicycling and Walking in the United States 2010 Benchmarking Report* and other sources, and are meant to be realistic ways to monitor and measure performance.

Many of the performance measures listed below require effort by HDOT to collect and monitor data. HDOT has limited staff resources, so in order to accommodate this increased effort, the performance measures have been divided into two tiers. Tier 1 performance measures are essential ways to measure the efforts of the plan to achieve its goals. They are also focused on the factors that the TAC and CAC have placed the greatest emphasis on, such as safety and connectivity. Tier 1 performance measures provide the minimum amount of information required to analyze the plan's progress in meeting each goal. Tier 2 performance measures are important pieces of information that would greatly help in understanding how well the plan is performing, but that can be a lesser priority if staff availability is a constraint. Goals, objectives and performance measures are listed in tables below. A summary of Tier 1 and Tier 2 performance measures and data source is provided following the table.

## Performance Measures

Many of the performance measures can be used for a number of goals and objectives above. The repeated measures are indicated below.

### GOAL 1: IMPROVE PEDESTRIAN MOBILITY AND ACCESSIBILITY

Objective	Performance Measures	Data Source	Tier
a. Increase pedestrian activity.	Adoption of statewide and county Complete Streets Policies.	(yes/no response); HDOT monitors	1
	Pedestrian mode split (percentage of trips by foot)	US Census data or FHWA travel survey; HDOT monitors available data	2
b. Encourage use of the Pedestrian Toolbox.	Provide training for agency staff and consultants on the Hawaii Pedestrian Toolbox.	(yes/no response); HDOT monitors	1
c. Implement projects along state highways to enhance mobility and accessibility.	Percentage of roadway projects completed that include improvements to pedestrian facilities	CIP and Maintenance Projects; HDOT monitors	1
d. Improve maintenance of pedestrian facilities.	Percentage of pedestrian facilities in “good” or “fair” condition.	HDOT monitors (verify with District Offices)	2

GOAL 2: IMPROVE PEDESTRIAN SAFETY

Objective	Performance Measures	Data Source	Tier
a. Reduce the number of crashes and fatalities involving pedestrians.	Number of annual pedestrian crashes and fatalities	HDOT crash data; FARS reporting system	1
b. Increase driver and pedestrian knowledge of laws, legal requirements, rights and responsibilities.	Dollar amount spent on pedestrian safety educational programs sponsored or co-sponsored by HDOT	Highway Safety Improvement Program; HDOT monitors.	1
	Number of public awareness campaigns related to pedestrian safety implemented each year	HDOT monitors; Compare to national average.	1
	Hours of or number of pedestrian-related law enforcement stings implemented each year	Monitored by local police departments and reported to HDOT	1
	Number of HDOT bike/ped staff per million people	HDOT monitors (HWY-T)	2
c. Modify driver and pedestrian behaviors to improve pedestrian safety.	Adoption of laws protecting pedestrian right-of-way in crosswalks	(yes/no response); HDOT monitors	1
	Number of driver's test questions on pedestrians and information on pedestrians in the state driver manual	HDOT monitors(HWY-VS)	1
	Number of police citations for pedestrian-related violations	Monitored by local police departments and reported to HDOT	2
d. Use design best practices at marked pedestrian crossings, such as high visibility crosswalks, advance stop bars, extra striping and signing, pedestrian islands/refuges, pedestrian countdown timers, etc.	<i>Provide training for agency staff and consultants on the Hawaii Pedestrian Toolbox. (Same performance measure as Goal 1 Objective b)</i>	(yes/no response); HDOT monitors	1
	Percentage of projects that include pedestrian crossing safety treatments	HDOT monitors	1
	Number of pedestrian countdown timers installed at signalized intersections	HDOT monitors	2

