

Appendix

A. Sponsor Descriptions

A.1. Designing Hong Kong

Designing Hong Kong (DHK) (2010) is a public, non-profit organization. DHK is focused on restoring and recreating Hong Kong. DHK's mission is based on achieving the following six objectives:

1. To promote the health, safety, convenience and the general, social, and economic welfare of the community of Hong Kong today, without compromising the future;
2. To identify ways and means of enhancing the quality and sustainability of Hong Kong's living environment for the health, safety, convenience and welfare of residents and visitors;
3. To undertake research and studies into the design and development of Hong Kong's living environment;
4. To educate and raise the awareness among the community on the need to protect and enhance the living environment of Hong Kong, and the ways and means to do so;
5. To form alliances among members of the community with a common interest(s) in protecting and enhancing the living environment of Hong Kong
6. To undertake any and all lawful acts and deeds which are necessary and conducive to attaining the objects of the Company (About Us).

Designing Hong Kong (2010) was founded in 2006. This organization has four founders: Christine Loh, Markus Shaw, Paul Zimmerman, and Peter Wong. Most of the work that is done with DHK is done by volunteers. DHK's financial support comes from donations from outside sources such as the

government. DHK has both strong government influence and information as resources to offer our group. The main employees who work for DHK are politically involved, and thus they have the ability to reach out to other organizations.

Designing Hong Kong (2010) is involved with many other organizations for the preservation and beautification of Victoria Harbour. These partners include the Centre of Urban Planning and Environmental Management and the Department of Architecture at Hong Kong University, the Department of Architecture at the Chinese University of Hong Kong, the Harbour Business Forum, Citizens Envisioning the Harbour, the Hong Kong Sustainable Development Forum, the Hong Kong Designers Association, and Città d'Acqua (Cities on Water) (Hyde, Seymour, Tennant, & Truong, 2008). It is also advised by the Hong Kong chapter of the Urban Design Committee of the American Institute of Architects. DHK (2010) is involved with the WWF, the HK Maritime Museum, the Building Consensus on Sustainable Planning, and Harbour Watch. Previously completed projects include a competition for the design of the Central Waterfront in which winning entries were submitted to the government for use in their urban design study (Hyde, Seymour, Tennant, & Truong, 2008). Another project was a community re-zoning request for the Central waterfront to the Town Planning Board.

A.2. Harbour Business Forum

The Harbour Business Forum (HBF) (2010) is a group of businesses and business members who share a common vision about the Hong Kong Harbour and harbor-front areas. "HBF was formally launched in June 2005, due to a concern about how developments in and around our harbour could have a negative impact upon the future development of Hong Kong" (About Us). As stated on the HBF website, their "mission is to see Hong Kong's harbour and harbour-front areas become a genuinely vibrant accessible and sustainable world-class asset" (About Us). Their aim is to give guidance to relevant stakeholders and the government when planning for the harbor's future. They are a research

development organization sponsored by the Patrons of the organization. A Patron is the highest form of membership and commits to funding as well as overseeing the direction of the HBF. There are currently ten patrons.

Under the patrons is the Executive Committee (Harbour Business Forum, 2010, About Us). The Executive Committee is comprised of the Senior Representatives and a chairperson from each working committee. Also a part of the Executive Committee is the Secretariat, who ensures good communication throughout all parts of the organization. The two working committees are the Best Practice Committee and External Relations and Communication Committee. See Figure A-1 below for a visual representation of the structure of the HBF. Overall, the HBF has 121 members that range from corporate members to supporting members. Some of their affiliates are Harbour-front Enhancement Committee, Harbourfront Commission, Designing Hong Kong, Friends of the Harbour and many other government departments and organizations.



Figure A-1A: Structure of HBF (Harbour Business Forum, 2010, About Us)

The HBF's main interests are with Victoria Harbour, and thus it has provided a wealth of information about both the harbor in Hong Kong and various other world harbors. The majority of the HBF's funds go

to projects that try to influence government policy and decisions about the harbor-front areas. The HBF has produced numerous papers and studies about Victoria Harbour in hopes that they will contribute to improve the development of the harbor. For example, in 2010, the HBF sponsored a group of students from Worcester Polytechnic Institute to conduct a survey of the waterfront to determine the uses of the harbor from a marine perspective (Harbour Business Forum, 2010, Research). Their website posts news and press releases about the harbor and gives current news about Victoria Harbour (Harbour Business Forum, 2010).

B. Interview Protocol for Interview with Suzanne LePage

Interview Conductors:

Michael Audi
Suzanne Najem

*Using a Semi structured Interviewing Process

*One conductor will lead the interview session while the other takes accurate notes of all responses

Start interview with a statement ensuring confidentiality

Guidelines to Follow

- Interview an expert in the field
- Describe the project at hand and explain why we would like to interview them.
- Ask about qualifications
- Use 2 or 3 open-ended questions to get the interview started.
- Use responses to the open ended questions to formulate more goal specific questions
- Control the specific questions
- Probe using techniques such as Uh-huh or Tell-Me-More or The Long Question Probe
- Once a topic has been narrowed down, use an open-ended question to move to a new topic
- End the interview with a question similar to: With your expert opinion what recommendations do you have for our project?
- Thank interviewee at the end.
- Follow up

C. Interview with Suzanne LePage

Date & Time: 11/19/2010 at 12pm

Location: KH209A

Secretary: Suzanne Najem

Interviewer: Michael Audi

Interviewee: Professor Suzanne LePage

Interview Transcript

Mike asked can we cite you personally or do you wish to remain anonymous?

- Professor Suzanne LePage said the group could cite her.

Mike asked what do you think walkability means in urban areas?

- Professor Suzanne LePage answered that walkability is the level at which people feel safe and also convenience, how easy is it to get around. She also said safety is measured with street lights, and crowd control also deals with safety because you don't know who is in the crowd.

Mike asked what should we be looking for when assessing walkability in urban area?

- Professor Suzanne LePage answered that origins and destinations should be looked at for walkability. The group should look at where people are traveling to and where they are coming from to show where the focus points are. She also mentioned the different routes people may be walking, place to place vs. place to transit vs. transit to place. She also mentioned crowding issues again and how it is a contributing factor to walkability.

Suzanne LePage went on to comment on Hong Kong and walkability by saying we should look in the future and what will happen if the standards of living increase and there are more personal cars on the road and people stop walking or stop taking public transportation. She continued by saying if we make the sidewalks huge now, what will happen when everyone starts driving their own car, they will be obsolete.

Professor Suzanne LePage continued talking about mode splits and how many people now may be walking and taking public transportation but the mode split will change someday and what effects will that have on walkability.

Mike asked do you have any further thoughts on our project that may be helpful for us?

- Professor Suzanne LePage said try to identify the worse areas in Hong Kong and if there is one major area with a lot of problems stemming from that area, try to find a solution to that area and it will help the surrounding areas as well. She called it a capital solution. She then continued on about using maps and GIS software. She also recommended videotaping some

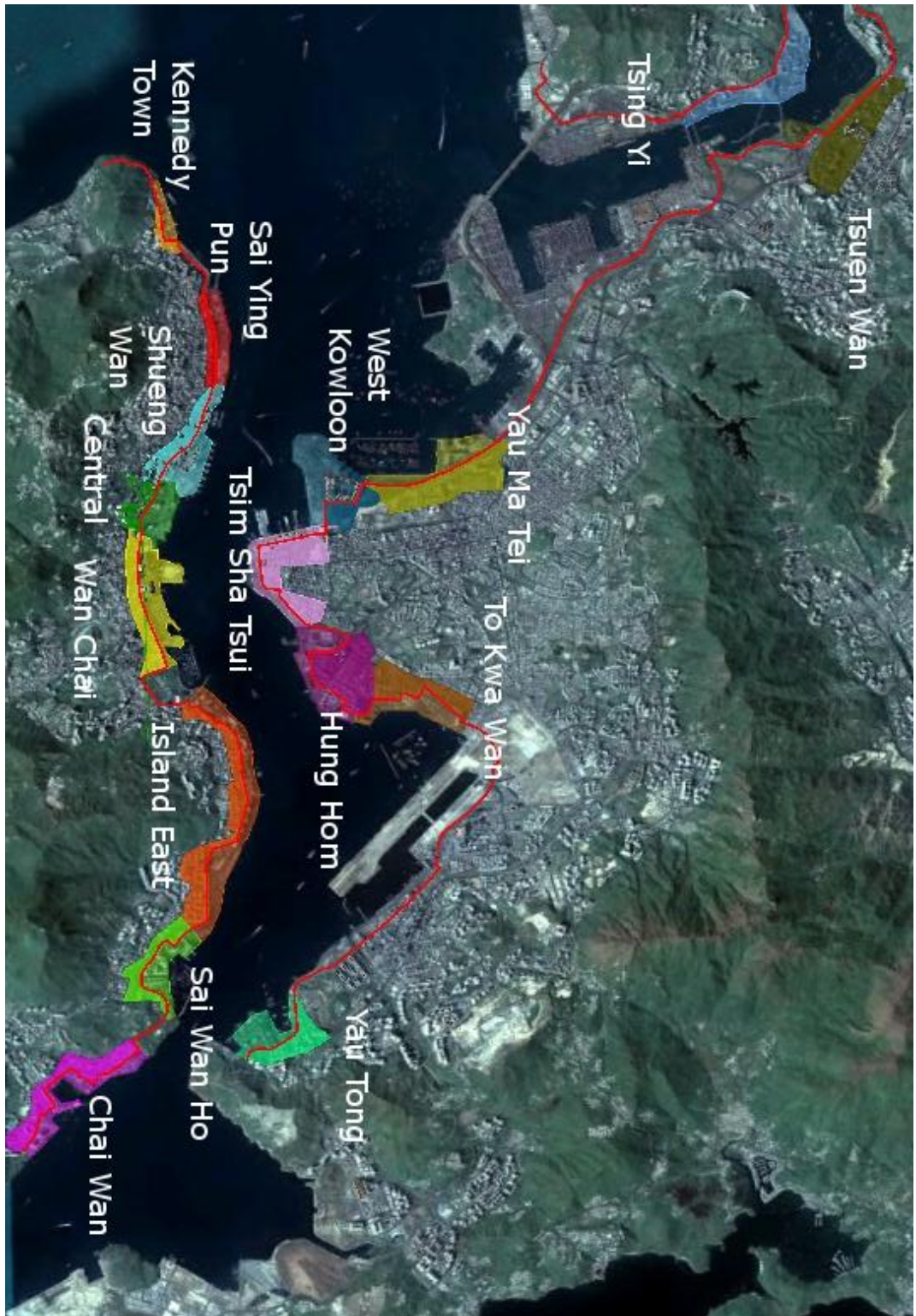
areas because we might get a different perception of the area and can better analyze it later because we can refer back to the tape. We should also get data on sidewalks and use the resources at the library such as inter library loan and a reference librarian.

Mike asked, "Are there any books you recommend?"

- Professor Suzanne LePage said to try the APA walkability guide and Sustainability Urbanism.

