



Statewide Pedestrian Master Plan Policy Framework and Performance Measures



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 Enhance overall pedestrian mobility and accessibility throughout Hawaii.
- Goal 2 Improve pedestrian safety.
- Goal 3 Increase pedestrian connectivity in communities and near major pedestrian attractors, such as resorts, parks, schools, cruise terminals or stadiums.

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

- Goal 4 Promote walking as a beneficial option for enhancing environmental sustainability.
- Goal 5 Encourage walking to foster healthy lifestyles and sustainable communities.

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 enhances access to transit and 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 on a bi-annual basis. Goals, objectives and performance measures are listed in Table 1.

Table 1. Statewide Pedestrian Master Plan Goals, Objectives and Performance Measures (Revised 2/14/11)

Goal	Objective	Performance Measures	Comments
1. Enhance overall pedestrian mobility and accessibility throughout Hawaii.	a. Increase the level of walking by residents, workers, and visitors for both transportation and recreational purposes.	<ul style="list-style-type: none"> ○ Pedestrian Mode Split (percentage of trips by foot) ○ Complete Streets Policy adopted 	<ul style="list-style-type: none"> ○ US Census data or FHWA travel survey; HDOT monitors available data ○ (yes/no response); HDOT monitors
	b. Provide clear design guidance related to accessibility compliance for street improvement projects.	<ul style="list-style-type: none"> ○ Accessibility design guidelines adopted 	<ul style="list-style-type: none"> ○ (yes /no response); HDOT monitors
	c. Implement projects along highways to enhance mobility and accessibility including ADA improvements.	<ul style="list-style-type: none"> ○ Number of projects that include ADA improvements 	<ul style="list-style-type: none"> ○ Source; HDOT monitors
	d. Accelerate the completion of pedestrian facilities by maximizing the use of multiple funding sources.	<ul style="list-style-type: none"> ○ Percentage of federal funding spent on pedestrian projects ○ Percentage of state funding spent on pedestrian projects 	<ul style="list-style-type: none"> ○ Source; HDOT monitors ○ Source; HDOT monitors
2. Improve pedestrian safety.	a. Reduce the number of crashes and fatalities involving pedestrians.	<ul style="list-style-type: none"> ○ Number of annual pedestrian crashes and fatalities 	<ul style="list-style-type: none"> ○ HDOT crash data; HDOT monitors
	b. Increase driver and pedestrian knowledge of laws, legal requirements, rights and responsibilities.	<ul style="list-style-type: none"> ○ Number of pedestrian educational programs sponsored or co-sponsored ○ HDOT bike/ped staff per million people ○ Presence of share the road campaign 	<ul style="list-style-type: none"> ○ HSIP; HDOT monitors ○ Source, Compare to national average; HDOT monitors ○ (yes/no response); HDOT monitors
	c. Achieve positive changes in driver behavior in communities and near major pedestrian attractors, such as resorts, parks, schools, cruise terminals or stadiums.	<ul style="list-style-type: none"> ○ Percentage of survey respondents with positive survey responses ○ Laws protecting pedestrian crossing adopted 	<ul style="list-style-type: none"> ○ Online survey; HDOT administers and monitors ○ (yes/no response); HDOT monitors

Goal	Objective	Performance Measures	Comments
		<ul style="list-style-type: none"> ○ Driver's test questions on pedestrians & information on pedestrians in the state driver manual 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors
	d. Increase pedestrians' sense of safety in communities and near major pedestrian attractors, such as resorts, parks, schools, cruise terminals or stadiums.	<ul style="list-style-type: none"> ○ Percentage of survey respondents with positive survey responses 	<ul style="list-style-type: none"> ○ Online survey; HDOT administers and monitors
	e. Encourage the use of best practices in pedestrian design to enhance safety.	<ul style="list-style-type: none"> ○ HDOT Pedestrian Design Guidelines adopted 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors
	f. Install safety treatments at pedestrian crossings.	<ul style="list-style-type: none"> ○ Number of projects that include pedestrian crossing safety treatments 	<ul style="list-style-type: none"> ○ Source; HDOT monitors
	g. Increase enforcement in pedestrian hot spot areas.	<ul style="list-style-type: none"> ○ Hours of pedestrian-related enforcement annually 	<ul style="list-style-type: none"> ○ Monitored by local police departments and reported to HDOT
3. Increase pedestrian connectivity in communities and near major pedestrian attractors, such as resorts, parks, schools, cruise terminals or stadiums.	a. Support development of seamless and continuous pedestrian networks along state highways and connections to paths, walkways, trails and other pedestrian facilities.	<ul style="list-style-type: none"> ○ Miles of sidewalks and roadside paths along state highways 	<ul style="list-style-type: none"> ○ Highway Line Diagrams/GIS; HDOT monitors
	b. Encourage reference to design guidelines with community and private-sector projects to support pedestrian connectivity and promote higher levels of walking.	<ul style="list-style-type: none"> ○ HDOT Pedestrian Design Guidelines adopted ○ Complete Streets Policy adopted 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors ○ (yes/no response); HDOT monitors
	c. Support Safe Routes to School programs to encourage more students to walk to and from school.	<ul style="list-style-type: none"> ○ Presence of Safe Routes to Schools program ○ Percentage of state funding spent on Safe Routes to Schools program ○ Presence of Walk/Bike to School Day programs 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors ○ Source; HDOT monitors (money from FHWA distributed via grants) ○ (yes/no response); HDOT monitors

