

An aerial photograph of a coastal town, likely Hilo, Hawaii, serves as the background. The image shows a dense residential area with numerous houses and buildings. A prominent road runs horizontally across the middle of the frame. In the upper left, a body of water (the ocean) is visible, separated from the land by a sandy beach and some vegetation. The overall tone of the image is light and slightly faded, providing a clear backdrop for the overlaid text.

Hawaii County Transit-Ready Development Workshop

June 29, 2017

Hilo, Hawaii

Hawaii TRD Workshop Participants

State/TOD Council Work Group

- Craig Hirai, Exec. Director, HHFDC
- Glenn Yee, Catholic Charities
- Lyle Tabata, Dir., Kauai DPW
- Ken Masden, DOE
- Pam Eaton, Maui Planning
- Robert Miyasaki, DOT-STP
- Heidi Hansen-Smith, DOH
- Rodney Funakoshi, OP
- Ruby Edwards, OP
- Donald Smith, DOT-HWY
- Mark Yim, DHHL
- Kahana Albinio, DHHL
- Gordon Heit, DLNR
- Marcia Sakai, UH-Hilo
- Ken Kaleiwahea, UH-HCC
-

County of Hawaii

- Michael Yee, Director, Planning
- Bennett Mark, Planning
- April Suprenant, Planning
- Neil Dixon, Planning
- Hans Santiago, Planning
- Rachelle Ley, Planning
- Nancy Pisticchio, Mayor's Office
- Charmaine Kamaka, Director, Parks & Rec
- Ryan Chong, Parks & Recreation
- Kasie Kailikea, Mass Transit
- Tiffany Kai, Mass Transit
- James Kamata, Parks & Recreation
- Diane Ley, Dir., Research & Development
- Ron Whitmore, Research & Development
- Neil Gyotaku, Director, Housing Agency
- Frank DeMarco, Director, Public Works

Development Patterns

Two primary urban centers

Visitor industry centers

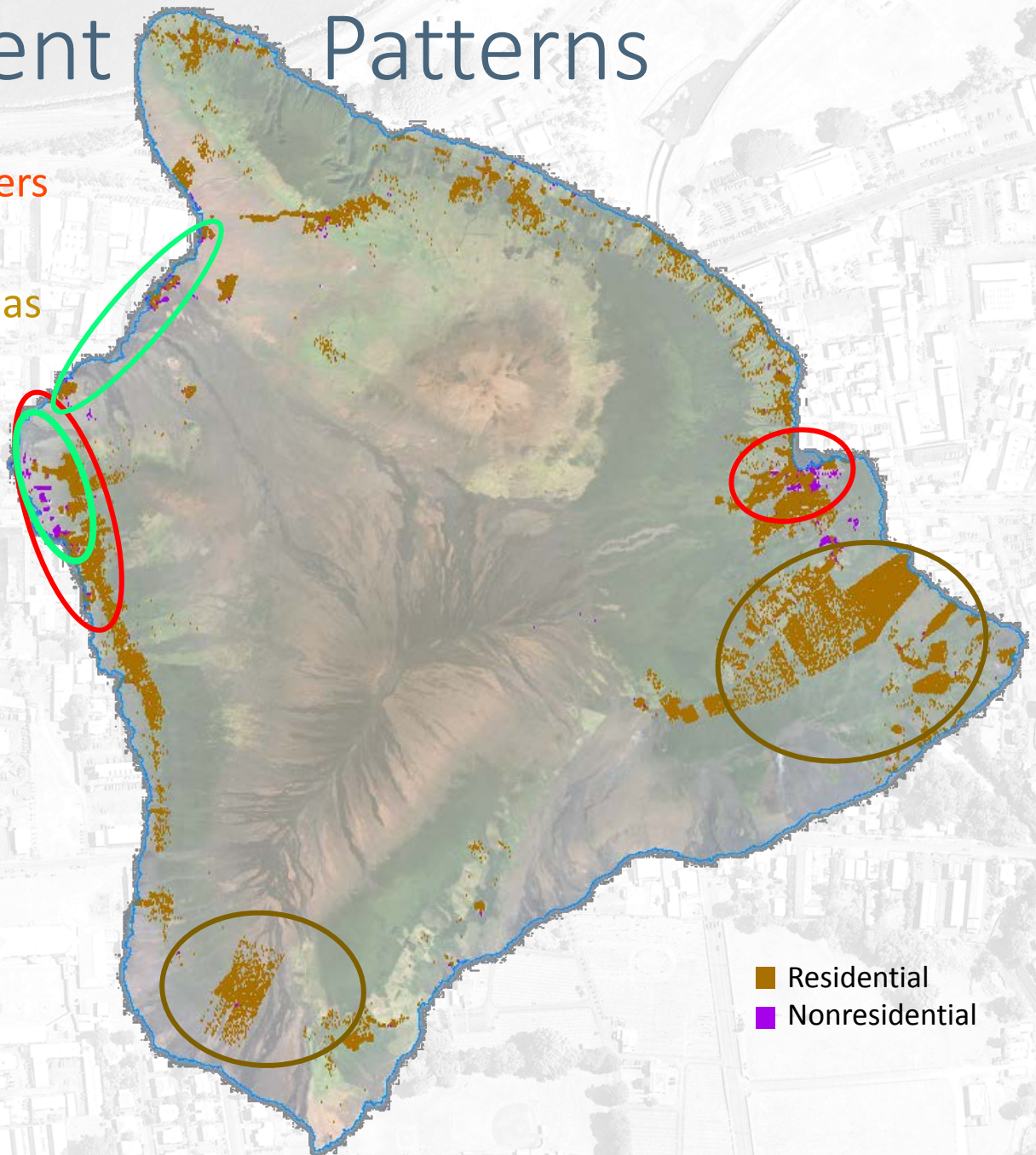
Underserved growth areas

Otherwise rural

60% of population in
Census urban areas

Low population
density

Ring of small historic
towns and villages,
often with rural
residential and small
farms nearby