D. District Maps

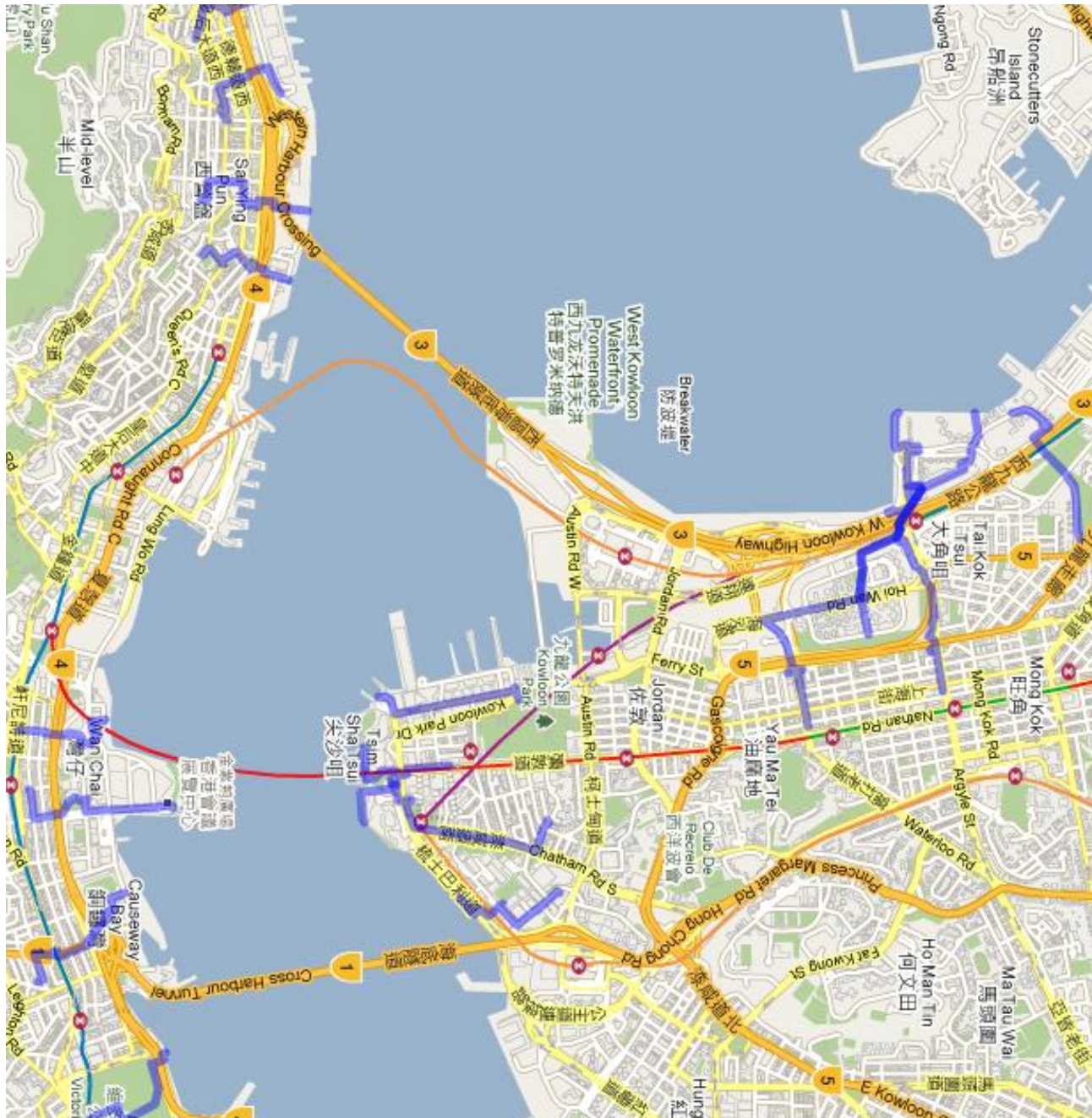
D.1. Google Earth Map of 16 Harbor Front Districts



D.2. Google Earth Map of the 4 Chosen Districts

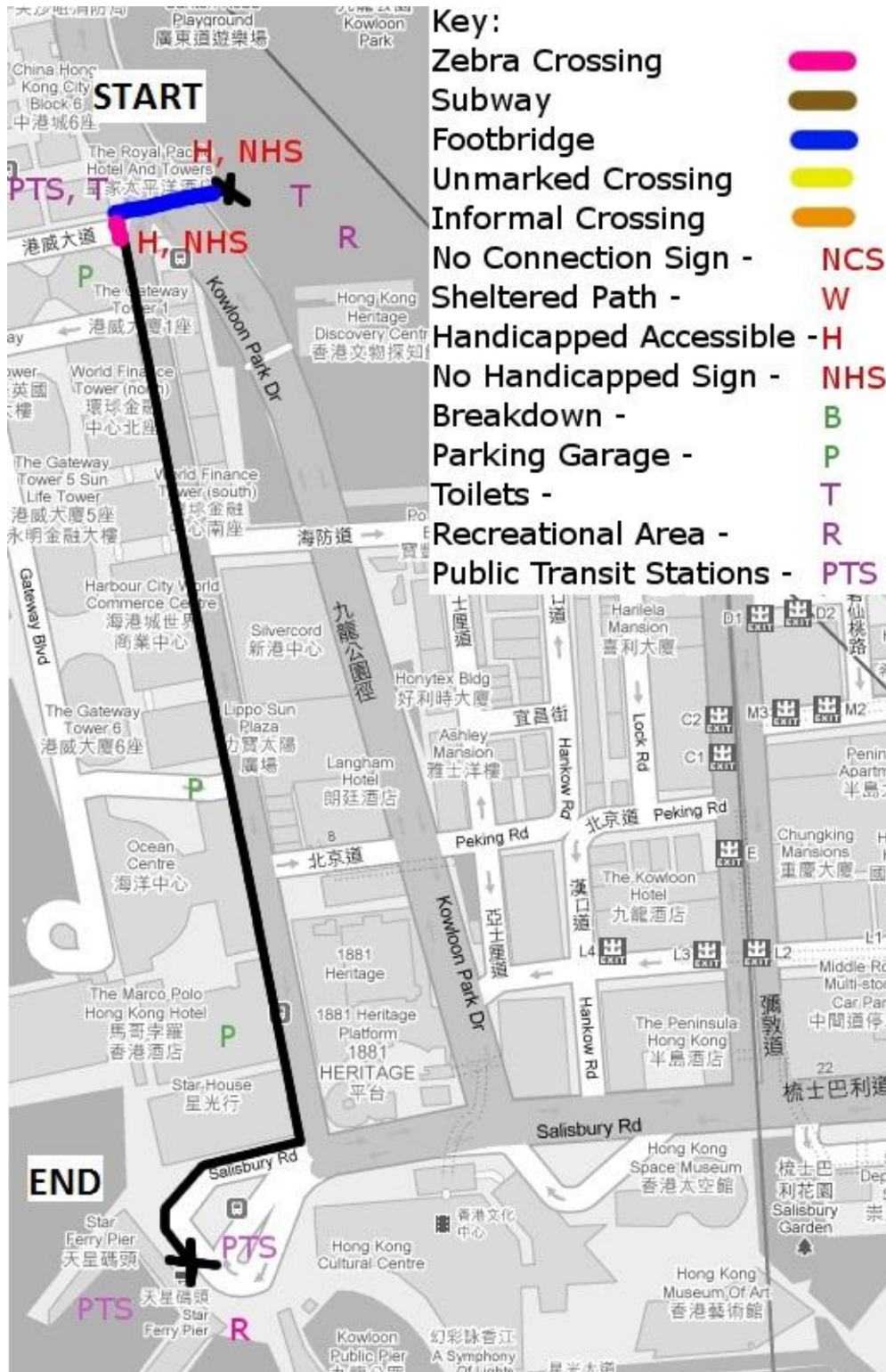


D.3. Google Map of the 16 Chosen Routes



D.5. Tsim Sha Tsui District Maps

D.5.1. Tsim Sha Tsui Route 1:



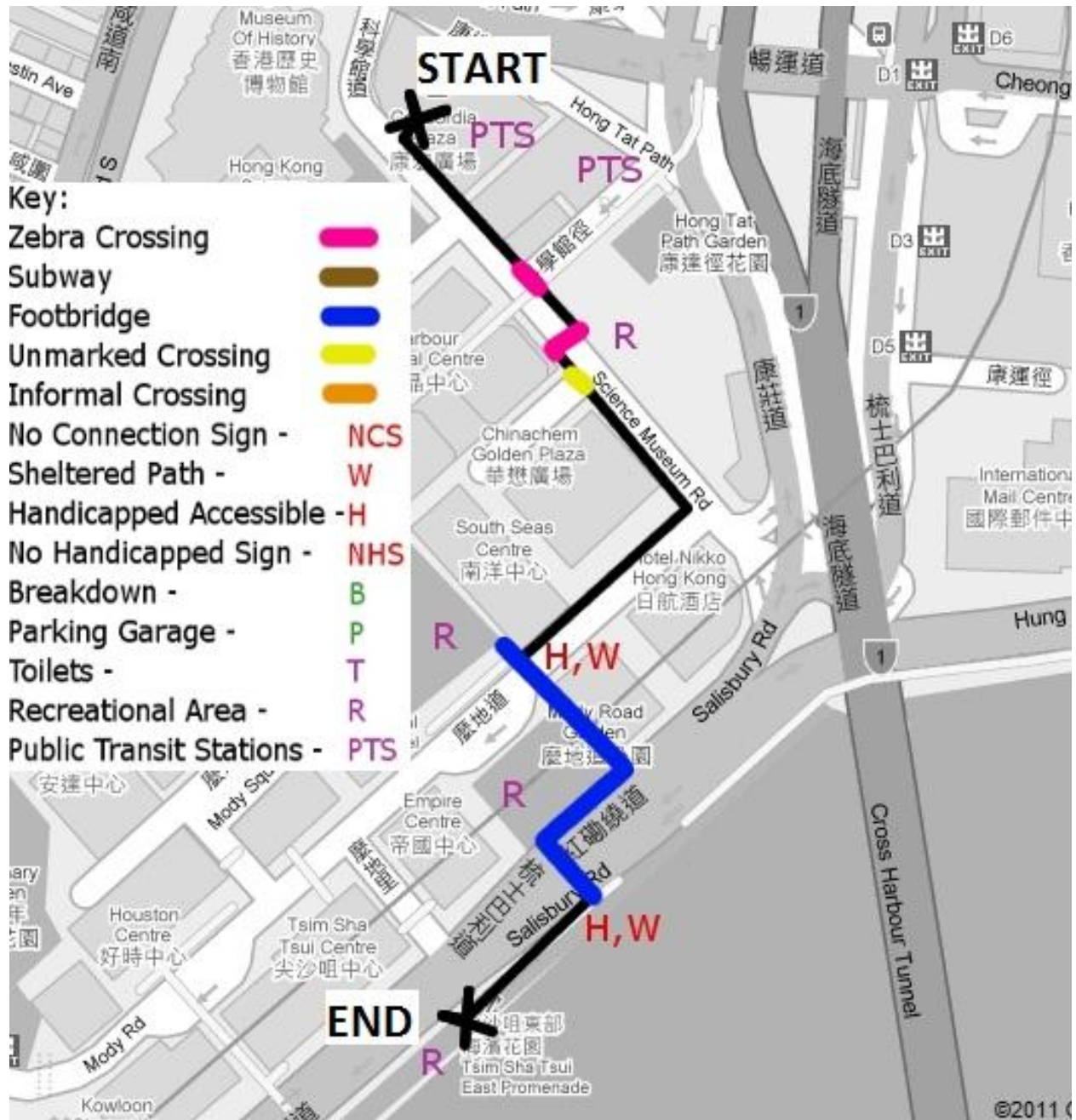
D.5.2. Tsim Sha Tsui Route 2:



D.5.3. Tsim Sha Tsui Route 3:

