

# FREQUENTLY ASKED QUESTIONS



## 1. Community Involvement

### **Q) How can the public stay involved with the project and find out project status?**

A) The project website will be kept up to date with information on the project's status, upcoming meetings and events, and other ways you can get involved. You can also view the project materials and schedule, or submit a comment on the website anytime at: <http://www.hawaiiipedplan.com>

### **Q) Will the Statewide Pedestrian Master Plan utilize community volunteers and resources to help ensure an effective and successful plan?**

A) The Plan will involve a Citizens Advisory Committee (CAC) made up of leaders and representatives of various agencies, businesses and community organizations. Input from the CAC and from the public will be actively sought and incorporated into the decision-making process. An active and engaged community will be a vital part of implementing the Plan and helping to increase safety for pedestrians throughout the State.

## 2. Connectivity/Mobility

### **Q) Will the Plan address gaps in sidewalks and create a network of safe pedestrian routes to common walking destinations such as schools, bus stops, tourist destinations, and town centers?**

A) Yes, the Plan will identify areas of concern to target for pedestrian facility improvements on State highway facilities. This effort is a State Department of Transportation effort. The areas of concern will be identified using a set of criteria that include pedestrian system connectivity (i.e. gaps in the pedestrian system) and the locations of major pedestrian attractors, such as schools, tourist destinations, and community centers.

### **Q) Will the Plan look at increasing pedestrian wayfinding signage to help tourists/visitors find their way safely?**

A) Pedestrian wayfinding signage is one improvement that may be considered as the Plan and projects are developed.

### **Q) Will the Plan consider different types of pedestrian facilities, such as sidewalks, trails, or multi-use paths?**

A) Yes, the Plan will consider a variety of engineering solutions to increase pedestrian safety within the targeted areas of concern. The types of facilities recommended for a specific location will depend on the specific context and needs of that location.

### **Q) Will shoulders be looked at as part of the pedestrian system—especially in rural areas where sidewalks may not be appropriate?**

A) Although shoulders are used by pedestrians, they are not technically considered a pedestrian facility. However, this project can look at ways to make shoulders more pedestrian friendly.

### **Q) Will the difference between rural and urban locations be considered when selecting pedestrian improvements?**

A) Context and community values are important considerations and will be considered when evaluating the pedestrian system. Different facilities may be appropriate for different locations/conditions. The

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different needs of urban and rural locations will be especially considered when selecting pedestrian improvements.

**Q) Will “Complete Streets” concepts be incorporated into the Plan?**

A) The Statewide Pedestrian Master Plan will be a tool for applying Complete Streets principles and concepts.

**Q) Will there be integration between bicycle and pedestrian efforts?**

A) Yes, bicycle facilities will be considered as the Plan is developed. Some facilities that may be considered for pedestrian solutions, such as shared-use paths, will also be usable by bicyclists.

**Q) Will the Plan include ADA improvements to help improve accessibility?**

A) The Plan will take a comprehensive review of the pedestrian system. It will help to improve pedestrian connectivity, mobility, and accessibility for everyone, as well as safety. The needs of different user-groups, such as the mobility impaired and the elderly, will be considered throughout the project.

### 3. Coordination/Partnerships

**Q) Will this Plan consider integration with existing County plans (i.e. CDPs) and State policies (i.e. Environmental Justice, Green House Gas Emissions, land use)?**

A) Earlier this year, we reviewed existing policies, programs, and plans related to pedestrians and pedestrian facilities. We will continue our review as needed as we move into the next phases of the project. As the Plan starts to develop recommendations for projects and educational or enforcement programs, the existing plans and policies will be integrated where appropriate.

**Q) If the Plan covers State DOT highways, what will happen to comments and concerns submitted for County roads?**

A) We are coordinating with County agencies through our Technical Advisory Committee (TAC), which includes representatives from county planning, transportation, and public works departments. Comments or concerns regarding County facilities will be passed on to these members on our TAC.

### 4. Education and Enforcement

**Q) Will the Plan look at providing pedestrian traffic law education and enforcement for both pedestrians and drivers?**

A) Yes, the Plan will make recommendations for specific projects and will also include recommendations for both education and enforcement programs.

**Q) Will the Plan address modal conflicts (bikes, wheelchairs, segways, skateboarders, etc) on pedestrian facilities?**

A) The Plan can make recommendations for education and enforcement programs that may be needed to reduce modal conflicts on pedestrian facilities. Typically, the City or County ordinances address the use of sidewalks in their jurisdiction. This Plan will not address how the Cities and Counties determine the use or enforcement of their facilities.

### 5. Environmental and Cultural Considerations

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**Q) Will the Plan ensure that implementation of pedestrian facilities will not compromise the environment or sensitive cultural issues?**

A) Yes, projects will be selected after being evaluated on several criteria, including impacts to the environment and cultural resources. Environmentally sensitive and cultural resource areas are part of the prioritization criteria.

### 6. Location Specific Comments

**Q) How will requests for improvements at specific locations be handled?**

A) These will be included in our review of the areas of concern. Specific locations with several comments may be included in our areas of concern maps. The locations will be determined by the number of area of concern factors and validation by the Technical Advisory Committee (TAC).

### 7. Funding/Implementation

**Q) Will the Plan produce results?**

A) The Plan will include pedestrian policy, design guidance, and proposed projects and will be designed to be a resource to the Hawaii Department of Transportation (HDOT), other agencies, and the community. The Plan will include implementation strategies and performance measures to help determine whether it is successful at reaching its goals.

### 8. Safety

**Q) Will this Plan improve pedestrian safety?**

A) The Plan will take a comprehensive review of the pedestrian system. It will help to improve pedestrian connectivity, mobility, and accessibility. Increasing pedestrian safety is a top priority for the Plan.

**Q) Will the Plan address safe pedestrian crossings and consider the needs of various users (i.e. ADA, the elderly)?**

A) Yes, safe crossings will be considered as we develop pedestrian design guidance and improvements to our areas of concern. Specific safety projects such as pedestrian activated embedded or overhead lights may be considered, as well as education and outreach campaign programs to improve driver awareness and safe pedestrian behavior at crosswalks. The needs of specific user groups, such as the mobility impaired and the elderly, will be considered throughout the project.

**Q) Will the Plan consider traffic calming measures (such as speed bumps or roundabouts) to help improve pedestrian safety?**

A) Yes, this project can look at traffic calming measures as a way to increase pedestrian safety at key locations. The specific solution identified for any given location will depend on the specific context history, and needs of that location.

**Q) How will the Plan address turning movement (i.e. permitted right turn on red) conflicts with pedestrians? Will the Barnes Dance be considered?**

A) A Barnes Dance crossing stops all traffic at a four way intersection and allows pedestrians to cross both sides of the street and diagonally at the same time. Barnes Dance crossings can be looked at in more detail when evaluating our areas of concern, if appropriate for the roadway conditions. It may not be the appropriate solution for all intersections and needs to be evaluated on a case by case basis.