THE PATH FORWARD FOR OʻAHU

KE ALA I MUA

OʻAHU REGIONAL TRANSPORTATION PLAN 2045

PUBLIC PARTICIPATION: PHASE I

Introduction

Public participation is the backbone to a well-developed regional transportation plan. Oʻahu is unique in that the majority of the population is considered of a "minority" race, creating a truly inclusive, diverse community. Here, we are an ʻohana (family), and discussing transportation needs broadly throughout the geographies of the island ensures we are seeking various perspectives for our island home.

In the development of the Oʻahu Regional Transportation Plan 2045 (ORTP), public participation efforts aimed to:

- Phase 1: Identify what the public's ideal transportation vision is and their transportation goals for the future
- Phase 2: Collect feedback from the public on proposed transportation projects
- Phase 3: Collect feedback on the draft plan.

For the purpose of this chapter, we will highlight existing participation documents and provide detail regarding the efforts made in specifically phase one of public participation for the ORTP.

OahuMPO's Current Public Participation Plan (PPP)

The Public Participation Plan (PPP) explains how the OahuMPO plans to communicate and distribute information to the public as well as how the public can participate in the planning process for OahuMPO's work products. It lists and describes methods and tools, or resources that the OahuMPO will use to meet the dual objectives of complying with federal requirements and promoting public participation.

The goals of public participation so defined by the current OahuMPO Public Participation Plan are as follows:

- The public will be involved early and continuously in the decision-making process.
- All residents and mandated stakeholders will be given the opportunity to participate.
- The public will be provided with clear, timely, and accurate information for meaningful participation.
- Selected public participation techniques will match the purpose.
- Progress in achieving the above goals will be measured, and results reported.
- Outcomes of public participation will be communicated and managed in realistic and pragmatic ways.

In setting out to achieve these goals, OahuMPO identified the following public participation objectives for the ORTP public involvement process:

1. Stimulate dialogue and offer opportunities for public input regarding transportation challenges faced on Oʻahu
2. Solicit participation from a broad range of groups and individuals in the 2045 ORTP decision making process
3. Provide information and raise awareness about the 2045 ORTP
4. Review public participation techniques of other public agencies
5. Collect and analyze participation data to effectively evaluate and address the diverse mobility needs of the island's residents, visitors, and business owners

6. Cultivate support for and understanding of the transportation improvements outlined in the 2045 ORTP

ORTP 2045 Public Engagement & Participation: Phase 1

Step 1: Vision and Goals

The purpose of the first step of involvement was to determine what the transportation vision and goals were for residents through 2045. In order to craft the ORTP's vision and goals, staff conducted outreach through information and outreach booths, online surveys, focus groups, OahuMPO committee meetings, and website and Facebook engagement. From planning to evaluation, this chapter outlines OahuMPO's public participation efforts for phase one.

Prior to any engagement efforts, the staff of OahuMPO discussed preliminary transportation goals that would be useful to present to the public in efforts to start off the conversation in a meaningful, focused manner. The following eight transportation themes and goals emerged:

ACTIVE TRANSPORTATION	Safe, convenient, quality, ADA-accessible pedestrian and bicycle routes
ECONOMY & TECHNOLOGY	Movement of goods and people as it relates to economic development including supporting technologies (e.g., autonomous/smart systems operations)
EQUITY	All people on the island have access to quality, affordable, multi-modal routes (e.g., roads, transit, pedestrian paths/sidewalks, bikeways)
HEALTH & AIR EQUALITY	Better health and air quality from reduced emissions because of electric vehicles, transit expansion, and bicycle and pedestrian improvements
RELIABLE & EFFICIENT	Transportation system is well-maintained, efficient, and predictable, regardless of travel mode
RESILIENCE & ENVIRONMENT	Adaptation/mitigation for sea-level rise, flooding, storms; preparedness for extreme weather events; stormwater management and green infrastructure

SAFETY	Zero deaths and serious injuries on our roads and paths
THE BUS/ HANDI-VAN/ RAIL	Safe, reliable, convenient, and integrated transit service

Strategizing Outreach Efforts

Outreach Events by Planning Area

One of the considerations OahuMPO staff used to determine the level of outreach is population. The planning areas have a range of population numbers, and therefore required different levels of effort.

Primary Urban Center (PUC)

The primary urban center is by far the largest in terms of population, with over 445,000 residents. In an effort to capture the different transportation needs of people in the primary urban center, the area was divided up into five areas. In addition to one focus group in each area, the number of outreach events held in each of the sub-areas of the PUC are as follows.
- West PUC (Pearl City through Fort Shafter): 2
- Central PUC (Kalihi through Liliha): 2
- Mauka PUC (Nuʻuanu, through Mānoa): 6
- Urban Core PUC (Chinatown through Waikīkī): 11
- East PUC (Kaimukī through Kahala): 2

Central Oʻahu, Koʻolau Poko, ʻEwa

Central Oʻahu, Koʻolau Poko, and ʻEwa have populations between 112,000-118,000. In addition to one focus group in each area, the number of outreach events in each of the planning areas are as follows:
- Central Oʻahu: 4
- Koʻolau Poko: 3
- ʻEwa: 3

Waiʻanae & East Honolulu

Waiʻanae and East Honolulu have populations between 48,000-49,000. In addition to one focus group in each area, the number of outreach events in each of the planning areas are as follows:
- Waiʻanae: 3
- East Honolulu: 2

The North Shore & Koʻolau Loa have the smallest populations on the island of Oʻahu, between 15,000-19,000. In addition to one focus group in each area, the number of outreach events in each of the planning areas are as follows:

- North Shore: 2
- Koʻolau Loa: 3

	Percent of Oʻahu Population by Planning Area	Percent of Information and Outreach Booth Events by Planning Area
Primary Urban Center (PUC)	45%	53%
Central Oʻahu	18%	9%
ʻEwa	12%	7%
Koʻolaupoko	11.5%	7%
Koʻolau Loa	1.5%	7%
Waiʻanae	5%	7%
East Honolulu	5%	5%
North Shore	2%	5%

Outreach Events by Target Populations

Another consideration given by OahuMPO staff in determining locations for outreach was transportation disadvantaged populations. OahuMPO staff determined the following qualities may disproportionately impact people's transportation choices and tried to engage those populations. In-person engagement was limited by the availability of events during the engagement period. If an event that targeted a specific demographic group could not be found, MPO staff contacted organizations providing services to those populations asking for assistance.

1. **Low Income**

    OahuMPO staff analyzed where there are disproportionate numbers of low-income residents and aimed to hold an outreach event in or near those census block group areas. Staff also aimed to attend events targeted at low-income residents. For example, staff conducted outreach at the Waianae and Kapolei Mākeke (market) on the first Saturday of the month, when the coordinator noted that most SNAP beneficiaries attend to pick up groceries.

2. **Racial Minorities**

OahuMPO staff analyzed where there are disproportionate numbers of racial minority residents and aimed to hold an outreach event in or near those census block group areas. Staff also aimed to attend events targeted at minority residents. For example, staff conducted outreach at the Micronesian Youth Summit, a summit for Micronesian students to engage in activities around college readiness, career readiness, solidarity, community readiness, history, and culture. Staff also conducted outreach at the Malunggay Festival, an event celebrating Filipino cuisine and culture.

3. Homeless or Institutionally Housed

During the outreach period, OahuMPO staff could not find events targeted at homeless or institutionally housed residents. In an effort to engage homeless or institutionally housed residents, MPO staff contacted organizations providing services to those populations asking for assistance.

4. Limited English Proficiency

During the outreach period, OahuMPO staff could not find events targeted at limited English proficient residents. In an effort to engage with limited English proficient residents, MPO staff contacted organizations providing services to those populations asking for assistance. In addition, staff encountered residents with limited English proficiency and relied on the language skills of staff or family members to translate outreach materials.

5. Limited Literacy

During the outreach period, OahuMPO staff could not find events targeted at residents with limited literacy. In an effort to engage those with limited literacy, MPO staff contacted organizations providing services to those populations asking for assistance.

6. Zero-Car Households

OahuMPO staff aimed to attend events targeted at people who may not have cars. For example, staff conducted outreach at the Wahiawa Transit Center, where we talked to residents who are dependent on TheBus to get them to their job, school, and/or amenities and services.

7. Transportation Disadvantaged

In addition to targeting those residents who are transit dependent, OahuMPO staff also tried to reach those who are dependent on walking and biking as their means of transportation.

For example, staff conducted outreach at the Bike UHM, an event targeted at students, faculty, and staff who commute by bike.

8. Single Parent Households

During the outreach period, OahuMPO staff could not find events targeted at single parent households. In an effort to engage single parent households, MPO staff contacted organizations providing services to those populations asking for assistance.

9. **ADA and/or Elderly**

   OahuMPO staff aimed to attend events targeted at ADA and elderly residents. For example, staff conducted outreach at the Pacific Rim International Conference on Disability and Diversity to try to collect feedback from people who either work with disabled populations and/or are disabled themselves.
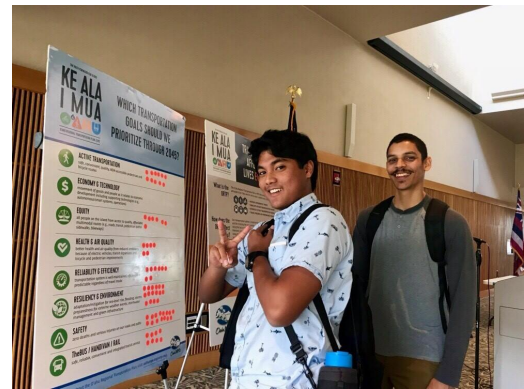
10. **School Aged Children**

    OahuMPO staff aimed to attend events targeted at school aged children. For example, staff conducted outreach at the Jarrett Pride Day to collect feedback from Jarrett Middle School students. Staff also conducted outreach at Kahuku High and Intermediate School's Health Fair, and asked students, faculty, and staff about their transportation vision and goals for the future. Many other family-oriented events were attended by staff, where families provided feedback on their transportation goals and vision for the future.