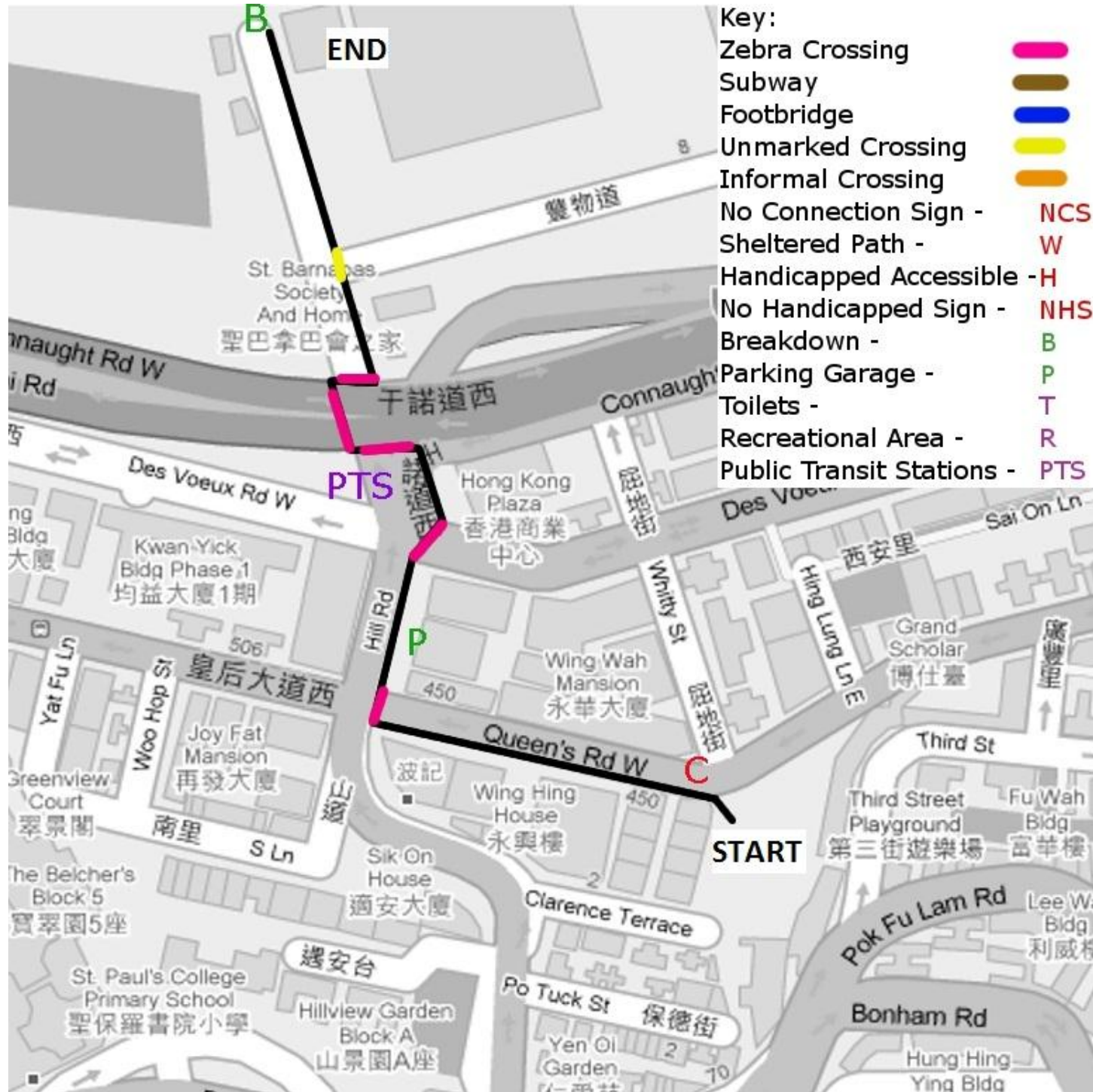


D.5.4. Tsim Sha Tsui Route 4:

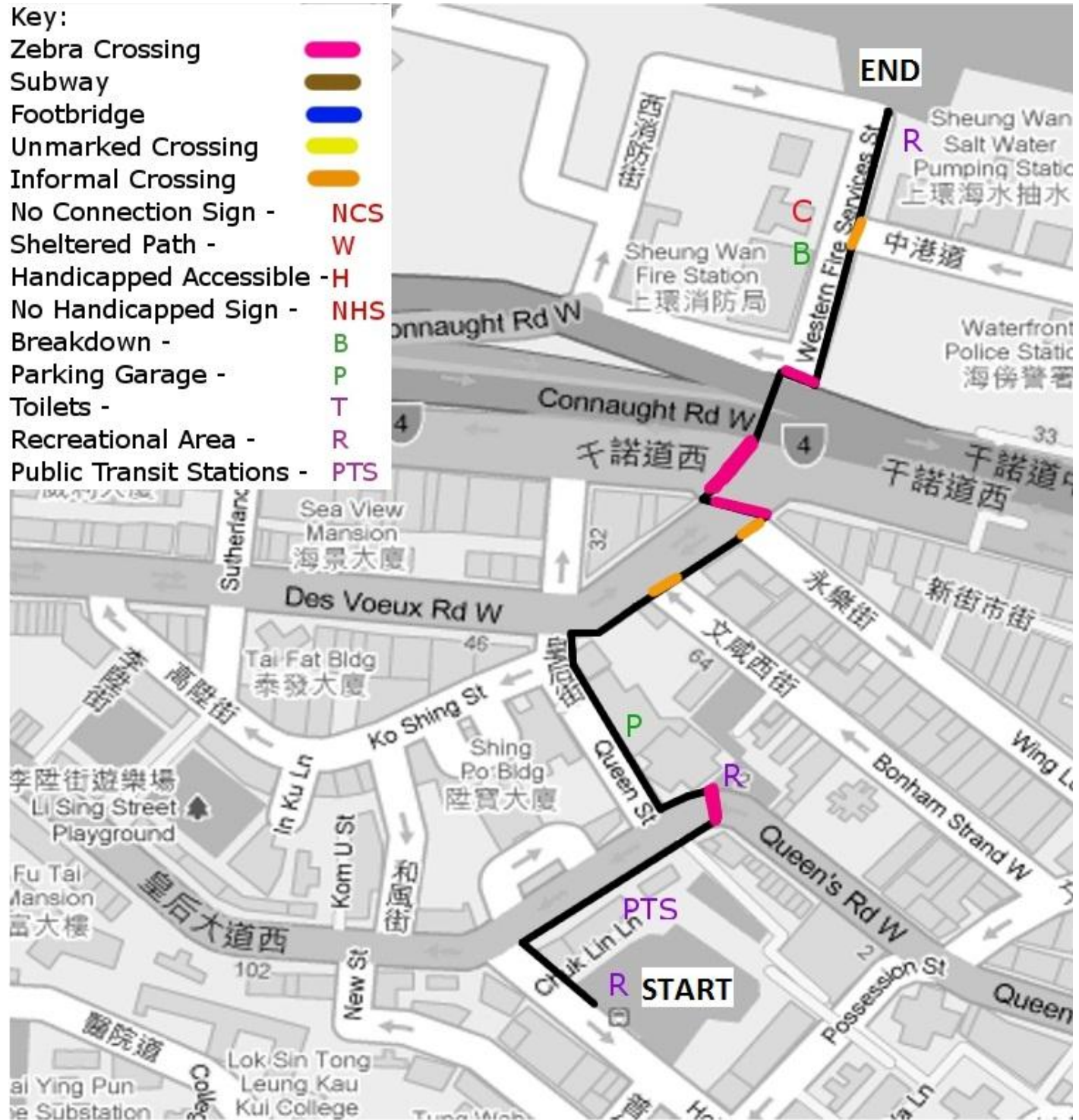


D.6. Sai Ying Pun District Maps

D.6.1. Sai Ying Pun Route 1:



D.6.2. Sai Ying Pun Route 2:



D.6.3. Sai Ying Pun Route 3:

Key:

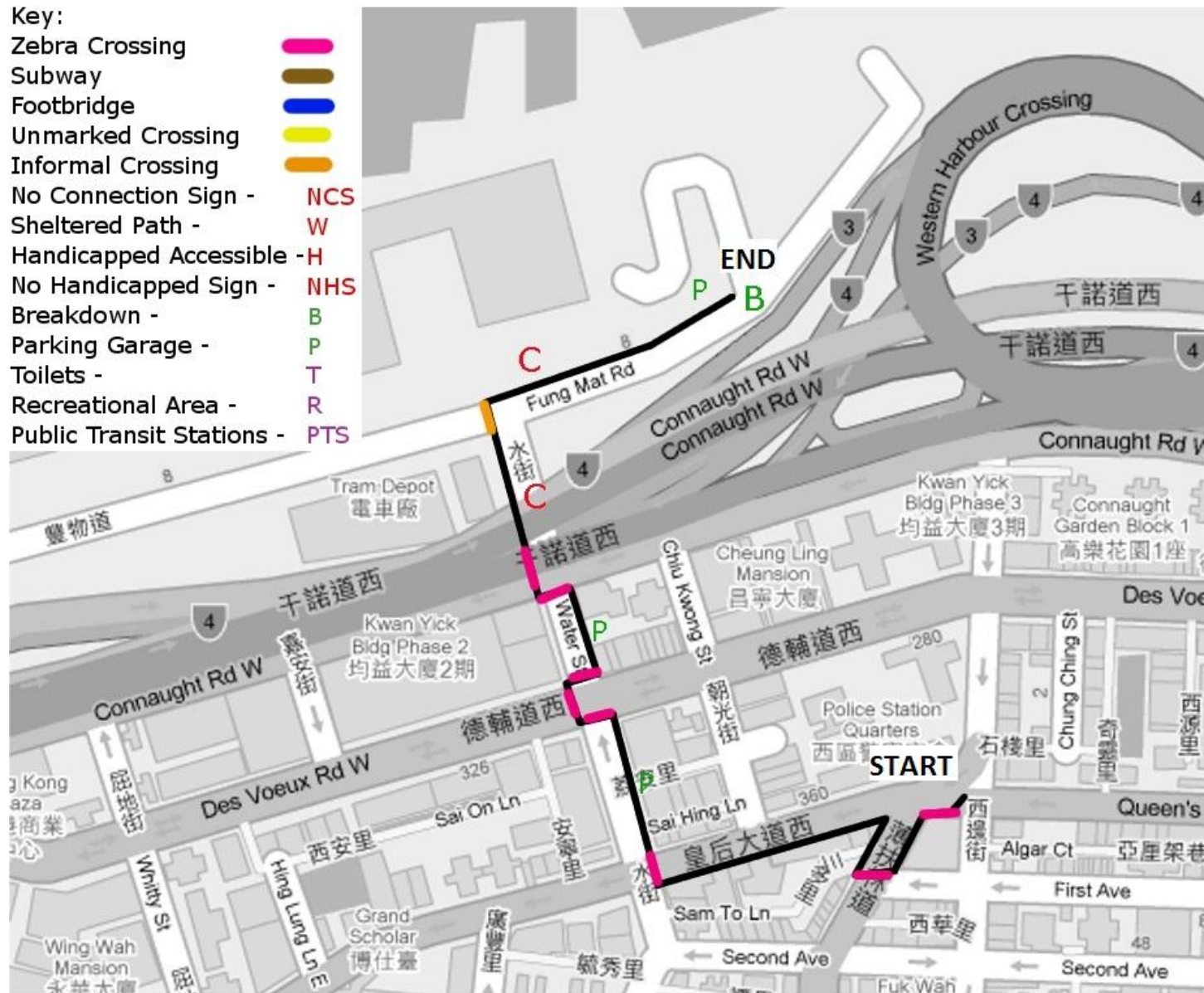
- Zebra Crossing
- Subway
- Footbridge
- Unmarked Crossing
- Informal Crossing
- No Connection Sign - NCS
- Sheltered Path - W
- Handicapped Accessible - H
- No Handicapped Sign - NHS
- Breakdown - B
- Parking Garage - P
- Toilets - T
- Recreational Area - R
- Public Transit Stations - PTS



D.6.4. Sai Ying Pun Route 4:

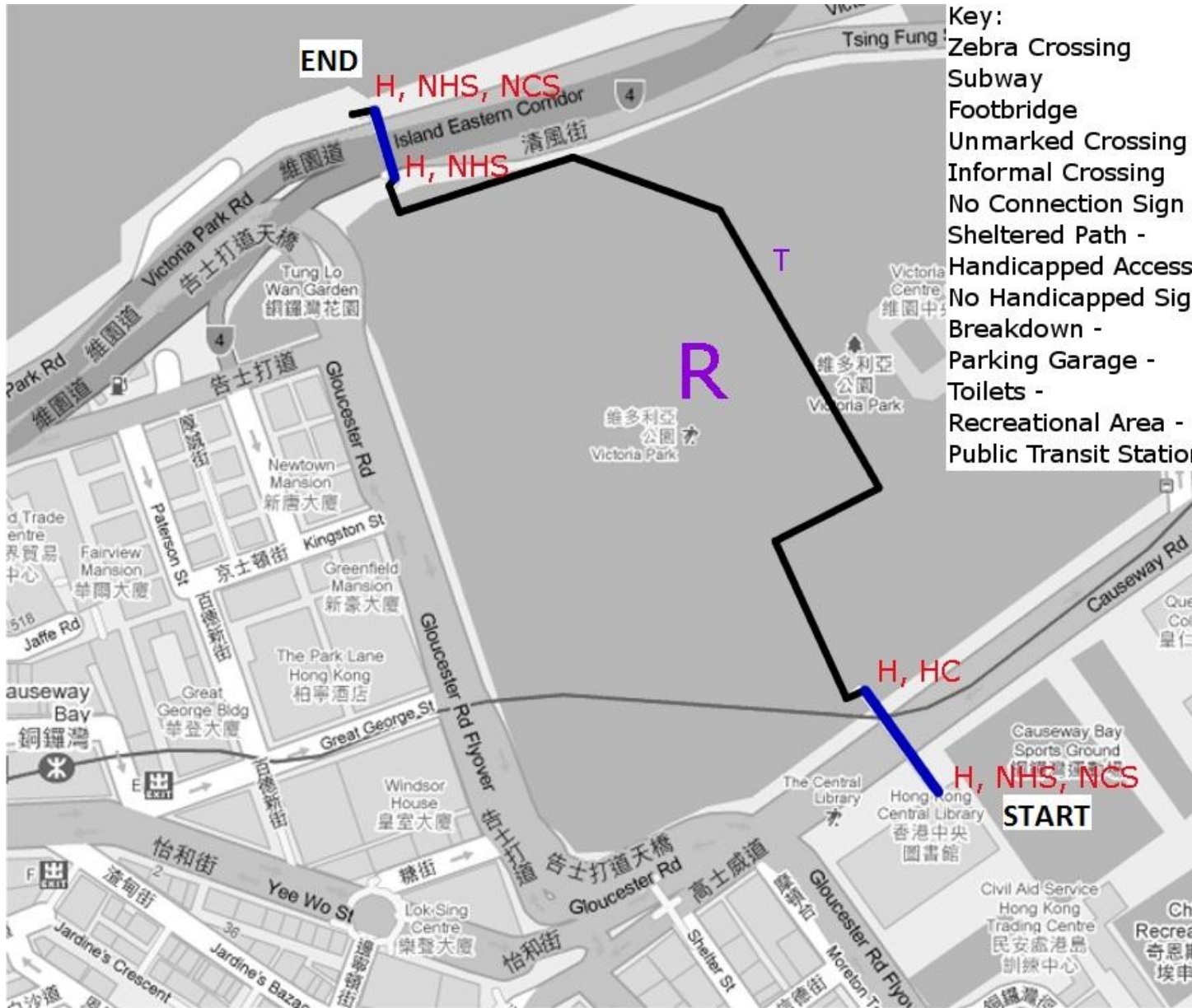
Key:

- Zebra Crossing
- Subway
- Footbridge
- Unmarked Crossing
- Informal Crossing
- No Connection Sign - NCS
- Sheltered Path - W
- Handicapped Accessible - H
- No Handicapped Sign - NHS
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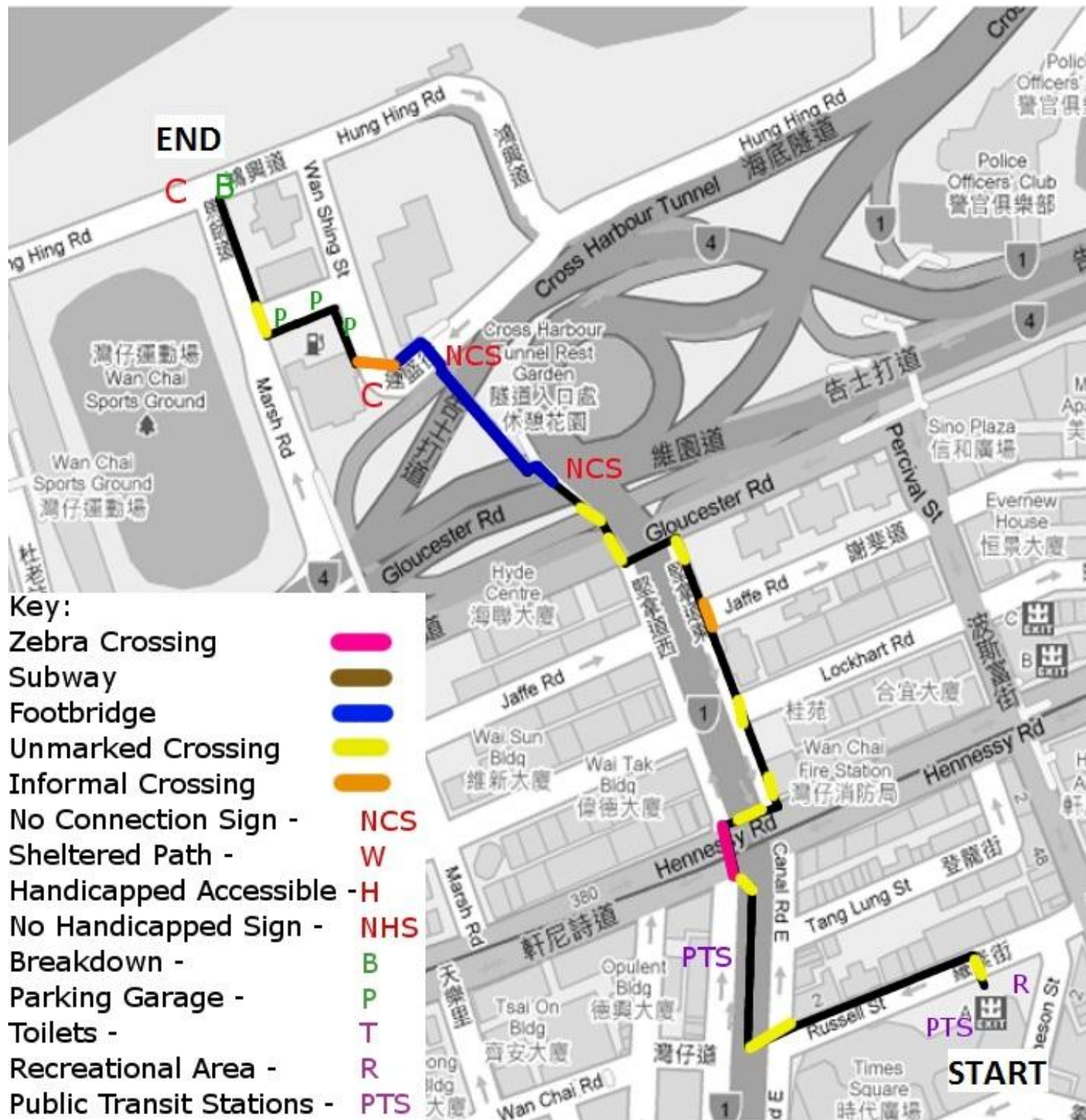


D.7. Wan Chai District Maps

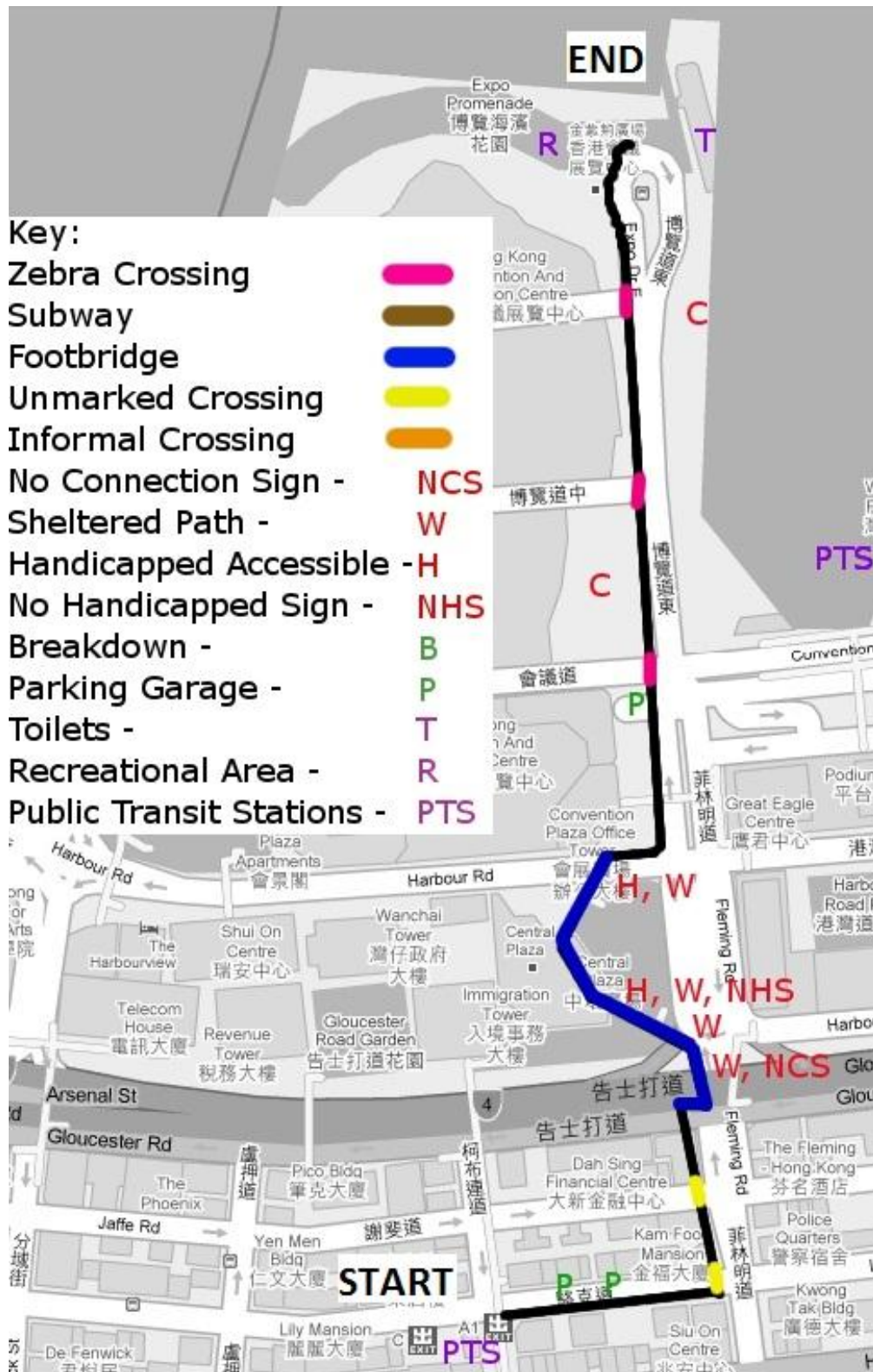
D.7.1. Wan Chai Route 1:



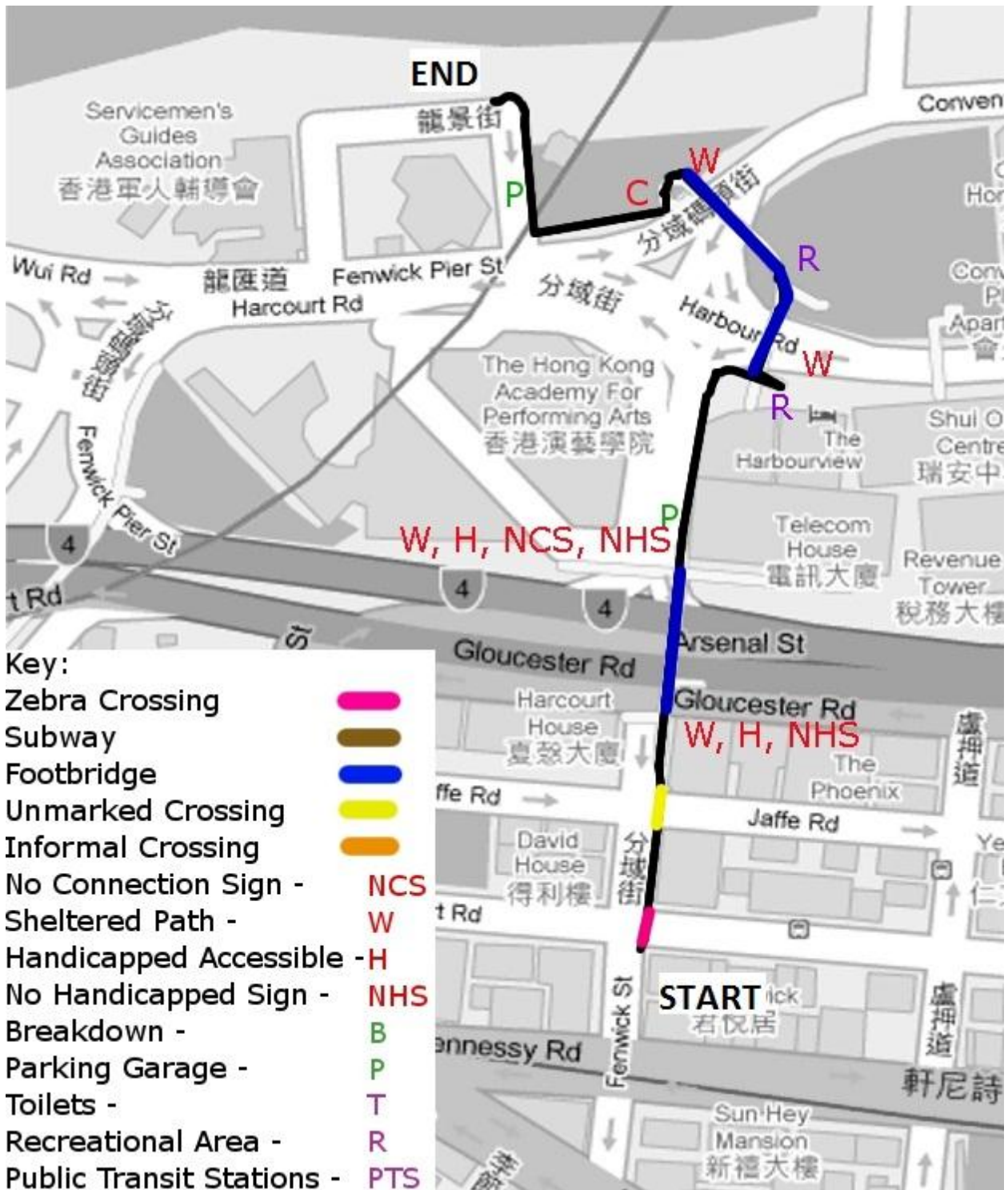
D.7.2. Wan Chai Route 2:



D.7.3. Wan Chai Route 3:



D.7.4. Wan Chai Route 4:



E. Preliminary District Analysis

E.1. Preliminary Rubric

Preliminary Area Rubric		
Name of District		
Criteria	Approximate Number	Score
Number Of Connections		
Number Of Choke Points		
Number Of Directional Signs/Maps		
Number Of Breakdowns		
NOTES:		

E.2. Preliminary Completed Rubric

Preliminary Area Rubric		
Area: Sai Wan Ho		
Criteria	Approximate Number	Score
Number Of Connections	87	5
Number Of Choke Points	46	4
Number Of Directional Signs/Maps	196	4
Number Of Breakdowns	0	5
NOTES:		
Mostly a residential area with Fishermen, Dog walkers, Runners		
Near coast little traffic and no zebra crossings between coast walkway and other street		
Most corners have arrow signs		
lots of small parks		
Hinterland is congested		
Harbor front is mostly empty		
Lots of schools in the area		
Most chokepoints are places where crossings are needed		
There majority of these are many which even have an island in the middle of the street		
More signs for cars to slow down or beware of pedestrians		
many dead ends and a lot of apartment buildings		
Preliminary Area Rubric		
Area: Wan Chai		
Criteria	Approximate Number	Score
Number Of Connections	125	5
Number Of Choke Points	77	3
Number Of Directional Signs/Maps	237	4
Number Of Breakdowns	15	2
NOTES:		
It would be easy to create many of the footbridges into ramps, some could even be half stairs and half ramps		
Many footbridges are not handicapped accessible		
Bus area around the expo center is hard to cross from sidewalk on harbor front to other side of street		
There is a TON of construction in these areas		
Most of the harbor front between expo center and causeway bay is inaccessible and dangerous		
There is not enough signs in the construction zones to indicate side walk endings and danger to pedestrians		
There is a tunnel going from harbor front to hinterland with NO signage		
Commercial district		
Not enough connection between footbridges, many could be connected to create more direct paths		
Had to go up and down 4 footbridges from hinterland to harbor front from expo center to the Royal Yacht Club		

Preliminary Area Rubric		
Area: Hung Hom		
Criteria	Approximate Number	Score
Number Of Connections		
	57	1
Number Of Choke Points		
	63	5
Number Of Directional Signs/Maps		
	59	1
Number Of Breakdowns		
	2	5
NOTES:		
Really hard to get to Hung Hom from MTR station, minimal signs and only 1 possible crossing		
Hinterland had no signs or crossings		
Pedestrians just crossed whenever		
Lots of streets which could easily have zebra crossings		
Signs either near TST pointing to it or near the Whompoa ship only		
Near Whompoa the walkability was much better with lots of crossings for tourists		
No signs for the waterfront in the hinterland		
Very few marked crossings accounted for the majority of choke points		

Preliminary Area Rubric		
West Kowloon		
Criteria	Approximate Number	Score
Number Of Connections		
	18	1
Number Of Choke Points		
	23	5
Number Of Directional Signs/Maps		
	191	3
Number Of Breakdowns		
	5	4
NOTES:		
Good signage in plaza		
Very clean and pretty		
A lot of security		
Many exit signs		
Sidewalks just abruptly end		
Many unlabeled staircases		
good signs to water front from MTR		
long walk through grassland to get to promenade		
A LOT of construction		
Difficult to get to main plaza from the ground level		
Combination of buisness and residential		

Preliminary Area Rubric

Area: Yau Ma Tei		
Criteria	Approximate Number	Score
Number Of Connections	59	1
Number Of Choke Points	160	2
Number Of Directional Signs/Maps	13	1
Number Of Breakdowns	4	5
NOTES:		
Very few signs and marked crossings in hinterland		
A map of the harbor front would be useful		
Lots of trash on walkways		
Only way to harbor front is through Olympic station		
Metal Fabrication areas are too crowded and noisy /dangerous		
Bad chokepoint at the crossing of Larch and Tong Mi		
Bad chokepoint at the crossing of Lime and Tong Mi		
Ho Fai has a dirt path with a breakdown		
Residential/Commercial/Industrial		

Preliminary Area Rubric

Tsing Yi		
Criteria	Approximate Number	Score
Number Of Connections	32	1
Number Of Choke Points	33	5
Number Of Directional Signs/Maps	54	1
Number Of Breakdowns	2	5
NOTES:		
Nice area and very easy harbor front access		
Full promenade along the entirety of the waterfront		
Wide open streets		
Very easily walkable		
Residential area		
A lot of elderly people		
Good handicap access		
2 sidewalks in areas (1 for stores and 1 for walking down the road)		
Some signs on the promenade were too faded to read		

Preliminary Area Rubric		
Area: Sai Ying Pun		
Criteria	Approximate Number	Score
Number Of Connections	52	4
Number Of Choke Points	30	4
Number Of Directional Signs/Maps	72	3
Number Of Breakdowns	5	3
NOTES:		
42 of the signs were in one small park along the water		
Lots of intersections with only 3 crossings		
Walkways were mostly clear		
Cannot get to harbor near the western market		
Cannot get to harbor because of construction		
Cannot get to harbor because of highway		
Western footbridge connects two streets and could easily cross them		
Eastern street footbridge connects to harbor		
Only 1 park in district		
Mostly residential		
Easy to cross hinterland/harbor front boundary, hard to get to the water		

Preliminary Area Rubric		
Island East		
Criteria	Approximate Number	Score
Number Of Connections	193	4
Number Of Choke Points	120	4
Number Of Directional Signs/Maps	67	1
Number Of Breakdowns	15	4
NOTES:		
In the north point area there were double width walkways and very congested		
There were escalators on some of the footbridges		
Crossing into causeway bay area there is much less congestion		
Between fortress hill and Quarry Bay there are no blue and pink signs		
Tai Koo Area:		
Tai Koo is not congested and ALL residential, Footbridges are NOT connected		
Footbridges from Tai Koo to Quarry Bay park is handicapped accessible		
No construction - seemed to be done, looked new		
There were lots of trees in park to hide the highway as well as block out some of the noise		
There were very few zebra crossings, green cement blocks instead of gates along the road		
Lots of amenities, most bridges are handicapped accessible		
Quarry Bay - harbor front under construction and could not access harbor in many parts		
The parts of the harbor that were accessible, there were no sitting areas or trees or plants, only a cement sidewalk		
Many break points in this area		

Preliminary Area Rubric

Kennedy Town		
Criteria	Approximate Number	Score
Number Of Connections	23	4
Number Of Choke Points	21	3
Number Of Directional Signs/Maps	2	1
Number Of Breakdowns	6	5
NOTES:		
Hard to access harbor		
Little to no harbor		
Sidewalks filled with obstacles		
Great views from across the street no way to access the harbor		
No sitting areas around the harbor		
Minimal street signs		
Uneven sidewalks - would be hard to have a wheelchair or carriage		
Some parks throughout the hinterland		
Very residential		
Fences were only by intersections		
Less taxis, only buses or trams to access the town		
Have to know your way around to navigate area		
Confusing for tourists to navigate		
More sitting areas would be nice especially around bus stops and harbor		

Preliminary Area Rubric

Tsim Sha Tsui		
Criteria	Approximate Number	Score
Number Of Connections	74	3
Number Of Choke Points	68	4
Number Of Directional Signs/Maps	350	5
Number Of Breakdowns	4	5
NOTES:		
5 Connections between harbor front-hinterland		
Chantam Road to Salisbury Rd. connections confusing		
Canton road very loud		
Difficult to cross Kowloon Park Drive		
Promenade nice but should cover the whole length of the harbor front		
Science museum road and square junction is a horrible choke point		
A lot of large trees in the middle of the sidewalks		
Canton road choke points are so bad that they need people to direct the traffic		
Commercial		

E.3. Weights and Perception

Area	Size (meters ²)	Size Scale (Largest District/Size)	Perception		
			Congestion (1 to 5)	Harbor front (1 to 5)	Ease of Way Finding (1 to 5)
Sai Wan Ho	636490	2.6704740059	3	5	4
Hung Hom	1473900	1.1532193500	3	3	4
Yau Tong	507070	3.3520618455	2	3	3
Wan Chai	774170	2.1955513647	5	2	1
West Kowloon	776590	2.1887096151	4	5	2
Central	387140	4.3904788965	5	1	2
Yau Ma Tei	1303810	1.3036638774	3	2	1
Sai Ying Pun	416370	4.0822585681	2	2	1
Kennedy Town	210730	8.0659137285	2	1	2
Tsing Yi	840320	2.0227175362	3	5	5
Island East	1699730	1.0000000000	5	3	4
Tsim Sha Tsui	897140	1.8946095370	5	5	2
Tsuen Wan	1130780	1.5031482693	3	3	3
Sheung Wan	758560	2.2407324404	5	4	4
To Kwa Wan	714280	2.3796410371	4	2	2
Chai Wan	745940	2.2786417138	1	2	2

E.4. Data Processing

Type	Max	Min	1	2	3	4	5
conn (good)	274	39	39-86	87-133	134-180	181-227	228-274
choke (bad)	255	50	255-215	214-174	173-133	132-92	91-50
break (bad)	48	0	41-50	31-40	21-30	10-20	0-10
signs (good)	702	2	2-142	143-282	283-422	423-562	563-702

Criteria	Approximate Number	Scaled	Score (1-5)
Area: Sai Wan Ho			
Number Of Connections	87	232	5
Number Of Choke Points	46	123	4
Number Of Breakdowns	0	0	5
Number Of Directional Signs/Maps	196	523	4
Average Walkability			4.5
Total Walkability (RAW)			18
Total Walkability (WEIGHTED)			33.960
Area: Hung Hom			
Number Of Connections	57	66	1
Number Of Choke Points	63	73	5
Number of Breakdowns	2	2	5
Number Of Directional Signs/Maps	59	68	1
Average Walkability			3
Total Walkability (RAW)			12
Total Walkability (WEIGHTED)			25.300
Area: Yau Tong			
Number Of Connections	23	77	1
Number Of Choke Points	60	201	2
Number Of Breakdowns	8	27	3
Number Of Directional Signs/Maps	80	268	2
Average Walkability			2
Total Walkability (RAW)			8
Total Walkability (WEIGHTED)			18.640
Area: Wan Chai			
Number Of Connections	125	274	5
Number Of Choke Points	77	169	3
Number Of Breakdowns	15	33	2
Number Of Directional Signs/Maps	237	520	4
Average Walkability			3.5
Total Walkability (RAW)			14
Total Walkability (WEIGHTED)			24.640

Criteria	Approximate Number	Scaled	Score (1-5)
West Kowloon			
Number Of Connections	18	39	1
Number Of Choke Points	23	50	5
Number Of Breakdowns	5	11	4
Number Of Directional Signs/Maps	191	418	3
Average Walkability			3.25
Total Walkability (RAW)			13
Total Walkability (WEIGHTED)			27.630
Central			
Number Of Connections	60	263	5
Number Of Choke Points	22	97	4
Number Of Breakdowns	9	40	2
Number Of Directional Signs/Maps	160	702	5
Average Walkability			4
Total Walkability (RAW)			16
Total Walkability (WEIGHTED)			26.640
Area: Yau Ma Tei			
Number Of Connections	59	77	1
Number Of Choke Points	160	209	2
Number Of Breakdowns	4	5	5
Number Of Directional Signs/Maps	13	17	1
Average Walkability			2.25
Total Walkability (RAW)			9
Total Walkability (WEIGHTED)			16.980
Area: Sai Ying Pun			
Number Of Connections	52	212	4
Number Of Choke Points	30	122	4
Number Of Breakdowns	5	20	3
Number Of Directional Signs/Maps	72	294	3
Average Walkability			3.5
Total Walkability (RAW)			14
Total Walkability (WEIGHTED)			20.650