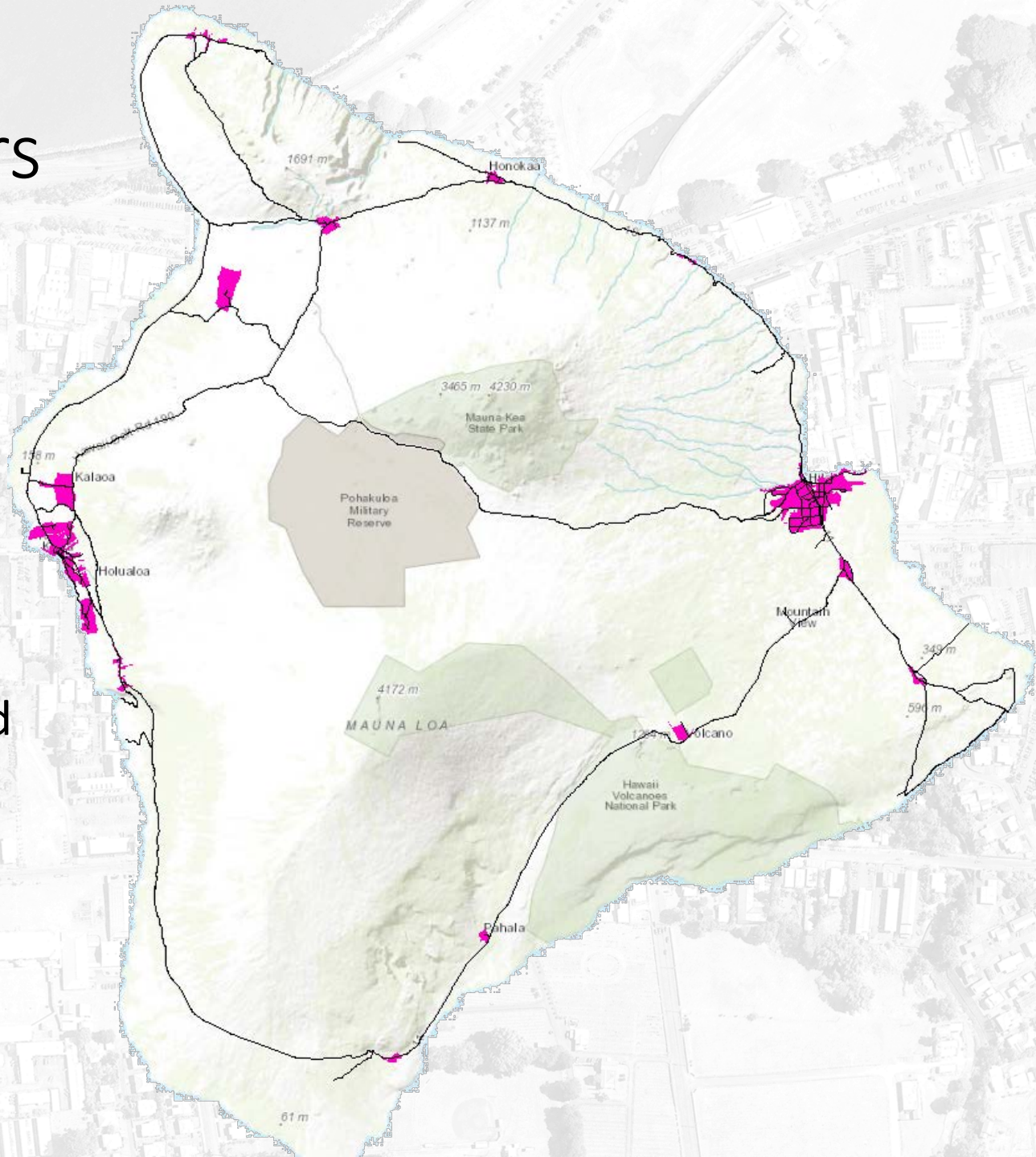


■ Residential
■ Nonresidential

Existing Urban Centers

- General Plan & Community Development Plans....

- Compact
- Mixed Use
- Transit Oriented
- Walkable
- Preserve Ag



MTA's Mission

Provide safe, clean, convenient transportation services for residents and visitors to the County of Hawaii

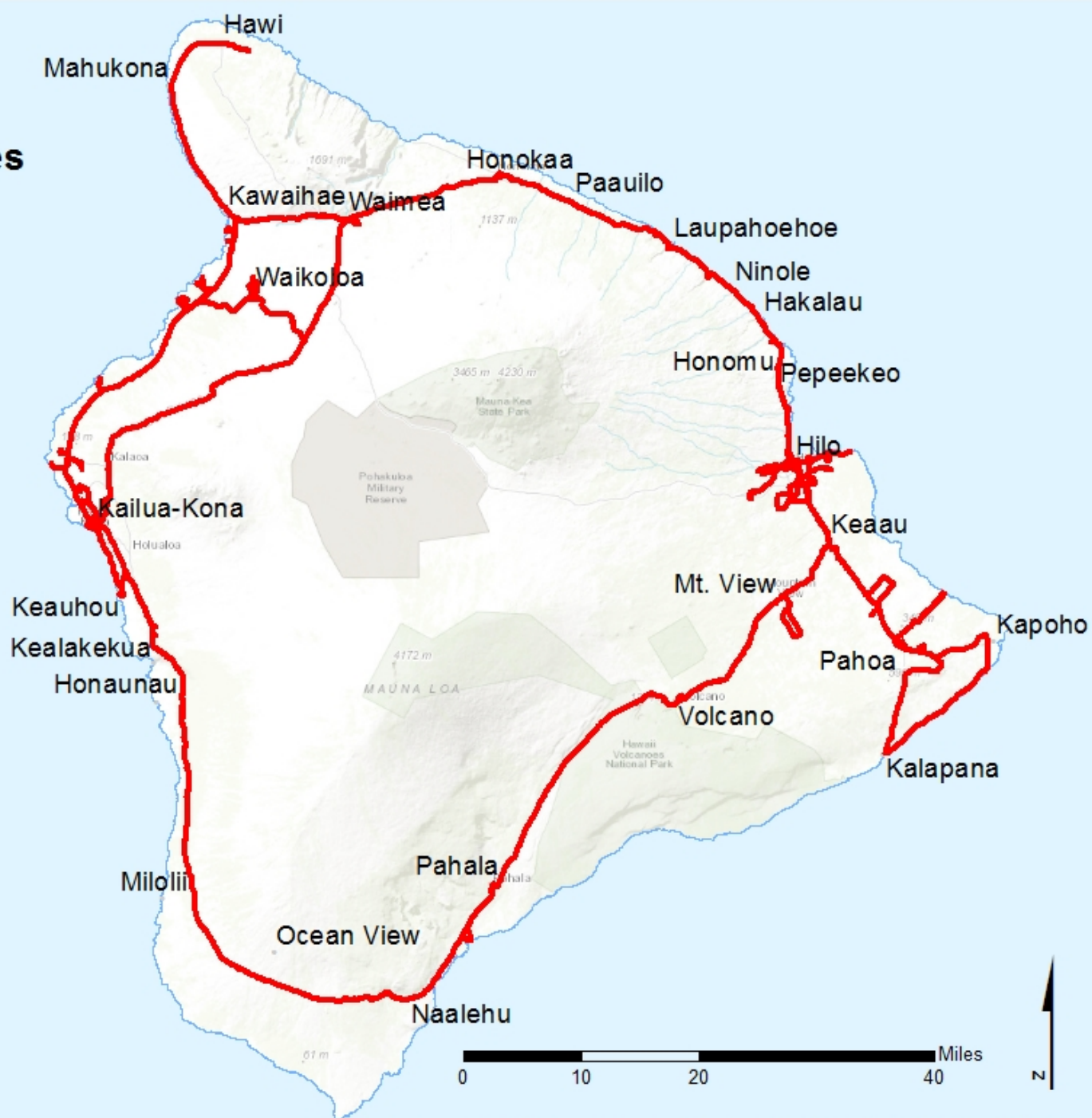


MTA Goals

- Our department is now working with consulting company SSFM in preparing the Hawai'i County Transit Master Plan, to be coordinated with the County of Hawai'i General Plan, other relevant Plans, and State and County infrastructure improvement plans.
- Connectivity between Hele-on and other means of travel need to be looked at to accommodate multi-modal travel.
- Aiming toward focusing on areas with the most population growth.
- Collaborate with other county departments in the development of mixed-use villages that are designated around Transit stations/stops.