11. **Universities**

    OahuMPO staff attended events at universities around the island, including the University of Hawaii at Manoa, University of Hawaii at West Oahu, Brigham Young University, Asia Pacific International School, Honolulu Community College, Leeward Community College, and had the opportunity to speak with students, faculty, and staff.

12. **Native Hawaiians**

    OahuMPO staff aimed to attend events targeted at Native Hawaiians. For example, staff conducted outreach at the 'Imi Pono Concert and Craft Fair, an event that brought families and supporters together to fundraise for Pūʻōhala Elementary School, a Hawaiian Charter School. Staff also solicited feedback at the Mauka to Makai Fair, also an event that brought families and supporters together to fundraise for Mālama Honua Charter School, another Hawaiian Charter School. Feedback was also collected at the Papaklōea ʻOhana Health Fair, an event where the goal was to provide education and health activities to the residents of Papakōlea, Kewalo and Kalawahine Hawaiian Homesteads.

Step 2: Implementation of Outreach Strategies

   In efforts to encourage as much public participation as possible, OahuMPO implemented five strategies: information and outreach booths, online surveys, committee meetings, focus groups, and online engagement.
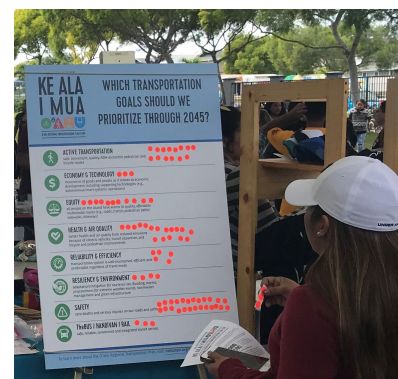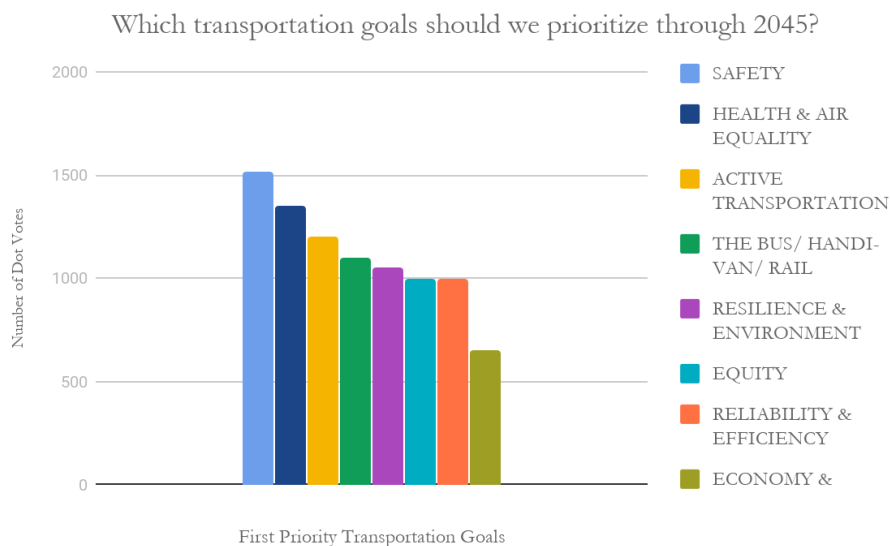
The intent was to allow for as much accessibility as possible to the various geographic areas of the islands and encourage participation from target populations.

Information and Outreach Booths

OahuMPO partnered with organizations to host information and outreach booths at community events. The purpose of partnering with other organizations was to engage people in places that they already go to, rather than hosting a traditional public meeting, where OahuMPO asks the public to come to a designated meeting place on a specified date and time. Members of the public were asked to identify their top three goals/priorities through putting their 3 stickers next to their top goal(s). People were allowed to put more than one sticker next to a goal.

There were 43 events which attracted the participation of 3,063 community members (See Appendix A). OahuMPO staff monitored geographic participation by asking participants for their zip codes. Staff planned additional events -in areas with low turnout and with concentrations of target populations. Of all the engagement from the information and outreach booths, **safety** was the top priority for participants.

Which transportation goals should we prioritize through 2045?

First Priority Transportation Goals

Online Surveys

Online surveys were conducted to gather further input on the vision and goals. Paper versions of the survey were also offered to participants at outreach events. The questions centered around how the people of O'ahu envisioned getting around and transportation goals that should be prioritized. OahuMPO also used the survey as an opportunity to gather demographic information to better inform future planning and participation endeavors. Both the ethnicity and languages options given in the survey questions were derived from the Hawai'i Department of Transportation (HDOT) meeting feedback form in an effort to establish consistency amongst the transportation agencies. The online surveys were completed by 226 participants and the top transportation goal was, again, **safety** (See Appendix B for the survey).

Which transportation goals should we prioritize through 2045?
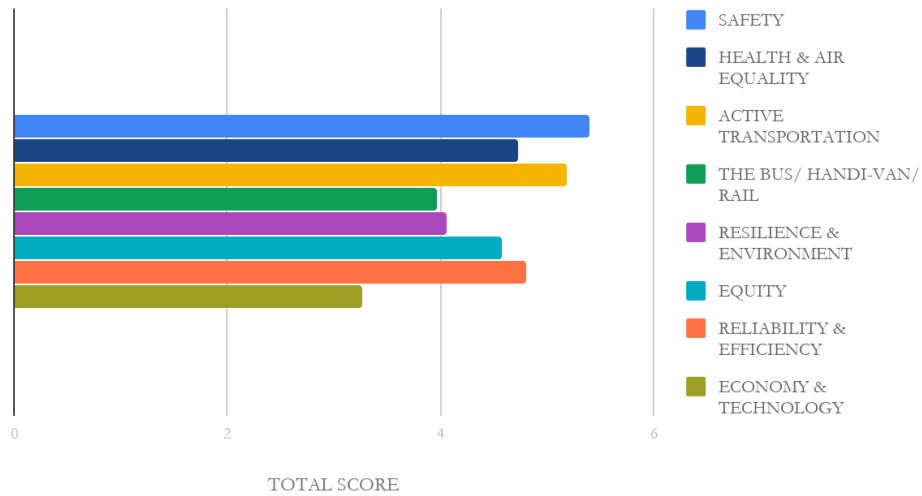
When prompted by the question of how participants would envision getting around Oʻahu in 2045, the open ended responses were quite varied, creating an opportunity for further discussion in the next phases of participation. Participants included both modes of transportation and descriptions of future transportation in their responses, resulting in the two word clouds below.

When asked about how they envision their transportation future, many respondents revealed the need for more reliability and efficiency, with an underlying desire for a positive experience.

- "I walk/bike the same route through Kewalo Harbor and Ala Moana Beach Park almost every day. I see the same people every day and we say hello to each other. It makes me feel connected to my community...even if I don't know their names."
- "I understand that the HART Rail is controversial. I've lived in many cities that have rail and train systems. I'm looking forward to seeing a dependable, safe rail system here to alleviate the traffic congestion and create better access to fast transportation for those that need it."
- "Using the Rail to get to town; however, only if integrated with efficient public transportation in town."
- "Walkable streets. Fast, efficient, low emission public transportation. Increased bicycles and bicycle lanes integrated into the city. More hybrid or electric cars. Bicycle friendly city."
- "By 2045 it would be great to have a wider reaching, more reliable bus system that was reliable and on time, eliminating the need for cars. Currently the bus does not stop often in my neighborhood (about once per hour) and often does not show up at all. In 2045 I would envision being able to track the actual location of the bus via GPS (the bus app does not always do this) and be able to plan my schedule accurately based on the arrival times."

Committee Meetings

OahuMPO holds monthly meetings with our Policy Board, Technical Advisory Committee, and Citizen Advisory Committee. During two of these meetings with each committee, we reviewed public participation techniques for the ORTP 2045 and encouraged members and the public to participate in those activities. In later meetings with our committees and Policy Board, we presented a draft of the vision and goals the staff created based on feedback received from outreach efforts. We provided this information to our committees and Policy Board in efforts to keep everyone updated on our outreach and engagement plans, and to encourage committee members to circulate information on outreach opportunities to their colleagues and communities. All of these meetings were publicly accessible and the public was welcome to join.

Focus Groups

Along with the information and outreach booths and online surveys, a series of focus groups were convened to assist in the development of the vision and goals. Focus groups consisted of participants from various geographic locations of the island of ʻOʻahu, including Central Oʻahu, East Honolulu, ʻEwa, Koʻolau Loa, Koʻolaupoko, North Shore, Central Primary Urban Center, East Primary Urban Center, Mauka Primary Urban Center, Urban Core Primary Urban Center, West Primary Urban Center, and Waiʻanae. The discussion was facilitated by OahuMPO staff and OahuMPO's ORTP public involvement consultant, DTL. The focus groups began with background information about the Oʻahu Metropolitan Planning Organization as well as the role of DTL. Next, focus group participants introduced themselves and stated their primary mode of

transportation. Participants then learned about the Oʻahu Regional Transportation Plan and existing conditions of transportation on Oʻahu. Following that, participants warmed up with an ice breaker stating how they get around their communities and the island. Dinner was included and participants received a $50 Foodland gift card for participating. Participants were asked the following questions:

1. Identify your top 3 transportation priorities
2. Identify your TOP priority and explain WHY.
3. If you could envision the perfect transportation scenario in your area and around the island, what would that look like?

In total, the focus group sessions consisted of 120 participants throughout the various geographic locations. The responses to the discussion questions showed that participants identified **(1) safety, (2) reliability and efficiency, and (3) equity as their overall top 3 priorities.**

	1st Priority	2nd Priority	3rd Priority
Active Transportation	8	9	10
Economy and Technology	4	9	9
Equity	16	14	20
Health and Air Quality	8	9	10
Reliability and Efficiency	22	33	14
Resiliency and Environment	17	12	19
Safety	28	10	11
TheBus/Handivan/Rail	6	8	17

When prompted by the question of how participants would envision getting around Oʻahu in 2045, the open ended responses were quite varied, creating an opportunity for further discussion in the next phases of participation. Participants included both modes of transportation and descriptions of future transportation in their responses, resulting in the two word clouds below.