Goal	Objective	Performance Measures	Comments
4. Promote walking as a beneficial option for enhancing environmental sustainability.	a. Broaden public awareness about the environmental benefits of walking/pedestrian travel.	<ul style="list-style-type: none"> ○ Percentage of survey respondents with positive survey responses ○ State bike/ped staff per million people 	<ul style="list-style-type: none"> ○ Online survey; HDOT administers and monitors ○ Source, Compare to national average; HDOT monitors
	b. Increase pedestrian trips/mode share to reduce motor vehicle miles traveled.	<ul style="list-style-type: none"> ○ Pedestrian Mode Split (percentage of trips by foot) 	<ul style="list-style-type: none"> ○ US Census data or FHWA travel survey; HDOT monitors available data
	c. Enhance pedestrian access to transit by improving connectivity and providing efficient access to transit stops and stations.	<ul style="list-style-type: none"> ○ Miles of new pedestrian facilities within ½ mile of transit stops or stations 	<ul style="list-style-type: none"> ○ Source; HDOT monitors
	d. Integrate pedestrian facility design with the natural environment to the greatest extent possible.	<ul style="list-style-type: none"> ○ HDOT Pedestrian Design Guidelines adopted 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors
	e. Utilize environmentally friendly and durable materials where feasible.	<ul style="list-style-type: none"> ○ HDOT Pedestrian Design Guidelines adopted 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors
5. Encourage walking to foster healthy lifestyles and sustainable communities.	a. Broaden public awareness about the health benefits of walking/pedestrian travel.	<ul style="list-style-type: none"> ○ Percentage of survey respondents with positive survey responses ○ State bike/ped staff per million people 	<ul style="list-style-type: none"> ○ Online survey; HDOT administers and monitors ○ Source, Compare to national average; HDOT monitors
	b. Develop and conduct <i>or</i> integrate with existing education programs and campaigns for students, residents, employees and visitors about the health benefits of walking.	<ul style="list-style-type: none"> ○ Number of pedestrian educational programs sponsored or co-sponsored 	<ul style="list-style-type: none"> ○ HSIP; HDOT monitors

Goal	Objective	Performance Measures	Comments
	c. Create pedestrian-oriented environments that encourage and increase walking.	<ul style="list-style-type: none"> ○ Percentage of population who are obese or overweight ○ Percentage of youth ages 10-17 who are obese or overweight ○ Diabetes levels ○ Asthma levels ○ Physical activity levels 	<ul style="list-style-type: none"> ○ Trust for America's Health or DOH survey; reported to HDOT
	d. Provide training for drivers and pedestrians related to pedestrian safety.	<ul style="list-style-type: none"> ○ Number of pedestrian educational programs sponsored or co-sponsored 	<ul style="list-style-type: none"> ○ HSIP; HDOT monitors
	e. Support community-based events such as fun runs, walks, parades and other pedestrian-based activities that encourage walking for daily exercise and socialization.	<ul style="list-style-type: none"> ○ HDOT coordination regarding community events 	<ul style="list-style-type: none"> ○ Source (yes/no response); HDOT monitors
6. Enhance communities and economic development by creating pedestrian-oriented areas and positive pedestrian experiences.	a. Encourage priority pedestrian infrastructure investment in under-served/EJ communities and communities that serve residents and visitors/tourists.	<ul style="list-style-type: none"> ○ Pedestrian Master Plan implemented 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors
	b. Encourage reference to and use of the Statewide Pedestrian Master Plan Design Guidelines to create pedestrian settings that provide positive pedestrian experience and attract high levels of activity.	<ul style="list-style-type: none"> ○ HDOT Pedestrian Design Guidelines adopted 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors
	c. Create and implement incentives for pedestrian infrastructure development and educate citizens, developers and other groups regarding walkable communities.	<ul style="list-style-type: none"> ○ HDOT program(s) in place to administer incentives 	<ul style="list-style-type: none"> ○ Source (yes/no response); HDOT monitors
	d. Encourage public participation in pedestrian planning and design projects.	<ul style="list-style-type: none"> ○ 3-C planning process applied (comprehensive, cooperative and continuing) 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors

Goal	Objective	Performance Measures	Comments
7. Promote and support walking as an important transportation mode that enhances access to transit and reduces overall energy use.	a. Strengthen public awareness about the energy conservation benefits of walking and promote walking as an important transportation mode.	<ul style="list-style-type: none"> ○ Percentage of survey respondents with positive survey responses ○ State bike/ped staff per million people 	<ul style="list-style-type: none"> ○ Online survey; HDOT administers and monitors ○ Source, Compare to national average; HDOT monitors
	b. Support pedestrian improvements in proximity to transit stations and stops to encourage and increase access to transit.	<ul style="list-style-type: none"> ○ Miles of new pedestrian facilities within ½ mile of transit stops or stations (annually) 	<ul style="list-style-type: none"> ○ Source; HDOT monitors
	c. Reduce resident and visitor motor vehicle fuel demand to help meet 2030 targets for energy efficiency by encouraging short trips by walking and longer trips by transit/walking.	<ul style="list-style-type: none"> ○ Air quality levels 	<ul style="list-style-type: none"> ○ Monitored by DOH Clean Air Branch and reported to HDOT
	d. Encourage Smart Growth development with coordinated land use and transportation planning.	<ul style="list-style-type: none"> ○ Community Plans, General Plans and Regional Long-Range Land Transportation Plans adopted 	<ul style="list-style-type: none"> ○ (yes/no response); HDOT monitors