Hele-On Service Routes

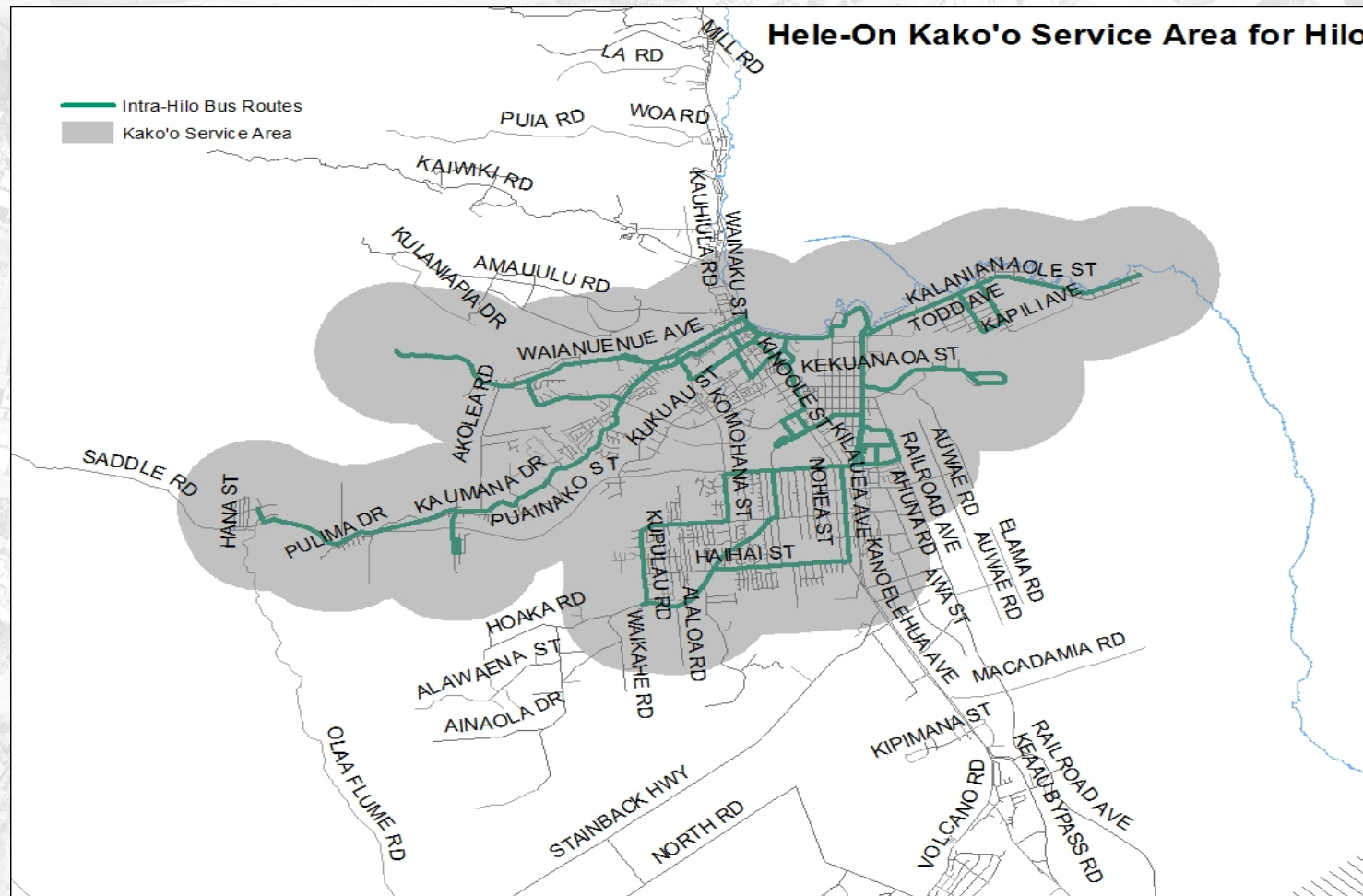
 Bus Routes



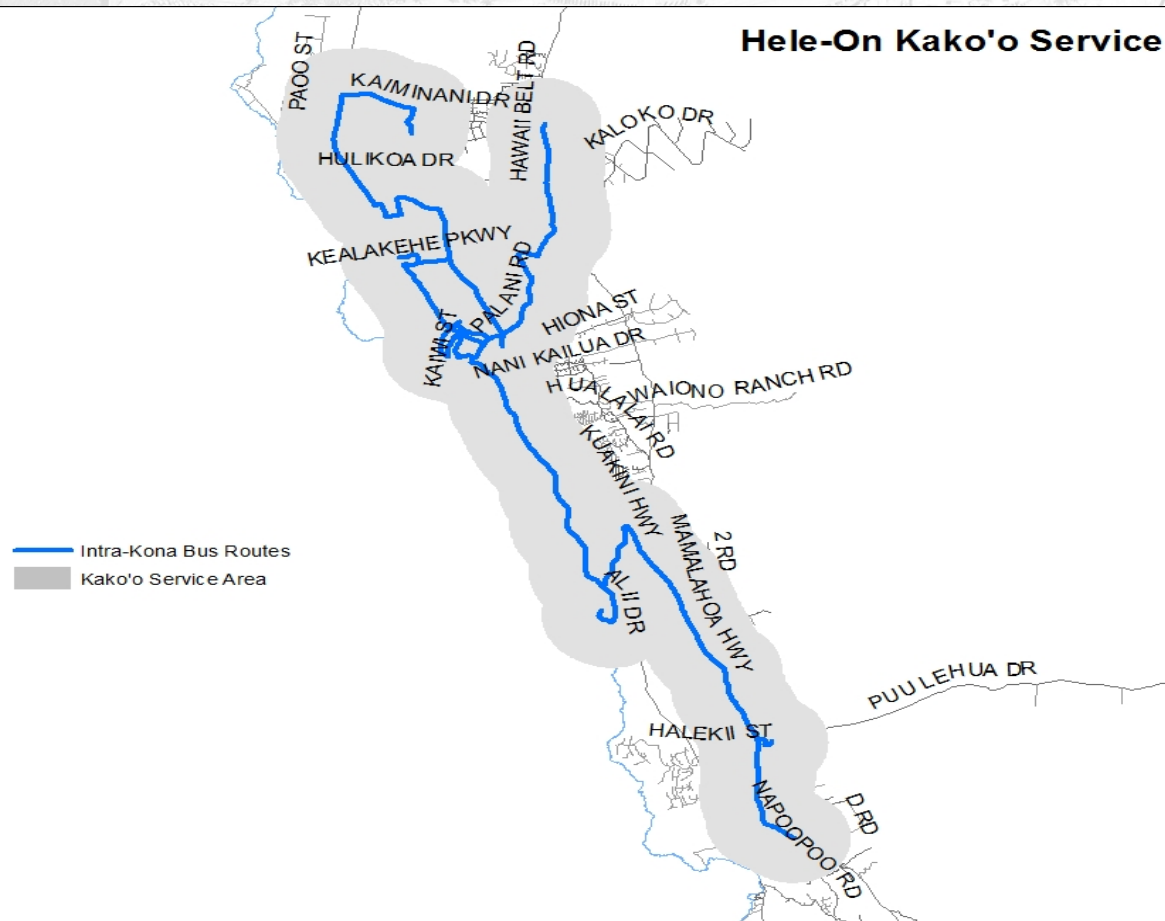
Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase,

Hele-On Kako'o Service Area for Hilo

- Intra-Hilo Bus Routes
- Kako'o Service Area



Hele-On Kako'o Service Area for Kona





Downtown

Hilo Bay,
Wailoa River,
Wailuku
River...