Criteria	Approximate Number	Scaled	Score (1-5)
Kennedy Town			
Number Of Connections	23	186	4
Number Of Choke Points	21	169	3
Number Of Breakdowns	6	48	5
Number Of Directional Signs/Maps	2	16	1
Average Walkability			3.25
Total Walkability (RAW)			13
Total Walkability (WEIGHTED)			19.650
Tsing Yi			
Number Of Connections	32	65	1
Number Of Choke Points	33	67	5
Number Of Breakdowns	2	4	5
Number Of Directional Signs/Maps	54	109	1
Average Walkability			3
Total Walkability (RAW)			12
Total Walkability (WEIGHTED)			29.290
Island East			
Number Of Connections	193	193	4
Number Of Choke Points	120	120	4
Number Of Breakdowns	15	15	4
Number Of Directional Signs/Maps	67	67	1
Average Walkability			3.25
Total Walkability (RAW)			13
Total Walkability (WEIGHTED)			28.960
Tsim Sha Tsui			
Number Of Connections	74	140	3
Number Of Choke Points	68	129	4
Number Of Breakdowns	4	8	5
Number Of Directional Signs/Maps	350	663	5
Average Walkability			4.25
Total Walkability (RAW)			17
Total Walkability (WEIGHTED)			32.960

Criteria	Approximate Number	Scaled	Score (1-5)
Tsuen Wan			
Number Of Connections	63	95	2
Number Of Choke Points	81	122	4
Number Of Breakdowns	4	6	5
Number Of Directional Signs/Maps	65	98	1
Average Walkability			3
Total Walkability (RAW)			12
Total Walkability (WEIGHTED)			23.970
Sheung Wan			
Number Of Connections	73	164	3
Number Of Choke Points	58	130	4
Number of Breakdowns	5	11	4
Number Of Directional Signs/Maps	245	549	4
Average Walkability			3.75
Total Walkability (RAW)			15
Total Walkability (WEIGHTED)			32.290
To Kwa Wan			
Number Of Connections	55	131	2
Number Of Choke Points	107	255	1
Number of Breakdowns	4	10	5
Number Of Directional Signs/Maps	34	81	1
Average Walkability			2.25
Total Walkability (RAW)			9
Total Walkability (WEIGHTED)			19.640
Chai Wan			
Number Of Connections	22	50	1
Number Of Choke Points	47	107	4
Number of Breakdowns	8	18	4
Number Of Directional Signs/Maps	1	2	1
Average Walkability			2.5
Total Walkability (RAW)			10
Total Walkability (WEIGHTED)			16.650

E.5. Data Output/Results

District	Score
Chai Wan	16.65
Yau Ma Tei	16.98
Yau Tong	18.64
To Kwa Wan	19.64
Kennedy Town	19.65
Sai Ying Pun	20.65
Tsuen Wan	23.97
Wan Chai	24.64
Hung Hom	25.30
Central	26.64
West Kowloon	27.63
Island East	28.96
Tsing Yi	29.29
Sheung Wan	32.29
Tsim Sha Tsui	32.96
Sai Wan Ho	33.96

F. Surveys Responses

F.1. Pedestrian Route Selection at the Tsim Sha Tsui Harbor Front Responses

Street Surveys in Tsim Sha Tsui and Wan Chai													
Survey Number	Answers											Noted	
	1 a	1 b	1 c	1 d	1 e	2 a	2 b	2c	3	4	5	Race (1 = A, 2 = C, 3 = Other)	Location (1 = TST, 2 = WC)
2	4	4	2	2	4	1	6	7	2	5	2	1	
2	1	2	2	2	3	5	9	10	1	7	2	1	
2	2	5	4	4	2	1	2	7	1	5	1	1	
2	4	3	2	2	3	6	8	11	2	5	2	1	
2	3	3	4	4	4	1	4	9	1	2	2	1	
2	5	2	4	4	5	1	6	11	1	7	1	1	
2	4	2	4	4	4	1	7	9	1	5	1	1	
2	4	2	2	2	2	7	8	9	1	1	2	1	
2	2	2	2	4	4	1	6	9	1	7	2	1	
2	4	2	3	3	4	1	4	7	1	1	2	1	
2	1	1	1	1	4	3	7	10	1	2	1	1	
2	4	3	2	2	4	1	7	9	1	7	1	1	
2	4	3	2	5	4	1	7	9	1	5	1	1	
2	3	3	4	4	3	1	7	9	1	7	1	1	
2	5	4	4	4	2	1	7	10	1	2	1	1	
2	3	4	4	4	3	1	7	8	1	5	1	1	
2	4	3	4	2	4	1			1	5	1	1	
2	4	3	3	3	3	7	8	11	1	4	1	1	
2	3	2	4	2	3	1	7	8	1	4	1	1	
2	4	4	2	2	1	1	6	7	2	5	2	1	
2	3	3	4	4	1	6	7	11	1	5	1	1	
2	1	2	3	5	5	1	7	11	1	3	1	1	
2	2	4	2	2	3	1	6	8	2	2	1	1	
2	1	2	1	3	3	1	6	8	2	3	1	3	
2	3	3	3	3	2	1	7	10	1	5	2	1	
2	5	4	4	5	5	6	8	11	1	5	1	1	
2	4	2	2	2	2	1	7	8	1	2	1	1	
2	1	2	2	5	1	1			1	7	1	3	
2	2	2	2	2	2	2	7	9	1	7	1	1	
2	2	3	4	4	5	1	6	7	1	5	1	1	
2	4	2	2	4	1	5	6	9	1	1	2	1	
2	3	3	2	5	4	1	6	9	1	5	1	1	
2	3	3	3	3	3	4	7	8	1	7	1	1	

2	4	3	4	4	3	1	6	8	1	7	1	2
2	4	2	2	2	4	1	2	6	1	7	2	1
2	4	3	5	5	4	1	7	9	1	5	1	1
2	2	2	4	2	2	1	5	6	1	7	1	1
2	4	2	4	5	2	6	7	8	2	3	1	1
2	4	2	4	2	2	1	2	7	2	1	1	1
2	2	2	2	2	2	6	9	10	2	5	1	3
2	1	3	4	3	3	4	6	8	2	7	1	2
2	4	2	2	4	1	2	6	7	2	5	1	1
2	3	2	2	4	4	1	2	4	1	5	2	1
2	1	2	1	2	4	1	3	9	1	5	1	2
2	5	4	1	5	3	1	8	11	1	2	1	1
2	4	3	3	2	4	8	9	11	1	5	1	1
2	1	3	4	1	1	3	5	8	1	2	1	2
2	4	1	4	2	2	1	6	7	2	3	2	1
2	4	2	2	2	4	1	2	4	1	4	1	1
2	5	2	4	4	2	6	7	9	2	3	2	1
1	4	3	4	4	1	1	7	10	1	1	1	1
1	4	4	5	5	5	6	7	10	2	5	1	2
1	2	4	2	2	2	1	6	7	2	5	2	1
1	1	1	1	1	4	5	8	11	2	2	1	2
1	1	3	1	1	1	1			1	7	1	2
1	4	4	4	4	4	6			2	4	1	2
1	5	2	4	4	2	1	7	9	1	5	1	1
1	5	4	4	2	1	1	7	9	1	3	2	1
1	1	2	2	2	2	1	2	8	2	7	1	2
1	3	2	2	3	2	1	4	9	1	5	1	1
1	3	2	4	2	1	1	4	8	1	1	1	1
1	2	4	3	2	1	7	9	11	2	2	1	1
1	5	2	5	2	4	1	7	9	1	5	1	1
1	2	2	4	2	2	1	7	9	1	5	2	1
1	5	2	2	2	2	1	8	11	2	6	1	2
1	2	2	1	2	2	1	2	10	1	3	2	1
1	5	2	4	2	4	1	6	7	1	2	1	1
1	4	2	2	2	2	1	8		1	5	1	1
1	3	2	3	2	5	1	7	9	1	5	1	1
1	4	2	4	2	1	7	8	9	1	5	1	1
1	4	4	4	4	4	1	6	9	1	5	1	1
1	4	2	2	2	2	1	9	10	1	5	1	1
1	4	2	3	2	3	1	9	11	1	5	1	1

1	5	4	3	2	3	6	7	8	1	4	1	1
1	5	4	5	5	2	1	7	8	1	3	1	1
1	3	2	3	3	2	6	7	10	1	5	2	1
1	4	2	4	2	3	1	8	9	1	5	2	1
1	2	2	3	2	3	2	6	11	1	6	1	1
1	4	2	2	2	2	6	7	9	1	7	2	1
1	3	2	3	3	4	1	4	9	1	3	2	1
1	2	2	2	2	2	7	8	10	1	5	1	1
1	3	2	4	4	2	8	9	10	1	3	2	1
1	4	2	4	5	2	1	6	8	1	4	1	3
1	3	3	4	3	3	4	6	10	1	2	1	2
1	2	4	4	4	2	2	7	9	1	7	2	1
1	3	2	2	2	4	1	4	8	1	1	1	1
1	1	2	2	2	4	6	9	11	2	5	2	1
1	1	2	2	1	1	1			2	6	1	2
1	2	3	5	5	4	7	9	11	1	1	1	3
1	1	3	3	4	5	1	9	10	2	7	1	1
1	4	1	1	1	1	1	3	6	2	5	2	2
1	2	2	5	5	5	6	7	9	1	5	2	1
1	4	2	2	2	2	2	6	10	2	4	2	2
1	2	2	2	4	2	7	8	9	1	5	2	1
1	1	2	4	2	4	1	8	9	1	7	1	1
1	2	2	2	2	2	2	6	7	1	4	1	1
1	1	2	5	5	4	6	7	9	1	3	1	1
1	2	3	3	4	5				2	2	1	2
1	3	2	3	4	2	4	7	9	1	3	2	1
1	4	2	4	4	2	1	7	11	2	5	1	2

F.2. Pedestrian Perception of Walkability Survey Responses

Street Surveys in Tsim Sha Tsui and Wan Chai													
Survey Number	Answers											Noted	
	1 a	1 b	1 c	1 d	1 e	2 a	2 b	2c	3	4	5	Race (1 = A, 2 = C, 3 = Other)	Location (1 = TST, 2 = WC)
37	4	3	4	4	1	1	7	10	1	1	1	1	1
38	4	4	5	5	5	6	7	10	2	5	1	2	1
39	1	1	1	1	4	5	8	11	2	2	1	2	1
40	1	3	1	1	1	1			1	7	1	2	1
41	4	4	4	4	4	6			2	4	1	2	1
42	5	2	4	4	2	1	7	9	1	5	1	1	1
43	1	2	2	2	2	1	2	8	2	7	1	2	1
44	3	2	2	3	2	1	4	9	1	5	1	1	1
45	3	2	4	2	1	1	4	8	1	1	1	1	1
46	2	4	3	2	1	7	9	11	2	2	1	1	1
47	5	2	5	2	4	1	7	9	1	5	1	1	1
48	5	2	2	2	2	1	8	11	2	6	1	2	1
49	5	2	4	2	4	1	6	7	1	2	1	1	1
50	4	2	2	2	2	1	8		1	5	1	1	1
51	3	2	3	2	5	1	7	9	1	5	1	1	1
52	4	2	4	2	1	7	8	9	1	5	1	1	1
53	4	4	4	4	4	1	6	9	1	5	1	1	1
54	4	2	2	2	2	1	9	10	1	5	1	1	1
55	4	2	3	2	3	1	9	11	1	5	1	1	1
56	5	4	3	2	3	6	7	8	1	4	1	1	1
57	5	4	5	5	2	1	7	8	1	3	1	1	1
58	2	2	3	2	3	2	6	11	1	6	1	1	1
59	2	2	2	2	2	7	8	10	1	5	1	1	1
60	4	2	4	5	2	1	6	8	1	4	1	3	1
61	3	3	4	3	3	4	6	10	1	2	1	2	1
62	3	2	2	2	4	1	4	8	1	1	1	1	1
63	1	2	2	1	1	1			2	6	1	2	1
64	2	3	5	5	4	7	9	11	1	1	1	3	1
65	1	3	3	4	5	1	9	10	2	7	1	1	1
66	1	2	4	2	4	1	8	9	1	7	1	1	1
67	2	2	2	2	2	2	6	7	1	4	1	1	1
68	1	2	5	5	4	6	7	9	1	3	1	1	1
69	2	3	3	4	5				2	2	1	2	1
70	4	2	4	4	2	1	7	11	2	5	1	2	1