Online Engagement

OahuMPO manages a Facebook page intended to provide the community with relevant information and encourage online engagement. Updates, survey links, meeting announcements, and event information were routinely posted to the Facebook page. In total, 63 posts were published on Facebook that related to the development of the ORTP. These posts had varying degrees of reach and engagement, with most hovering around 50-70 people reached for any given post.

OahuMPO also manages a webpage dedicated to the ORTP, www.OahuMPO.org/ORTP-2045. Updates, survey links, meeting announcements, and event information were posted on the webpage.
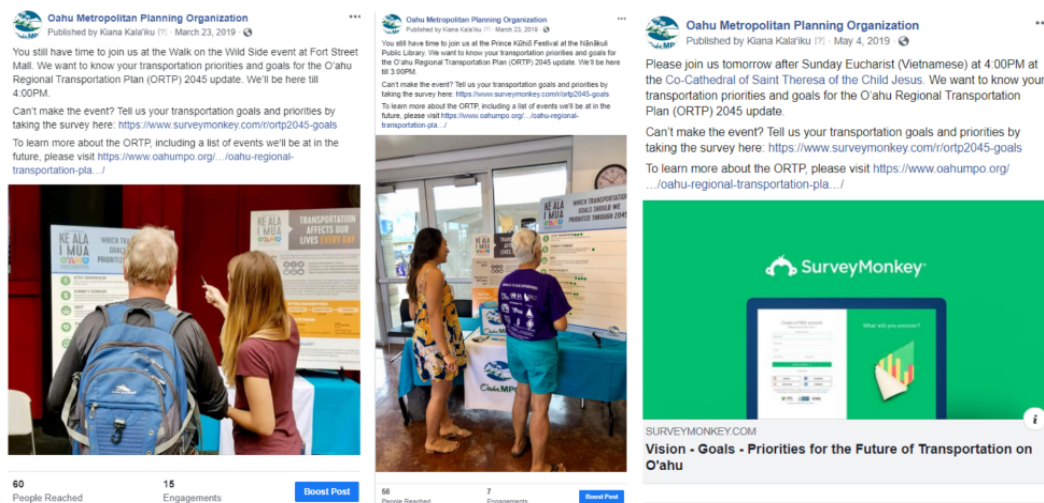
Overall Engagement

To visualize the number of participants from the various planning areas, we have included the graphic below. This graphic represents the overall engagement of the information and outreach booths, focus groups, and surveys from the collected participant zip codes.
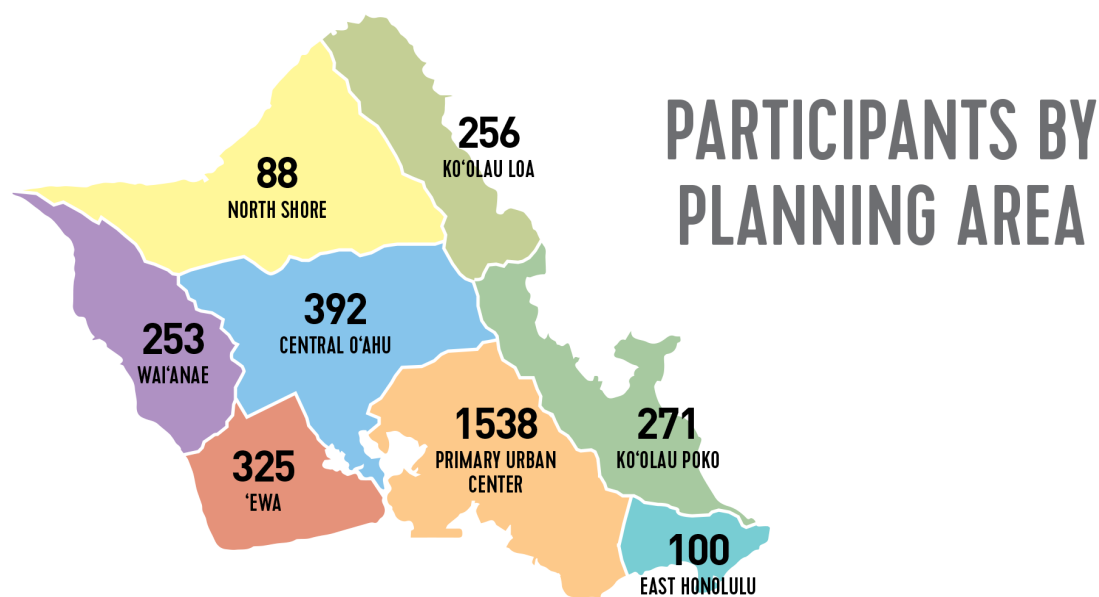
*3,223 of 3,409 total participants provided zip code information

Step 3: Evaluation

Rounding back to OahuMPO's public participation objectives , we looked at how our participation and engagement efforts for phase one measured up. The following section will highlight evidence to show OahuMPO's effectiveness in meeting our objectives.

Objective 1.1: Stimulate dialogue and offer opportunities for public input regarding transportation challenges faced on Oʻahu.
Evidence: OahuMPO facilitated dialogue through information and outreach booths, online surveys, focus groups, committee meetings, and online engagement.

Objective 2.1: Solicit participation from a broad range of groups and individuals in the 2045 ORTP decision making process.

Evidence: OahuMPO utilized the information booths, surveys, and focus group to gather information on participants. This information helped to provide insight to the demographics of the participants and allows for further evaluation of the level of participation from different groups.

<u>Overall Participation:</u>

	INFO BOOTH	SURVEY	FOCUS GROUP
# OF EVENTS	43	ONLINE	12
PARTICIPANTS	3,063	226	120
ZIP CODES REPRESENTED	93.75%	56.25%	45.10%
INCOME LEVELS REPRESENTED	N/A	100%	100%
GENDER REPRESENTED	100%	100%	100%
ETHNICITY REPRESENTED	N/A	100%	100%
AGE REPRESENTED	N/A	100%	100%
LANGUAGES REPRESENTED	N/A	100%	90%

*Language and ethnicity correlates to options provided on data gathering materials, which are related to the HDOT feedback form.

<u>Income:</u>

	SURVEY PARTICIPANTS	FOCUS GROUP PARTICIPANTS
<$15k	9%	12%
$15-30k	11%	7%
$30-50k	12%	15%

$50-75k	15%	26%
$75-100k	15%	17%
$100-150k	16%	13%
<$150k	21%	10%

Source: Collected demographic data

*117 out of 120 participants provided income information

*188 out of 226 survey participants provided income information

*This information was not collected for information and outreach booth participants.

INCOME	HONOLULU COUNTY HOUSEHOLDS
$15,000-$24,999	5.5%
$25,000-$34,999	6.4%
$35,000-$49,999	9.8%
$50,000-$74,999	16.2%
$75,000-$99,999	13.0%
$100,000-$149,999	20.7%
$150,000-$199,999	10.7%
$200,000 or more	11.2%

U.S. Census Bureau ([2018](#)). Income in the past 12 months (In 2018 Inflation-Adjusted Dollars)

<u>Age:</u>

Age	HONOLULU COUNTY	SURVEY PARTICIPANTS	FOCUS GROUP PARTICIPANTS
UNDER 18	21.62%	7%	0%
19-24	6.55%	21%	6%
25-34	14.51%	21%	26%

35-44	15.38%	19%	22%
45-54	14.44%	18%	9%
55-64	9.68%	12%	16%
65+	17.82%	18%	22%

Source: U.S. Census Bureau (2018) & collected demographic data

*214 out of 226 survey participants provided age information
*120 out of 120 focus group participants provided age information
*This information was not collected for information and outreach booth participants.

Gender:

	HONOLULU COUNTY	SURVEY PARTICIPANTS	FOCUS GROUP PARTICIPANTS
Male	51%	43.19%	44%
Female	49%	55.4%	56%

Source: U.S. Census Bureau (2018) & collected demographic data

*213 out of 226 survey participants provided gender information
*120 out of 120 focus group participants provided gender information
*This information was not collected for information and outreach booth participants

Language:

	SURVEY PARTICIPANTS	FOCUS GROUP PARTICIPANTS
English	81%	76%
More than 1 language	15%	23%
Non-English	4%	2%

Source: Collected demographic data

*208 out of 226 survey participants provided language information
*120 out of 120 focus group participants provided language information
*This information was not collected for information and outreach booth participants.