MOKAOKU

Banyans Golf Club

Wailoa River
State Park

Hilo
International
Airport

University

Maunakea Observatories
Support Services

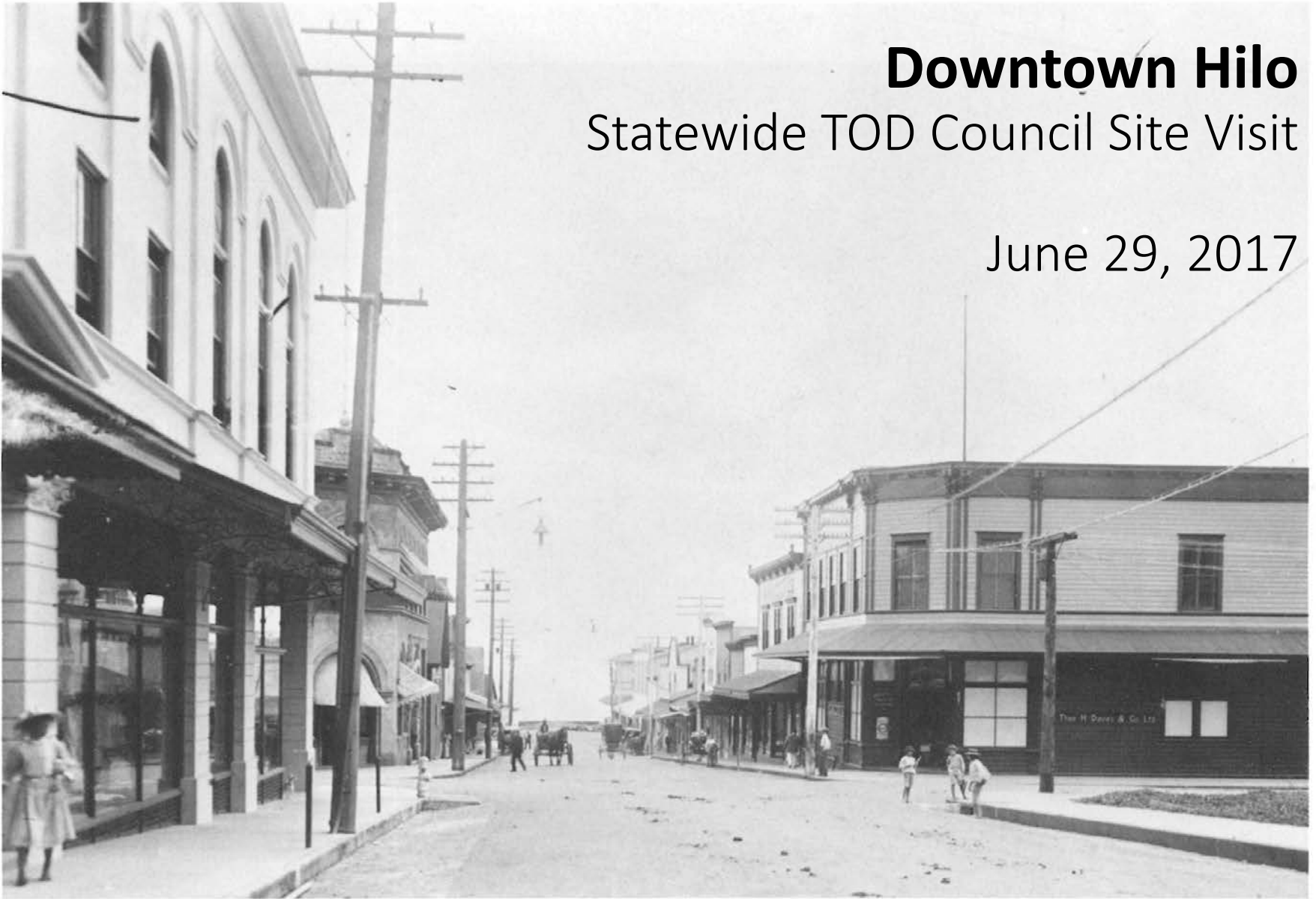
Waiakea High School

Prince Kuhio Plaza

Downtown Hilo

Statewide TOD Council Site Visit

June 29, 2017



the tide wave .



This aerial map depicts a coastal urban area in Hawaii, bounded by a red dashed line. The map features a grid of streets, including Kamehameha Ave. running horizontally across the top, and Keawe St., Kinoole St., Ululani St., and Kapiolani St. running horizontally. Vertical streets include Wai'anuenue Ave., Halli St., Mano St., and Pōhaku St. The area is densely populated with buildings, many with white roofs, and green spaces. A coastline with waves is visible on the left side of the map. The red dashed line follows the coastline and runs vertically through the center of the map, separating the coastal area from the inland area.





Downtown Hilo Multimodal Master Plan

Public Draft - February, 2017



Transit



Bicycles



Circulation



Streetscape



Pedestrians



Parking

Transportation Components

CIRCULATION

FIGURE 14 - PROPOSED DOWNTOWN HILO CIRCULATION



Recommendations for Circulation

A-1) Convert most one-way roads in Downtown Hilo to two-way travel. These include Keawe Street, Kino'ole Street, Wailuku Drive, Kalākaua Avenue, the Frontage Road, and a portion of Uluani Street.

A-2) Tighten intersection configuration and eliminate dedicated turn lanes at key locations.

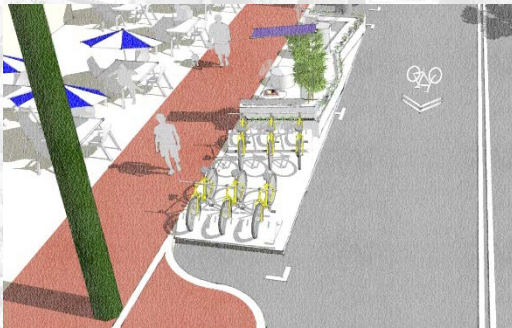
A-3) Add roundabouts at seven locations to facilitate slow vehicle travel while enabling safe multimodal use along the periphery of Downtown Hilo.

A-4) Reconfigure Kamehameha Avenue between Ponahawai Street and Waiānuenu Avenue to a two-way, two-lane road, with dedicated center turn lane or median, and parking protected bike lanes.

