

THE PATH FORWARD FOR O'AHU

KE ALA I MUA



O'AHU REGIONAL TRANSPORTATION PLAN 2045

PUBLIC PARTICIPATION: PHASE I

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Introduction

Public participation is the backbone to a well-developed regional transportation plan. O‘ahu 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 ‘ohana (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 O‘ahu 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 O‘ahu
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 (Nu‘uanu, through Mānoa): 6
- Urban Core PUC (Chinatown through Waikīkī): 11
- East PUC (Kaimukī through Kahala): 2

Central O‘ahu, Ko‘olau Poko, ‘Ewa

Central O‘ahu, Ko‘olau Poko, and ‘Ewa 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 O‘ahu: 4
- Ko‘olau Poko: 3
- ‘Ewa: 3

Wai‘anae & East Honolulu

Wai‘anae 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:

- Wai‘anae: 3
- East Honolulu: 2

North Shore & Ko'olau Loa

The North Shore & Ko'olau Loa have the smallest populations on the island of O'ahu, 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
- Ko'olau Loa: 3

	Percent of O'ahu Population by Planning Area	Percent of Information and Outreach Booth Events by Planning Area
Primary Urban Center (PUC)	45%	53%
Central O'ahu	18%	9%
'Ewa	12%	7%
Ko'olaupoko	11.5%	7%
Ko'olau Loa	1.5%	7%
Wai'anae	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 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 Micronesia Youth Summit, a summit for Micronesia 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.



populations asking for assistance.



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

9. ADA & 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

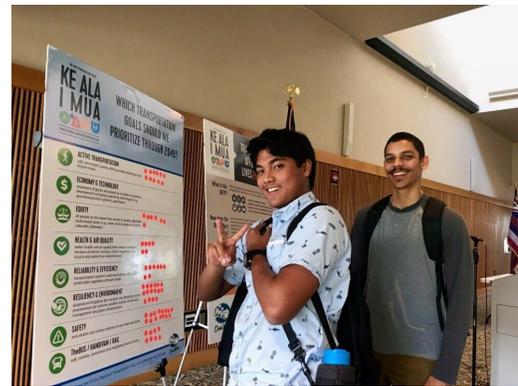
OahuMPO staff aimed to attend events targeted at school aged children. For example, staff conducted outreach at the Jarrett Pride Day to collect feedback from Jarrett Middle School students. Staff also conducted outreach at Kahuku High and Intermediate School's Health Fair, and asked students, faculty, 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

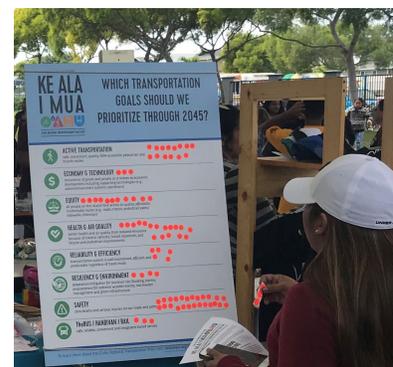
OahuMPO staff aimed to attend events targeted at Native Hawaiians. For example, staff conducted outreach at the 'Imi Pono Concert and



Craft Fair, an event that brought families and supporters together to fundraise for Pū'ōhala 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 Papakōlea 'Ohana 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.

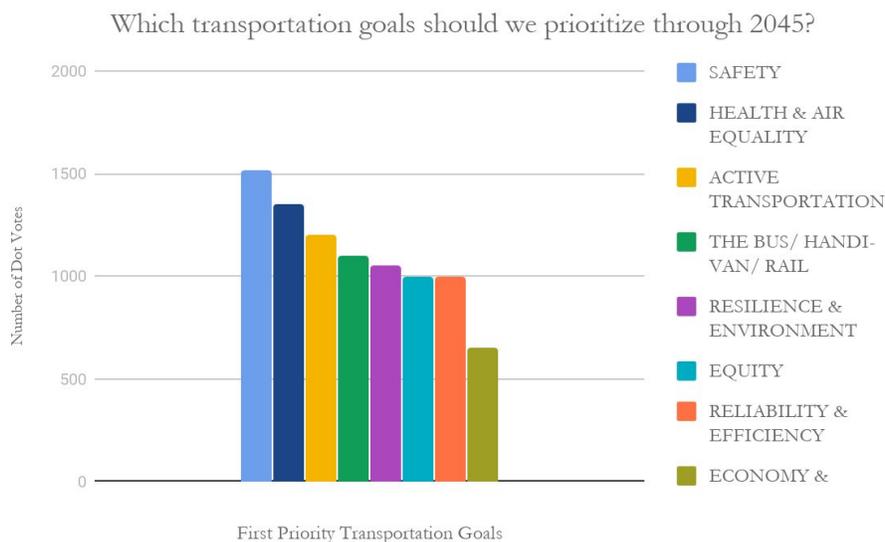


The intent was to allow for as much accessibility as possible to the various geographic areas of the islands and encourage participation from target populations.

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.