Vehicle Ownership

	SURVEY PARTICIPANTS	FOCUS GROUP PARTICIPANTS
Zero	10.18%	5.9%
1	29.65%	24.6%
2-3	51.77%	55.1%
4+	8.41%	14.4%

*226 of 266 survey respondents provided vehicle ownership information
*118 of 120 focus group participants provided household vehicle information

Vehicle Ownership

	Honolulu County
Zero	9.2%
1	35.2%
2	34.5%
3+	21.2%

Source: U.S. Census Bureau (2017). Vehicles Available

Representative Participation:

	PERCENT OF OAHU BY PLANNING AREA	INFORMATION AND OUTREACH PARTICIPANTS	SURVEY PARTICIPANTS	FOCUS GROUP PARTICIPANTS	OVERALL PARTICIPATION (ALL OUTREACH STRATEGIES COMBINED)
PUC	45%	44%	57%	36%	48%
Central Oʻahu	18%	13%	9%	8%	12%
ʻEwa	12%	11%	12%	8%	10%
Koʻolaupoko	11.5%	9%	8%	8%	8%
Waiʻanae	5%	8%	2%	10%	8%
East Honolulu	5%	3%	7%	10%	3%
North Shore	2%	3%	3%	10%	3%
Koʻolau Loa	1.5%	9%	1%	10%	8%

Source: U.S. Census Bureau (2018) & collected demographic data

*203 of 226 survey respondents provided zip code information

*3,223 of 3,409 total respondents provided zip code information

Objective 3.1: Provide information and raise awareness about the 2045 ORTP
Evidence:

OUTREACH MATERIALS	METRICS
Number of languages outreach materials were translated to OR were outreach materials translated when requested?	0 and none requested
ONLINE ENGAGEMENT	METRICS
Number of Facebook Posts	63
Number of Facebook views and engagement	Average 50-70 per post
Was information and outreach booth logistics and access to the online survey put on the ORTP webpage?	Yes
COMMITTEE MEETINGS	METRICS
Timely notice of committee meetings where the ORTP was being discussed?	Yes
Meetings are linguistically available to 100% of participants, with 6 working days advance request for translation.	No
Meeting announcements offered translation services with advance notice to participants speaking any language with available professional translation services.	No
Meetings are accessible for deaf participants and an auxiliary aid or service will be made available with 6 working days advance request.	Yes
All meetings are accessible under the requirements of the American's with Disabilities Act (ADA compliant)?	Yes

Objective 4.1: Review public participation techniques of other public agencies.
Evidence: For both the implementation of the public participation process and the reporting/analysis of the efforts, OahuMPO referred to the public participation techniques of other similarly sized MPO's around the nation.

Objective 5.1: Collect and analyze data to effectively evaluate and -address the diverse mobility needs of the island's residents, visitors and business owners.
Evidence: Data regarding mobility needs of the island's communities were collected during focus group and survey efforts. This information was then considered by staff in the writing of the vision, goals, and prioritization process. Feedback from the community supported "safety" as a top priority, and the prioritization process reflects this with **safety criteria given the most points, along with maintenance**.

Objective 6.1: Cultivate support for and understanding of the transportation planning process outlined in the 2045 ORTP.
Evidence: OahuMPO staff strived to inform the public about the transportation planning process during our 43 information and outreach events, with more than 3,000 people participating. The results of public outreach phase one were presented to OahuMPO advisory committees and the Policy Board, shared on the website, and posted to the OahuMPO Facebook. The committees and community had favorable feedback for the implementation of phase one and comments are as follows:

- Thank you for all that you do for bettering the alternate transportation issues on Oahu.
- While the transportation of Hawaii (to me) is quite stressful overall, I know that if we can alleviate the amount of vehicles on the road it would create so many positive environmental impacts! I hope we can all work together quickly to make this change.
- Thank you so much for this opportunity and I'm grateful to voice my opinion and see if I voiced my opinion enough for actions to act upon.

Discussion

Upon evaluating our first round of public participation, we honed in on areas where we can improve for future phases of public involvement for the ORTP 2045 and future regional transportation plans. The areas in which we can improve include:

- Rethinking engagement by focus groups
- Engaging young and middle-aged populations
- Translating materials to be more linguistically available
- Collecting demographic data which better corresponds to state and national level data

The following sections will dive into these areas of improvement, referring to evidence and discussing possible mitigating strategies.

Rethinking Engagement by Focus Groups

While the data corroborates success with reaching income, gender, ethnicity, age, and language representation, we can see the focus group sessions reached only 45% of zip codes and 120 participants. These numbers are significantly low in comparison to other outreach techniques used. Also, the focus groups saw

limited participation from lower income groups, particularly <15k, 15-30k, and 30-50k brackets, which is significant because the current poverty level for the state of Hawai'i is $30,130 for a family of four, and the low income threshold for a family of four is $93,300. The percent of the O'ahu population currently living below the poverty threshold is 30.5% (U.S. Census). These outcomes combined with the resources needed to implement the focus groups potentially requires some rethinking as to how we conduct future participation efforts. We want to be sure to reach the most amount of people meaningfully in a cost-effective and staff resources-effective manner.

Engaging young and middle-aged populations, and zero car households

The populations most represented in the surveys and focus groups are in the 25-34, 35-44, and 65+ brackets. While these ranges do support young working people and potentially retired community members, OahuMPO can further efforts to better include the 18and under, 19-24 and 45-54 brackets. This would clarify more in-depth needs of young people, college students, and transitioning middle aged populations. We will work with organizations already involved in schools on Oahu to reach out to young people 18 and under. We will work more closely with student organizations at the university campuses on O'ahu to circulate surveys with potential giveaways. Reaching out to student organizations directly will better ensure the information is widely distributed via email to the 19-24 age group. As for the 45-54 age bracket, we will expand upon efforts to reach beyond our partners and committees by directly reaching out to all government agencies to circulate surveys and information. According to the U.S. Bureau of Labor and Statistics, nearly 24% of employed residents of Oahu work in some form of government capacity. We will also circulate information and links to our surveys via QR code at DMV and City Hall locations. Between these efforts, we feel confident we will be able to engage more persons from the 19-24 and 45-54 age brackets.

Translating Materials and Meetings to be Linguistically Available

Given that outreach materials were not translated to a language other than English, and staff do not have the procedural capacity to have meetings linguistically available or translate meeting announcements, it is important that staff create the procedures to do so. The top five languages other than English spoken at home in the state of Hawai'i include: Tagalog, Ilocano, Japanese, Spanish and Hawaiian. With this in mind, OahuMPO seeks to improve upon efforts to have outreach materials and summaries of final reports available in these top languages for better inclusion of limited English proficient participants ([dbedt](#)).

Collecting Demographic Data About Participants

When researching these statistics, OahuMPO noted the differences in how the data was collected by national/state entities and OahuMPO data collecting tools. For example, the survey circulated, and the focus groups conducted did not have consistent income brackets, race options, and languages with the U.S. Census data and the State of Hawai'i Department of Business, Economic Development & Tourism data. As of July 1, 2020, Hawai'i residents will be able to identify as gender X. Moving forward, we will follow suit with the options as we collect demographic data. We recognize the importance of this consistency for accurate evaluation and will consult National and State data to better collect data about our participants.

Conclusion: Thinking About What's Next

For the future rounds of public participation and engagement, OahuMPO is considering how to increase their reach and create more robust efforts to thwart any planning fatigue and continue to nurture community interest in transportation endeavors. Ideas for the use of press releases, online engagement software platforms, and email subscriptions are being considered for future use. Based on our survey and focus group results, we intend to focus on non-English speaking individuals, younger and middle-aged people, minority and lower income households. The goal is to continue to get better, improve upon what we had previously done, and adapt to the changing needs of the community.

Appendix:

A. [ORTP 2045 Phase 1 Public Involvement Summary](#)
B. [Survey Preview](#)
   a. [Survey Results](#)

PUBLIC PARTICIPATION: PHASE 2

ORTP 2045 Public Engagement & Participation: Phase 2

Strategies and Results of Outreach

In March 2020, COVID-19 concerns arose and threatened to thwart any and all participation efforts. OahuMPO maintained standby status in hopes of being able to return to in person engagement, however, COVID-19 precautions, regulations, and state restrictions continued on throughout 2020. In response to this, OahuMPO strategized outreach efforts that would abide by state regulations and used virtual engagement strategies. These included:

Website

Throughout Phase 2, OahuMPO posted relevant information including event notices, plan updates, ways to get involved, and summaries of engagement to the ORTP 2045 Public Participation and Engagement tab. It included engagement activities and events, the timeline, how to get involved, and support documents and materials. At any time, members of the public were able to submit comments through the comment feature on the OTRP page of the OahuMPO website. Staff received comments and coordinated responses as needed.The webpage can be found here: https://www.oahumpo.org/ortp-engagement/

Survey

OahuMPO staff worked with Uehiro staff to develop a survey that was distributed to the community utilizing Esri's Survey123. The purpose of this survey was to seek input from the community about the new proposed projects and programs. Survey questions focused on the benefit or harm the survey participants felt the proposed project would have. The responses received on the survey were then shared with HDOT and DTS for consideration. The results of this survey may be viewed here: https://oahumpo.org/wp-content/uploads/2021/02/Phase-2-Survey-Summary-2-merged-2.pd OahuMPO distributed the survey link via social media, email, newsletter, and website. In total, the survey had 85 responses. The following charts depict the demographic data that was collected from the survey:

Income:

INCOME	HONOLULU COUNTY HOUSEHOLDS	SURVEY PARTICIPANTS
<$15k	7.1%	1.2%
$15-34,999k	11%	4.7%
$35,000- 49,000k	8.2%	2.5%
$50-74,999k	16.7%	11.8%

$75-99,999k	13.5%	7%
$100-149,000k	20.7%	20%
$150k -199,999k	10.7%	8.2%
$200,000 or more	12.2%	11.8%

U.S. Census Bureau (2019). Income in the past 12 months (In 2018 Inflation-Adjusted Dollars) & collected demographic data

*57 out of 85 survey participants provided income information

Age:

Age	HONOLULU COUNTY	SURVEY PARTICIPANTS
UNDER 18	23.2%	25.9%
19-24	6.9%	2.4%
25-34	15%	14.1%
35-44	12.9%	11%
45-54	11.8%	8.2%
55-64	11.9%	9.4%
65+	17.82%	20%

Source: U.S. Census Bureau (2019) & collected demographic data

*77 out of 85 survey participants provided age information

Gender:

The Hawaii Department of Transportation (HDOT) informed the public that effective July 1, 2020, there would be a new gender option for State Identification cards, driver's licenses, and commercial driver's licenses. Those seeking to apply, renew, or obtain a duplicate credential can now choose "X" or "Not Specified" in the gender category instead of the binary "M" (Male) or "F" (Female).The ability to modify these credentials was authorized by Act 148, Session Laws of Hawaii (SLH) 2019. OahuMPO included the "X" or "Not Specified" option in the surveys in response to this change in law. County data is not yet available.