PEDESTRIAN



Example of a shoreline shared-use path



Parklet concept with bike corral



Concept for covered walkway from remote parking lot

Recommendations for Pedestrian Trails and Sidewalks

B-1) Develop pedestrian paths, trails, and promenades including: a) Hilo Bayfront Trail and shoreline shared-use path; b) Wailuku River Trail; c) Downtown Hilo Cultural Trail; and d) Kamehameha Avenue Frontage Road promenade.

B-2) Provide a safe pedestrian crossing of Bayfront Highway at Waiānuenue using an at-grade pedestrian crossing with traffic signal controls on the south side of the Waiānuenue and Bayfront intersection.

B-3) Extend Ponahawai Street from Kamehameha Avenue to Bayfront Highway, intersecting at a single-lane roundabout. Provide sidewalks, crosswalks, and bicycle facilities to improve multimodal access to the Bayfront.

B-4) Apply a gateway treatment and pedestrian improvements at the Kamehameha Avenue and Ponahawai Street intersection to slow traffic.

B-5) Install curb extensions at most Downtown intersections to shorten pedestrian crossing distances and slow vehicular traffic.

B-6) Institute a parklet program that allows parklets on key commercial streets including: Keawe Street, Haili Street, Kalākaua Street, Furneaux Lane, and Punahoa Street.



BICYCLE



Example bike corral



Bike Lane

Recommendations for Bicycles

- C-1) Create a regional bikeway network that connects Downtown Hilo with the airport, UH Hilo, Hilo Medical Center, and the Wainaku Neighborhood.**
- C-2) Add bike facilities, including bike lanes in both directions of travel on Kamehameha Avenue, Waiānuenue Avenue, Kino'ole Street, and Ponahawai Street. Add sharrows to Keawe Street and Haili Street as shared road bike routes.**
- C-3) Implement a bike share program at key locations within Downtown Hilo, with the possibility for expansion to neighboring areas.**
- C-4) Provide secure and convenient bicycle parking and corrals for cyclists.**
- C-5) Add a manned bike station at the Mo'oheau transit center to provide information and repair services.**



Bike sharrows proposed for Keawe Street

PARKING



Example parking pay stations



Possible public parking structure site on Keawe Street



Proposed off-street public parking sites

Recommendations for Parking

- D-1) Adjust parking time limits using a parking management system that shifts long-term parking into dedicated lots and reserves short term spaces for customers and visitors frequenting Downtown businesses.**
- D-2) Use revenue from paid on-street parking to institute an enforcement program. This will help improve parking turnover in the Downtown core.**
- D-3) Institute a residential parking permit program for Downtown residents.**
- D-4) Increase off-street public parking supply from 309 to 649 spaces, an overall increase of 340 stalls. This will be accomplished by: 1) Building a 22-space lot on Ponahawai and eventually expanding it to a parking structure; 2) Creating a private lot operated by Diamond Parking at Haili Street and Keawe Street, providing a total of 54 stalls; 3) Acquiring the private lot between Shipman and the existing County parking lot; and 4) Building a new surface parking lot bordered by Kamehameha Avenue, the proposed Ponahawai Street extension, Bayfront Highway and the new remote parking lot .**
- D-5) Designate the Kamehameha Avenue parking lot as a remote lot for Downtown employees. Switch this lot, and perhaps the other Kamehameha Avenue lot, with the adjacent ball fields so that the parking is closer to Downtown but still serves park users.**
- D-6) Reconfigure Downtown streets to create new multimodal features using existing on-street parking spaces. These include parklets, transit stops, and bike corrals. Offset lost parking with increased off-street parking.**
- D-7) Evaluate feasibility of constructing parking structures at two sites: 1) above the new 22-space surface lot proposed for Ponahawai; and 2) County property makai of Keawe between Waiānue Avenue and Wailuku Drive. Consider the viability and possible locations for other parking structures.**

TRANSIT



Concept for transit stop on Keawe Street



Mo'ohau Transit Center



Downtown Shuttle Phase 1

Recommendations for Public/Private Transit

- E-1) Establish a Downtown shuttle (separate from Hele-On) and implement it in stages.**
- E-2) Initially, connect remote parking lots so employees will park there rather than utilizing on-street spaces and the Mo'ohau lot. Operate the shuttle in a clockwise loop with three stops on Keawe Street. Service would depart every 8 to 10 minutes and could possibly operate in peak periods only. Use tram type vehicles or replicas of the former sampans, but with full ADA compliant accessibility.**
- E-3) Extend the shuttle route. Peak period services could include a route across the Wailuku River into the neighborhood north of Hilo and an extension to the Civic Center complex. Three vehicles would operate every 10 minutes in the morning and evening peak periods. Midday service would be provided with one vehicle just serving the initial route. A more substantive vehicle should be used for this operation such as the trolleys used on O'ahu.**
- E-4) Later, extend the shuttle to more distant destinations with service every 30 minutes to the Port of Hilo, Hilo International Airport, and UH Hilo. Six vehicles would operate in the morning and evening peak periods and four during midday service. The operation could use a higher technology bus. A higher capacity bus, such as the double deckers operating in Honolulu, may be necessary to serve peak loads from the cruise terminal.**
- E-5) Improve security at Mo'ohau Terminal and add bike services. Relocate the Terminal to the parking structure if and when the decision is made to proceed.**
- E-6) Create a Downtown mobile app for wayfinding, real-time transit information, bike sharing availability, and locations and walking tours.**
- E-7) Install sheltered transit stops with wayfinding, street furniture, and other amenities.**