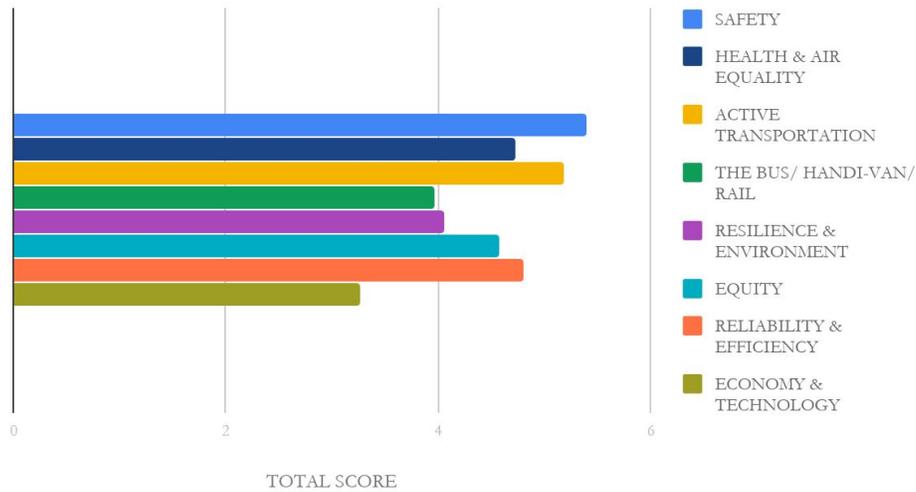
There were 43 events which attracted the participation of 3,063 community members (See Appendix A). OahuMPO staff monitored geographic participation by asking participants for their zip codes. Staff planned additional events in areas with low turnout and with concentrations of target populations. Of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



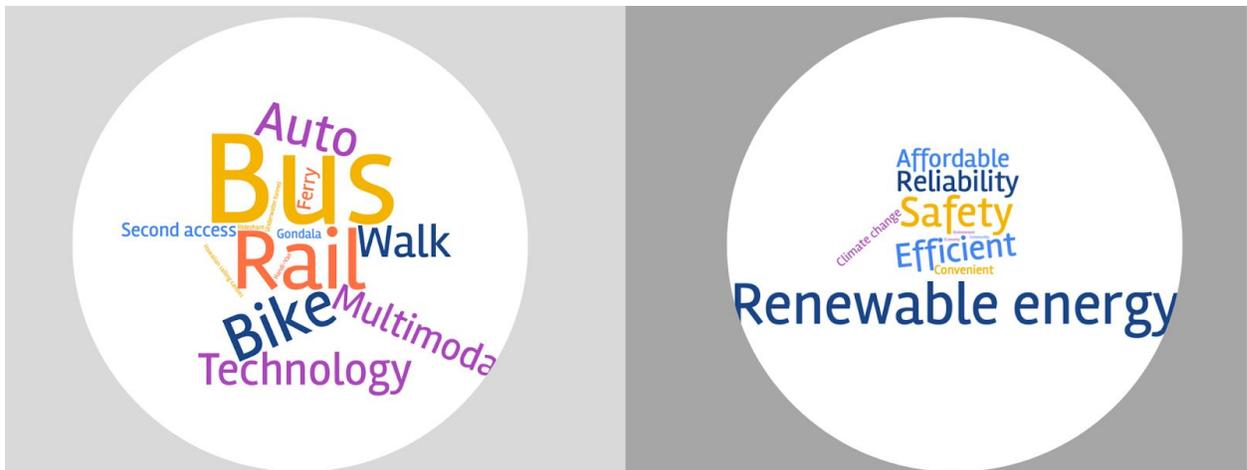
Online Surveys

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 O‘ahu 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.

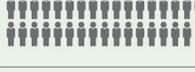
Focus Groups

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 O'ahu, including Central O'ahu, East Honolulu, 'Ewa, Ko'olau Loa, Ko'olaupoko, North Shore, Central Primary Urban Center, East Primary Urban Center, Mauka Primary Urban Center, Urban Core Primary Urban Center, West Primary Urban Center, and Wai'anae. The discussion was facilitated by OahuMPO staff and OahuMPO's ORTP public involvement consultant, DTL. The focus groups began with background information about the O'ahu 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 O’ahu Regional Transportation Plan and existing conditions of transportation on O’ahu. 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

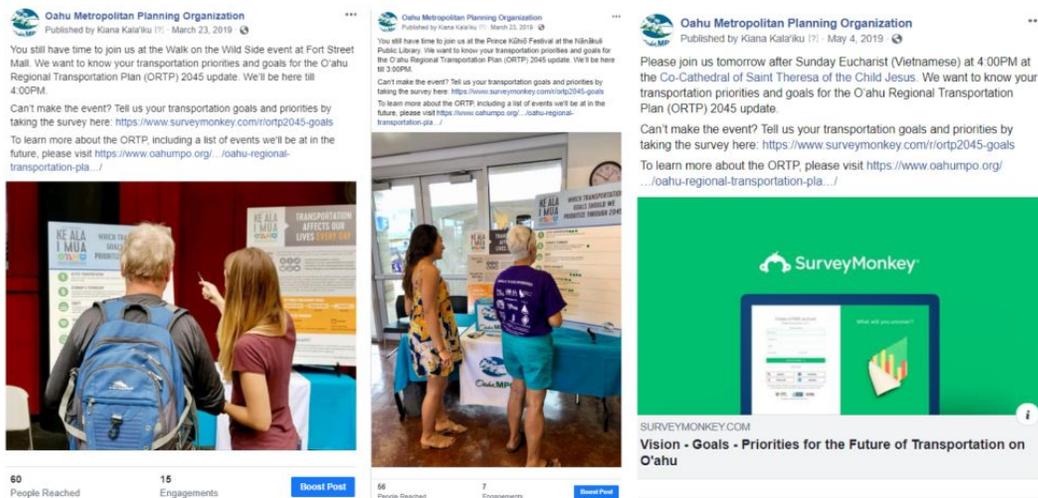
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Online Engagement

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 O'ahu.

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.

Overall Participation:

	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%

Income:

	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)

Age:

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 O'ahu	18%	13%	9%	8%	12%
'Ewa	12%	11%	12%	8%	10%
Ko'olaupoko	11.5%	9%	8%	8%	8%
Wai'anae	5%	8%	2%	10%	8%
East Honolulu	5%	3%	7%	10%	3%
North Shore	2%	3%	3%	10%	3%
Ko'olau 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: 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 18 and 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](#)