	HONOLULU COUNTY	SURVEY PARTICIPANTS
Male	51%	57.7%
Female	49%	33%

Not pecified, or X	N/A	0%

Source: U.S. Census Bureau ([2018](#)) & collected demographic data

*77 out of 85 survey participants provided gender information

<u>Language:</u>

LANGUAGE	HONOLULU COUNTY	SURVEY PARTICIPANTS
English	72.8%	74.1%
More than 1 language	27.2%	15.3%
Non english	7.8%	0%

Source: U.S. Census Bureau ([2018](#)) & collected demographic data

*76 out of 85 survey participants provided language information

<u>Vehicle Ownership</u>

VEHICLE OWNERSHIP	HONOLULU COUNTY	SURVEY PARTICIPANTS
Zero	9.5%	13%
1	34%	19%
2	35%	34%
3+	21.5%	26%

Source: U.S. Census Bureau ([2019](#)). Vehicles Available

*78 of 85 survey respondents provided vehicle ownership information

<u>Bicycle Ownership</u>

Note: There is currently no data collected about bicycle ownership on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

BICYCLE OWNERSHIP	SURVEY PARTICIPANTS
Zero	47%
1	8.2%
2	10.6%
3+	27.1%

Source: Collected data

*79 of 85 survey respondents provided vehicle ownership information

<u>Alternative Forms of Transportation (skateboard, roller skates, etc.)</u>

Note: There is currently no data collected about alternative transportation ownership/usership on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

ALTERNATIVE FORMS OF TRANSPORTATION	SURVEY PARTICIPANTS
Zero	57.7%
1	11.8%
2	11.8%
3+	11.8%

Source: Collected data

*79 of 85 survey respondents provided vehicle ownership information

<p align="center">Household Use of Handi-van/ TheBus</p>

Note: There is currently no data collected about household use of Handi-van/TheBus on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

	SURVEY PARTICIPANTS
Zero	57.7%
1	18.9%
2	9.4%
3	2.4%
4	0%
5+	0%

Source: Collected data

*75 of 85 survey respondents provided vehicle ownership information

<p align="center">Household size</p>

OahuMPO felt this metric was important to put into context Honolulu county's income in efforts to emphasize multi family, or multigenerational housing structures. Currently, the average number of people per household is 3.03 for the county of Honolulu.

	SURVEY PARTICIPANTS
1	12.9%
2	22.4%
3	11.8%
4	22.4%
5	11.8%
6	4.7%
7+	7.1%

Source: Collected data

*79 of 85 survey respondents provided vehicle ownership information

<u>Hispanic origin</u>

	HONOLULU COUNTY	SURVEY PARTICIPANTS
Yes, Mexican, Mexican American, Chicano	3.3%	4.71%
No, not of Hispanic, Latino, or Spanish Origin	90.0%	81.18%
Yes, Puerto Rican	2.9%	2.35%
Yes, Cuban	.1%	1.18%
Yes, other Hispanic, Latino, or Spanish Origin	3.7%	2.45%

Source: U.S. Census Bureau (2019) & collected demographic data

*74 of 85 survey respondents provided Hispanic origin information

<u>Representative Participation:</u>

	PERCENT OF OAHU BY PLANNING AREA	SURVEY PARTICIPANTS
PUC	45%	36%
Central Oʻahu	18%	4%
ʻEwa	12%	12%
Koʻolaupoko	11.5%	36%
Waiʻanae	5%	4%
East Honolulu	5%	3%
North Shore	2%	3%
Koʻolau Loa	1.5%	**3%**

Source: U.S. Census Bureau (2018) & collected demographic data

*73 of 85 survey respondents provided zip code information

Interactive web map

The purpose of this survey was to allow participants to pinpoint locations of concern for the four new programs proposed in the ORTP: safety, system preservation, resiliency, and congestion. These locations were then shared with HDOT for consideration in the development of their project list, for each of the programs.

The interactive web map received 114 comments, many with specific locations identified for improvements. The results of the survey can be found here:
https://oahumpo.org/wp-content/uploads/2021/02/Phase-2-Survey-Summary-2-merged-2.pdf.
The webmap survey can be found here:
https://uhm.maps.arcgis.com/apps/webappviewer/index.html?id=b27bfba943414aba9b30e2aec27798d5&fbclid=IwAR1O0r6UB6ePC3OeSbASgp__o-9pdDh1MJbMGV0r78GGRDy_xshhn1esR1M.

A chart of a breakdown of the webmap comments received is below.

Program	Number of Comments Received
Safety	66
System Preservation	7
Resiliency	18
Congestion Mitigation	23
Total comments	114

Virtual open house

OahuMPO staff facilitated three virtual house opportunities for the
community to ask questions about what an MPO does, who the staff is, our motivations and interests as planners, and how the community can get involved. The purpose of a virtual open house was to strengthen relationships and build trust, without a set focus on any one project or program. OahuMPO used Microsoft Teams and provided a call-in number for those who did not have access to a computer or internet.

Staff scheduled the virtual open houses during three different dates and times, with the goal being to provide accessibility for various demographics to participate:
- Thursday, November 12th - 11:30AM-1:00PM
  - 3 participants
- Thursday, November 12th - 6:00PM-7:30PM
  - 14 participants
- Saturday, November 21st - 10:30AM-12:00PM

○   8 participants

The structure of the open houses included introductions of facilitators, background information about the MPO, staff profiles, and information about how participants can get involved. In between sections, OahuMPO facilitators conducted polls using Mentimeter to engage participants and gather data for evaluation.

The virtual open houses were attended by an array of participants, both new voices and recurring community voices. The attendee list included OahuMPO committee members, government employees, university students, and community members more broadly. OahuMPO received positive feedback regarding the engagement strategies and ideas for further content. A few of the comments provided by the participants are as follows:

● Great job, nice way to introduce OMPO. Would be nice to understand how OMPO works with climate planning. Eg DTS and HDOT in prioritizing surface transportation, increasing bike/alt transportation options, community issues and community suggestions
● Great job! Nice to hear more about the OahuMPO and what's coming up next, especially during COVID! You guys are vital to our economic recovery!
● Background information on OahuMPO was very helpful, and I like your staff members' preferred method of transportation.
● I came in late, and not sure if I missed it, an organization chart to visualize where the Oahu MPO with the city, state, and federal. I may have missed it but I think that you might want to include a brief history and what projects were completed.

Part of our engagement efforts was to evaluate how well we reached the community, based on who attended. The following charts are provided to give insight to our participants' demographics. For clarity, we created tables that show a comprehensive view of all open house participants from the November sessions. *Note: Some questions were not asked of Open House Participants that were asked in the survey and of Community Meeting Participants. This is a result of evolving evaluation of outreach efforts.*

<u>Age:</u>

Age	HONOLULU COUNTY	OPEN HOUSE PARTICIPANTS
UNDER 18	23.2%	0%
19-24	6.9%	0%
25-34	15%	36%
35-44	12.9%	14%
45-54	11.8%	21%
55-64	11.9%	11%
65+	17.82%	18%

Source: U.S. Census Bureau (2019) & collected demographic data

Language:

When looking at the Honolulu County data for Language, we noted the percent adds up to more than 100%, and concluded this is a reflection of how the data is collected, i.e.someone who speaks more than 1 language but does not speak English might indicate both options.

	HONOLULU COUNTY	OPEN HOUSE PARTICIPANTS
English only	72.8%	64%
More than 1 language	27.2%	32%
Non-english	7.8%	4%

Source: U.S. Census Bureau (2019) & collected demographic data

*28 of 28 Open House participants provided language information

Gender:

The Hawaii Department of Transportation (HDOT) informed the public that effective July 1, 2020, there would be a new gender option for State Identification cards, driver's licenses, and commercial driver's licenses. Those seeking to apply, renew, or obtain a duplicate credential can now choose "X" or "Not Specified" in the gender category instead of the binary "M" (Male) or "F" (Female).The ability to modify these credentials was authorized by Act 148, Session Laws of Hawaii (SLH) 2019. OahuMPO included the "X" or "Not Specified" option in the surveys in response to this change in law. Current data for this is not available at this time.

	HONOLULU COUNTY	OPEN HOUSE PARTICIPANTS
Male	50.3%	39%
Female	49.7%	61%
Not specified or X	N/A	0%

Source: U.S. Census Bureau (2019) & collected demographic data

*28 of 28 Open House participants provided gender information

Income:

	HONOLULU COUNTY HOUSEHOLDS	OPEN HOUSE PARTICIPANTS
<$15k	7.1%	4%
$15-34,999k	11%	0%
$35,000- 49,000k	8.2%	4%
$50-74,999k	16.7%	11%
$75-99,999k	13.5%	12%
$100-149,000k	20.7%	38%
$150k -199,999k	10.7%	8%
$200,000 or more	12.2%	23%

U.S. Census Bureau (2019). Income in the past 12 months (In 2019 Inflation-Adjusted Dollars) & collected demographic data

*26 of 28 Open House participants provided income information

<u>Household size</u>

Census data could not be found to compare our participants to Honolulu County. While average household size data is available, we felt a more granular look at household size was useful for Honolulu County because we have many multigenerational and multifamily households here which often skews perspective on total household income for Oahu.

	OPEN HOUSE PARTICIPANTS
1	20%
2	44%
3	12%
4	12%
5	8%
6	0%
7+	4%

Source: Collected demographic data

*25 of 28 Open House participants provided household size information

<u>Hispanic origin</u>

	HONOLULU COUNTY	OPEN HOUSE PARTICIPANTS
Yes, Mexican, Mexican American, Chicano	3.3%	11%
No, not of Hispanic, Latino, or Spanish Origin	90.0%	81%
Yes, Puerto Rican	2.9%	0%
Yes, Cuban	.1%	0%
Yes, other Hispanic, Latino, or Spanish Origin	3.7%	8%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data

*26 of 28 Open House participants provided Hispanic origin information

Facebook

OahuMPO staff utilized Facebook to invite members of the public to participate in online engagement such as surveys. Social media was also used to announce updates. OahuMPO's Facebook can be found here: https://www.facebook.com/OahuMetropolitan.