TRD Opportunities: Mo'oheau Terminal Area

Transit Infrastructure

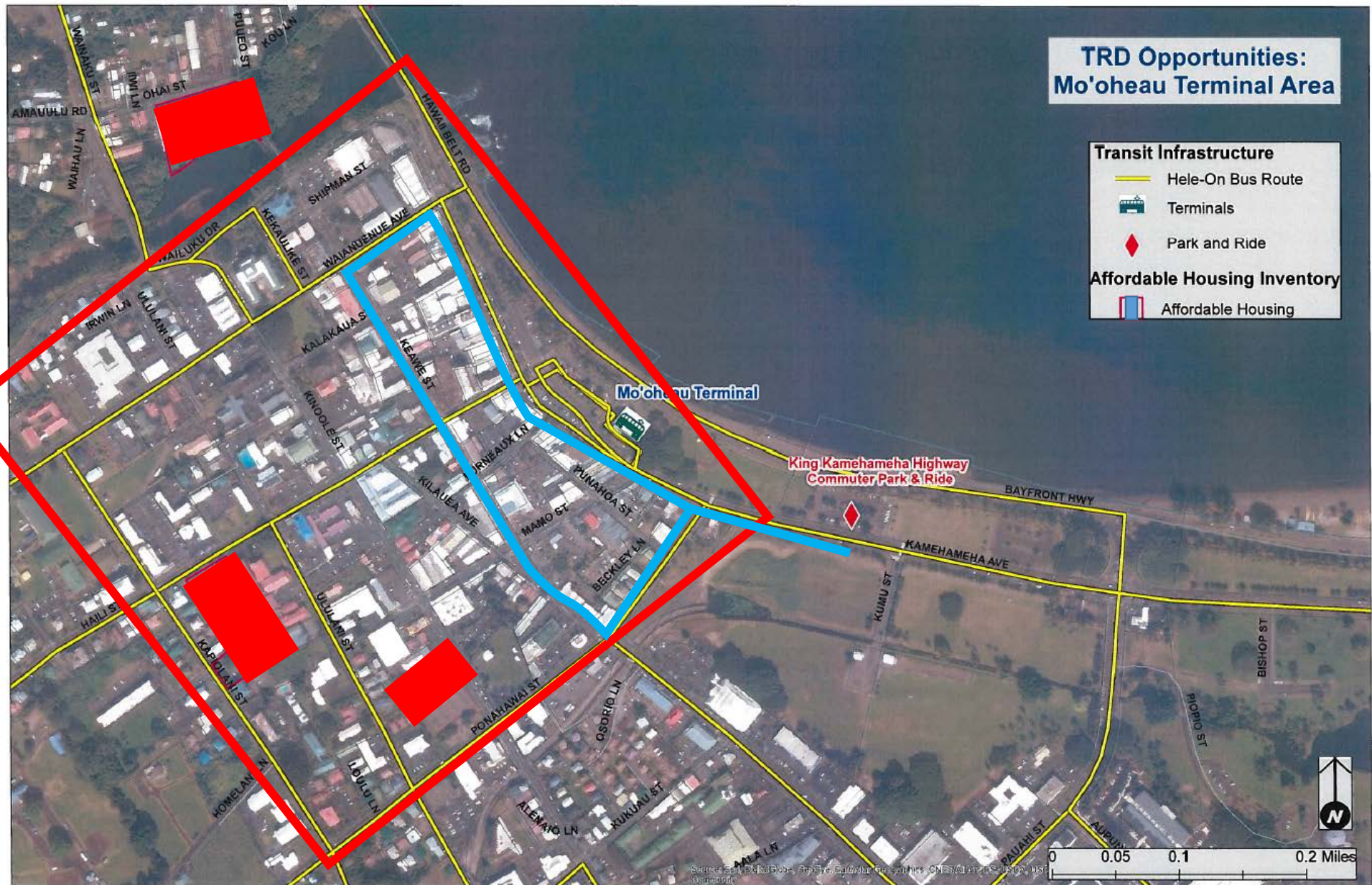
Hele-On Bus Route

Terminals

Park and Ride

Affordable Housing Inventory

Affordable Housing



Sources: DataBaba, Bay Area Geographic Information Systems, US Census Bureau, US Census Bureau

“Hubs”



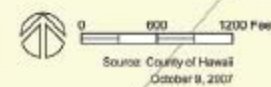
Park and Rides

Kamehameha Highway Commuter Park and Ride



Parcel Ownership

- COUNTY OF HAWAII
- STATE OF HAWAII
- ALL OTHERS

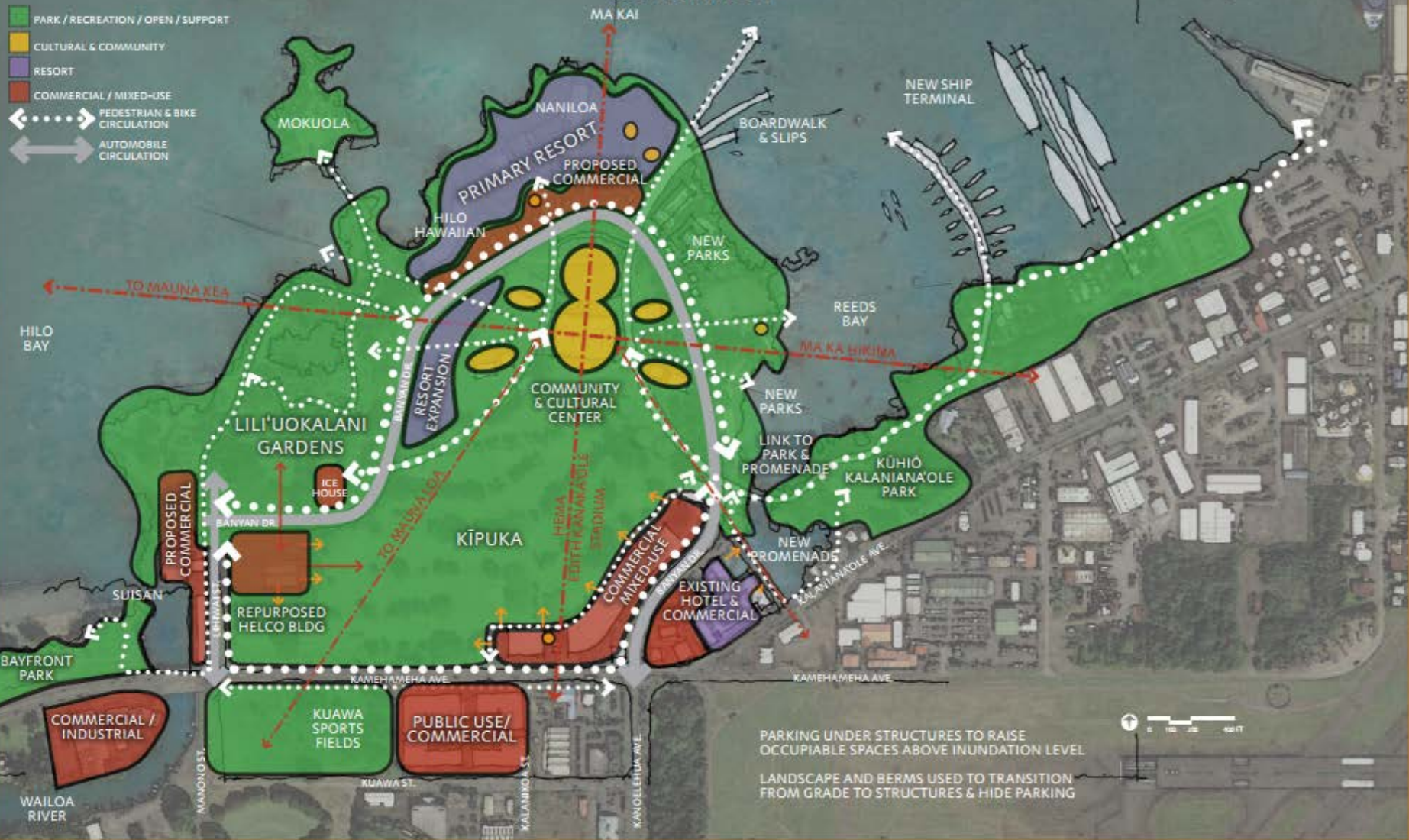


BANYAN DRIVE

TOMORROW, LAND USE SCENARIO 1

09-14-2016

- PARK / RECREATION / OPEN / SUPPORT
- CULTURAL & COMMUNITY
- RESORT
- COMMERCIAL / MIXED-USE
- PEDESTRIAN & BIKE CIRCULATION
- AUTOMOBILE CIRCULATION





University of Hawaii Hilo

TRD Opportunities: UH-Hilo Hub Area

Transit Infrastructure

— Hele-On Bus Route



Transit Hubs

Affordable Housing Inventory



Affordable Housing

0 0.125 0.25 0.5 Miles



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Airphoto, USDA/GSA, USDA, AeroGRID, IGN, SDA, and the GIS User Community

TRD Opportunities: UH-Hilo Hub Area

Transit Infrastructure

Hele-On Bus Route



Transit Hubs

Affordable Housing Inventory



Affordable Housing

Government-Owned Parcels

County of Hawai'i

Federal Government



HHA

DHHL

University



DOT

State of Hawai'i (other)



An aerial photograph of a coastal area, likely in Hawaii, showing a river or lagoon on the left, a road, and various buildings and green spaces. The image is faded to serve as a background for the text.