**GOAL 3: IMPROVE CONNECTIVITY OF THE PEDESTRIAN NETWORK**

<b>Objective</b>	<b>Performance Measures</b>	<b>Data Source</b>	<b>Tier</b>
a. Support development of seamless and continuous pedestrian networks along state highways and connections to paths, walkways, trails and other pedestrian facilities.	Miles of new sidewalks and shared-use paths along state highways	HDOT monitors	1
	Percentage of transportation improvement projects that have been reviewed for consideration of pedestrians	HDOT monitors	2
b. Encourage pedestrian connectivity across jurisdictions.	<i>Adoption of Complete Streets Policy (Same performance measure as Goal 1 Objective a)</i>		1
	<i>Provide training for agency staff and consultants on the Hawaii Pedestrian Toolbox. (Same performance measure as Goal 1 Objective b)</i>		1
c. Support Safe Routes to School programs to encourage more students to walk to and from school.	Have a Safe Routes to Schools program coordinator	(yes/no response); HDOT monitors	2
	Percentage of state transportation funding available and distributed to the Safe Routes to Schools program	HDOT monitors (money from FHWA distributed via grants)	2
	Number of Walk/Bike to School Day programs	(yes/no response); HDOT monitors	2
	Number of kids walking to school (where SRTS funds were granted)	Monitored through SRTS program	2

GOAL 4: PROMOTE ENVIRONMENTAL BENEFITS OF WALKING

Objective	Performance Measures	Data Source	Tier
a. Broaden public awareness about the environmental benefits of pedestrian travel.	<i>Number of HDOT bike/ped staff per million people (same performance measure as Goal 2 Objective b)</i>	HDOT monitors	2
b. Reduce overall vehicle miles traveled through increased pedestrian trips.	<i>Pedestrian mode split (same performance measure as Goal 1 Objective a)</i>		2
c. Improve pedestrian facilities near transit stops and stations.	Miles of improved or new pedestrian facilities within ½ mile of transit stops or stations (annually)	HDOT monitors; possibly in coordination with transit agencies	2
	Percentage increase of annual transit ridership	County transit agencies	2
d. Integrate pedestrian facility design with the natural environment to the greatest extent possible.	<i>Provide training for agency staff and consultants on the Hawaii Pedestrian Toolbox. (Same performance measure as Goal 1 Objective b)</i>		1

**GOAL 5: ENCOURAGE WALKING TO FOSTER HEALTHY LIFESTYLES**

<b>Objective</b>	<b>Performance Measures</b>	<b>Data Source</b>	<b>Tier</b>
a. Broaden public awareness about the health benefits of walking/pedestrian travel.	<i>Hours of public awareness campaigns related to pedestrian safety implemented each year (same as Goal 2 objective b)</i>		1
	<i>Number of HDOT bike/ped staff per million people (same performance measure as Goal 2 Objective b)</i>		1
	<i>Dollar amount spent on pedestrian safety educational programs sponsored or co-sponsored by HDOT (same performance measure as Goal 2 objective b)</i>		1
b. Improve public health through encouragement of walking.	Percentage of state centerline miles with sidewalks in urban areas	HDOT monitors	1
	Percentage of overall population and of youth (ages 10-17) who are obese or overweight	Trust for America's Health or DOH survey; reported to HDOT	2
	Other key health indicators such as incidences of diabetes or asthma per million people and physical activity levels		2
c. Support community-based events such as fun runs, walks, parades and other pedestrian-based activities that encourage walking for daily exercise and socialization.	Number of community-based events supported by HDOT	(yes/no response); HDOT monitors	2

GOAL 6: ENHANCE COMMUNITIES AND ECONOMIC DEVELOPMENT BY CREATING PEDESTRIAN-ORIENTED AREAS AND POSITIVE PEDESTRIAN EXPERIENCES

Objective	Performance Measures	Data Source	Tier
a. Encourage priority pedestrian infrastructure investment in communities that are in high-density residential, visitors/tourists locations and have higher pedestrian-oriented populations ((elderly, youth, low-income, households with no access to vehicles).	Number of projects implemented in high-density locations.	(yes/no response); HDOT monitors	1
	Number of projects implemented in locations with high pedestrian-oriented populations		1
	Number of projects implemented in locations with a lot of visitors/tourists.		2
b. Encourage reference to and use of the Hawaii Pedestrian Toolbox to create pedestrian settings that provide positive pedestrian experience and attract high levels of activity.	<i>Provide training for agency staff and consultants on the Hawaii Pedestrian Toolbox. (Same performance measure as Goal 1 Objective b)</i>		1
c. Require development projects to include pedestrian infrastructure, as appropriate for the land use and facility	Number and/or percentage of encroachment permits that include pedestrian infrastructure on state facilities	HDOT monitors; HWY-C	2