OahuMPO posted 42 times to the MPO facebook in the form of announcements, information, and tips on how to get involved with the ORTP 2045 public participation. Below are some examples of the posts.

Collaboration

University of Hawai'i at Mānoa's Department of Urban and Regional Planning

OahuMPO collaborated with UH Mānoa's Department of Urban and Regional Planning to participate as a guest lecturer in the PACE 668 class. In this class, OahuMPO staff provided insight as to what an MPO does, is responsible for, and what was currently underway. The students were to develop participation materials for OahuMPO's upcoming outreach efforts, which at the time were the district community meetings. This collaboration was in response to the MPO's intention from the Phase 1 discussion to engage 19-24 aged populations. The materials were not shared by the instructor and thus were not utilized in the outreach efforts.

University of Hawai'i at Mānoa Uehiro Academy for Philosophy and Ethics in Education

OahuMPO also collaborated with UH Mānoa's Uehiro Academy for Philosophy and Ethics in Education. This collaboration was in response to the MPO's intention from the Phase 1 discussion to engage 18 and under youth populations. The Uehiro Academy specializes in building intellectually safe communities of inquiry and facilitating discussion amongst the community. This organization works closely with the Hawaii Department of Education and thus assisted the MPO in bringing discussions of transportation into classroom settings. During the collaboration, OahuMPO staff consulted with Uehiro staff to develop materials to distribute to the Uehiro's email listserv, which consists of teachers and schools across the island of Oahu. Several teachers disseminated these materials to their students and two teachers volunteered to participate in a session to discuss the MPO and transportation planning in the classroom. OahuMPO staff were invited to sit in on the discussion and respond

to student inquiry about the MPO and the role of the planner. One of the teachers had her entire class participate in the ORTP 2045 Projects and Programs survey.

Instructional Video Resource

OahuMPO staff developed a video to assist the community with participating in the interactive web map which was intended to provide the public the opportunity to identify areas that could use safety, system preservation, resiliency, and congestion improvements, as part of the project development process for the newly proposed programs. The video was distributed via newsletters, posted on the MPO's facebook page, and also posted to the MPO's website.

Newsletters

Throughout the ORTP 2045 development process, OahuMPO distributed ORTP 2045 focused newsletters. In total, five newsletters were distributed to neighborhood board chairs, committee members, and those who signed up to receive the newsletters. OahuMPO also utilized HDOT's press release email distribution resource (gov delivery) to reach more community members. The newsletters were also posted as pdfs on the MPO website for reference. An archive of the newsletters can be found here: https://www.oahumpo.org/newsletters/.

Committee and Policy Board meetings

OahuMPO staff updated the Citizen Advisory Committee, Technical Advisory Committee, and Policy Board throughout the process. These meetings were also open to the public. The public comments received during phase 2 were sent to the corresponding agencies for consideration. The MPO then provided the committees and Policy Board with the comments received for consideration

during the outreach strategies discussed above. In total, the MPO presented on the MPO 8 times to the committees and Policy Board during the ORTP public outreach phase 2 process. These meetings were also open to the public.

Overall Engagement for Phase 2

To better evaluate our efforts, OahuMPO summarized the demographics of the participants from the survey, open houses, and community meetings in the tables below.

<p align="center">Income:</p>

	HONOLULU COUNTY HOUSEHOLDS	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
<$15k	7.1%	1.2%	4%
$15-34,999k	11%	4.7%	0%
$35,000- 49,000k	8.2%	2.5%	4%
$50-74,999k	16.7%	11.8%	11%
$75-99,999k	13.5%	7%	12%
$100-149,000k	20.7%	20%	38%
$150k -199,999k	10.7%	8.2%	8%
$200,000 or more	12.2%	11.8%	23%

U.S. Census Bureau ([2019](#)). Income in the past 12 months (In 2019 Inflation-Adjusted Dollars)
Source: Collected demographic data
*57 out of 85 survey participants provided income information
*26 of 28 Open House participants provided income information

<u>Age:</u>

Age	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
UNDER 18	23.2%	25.9%	0%
19-24	6.9%	2.4%	0%
25-34	15%	14.1%	36%
35-44	12.9%	11%	14%
45-54	11.8%	8.2%	21%
55-64	11.9%	9.4%	11%
65+	17.82%	20%	18%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data

*77 out of 85 survey participants provided age information

*28 of 28 Open House participants provided age information

<u>Gender:</u>

The Hawaii Department of Transportation (HDOT) informed the public that effective July 1, 2020, there would be a new gender option for State Identification cards, driver's licenses, and commercial driver's licenses. Those seeking to apply, renew, or obtain a duplicate credential can now choose "X" or "Not Specified" in the gender category instead of the binary "M" (Male) or "F" (Female).The ability to modify these credentials was authorized by Act 148, Session Laws of Hawaii (SLH) 2019. OahuMPO included the "X" or "Not Specified" option in the surveys in response to this change in law. Current data for this is not available at this time.

	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
Male	50.3%	57.7%	39%
Female	49.7%	33%	61%
Not specified or X	N/A	0%	0%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data

*77 out of 85 survey participants provided gender information

*28 of 28 Open House participants provided gender information

<u>Language</u>:

When looking at the Honolulu County data for Language, we noted the percent adds up to more than 100%, and concluded this is a reflection of how the data is collected, i.e.someone who speaks more than 1 language but does not speak English might indicate both options.

	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
English only	72.8%	74.1%	64%
More than 1 language	27.2%	15.3%	32%
Non-english	7.8%	0%	4%

Source: U.S. Census Bureau (2019) & collected demographic data

*76 out of 85 survey participants provided language information

*28 of 28 Open House participants provided language information

<u>Vehicle Ownership</u>

	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
Zero	9.5%	13%	N/A
1	34%	19%	N/A
2	35%	34%	N/A
3+	21.5%	26%	N/A

Source: U.S. Census Bureau (2019)

*78 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

Bicycle Ownership

Note: There is currently no data collected about bicycle ownership on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
Zero	47%	N/A
1	8.2%	N/A
2	10.6%	N/A
3+	27.1%	N/A

*79 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

Alternative Forms of Transportation (skateboard, roller skates, etc.)

Note: There is currently no data collected about alternative transportation ownership/usership on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
Zero	57.7%	N/A
1	11.8%	N/A
2	11.8%	N/A
3+	11.8%	N/A

*79 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

Household Use of Handi-van/ TheBus

Note: There is currently no data collected about household use of Handi-van/TheBus on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
Zero	57.7%	N/A
1	18.9%	N/A
2	9.4%	N/A
3	2.4%	N/A
4	0%	N/A
5+	0%	N/A

*75 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

Household size

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
1	12.9%	20%
2	22.4%	44%
3	11.8%	12%
4	22.4%	12%
5	11.8%	8%
6	4.7%	0%
7+	7.1%	4%

*79 of 85 survey respondents provided household size information

*25 of 28 Open House participants provided household size information

Hispanic origin

	HONOLULU COUNTY	OPEN HOUSE PARTICIPANTS	SURVEY PARTICIPANTS
Yes, Mexican, Mexican American, Chicano	3.3%	11%	4.71%
No, not of Hispanic, Latino, or Spanish Origin	90.0%	81%	81.18%
Yes, Puerto Rican	2.9%	0%	2.35%
Yes, Cuban	.1%	0%	1.18%
Yes, other Hispanic, Latino, or Spanish Origin	3.7%	8%	2.45%

*74 of 85 survey respondents provided Hispanic origin information
*26 of 28 Open House participants provided Hispanic origin information

Representative Participation:

	PERCENT OF OAHU BY PLANNING AREA	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS
PUC	45%	36%	54%
Central Oʻahu	18%	4%	17%
ʻEwa	12%	12%	4%
Koʻolaupoko	11.5%	36%	17%
Waiʻanae	5%	4%	4%
East Honolulu	5%	3%	0%

North Shore	2%	3%	4%
Koʻolau Loa	1.5%	**3%**	**0%**

*72 of 85 survey respondents provided residential zip code information
*24 of 28 Open House participants provided residential zip code information

Evaluation

Before embarking on Phase 2 of public participation for the ORTP 2045, OahuMPO presented objectives and measures of success to the working group.

Objective	Measure
Objective 1.1: Stimulate dialogue and offer opportunities for public input regarding transportation challenges faced on Oahu.	Did we facilitate dialogue through online surveys, virtual community meetings, committee meetings, and online engagement? **Result: Yes**
Objective 2.1: Solicit participation from a broad range of groups and individuals in the 2045 ORTP decision making process.	Did we reach a broad range of participants in terms of geography, number of participants, gender, income, race, zip code, age, ability, languages spoken, and vehicle ownership? **Result: Yes**

Objective 3.1: Provide information and raise awareness about the 2045 ORTP.	Did our efforts effectively provide information and raise awareness? - Number of languages outreach materials were translated to: **NONE** - Whether outreach materials were translated when requested: **NOT REQUESTED** - Number of Facebook post views: **2,088** - Was ORTP information about how to provide input posted on OahuMPO Facebook and OahuMPO ORTP webpage? **YES** - Timely notice of committee and Policy Board meeting when the ORTP was discussed? **YES** - Meetings are linguistically available to 100% of participants, with 6 working days advance request for translation: **NOT REQUESTED** - Meeting announcements offered translation services with advance notice to participants speaking any language with available professional translation services: **YES** - Meetings are accessible for deaf participants and an auxiliary aid or service will be made available with 6 working days advance request: **NOT REQUESTED** - All meetings are accessible under the requirements of the American's with Disabilities Act (ADA compliant)? **YES**
Objective 4.1: Review public participation techniques of other public agencies.	Did we consider the participation efforts of other similarly sized MPO's? **YES**
Objective 5.1: Collect and analyze data to effectively evaluate and address the diverse mobility needs of the island's residents, visitors and business owners.	Did the data we gathered effectively allow us to evaluate and address community feedback? **YES**

Objective 6.1: Cultivate support for and understanding of the transportation planning process outlined in the 2045 ORTP.	Did the community feel confident their voices were heard throughout this process and reflected in our work products? **YES** Does the community have a better understanding of transportation planning after engaging with OMPO? **YES**

Objective 1.1: Stimulate dialogue and offer opportunities for public input regarding transportation challenges faced on Oahu.

