

## Draft Methodology for Identifying the Areas of Concern

TO: Statewide Pedestrian Master Plan TAC  
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### Introduction

This memorandum describes the methodology used to develop the areas of concern identified in the Statewide Pedestrian Master Plan. Thirty areas of concern are being developed to help determine the locations of key prioritized projects and/or programs for the development of a statewide pedestrian project list. This memo describes both the technical and public processes used to select and prioritize the final list of areas of concern that will be used to move the project forward.

### Methodology

To select the 30 areas of concern, the project team worked closely with the Statewide Pedestrian Master Plan Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC), and the public to ensure that the areas selected meet both technical criteria as well as the needs of the community. The following steps were used to identify and prioritize the final list of 30 areas of concern. Each step is described in more detail throughout the remainder of this memo.

- Identify Factors for Developing the Areas of Concern
- Conduct a Factor Overlay Analysis
- Seek Public Input and Feedback
- Prioritize the Final Areas of Concern

#### Identify Factors for Developing the Areas of Concern

To identify the 30 areas of concern, the project team began by developing a list of factors to help identify the potential areas of concern for pedestrians throughout the State. These factors are listed below and are described in more detail in the *Factors for Developing Areas of Concern Memo*.

- Connectivity (areas with sidewalk system gaps)
- Accessibility (areas located near pedestrian-intensive land uses, such as schools and parks)
- Environmental justice (areas with high concentrations of pedestrian-oriented populations, such as youth, elderly, or low-income populations), and
- Safety (locations prone to safety concerns, such as pedestrian accident hot-spots or areas with multiple public complaints).

These factors were shared with the TAC, CAC, and the public at seven public meetings on the islands of Hawaii, Maui, Kauai and Oahu. Members of the TAC, CAC, and the public were asked to rank the factors in regards to priority, with 1 being the highest priority and 4 being the fourth priority. The overall ranking results are shown in Figure 1 below:

**FIGURE 1**  
Prioritization of Factors for Developing Areas of Concern

Factor	Hawaii	Maui	Kauai	Oahu	TOTAL	TAC	CAC
Safety	1	1	2	1	1	1	1
Connectivity	2	3	1	2	2	2	2
Accessibility	3	2	3	3	3	3	3
Environmental Justice	4	4	4	4	4	4	4

Overall, members of the TAC, CAC, and the public agree that safety should be the top priority when selecting the areas of concern, followed by connectivity, accessibility, and environmental justice concerns.

With the high degree of concurrence on safety as the top priority, the TAC considered making safety the only factor used to select the areas of concern. However, this idea was soon discarded when it was realized that the majority, if not all, of the resulting projects on the pedestrian project list would occur only on one island due to Oahu’s high population density and resulting high pedestrian accident rate.

### Conduct a Factor Overlay Analysis

Due to the desire to achieve a more equitable geographic distribution of area of concerns, the TAC decided to keep the four prioritized factors and asked the project team to conduct an overlay analysis in GIS to determine which locations were addressed by all four factors.

To conduct the analysis, the project team used thresholds to clearly define each factor. For safety, for example, locations in urban environments with 5 or more pedestrian accidents in the past four years were selected. In rural environments, locations with 3 or more pedestrian accidents within the past four years were selected. The thresholds used to define each factor are described in more detail in the *Factors for Developing Areas of Concern Memo*.

The initial overlay analysis resulted in 38 potential areas of concern distributed throughout the State of Hawaii. With further analysis, the potential areas of concern resulted in XX potential areas of concern.

### Seek Public Input and Feedback

To ensure an open and transparent process with feedback from all stakeholders, the project team solicited public comments through a series of seven public outreach meetings held throughout the State. Three meetings were held on Oahu, two meetings were held on Hawaii, one meeting was held on Maui, and one meeting was held on Kauai. Members of the public were asked to tell the project team about their areas of concern, and their feedback was documented in a public comment log.

Comments related to location-specific, state-owned facilities were categorized by island. All locations that received three or more public comments were vetted with the TAC member that represents the corresponding island. Locations that were confirmed by TAC members as problematic were added to the potential areas of concern list. Locations that were not confirmed by TAC members were removed from the potential areas of concern list. XX area of concern locations were identified through this public involvement process.

### Prioritize the Final Areas of Concern

The final list of 30 areas of concern will ultimately be selected and validated by the TAC and CAC. If more than 30 locations remain on the potential areas of concern list after all location-specific public comments have been reviewed, the TAC and CAC will make the final determination regarding which areas remain on the final areas of concern list.

<insert more here once the process for final determinations is decided upon>

### Next Steps

Once the 30 areas of concern are identified, the project team will work together with the TAC and CAC to develop solutions. Solutions for the areas of concern may be proposed projects and/or programs. The *Criteria for Prioritization Memo* describes the process that will be used to prioritize the list. The areas of concern and the projects identified will be included in the final Statewide Pedestrian Master Plan.