**GOAL 7: PROMOTE AND SUPPORT WALKING AS AN IMPORTANT TRANSPORTATION MODE THAT REDUCES OVERALL ENERGY USE**

<b>Objective</b>	<b>Performance Measures</b>	<b>Data Source</b>	<b>Tier</b>
a. Strengthen public awareness about the energy conservation benefits of walking.	<i>Number of public awareness campaigns related to pedestrian safety each year (same performance measure as Goal 2 Objective b)</i>		1
	<i>Number of HDOT bike/ped staff per million people (same performance measure as Goal 2 Objective b)</i>		2
b. Support pedestrian improvements in proximity to transit stations and stops to encourage and increase access to transit.	<i>Miles of new pedestrian facilities within ½ mile of transit stops or stations (annually) (same performance measure as Goal 4 Objective c)</i>		2
c. Reduce resident and visitor motor vehicle fuel demand to help meet 2030 targets for energy efficiency.	Air quality levels	Monitored by DOH Clean Air Branch and reported to HDOT	2
d. Encourage Smart Growth development with coordinated land use and transportation planning	Follow the priorities established in transportation planning documents, such as the Statewide and Regional Long-Range Land Transportation Plans, Bike Plan Hawaii, and Statewide Pedestrian Master Plan.	(yes/no response); HDOT monitors	2

## Summary of Tier 1 and Tier 2 Performance Measures

Tier 1 Performance Measures	Data Source
Adoption of statewide and county Complete Streets Policies.	HDOT: HWY-P
Provide training for agency staff and consultants on the Hawaii Pedestrian Toolbox.	HDOT: HWY-P
Percentage of roadway projects completed that include improvements to pedestrian facilities	HDOT: HWY-D
Number of annual pedestrian crashes and fatalities	HDOT: HWY-T
Dollar amount spent on pedestrian safety educational programs sponsored or co-sponsored by HDOT	HDOT: HWY-VS
Number of public awareness campaigns related to pedestrian safety implemented each year	HDOT: HWY-VS
Hours of or number of pedestrian-related law enforcement stings implemented each year	HDOT: HWY-VS/ County Police Depts.
Adoption of laws protecting pedestrian right-of-way in crosswalks	HDOT: HWY-VS
Number of driver's test questions on pedestrians and information on pedestrians in the state driver manual	HDOT: HWY-VS
Percentage of projects that include pedestrian crossing safety treatments	HDOT: HWY-D
Miles of new sidewalks and shared-use paths along state highways	HDOT: HWY-D
Percentage of state centerline miles with sidewalks in urban areas	HDOT: HWY-P
Number of projects implemented in high-density locations	HDOT: HWY-D
Number of projects implemented in locations with high pedestrian-oriented populations	HDOT: HWY-D
Tier 2 Performance Measures	Data Source
Percentage of pedestrian facilities in "good" or "fair" condition.	HDOT: Districts
Number of HDOT bike/ped staff per million people	HDOT: HWY-T
Number of police citations for pedestrian-related violations	County Police Departments
Number of pedestrian countdown timers installed at signalized intersections	HDOT: HWY-T
Percentage of transportation improvement projects that have been reviewed for consideration of pedestrians	HDOT: HWY-P
Have a Safe Routes to Schools program coordinator	HDOT: HWY-T
Percentage of state transportation funding available and distributed to the Safe Routes to Schools program	HDOT: HWY-T
Percentage of overall population and of youth (ages 10-17) who are obese or overweight	Trust for America's Health Survey
Other key health indicators such as incidences of diabetes or asthma per million people and physical activity levels	Trust for America's Health Survey
Other key health indicators such as incidences of diabetes or asthma per million people and physical activity levels	Trust for America's Health Survey
Number and/or percentage of encroachment permits that include pedestrian infrastructure on state facilities	HDOT: HWY-C/Districts
Air quality levels	DOH: Clean Air Branch
Pedestrian mode split (percentage of trips by foot)	US Census/FHWA Travel Survey
Number of Walk/Bike to School Day programs	Counties
Number of kids walking to school (where SRTS funds were granted)	HDOT: HWY-T
Miles of improved or new pedestrian facilities within ½ mile of transit stops or stations (annually)	HDOT: HWY-D
Percentage increase of annual transit ridership	County Transit Agencies
Number of community-based events supported by HDOT	HDOT
Number of projects implemented in locations with a lot of visitors/tourists	HDOT: HWY-D
Follow the priorities established in transportation planning documents	HDOT: HWY-P