Evidence: OahuMPO hosted multiple virtual open house and community meeting opportunities for various areas of the islands in efforts to gather input regarding transportation challenges faced on Oahu. OahuMPO also developed a survey and web map as engagement materials to collect input.

Objective 2.1: Solicit participation from a broad range of groups and individuals in the 2045 ORTP decision making process.

Evidence: OahuMPO utilized a demographics poll, along with included demographic questions in the survey, to assess the range of participation from various groups during the public participation process. The evaluation of these numbers show a range of participation, with an increase in areas in which Phase 1 identified as a need, specifically the 45-54 and 18 and under age groups.

Objective 3.1: Provide information and raise awareness about the 2045 ORTP.

Evidence: OahuMPO posted information on social media, the MPO website, and distributed information via email to various listservs. OahuMPO also developed a video to assist participants with the web map and survey. Although it was not requested, OahuMPO offered translation for all materials. The 42 Facebook posts generated 2,088 views.

Objective 4.1: Review public participation techniques of other public agencies.

Evidence: For both the implementation of the public participation process and the reporting/analysis of the efforts, OahuMPO referred to the public participation techniques of other similarly sized MPO's around the nation, including Maui MPO and other Hawaii public agencies. OahuMPO also reached out to agencies regarding their COVID-19 engagement practices.

Objective 5.1: Collect and analyze data to effectively evaluate and address the diverse mobility needs of the island's residents, visitors and business owners.

Evidence: Data regarding mobility needs of the island's communities were collected via survey and mentimeter poll. This information was then assessed by staff in the development of this chapter for the ORTP 2045.

Objective 6.1: Cultivate support for and understanding of the transportation planning process outlined in the 2045 ORTP.

Evidence: OahuMPO staff strived to inform the public about the transportation planning process despite the COVID-19 pandemic. Virtual techniques were employed. The results of public outreach phase two were presented to OahuMPO advisory committees and the Policy Board, shared on the website, and posted to the OahuMPO Facebook.

Discussion

Upon evaluating our second round of public participation, OahuMPO referred to the areas of improvement identified after the completion of phase 1. The areas in which we identified in phase 1 for improvement include:

- Rethinking engagement by focus groups
- Engaging young and middle-aged populations
- Translating materials to be more linguistically available
- Collecting demographic data which better corresponds to state and national level data

In this discussion, we will demonstrate how we addressed these areas of improvement.

Rethinking engagement by focus groups

When evaluating phase 1 participation efforts, OahuMPO acknowledged the high cost associated with the focus groups and participant's demographics, and found that other outreach techniques were more effective in reaching the target populations. OahuMPO staff felt the focus groups were not effectively executed and will rethink the use of focus groups in the future, particularly in choosing a more qualified consultant. COVID-19 also greatly impacted our ability to rethink engagement in a meaningful way to better reach lower income populations, along with non-english speakers. We understand that this pandemic strained the community and affected participation numbers. We took this time to consider how we would address a pandemic situation in the future along with what resources and tools we would need to amp up virtual participation.

Engaging young and middle-aged populations

For this area of improvement, OahuMPO sought collaborations with UH Mānoa in efforts to engage youth and middle aged populations. OahuMPO guest lectured in the PACE 668 class, along with consulted with the Uehiro academy on engagement materials for school aged children. The outreach efforts including the survey, open houses, and community meetings all saw an increase in participation from the 18 and under age group and the 45-54 age group. For example, 25% of survey participants were 18 and under, and this is a direct reflection of

the collaboration with the Uehiro Academy. We also saw an increase in participation from the 45-54 age group which accounted for 21% of open house participants and 27% of community meeting participants, up from 9% of phase one's focus group participants. We did, however, see a decrease in survey participation from this group from 18% to 9%. We feel the decrease could be attributed to various factors such as length of the survey, survey fatigue, and situational factors (COVID-19, job security, online school/work, etc.).

Translating materials to be more linguistically available

OahuMPO did not make improvements to this area. Due to COVID-19, we focused more on acclimating the community with the use of Microsoft Teams, providing tutorial sessions and step by step instructions on all meeting notices. OahuMPO was also not notified of any requests for materials to be translated during this time.

Collecting demographic data which better corresponds to state and national level data

For phase 2, OahuMPO worked to develop questions for the survey and mentimeter poll that would correspond to the collection methods of state and national level data. We were able to better assess participation because of this and have provided the previous charts above which reflect this.

Conclusion

Conducting public participation during normal times is difficult, and conducting public articulation during a pandemic is downright challenging. We had to constantly evolve and evaluate how we were doing things and how we could assist the community in navigating virtual participation. MPO staff are satisfied with the areas in which we improved from phase 1 and are looking forward to continuing to research resources that will better outreach efforts for the next ORTP.

THE PATH FORWARD FOR OʻAHU
KE ALA I MUA

OʻAHU REGIONAL TRANSPORTATION PLAN 2045

PUBLIC PARTICIPATION: PHASE 3

ORTP 2045 Public Engagement & Participation: Phase 3

Virtual Community Meetings

In March 2021, OahuMPO co-hosted seven virtual community meetings with agencies who proposed projects and programs and city councilmembers in several city council districts including districts 1, 2, 4, 5, 7, 8, and 9 (those who responded to the request for collaboration). The goal was to provide the community with an opportunity to ask questions of the project's sponsors regarding the ORTP 2045 proposed projects and programs with an elected representative present to hear any comments and concerns. OahuMPO also held one final open house to provide members of the community who could not attend the meeting in their district an opportunity to be heard. At these meetings, OahuMPO staff utilized multiple engagement techniques including a powerpoint presentation for facilitation, online polls to gather data about the participants, and Google's extension, Jamboard, to mimic typical community meetings in which sticky notes would be used. The intention was to provide an engaging experience that was also informative and transparent. The seven community meetings attracted 61 participants and resulted in 140 questions and comments. The community meetings were held via Microsoft Teams at 6pm to best accommodate the community. The questions, comments, and responses were reported in detail and the sheet can be found in Appendix F.

- District 8: Brandon Elefante, March 8, 2021 | 6pm
- District 9: Augie Tulba, March 9, 2021 | 6pm
- District 7: Radiant Cordero, March 16, 2021 | 6pm
- District 2: Heidi Tsuneyoshi, March 17, 2021 | 6pm
- District 1: Andria Tulpoa, March 22, 2021 | 6pm
- Districts 4 & 5: Tommy Waters & Calvin Say, March 24, 2021 | 6pm
- District 3: Esther Kiaʻāina, March 30, 2021 | 6pm

When asked for feedback on the facilitation, the participants responded with:
- Very good questions. Platform was easy to access and use and the mentimeter was very helpful. OMPO conducted this meeting in a professional and welcoming manner.
- Very informative and creative way to get involved in the community!
- Thank you for holding these community meetings! Menti and Jamboard were extremely useful and the format was easily understood.
- Thanks for making the open house available.. Learned a few more things about how the City works. Hope to be able to share with neighbors, and make it more easily shareable.

OahuMPO utilized Mentimeter, an online polling system, to gather demographics about the participants. Participants were told they were not required to disclose information, thus the counts do not always equate to the total number of participants. The gathered data for the combined virtual community meetings showed the following:

<div align="center">Income:</div>

	HONOLULU COUNTY HOUSEHOLDS	COMMUNITY MEETING PARTICIPANTS
<$15k	7.1%	0%
$15-34,999k	11%	7%
$35,000- 49,000k	8.2%	2%
$50-74,999k	16.7%	11%
$75-99,999k	13.5%	22%
$100-149,000k	20.7%	26%
$150k -199,999k	10.7%	11%
$200,000 or more	12.2%	22%

U.S. Census Bureau (2019). Income in the past 12 months (In 2019 Inflation-Adjusted Dollars) & collected demographic data

*46 out of 61 Community Meeting participants provided income information

<div align="center">Age:</div>

Age	HONOLULU COUNTY	COMMUNITY MEETING PARTICIPANTS
UNDER 18	23.2%	0%
19-24	6.9%	4%
25-34	15%	12%
35-44	12.9%	21%
45-54	11.8%	27%
55-64	11.9%	23%
65+	17.82%	13%

Source: U.S. Census Bureau (2019) & collected demographic data

*52 out of 61 Community Meeting participants provided age information

<div align="center">Gender:</div>

The Hawaii Department of Transportation (HDOT) informed the public that effective July 1, 2020, there would be a new gender option for State Identification cards, driver's licenses, and commercial driver's licenses. Those seeking to apply, renew, or obtain a duplicate credential can now choose "X" or "Not Specified" in the gender category instead of the binary "M" (Male) or "F" (Female).The ability to modify these credentials was authorized by Act

148, Session Laws of Hawaii (SLH) 2019. OahuMPO included the "X" or "Not Specified" option in the surveys in response to this change in law. Current data for this is not available at this time.

	HONOLULU COUNTY	COMMUNITY MEETING PARTICIPANTS
Male	50.3%	37%
Female	49.7%	63%
Not specified or X	N/A	0%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data
*48 out of 61 Community Meeting participants provided gender information

Language:
When looking at the Honolulu County data for Language, we noted the percent adds up to more than 100%, and concluded this is a reflection of how the data is collected, i.e.someone who speaks more than 1 language but does not speak English might indicate both options.

	HONOLULU COUNTY	COMMUNITY MEETING PARTICIPANTS
English only	72.8%	70%
More than 1 language	27.2%	30%
Non-english	7.8%	0%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data
*28 of 28 Open House participants provided language information

Household size
Census data could not be found to compare our participants to Honolulu County. While average household size data is available, we felt a more granular look at household size was useful for Honolulu County because we have many multigenerational and multifamily households here which often skews perspective on total household income for Oahu.