Ka Hui Na Koa O Kawili

Affordable Housing Community next to the University of Hawaii-Hilo Campus

- The proposed project will enhance the lives of veterans and seniors by providing an affordable housing complex and a one-stop center that will consolidate for both groups of tenants. It will include 96 to 110 independent mix of one and two bedroom units. It will also include a community center that will provide space for social services, management offices, and a laundry facility.





Prince Kuhio Plaza Hub Area

Transit Infrastructure

— Hele-On Bus Route



Transit Hubs

Affordable Housing Inventory



Affordable Housing Inventory



0 0.05 0.1 0.2 Miles

TRD Opportunities: Prince Kuhio Plaza Hub Area



Transit Infrastructure

Hele-On Bus Route

Transit Hubs

Affordable Housing Inventory

Affordable Housing Inventory

Government-Owned Parcels

County of Hawai'i

Federal Government

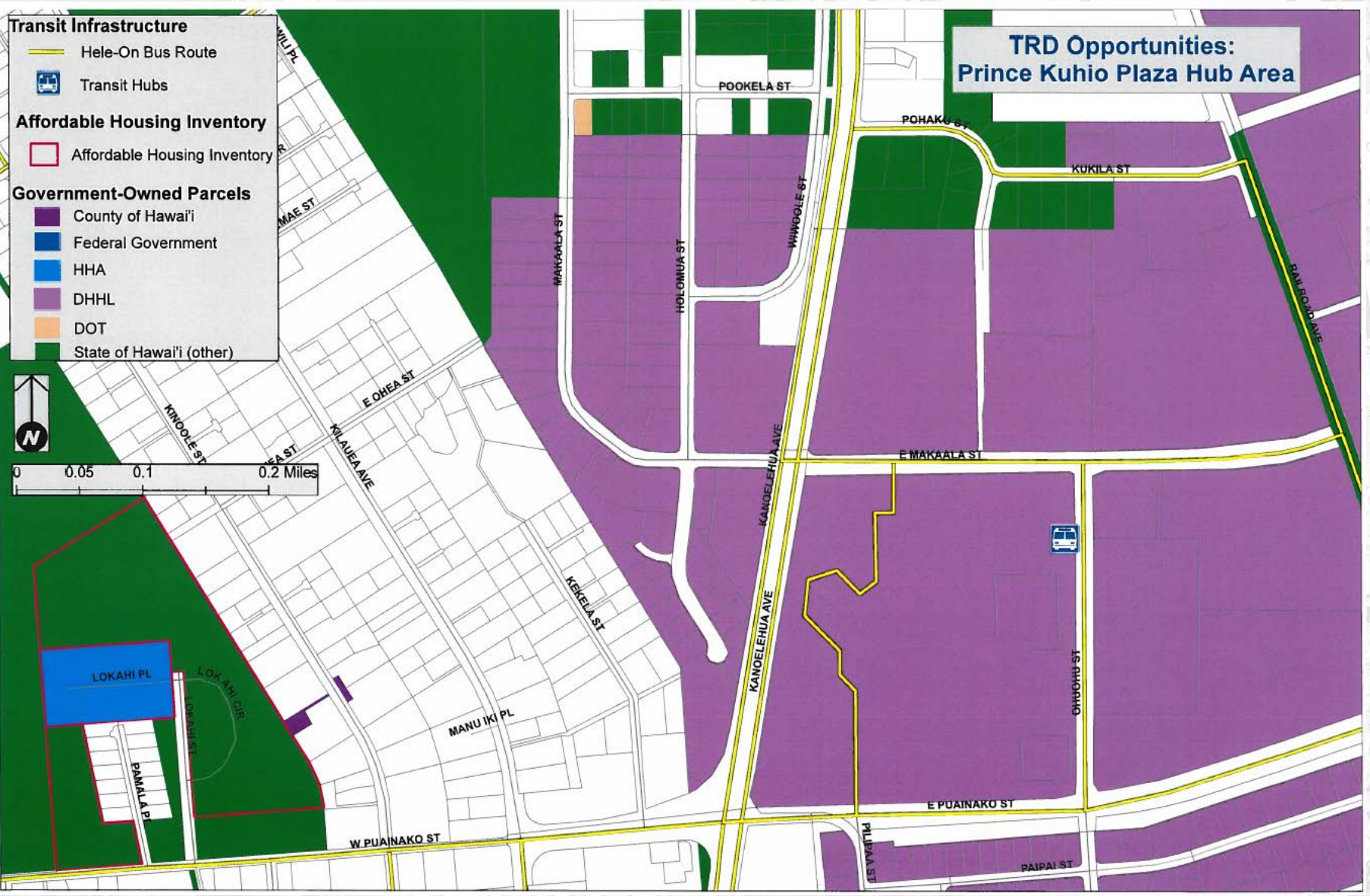
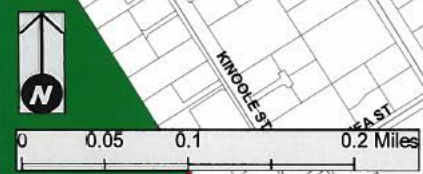
HHA

DHHL

DOT

State of Hawai'i (other)