85	2	4	2	2	2	1	6	7	2	5	2	1	1
86	5	4	4	2	1	1	7	9	1	3	2	1	1
87	2	2	4	2	2	1	7	9	1	5	2	1	1
88	2	2	1	2	2	1	2	10	1	3	2	1	1
89	3	2	3	3	2	6	7	10	1	5	2	1	1
90	4	2	4	2	3	1	8	9	1	5	2	1	1
91	4	2	2	2	2	6	7	9	1	7	2	1	1
92	3	2	3	3	4	1	4	9	1	3	2	1	1
93	3	2	4	4	2	8	9	10	1	3	2	1	1
94	2	4	4	4	2	2	7	9	1	7	2	1	1
95	1	2	2	2	4	6	9	11	2	5	2	1	1
96	4	1	1	1	1	1	3	6	2	5	2	2	1
97	2	2	5	5	5	6	7	9	1	5	2	1	1
98	4	2	2	2	2	2	6	10	2	4	2	2	1
99	2	2	2	4	2	7	8	9	1	5	2	1	1
100	3	2	3	4	2	4	7	9	1	3	2	1	1
1	2	5	4	4	2	1	2	7	1	5	1	1	2
2	5	2	4	4	5	1	6	11	1	7	1	1	2
3	4	2	4	4	4	1	7	9	1	5	1	1	2
4	1	1	1	1	4	3	7	10	1	2	1	1	2
5	4	3	2	2	4	1	7	9	1	7	1	1	2
6	4	3	2	5	4	1	7	9	1	5	1	1	2
7	3	3	4	4	3	1	7	9	1	7	1	1	2
8	5	4	4	4	2	1	7	10	1	2	1	1	2
9	3	4	4	4	3	1	7	8	1	5	1	1	2
10	4	3	4	2	4	1			1	5	1	1	2
11	4	3	3	3	3	7	8	11	1	4	1	1	2
12	3	2	4	2	3	1	7	8	1	4	1	1	2
13	3	3	4	4	1	6	7	11	1	5	1	1	2
14	1	2	3	5	5	1	7	11	1	3	1	1	2
15	2	4	2	2	3	1	6	8	2	2	1	1	2
16	1	2	1	3	3	1	6	8	2	3	1	3	2
17	5	4	4	5	5	6	8	11	1	5	1	1	2
18	4	2	2	2	2	1	7	8	1	2	1	1	2
19	1	2	2	5	1	1			1	7	1	3	2
20	2	2	2	2	2	2	7	9	1	7	1	1	2
21	2	3	4	4	5	1	6	7	1	5	1	1	2
22	3	3	2	5	4	1	6	9	1	5	1	1	2
23	3	3	3	3	3	4	7	8	1	7	1	1	2
24	4	3	4	4	3	1	6	8	1	7	1	2	2
25	4	3	5	5	4	1	7	9	1	5	1	1	2

26	2	2	4	2	2	1	5	6	1	7	1	1	2
27	4	2	4	5	2	6	7	8	2	3	1	1	2
28	4	2	4	2	2	1	2	7	2	1	1	1	2
29	2	2	2	2	2	6	9	10	2	5	1	3	2
30	1	3	4	3	3	4	6	8	2	7	1	2	2
31	4	2	2	4	1	2	6	7	2	5	1	1	2
32	1	2	1	2	4	1	3	9	1	5	1	2	2
33	5	4	1	5	3	1	8	11	1	2	1	1	2
34	4	3	3	2	4	8	9	11	1	5	1	1	2
35	1	3	4	1	1	3	5	8	1	2	1	2	2
36	4	2	2	2	4	1	2	4	1	4	1	1	2
71	4	4	2	2	4	1	6	7	2	5	2	1	2
72	1	2	2	2	3	5	9	10	1	7	2	1	2
73	4	3	2	2	3	6	8	11	2	5	2	1	2
74	3	3	4	4	4	1	4	9	1	2	2	1	2
75	4	2	2	2	2	7	8	9	1	1	2	1	2
76	2	2	2	4	4	1	6	9	1	7	2	1	2
77	4	2	3	3	4	1	4	7	1	1	2	1	2
78	4	4	2	2	1	1	6	7	2	5	2	1	2
79	3	3	3	3	2	1	7	10	1	5	2	1	2
80	4	2	2	4	1	5	6	9	1	1	2	1	2
81	4	2	2	2	4	1	2	6	1	7	2	1	2
82	3	2	2	4	4	1	2	4	1	5	2	1	2
83	4	1	4	2	2	1	6	7	2	3	2	1	2
84	5	2	4	4	2	6	7	9	2	3	2	1	2

G. WAT

G.1. In-Depth Rubric

District:		Route:			
Connections					
Zebra	Total	Subways	Total	Footbridges	Total
Tallies:		Tallies:		Tallies:	
Unmarked Crossings	Total	Subway Connection Signs	Total	Footbridge Connection Signs	Total
Tallies:		Tallies:		Tallies:	
Informal Crossings	Total				
Tallies:					
Handicap Accessibility			Weather		
Handicap Connections	Total	Signs for Handicap Accessibility	Total	Sheltered Path	Total
Tallies:		Tallies:		Tallies:	
Choke Points					
Breakdowns	Total	Parking Garages	Total		
Tallies:		Tallies:			
Attractions & Amenities					
Parks/ Recreation	Total	Public Transit Stops	Total		Yes/ No
Tallies:		Tallies:		Access To Harbor Front	
				Access To H.F Promenade	
	Percent age		Beginni ng	Middle	End
Quality of Route		Public Toilets			
Visual Aesthetics		Signs for Public Toilets			
Construction		Seating Area			
Directional Signs (H.F & P.T)					

G.2. Cutoff Processing Values

Metrics Considerations	Cutoff
Connections Crossed	Total Conn./Min. Connections = 1; Total Connections/Min. Conn. = 2;
Unmarked Connections	Unmarked Conn./Route Length \leq 0; Unmarked Conn./Route Length = 4;
Informal Connections	Informal Connections $>$ 0;
Subway Signs	Subway Signs = 2*Subway Connections;
Footbridge Signs	Footbridge Signs = 2*Subway Connections;
Handicap Accessibility	Handicap Accessibility = Footbridge Connections + Subway Connections
Handicap Signs	Handicap Signs = 2*Handicap Accessibility
Sheltered Connections	Sheltered Connections = Footbridge Connections
Breakdowns	Breakdowns = 0
Parking Garages	Parking Garages/ Length of Route = 0; Parking Garages = 4;
Pedestrian Experience	Cutoff
Parks/Recreation	Parks/Recreation/Length of Route = 4;
Public Transit Stops	Public Transit Stops/Length of Route = 4;
Quality of Route	Quality of Route = 30%; Quality of Route = 50%; Quality of Route = 70%
Visual Aesthetics	Visual Aesthetic = 30%; Visual Aesthetic = 50%; Visual Aesthetic = 70%
Construction	Construction = 0%; Construction = 50%
Directional Signs (HF,PT)	Directional Signs = 50%; Directional Signs = 70%
Harbor Front Access	Harbor Front Access = Yes
Harbor Front Promenade	Harbor Front Promenade = Yes
Sitting Areas	Sitting Areas/Length of Route = 4
Promenade Seating	Promenade Seating = Yes
Public Toilets	Public Toilets/Length of Route = 4
Public Toilet Signs	Public Toilet Signs = Public Toilets

G.3. WAT Tool Interface

District:		Route:			
Connections					
Zebra	Total	Subways	Total	Footbridges	Total
Tallies:		Tallies:		Tallies:	
Unmarked Crossings	Total	Subway Connection Signs	Total	Footbridge Connection Signs	Total
Tallies:		Tallies:		Tallies:	
Informal Crossings	Total				
Tallies:					
Handicap Accessibility			Weather		
Handicap Connections	Total	Signs for Handicap Accessibility	Total	Sheltered Path	Total
Tallies:		Tallies:		Tallies:	
Choke Points					
Breakdowns	Total	Parking Garages	Total		
Tallies:		Tallies:			
Attractions & Amenities					
Parks/ Recreation	Total	Public Transit Stops	Total		Yes/ No
Tallies:		Tallies:		Access To Harbor Front	
				Access To H.F Promenade	
	Percent age		Beginni ng	Middle	End
Quality of Route		Public Toilets			
Visual Aesthetics		Signs for Public Toilets			
Construction		Seating Area			
Directional Signs (H.F & P.T)					

Route Data			
District:			
Route:			
Length of Route (miles)			
Connections	Number		
Minimum Needed			
Zebra Crossings			
Subways			
Footbridges			
Unmarked			
Informal			
Subway Signs			
Footbridge Signs			
Total	0		
Handicap			
Accessible Connections			
Signs			
Weather Proof	Number		
Sheltered Connections			
Choke Points	Number		
Breakdowns			
Parking Garages			
Amenities	Number		
Parks/ Recreation			
Public Transit Stops			
Attractive View	% of Route		
Quality of Route			
Visual Aesthetics			
Construction			
Directional Signs (HF,PT)			
Harbor Front Access			
Harbor Front Promenade			
	Beginning	Middle	End
Sitting Areas			
Public Toilets			
Public Toilet Sign			

Route Focus Areas	
Metrics Considerations	Focus Areas
Connections Crossed	
Unmarked Connections	
Informal Connections	
Subway Signs	
Footbridge Signs	
Handicap Accessibility	
Handicap Signs	
Sheltered Connections	
Breakdowns	
Parking Garages	
Pedestrian Experience	Focus Areas
Parks/Recreation	
Public Tansit Stops	
Quality of Route	
Visual Aesthetics	
Construction	
Directional Signs (HF,PT)	
Harbor Front Access	
Harbor Front Promenade	
Sitting Areas	
Promenade Seating	
Public Toilets	
Public Toliet Signs	

G.4. Focus Area Output Prompts

Metrics Considerations	Recommendations
Connections Crossed	=IF(minimum need connections = "", "", IF((minimum needed connections/ total connections)=1, "Direct Route", IF(minimum needed connections/ total connections) >=2, "Directness Of Route Is Unsatisfactory", "Directness Of Route Is Satisfactory"))
Unmarked Connections	=IF(Route Length="", "", IF(Unmarked Connections="", "", IF(Unmarked Connections/Route Length=0, "All Street Level Connections Are Marked", IF((Unmarked Connections/Route Length)<=4, "Amount Of Unmarked Connections Is Satisfactory", "Amount Of Unmarked Connections Is Unsatisfactory"))))
Informal Connections	=IF(Informal Connections = "", "", IF(B13>0, "Informal Connection Needs To Be Addressed", "No Informal Crossings"))
Subway Signs	=IF(Subway Signs="", "", IF(Subway Connections=0, "No Subways", IF(Subway Signs<2*Subway Connections, "Subways Are Missing Signs", "All Subways Have Minimum Proper Signage"))
Footbridge Signs	=IF(Footbridge Signs="", "", IF(Footbridge Connections=0, "No Footbridges", IF(Footbridge Signs<2*Footbridge Connections, "Footbridges Are Missing Signs", "All Footbridges Have Minimum Proper Signage"))
Handicap Accessibility	=IF(Handicap Accessibility = "", "", IF(Subway Connections + Footbridge Connections =0, "No Handicap Access Needed", IF(Handicap Accessibility <(Subway Connections + Footbridge Connections), "Connections Missing Handicap Accessibility", "All Connections Have Handicap Access"))
Handicap Signs	=IF(Handicap Signs="", "", IF(Subway Connections + Footbridge Connections=0, "No Handicap Access Signage Needed", IF(Handicap Signs <2*Handicap Accessibility, "Handicap Access Missing Signs", "All Handicap Accesses Have Proper Signage"))
Sheltered Connections	=IF(Sheltered Connections = "", "", IF(Footbridge Connections=0, "No Footbridges", IF(Sheltered Connections<Footbridge Connections, "Footbridges Missing Covers", "All Footbridges Are Covered"))
Breakdowns	=IF(Breakdowns="", "", IF(Breakdowns>0, "Breakdowns Need To Be Addressed", "No Breakdowns"))
Parking Garages	=IF(Route Length="", "", IF(Parking Garages = "", "", IF(Parking Garages=0, "No Parking Garages", IF(Parking Garages / Route Length >4, "Too Many Parking Garages, Look Into Connection Adjustments", "Check Pedestrian Safety"))))
Pedestrian Experience	Recommendations
Parks/Recreation	=IF(Route Length = "", "", IF(Parks="", "", IF(Parks/Route Length<4, "Not Enough Parks/Recreation", "Satisfactory Amount Of Parks/Recreation"))