	COMMUNITY MEETING PARTICIPANTS
1	17%
2	27%

3	4%
4	25%
5	19%
6	2%
7+	6%

Source: Collected data

*45 of 61 Community Meeting participants provided household size information

<u>Hispanic origin</u>

	HONOLULU COUNTY	VIRTUAL COMMUNITY MEETING PARTICIPANTS
Yes, Mexican, Mexican American, Chicano	3.3%	0%
No, not of Hispanic, Latino, or Spanish Origin	90.0%	85%
Yes, Puerto Rican	2.9%	0%
Yes, Cuban	.1%	0%
Yes, other Hispanic, Latino, or Spanish Origin	3.7%	15%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data

*40 of 61 Community Meeting participants provided Hispanic origin information

Incentives

OahuMPO received confirmation from FHWA to use MPO funds to purchase six $50 Visa gift cards. At each virtual community meeting event, the MPO staff notified participants that those who provided an email address would be entered into a raffle for the gift cards. MPO staff used an online raffle resource to select six participants and the recipients were notified via email and then sent the gift card via USPS.

OahuMPO documented the responses received during the virtual community meetings along with anything received via email or hard copy. OahuMPO identified which agency the comment was directed to and proceeded to provide the comments to the respective agency. The agencies provided responses to the comments which were then distributed to the Citizen Advisory Committee, Technical Advisory Committee, and Policy Board for consideration upon voting on the ORTP.

Overall Engagement for Phase 2 and 3

To better evaluate our efforts, OahuMPO summarized the demographics of the participants from the survey, open houses, and community meetings in the tables below.

Income:

	HONOLULU COUNTY HOUSEHOLDS	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
<$15k	7.1%	1.2%	4%	0%
$15-34,999k	11%	4.7%	0%	7%
$35,000- 49,000k	8.2%	2.5%	4%	2%
$50-74,999k	16.7%	11.8%	11%	11%
$75-99,999k	13.5%	7%	12%	22%
$100-149,000k	20.7%	20%	38%	26%
$150k -199,999k	10.7%	8.2%	8%	11%
$200,000 or more	12.2%	11.8%	23%	22%

U.S. Census Bureau (2019). Income in the past 12 months (In 2019 Inflation-Adjusted Dollars)
Source: Collected demographic data
*57 out of 85 survey participants provided income information
*26 of 28 Open House participants provided income information
*46 out of 61 Community Meeting participants provided income information

Age:

Age	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
UNDER 18	23.2%	25.9%	0%	0%
19-24	6.9%	2.4%	0%	4%
25-34	15%	14.1%	36%	12%
35-44	12.9%	11%	14%	21%
45-54	11.8%	8.2%	21%	27%
55-64	11.9%	9.4%	11%	23%
65+	17.82%	20%	18%	13%

Source: U.S. Census Bureau (2019) & collected demographic data
*77 out of 85 survey participants provided age information
*28 of 28 Open House participants provided age information
*52 out of 61 Community Meeting participants provided age information

Gender:

The Hawaii Department of Transportation (HDOT) informed the public that effective July 1, 2020, there would be a new gender option for State Identification cards, driver's licenses, and commercial driver's licenses. Those seeking to apply, renew, or obtain a duplicate credential can now choose "X" or "Not Specified" in the gender category instead of the binary "M" (Male) or "F" (Female).The ability to modify these credentials was authorized by Act 148, Session Laws of Hawaii (SLH) 2019. OahuMPO included the "X" or "Not Specified" option in the surveys in response to this change in law. Current data for this is not available at this time.

	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
Male	50.3%	57.7%	39%	37%
Female	49.7%	33%	61%	63%

Not specified or X	N/A	0%	0%	0%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data

*77 out of 85 survey participants provided gender information

*28 of 28 Open House participants provided gender information

*48 out of 61 Community Meeting participants provided gender information

<u>Language</u>:

When looking at the Honolulu County data for Language, we noted the percent adds up to more than 100%, and concluded this is a reflection of how the data is collected, i.e.someone who speaks more than 1 language but does not speak English might indicate both options.

	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
English only	72.8%	74.1%	64%	70%
More than 1 language	27.2%	15.3%	32%	30%
Non-english	7.8%	0%	4%	0%

Source: U.S. Census Bureau ([2019](#)) & collected demographic data

*76 out of 85 survey participants provided language information

*28 of 28 Open House participants provided language information

<u>Vehicle Ownership</u>

	HONOLULU COUNTY	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
Zero	9.5%	13%	N/A	N/A
1	34%	19%	N/A	N/A
2	35%	34%	N/A	N/A
3+	21.5%	26%	N/A	N/A

Source: U.S. Census Bureau ([2019](#))

*78 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

Bicycle Ownership

Note: There is currently no data collected about bicycle ownership on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
Zero	47%	N/A	N/A
1	8.2%	N/A	N/A
2	10.6%	N/A	N/A
3+	27.1%	N/A	N/A

*79 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

* Participants of the Community Meetings were not asked this question specifically

Alternative Forms of Transportation (skateboard, roller skates, etc.)

Note: There is currently no data collected about alternative transportation ownership/usership on O'ahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
Zero	57.7%	N/A	N/A
1	11.8%	N/A	N/A
2	11.8%	N/A	N/A
3+	11.8%	N/A	N/A

*79 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

* Participants of the Community Meetings were not asked this question specifically

Household Use of Handi-van/ TheBus

Note: There is currently no data collected about household use of Handi-van/TheBus on Oʻahu to compare our results to, however, we felt it was important to ask this question in the survey to help us better understand what kind of people/modes of transportation might be left out of outreach processes.

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
Zero	57.7%	N/A	N/A
1	18.9%	N/A	N/A
2	9.4%	N/A	N/A
3	2.4%	N/A	N/A
4	0%	N/A	N/A
5+	0%	N/A	N/A

*75 of 85 survey respondents provided vehicle ownership information

* Participants of the Open Houses were not asked this question specifically

* Participants of the Community Meetings were not asked this question specifically

Household size

	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS
1	12.9%	20%	17%
2	22.4%	44%	27%
3	11.8%	12%	4%
4	22.4%	12%	25%

5	11.8%	8%	19%
6	4.7%	0%	2%
7+	7.1%	4%	6%

*79 of 85 survey respondents provided household size information

*25 of 28 Open House participants provided household size information

*45 of 61 Community Meeting participants provided household size information

<u>Hispanic origin</u>

	HONOLULU COUNTY	OPEN HOUSE PARTICIPANTS	SURVEY PARTICIPANTS	VIRTUAL COMMUNITY MEETING PARTICIPANTS
Yes, Mexican, Mexican American, Chicano	3.3%	11%	4.71%	0%
No, not of Hispanic, Latino, or Spanish Origin	90.0%	81%	81.18%	85%
Yes, Puerto Rican	2.9%	0%	2.35%	0%
Yes, Cuban	.1%	0%	1.18%	0%
Yes, other Hispanic, Latino, or Spanish Origin	3.7%	8%	2.45%	15%

*74 of 85 survey respondents provided Hispanic origin information

*26 of 28 Open House participants provided Hispanic origin information

*40 of 61 Community Meeting participants provided Hispanic origin information

<u>Representative Participation:</u>

	PERCENT OF OAHU BY PLANNING AREA	SURVEY PARTICIPANTS	OPEN HOUSE PARTICIPANTS	COMMUNITY MEETING PARTICIPANTS

PUC	45%	36%	54%	46%
Central Oʻahu	18%	4%	17%	7%
ʻEwa	12%	12%	4%	8%
Koʻolaupoko	11.5%	36%	17%	24%
Waiʻanae	5%	4%	4%	12%
East Honolulu	5%	3%	0%	3%
North Shore	2%	3%	4%	0%
Koʻolau Loa	1.5%	3%	0%	0%

*72 of 85 survey respondents provided residential zip code information
*24 of 28 Open House participants provided residential zip code information
*52 of 61 Community Meeting participants provided residential zip code information

Intergovernmental and Public Review Period

OahuMPO's intergovernmental and public review period of the draft 2045 ORTP ran between March 1-29, 2021 and received a total of 75 comments. Comments and responses received during the review period may be viewed in **Table A.1** at this link: https://www.oahumpo.org/?wpfb_dl=2198. Any comments received after March 29, 2021 are documented in **Table A.2**.

Next Steps

Moving forward with planning for phases for the next ORTP 2050, we will take this evaluation into consideration and continue to make improvements to the following:
- Reaching youth and young populations
  - We will continue to build relationships with the University of Manoa and Uehiro Academy in efforts to extend our reach to students and children.
- Reaching young professionals and middle aged groups
  - For this one, we need to be creative. How do we reach these populations? We can consider sending newsletters out to employer HR departments and encourage them to send to their employees; we can look into including our survey links on DMV informational materials and applications; and we can look into including a QR code for surveys and announcement updates on buses.
- Expanding our outreach tool kit
  - We will research other methods of engagement including but not limited to online social engagement platforms, scenario planning options, online focus groups utilizing Zoom's

breakout rooms, educational seminars and presentations, and ORTP 2050 cover and chapter design competitions.

- Building capacity for meaningful engagement and useful input
    - We will strive to create more educational opportunities along the journey to the ORTP 2050. This will help to build the capacity of the community so that when we seek input on the projects and programs, the community has a solid understanding of the processes and procedures. We will include the community earlier on in the development of the ORTP 2050, and we will consistently meet with the ORTP 2050 public involvement working group to see feedback as to what information would be most useful to gather.

Appendix:

A. ORTP 2045 Phase 1 Public Involvement Summary
B. Survey Preview
    a. Survey Results
C. Phase 2 Survey Results
D. Web map link
E. Instructional video link
F. Intergovernmental and Public Review Period Comment Sheet