Public Transit Stops	=IF(Route Length="", "", IF(Public Transit Stops="", "", IF(Public Transit Stops/Route Length<4, "Not Enough Public Transit Stops Along Route", "Enough Public Transit Stops"))))
Quality of Route	=IF(Quality of Route="", "", IF(Quality of Route <=0.3, "Quality Of Route Needs Critical Attention", IF(Quality of Route<=0.5, "Quality Of Route Could Use Improvements", IF(Quality of Route<=0.7, "Quality Of Route Is Satisfactory", "Quality Of Route Is Excellent"))))
Visual Aesthetics	=IF(Visual Aesthetics="", "", IF(Visual Aesthetics<=0.3, "Visual Aesthetics Along Route Needs Critical Attention", IF(Visual Aesthetics<=0.5, "Visual Aesthetics Could Use Improvements", IF(Visual Aesthetics<=0.7, "Visual Aesthetics Are Satisfactory", "Route Is Aesthetically Pleasing"))))
Construction	=IF(Construction="", "", IF(Construction=0, "No Construction", IF(Construction>50, "Need To Setup A Detour And Check Safety ", "Check Safety And Route Obstructions")))
Directional Signs (HF,PT)	=IF(Directional Signs="", "", IF(Directional Signs<=0.5, "Route Needs Critical Signage Improvements", IF(Directional Signs<=0.7, "Route Signage Is Satisfactory", "Route Signage Is Excellent")))
Harbor Front Access	=IF(Harbor Front Access="", "", IF(Harbor Front Access ="No", "Needs Harbor Front Access", IF(Harbor Front Access ="Yes", "Satisfactory Harbor Front Access", "Enter Yes or No")))
Harbor Front Promenade	=IF(Harbor Front Promenade="", "", IF(Harbor Front Promenade ="No", "Needs A Harbor Front Promenade", IF(Harbor Front Promenade ="Yes", "Satisfactory Harbor Front Promenade", "Enter Yes or No")))
Sitting Areas	=IF(Route Length="", "", IF(Sitting Areas Beginning = "", "", IF(Sitting Areas Middle="", "", IF(Sitting Areas End="", "", IF((Sitting Areas Beginning + Middle + End)/Route Length<4, "Needs More Seating Areas", "Satisfactory Amount Of Seating Areas"))))
Promenade Seating	=IF(Seating Areas End="", "", IF(Harbor Front Promenade="", "", IF(Harbor Front Promenade="Yes", IF(Seating Areas End>0, "Satisfactory Amount Of Promenade Seating", "Needs Seating At Promenade"), "No Promenade")))
Public Toilets	=IF(Route Length="", "", IF(Public Toilets Beginning="", "", IF(Public Toilets Middle="", "", IF(Public Toilets End="", "", IF((Public Toilets Beginning + Middle + End)/Route Length<2, "Needs A Public Toilet Along Route", "Satisfactory Amount Of Public Toilets"))))
Public Toilet Signs	=IF(Public Toilet Signs Beginning="", "", IF(Public Toilet Signs Middle="", "", IF(Public Toilet Signs End="", "", IF(Public Toilet Signs Beginning + Middle + End =0, "No Public Toilet Signs Needed", IF((Public Toilet Signs Beginning + Middle + End)<(Public Toilets Beginning + Middle +End), "Missing Public Toilet Signs", "Proper Amount Of Public Toilet Signs"))))

G.5. Tool Interface Programming

Route Data			
District:	=SUBSTITUTE(A1,"District:","")		
Route:	=SUBSTITUTE(C1,"Route:","")		
Length of Route (miles)			
Connections			
	Number		
Minimum Needed			
Zebra Crossings	=IF(B4="","",B4)		
Subways	=IF(D4="","",D4)		
Footbridges	=IF(F4="","",F4)		
Unmarked	=IF(B7="","",B7)		
Informal	=IF(B10="","",B10)		
Subway Signs	=IF(D7="","",D7)		
Footbridge Signs	=IF(F7="","",F7)		
Total	=SUM(I9:I13)		
Handicap			
Accessible Connections	=IF(B14="","",B14)		
Signs	=IF(D14="","",D14)		
Weather Proof			
Sheltered Connections	=IF(F14="","",F14)		
Choke Points			
Breakdowns	=IF(B18="","",B18)		
Parking Garages	=IF(D18="","",D18)		
Amenities			
Parks/ Recreation	=IF(B22="","",B22)		
Public Transit Stops	=IF(D22="","",D22)		
Attractive View			
Quality of Route	=IF(B25="","",B25)		
Visual Aesthetics	=IF(B26="","",B26)		
Construction	=IF(B27="","",B27)		
Directional Signs (HF,PT)	=IF(B28="","",B28)		
Harbor Front Access	=IF(F22="","",F22)		
Harbor Front Promenade	=IF(F23="","",F23)		
	Beginning	Middle	End
Sitting Areas	=IF(D27="","",D27)	=IF(E27="","",E27)	=IF(F27="","",F27)
Public Toilets	=IF(D25="","",D25)	=IF(E25="","",E25)	=IF(F25="","",F25)
Public Toilet Sign	=IF(D26="","",D26)	=IF(E26="","",E26)	=IF(F26="","",F26)

Route Focus Areas	
Metrics Considerations	Focus Areas
Connections Crossed	=IF(I8="", "", IF((I8/I16)=1, "Direct Route", IF(I16/I8>=2, "Directness Of Route Is Unsatisfactory", "Directness Of Route Is Satisfactory"))))
Unmarked Connections	=IF(I4="", "", IF(I12="", "", IF(I12/I4=0, "All Street Level Connections Are Marked", IF((I12/I4)<=4, "Amount Of Unmarked Connections Is Satisfactory", "Amount Of Unmarked Connections Is Unsatisfactory"))))
Informal Connections	=IF(I13="", "", IF(I13>0, "Informal Connection Needs To Be Addressed", "No Informal Crossings"))
Subway Signs	=IF(I14="", "", IF(I10=0, "No Subways", IF(I14<2*I10, "Subways Are Missing Signs", "All Subways Have Minimum Proper Signage"))
Footbridge Signs	=IF(I15="", "", IF(I11=0, "No Footbridges", IF(I15<2*I11, "Footbridges Are Missing Signs", "All Footbridges Have Minimum Proper Signage"))
Handicap Accesibility	=IF(I19="", "", IF(I10+I11=0, "No Handicap Access Needed", IF(I19<(I11+I10), "Connections Missing Handicap Accessibility", "All Connections Have Handicap Access"))
Handicap Signs	=IF(I20="", "", IF(I10+I11=0, "No Handicap Access Signage Needed", IF(I20<2*I19, "Handicap Access Missing Signs", "All Handicap Accesses Have Proper Signage"))
Sheltered Connections	=IF(I23="", "", IF(I11=0, "No Footbridges", IF(I23<I11, "Footbridges Missing Covers", "All Footbridges Are Covered"))
Breakdowns	=IF(I26="", "", IF(I26>0, "Breakdowns Need To Be Addressed", "No Breakdowns"))
Parking Garages	=IF(I4="", "", IF(I27="", "", IF(I27=0, "No Parking Garages", IF(I27/I4>4, "Too Many Parking Garages, Look Into Connection Adjustments", "Check Pedestrian Safety"))))
Pedestrian Experience	Focus Areas
Parks/Recreation	=IF(I4="", "", IF(I30="", "", IF(I30/I4<4, "Not Enough Parks/Recreation", "Satisfactory Amount Of Parks/Recreation"))
Public Transit Stops	=IF(I4="", "", IF(I31="", "", IF(I31/I4<4, "Not Enough Public Transit Stops Along Route", "Enough Public Transit Stops"))
Quality of Route	=IF(I33="", "", IF(I33<=0.3, "Quality Of Route Needs Critical Attention", IF(I33<=0.5, "Quality Of Route Could Use Improvements", IF(I33<=0.7, "Quality Of Route Is Satisfactory", "Quality Of Route Is Excellent"))))
Visual Aesthetics	=IF(I34="", "", IF(I34<=0.3, "Visual Aesthetics Along Route Needs Critical Attention", IF(I34<=0.5, "Visual Aesthetics Could Use Improvements", IF(I34<=0.7, "Visual Aesthetics Are Satisfactory", "Route Is Aesthetically Pleasing"))))
Construction	=IF(I35="", "", IF(I35=0, "No Construction", IF(I35>0.5, "Need To Setup A Detour And Check Safety", "Check Safety And Route Obstructions"))
Directional Signs (HF,PT)	=IF(I36="", "", IF(I36<=0.5, "Route Needs Critical Signage Improvements", IF(I36<=0.7, "Route Signage Is Satisfactory", "Route Signage Is Excellent"))
Harbor Front Access	=IF(I37="", "", IF(I37="No", "Needs Harbor Front Access", IF(I37="Yes", "Satisfactory Harbor Front Access", "Enter Yes or No"))
Harbor Front	=IF(I38="", "", IF(I38="No", "Needs A Harbor Front Promenade", IF(I38="Yes",

Promenade	"Satisfactory Harbor Front Promenade", "Enter Yes or No"))
Sitting Areas	=IF(I4="", "", IF(I40="", "", IF(J40="", "", IF(K40="", "", IF((I40+J40+K40)/I4<4, "Needs More Seating Areas", "Satisfactory Amount Of Seating Areas"))))
Promenade Seating	=IF(K40="", "", IF(I38="", "", IF(I38="Yes", IF(K40>0, "Satisfactory Amount Of Promenade Seating", "Needs Seating At Promenade"), "No Promenade"))
Public Toilets	=IF(I4="", "", IF(I41="", "", IF(J41="", "", IF(K41="", "", IF((I41+J41+K41)/I4<2, "Not Enough Public Toilets", "Satisfactory Amount Of Public Toilets"))))
Public Toilet Signs	=IF(I42="", "", IF(J42="", "", IF(K42="", "", IF(I42+J42+K42=0, "No Public Toilet Signs Needed", IF((I42+J42+K42)<(I41+J41+K41), "Missing Public Toilet Signs", "Proper Amount Of Public Toilet Signs"))))

G.6. Route Length Comparisons

District	Route	Actual Walked Distance (ft)	Avg Time* (Min and Sec)	Straight Line Route (ft)	Avg Time (Min and Sec)
SYP	Western Court Block to end of Hill Road	2015	6' 43"	1483	4' 57"
SYP	Hollywood Road Park to Fire Street	2065	6' 53"	1441	4' 48"
SYP	King George Park to Sun Yat Sin	2670	8' 54"	1764	5' 53"
SYP	Queens Rd & Western St. to End of Fung Mat Rd.	2324	7' 45"	965	3' 13"
WC	Library through Victoria Park to Harbor	2759	9' 12"	1904	6' 21"
WC	Times Square to Harbor Front	2859	9' 32"	2013	6' 43"
WC	Wan Chai MTR to Expo Promenade	3299	11' 0"	2379	7' 56"
WC	Intersection of Lockhart and Fenwick to Harbor Front	2168	7' 14"	1408	4' 42"
TST	Kowloon Park to Star Ferry	2765	9' 13"	2279	7' 36"
TST	MTR to Avenue of Stars Promenade	2501	8' 20"	1440	4' 48"
TST	Knutsford Terrace to Aveune of Stars	4859	16' 12"	2983	9' 57"
TST	Bus Concord/Science Museum to East Tsim Sha Tsui Promenade	2430	8' 6"	1612	5' 22"
YMT	Tung Chau Street Park to Harbor Front	3050	10' 10"	2333	7' 47"
YMT	Mong Kok/Langham to Harbor Front	5861	19' 32"	4569	15' 14"
YMT	Yau Ma Tei Station to Harbor Front	7603	25' 21"	3748	12' 30"
YMT	Residential Housing in Yau Ma Tei to Harbor	5089	16' 58"	3660	12' 12"

* Does not included time to climb stairs or wait for crosswalk signal. The average walking speed of a person was assumed to be 5 ft/sec