**TRD Opportunities:
Prince Kuhio Plaza Hub Area**



Prince Kuhio Plaza

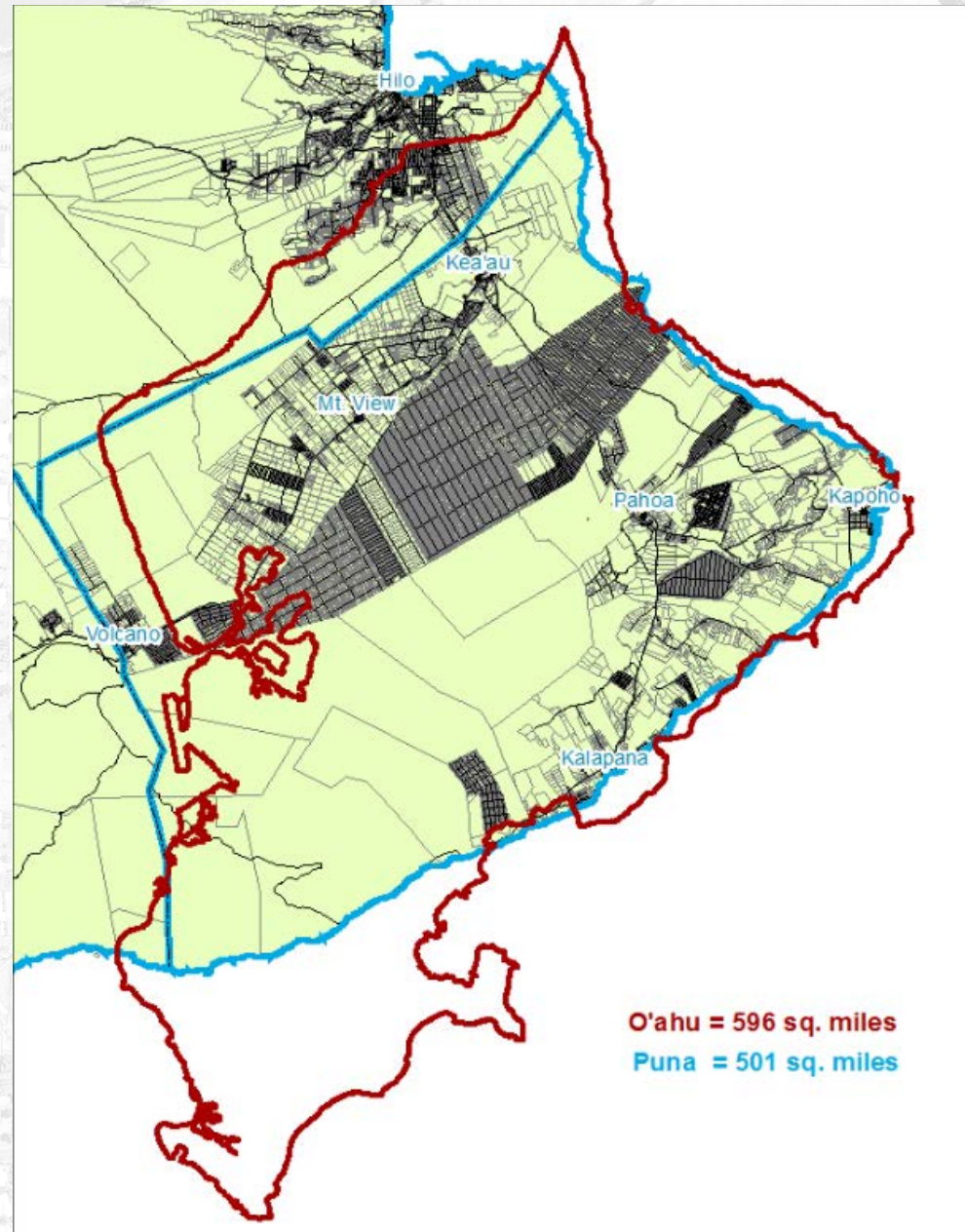
- Opportunity for Future Transit Hub with Affordable Housing





Puna District

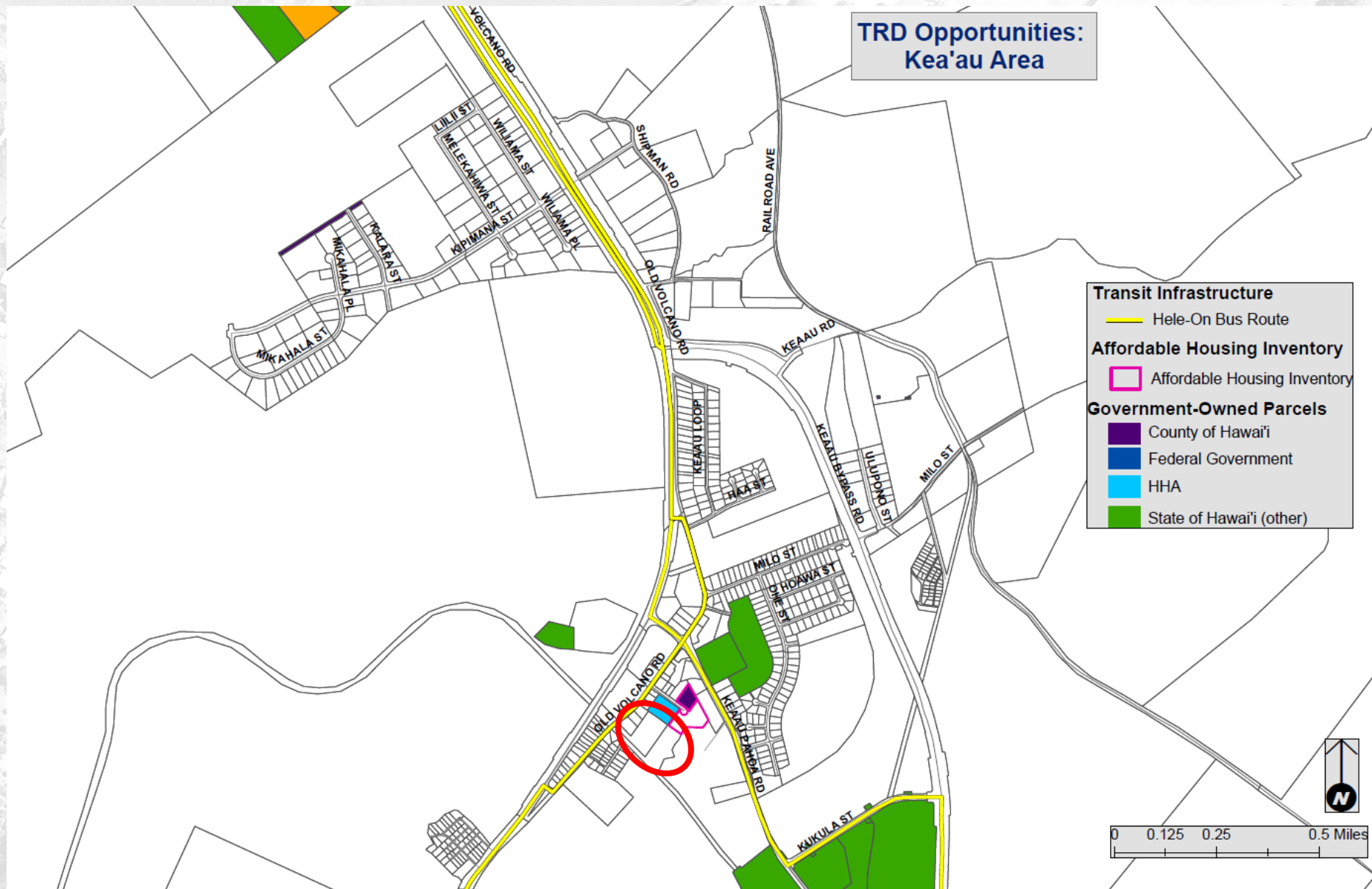
- Almost as big as Oahu.
- Generally large area of “Rural” development.
- One of the lowest per capita income levels in the State.
- Lack of infrastructure in entire district especially in urban cores.
- One of the fastest growing rates in State.
- Housing units forecasted to double by 2040.
- Need for affordable housing.
- Need for public transit and other multi-modal options.





Kea'au Town

Kea'au Town

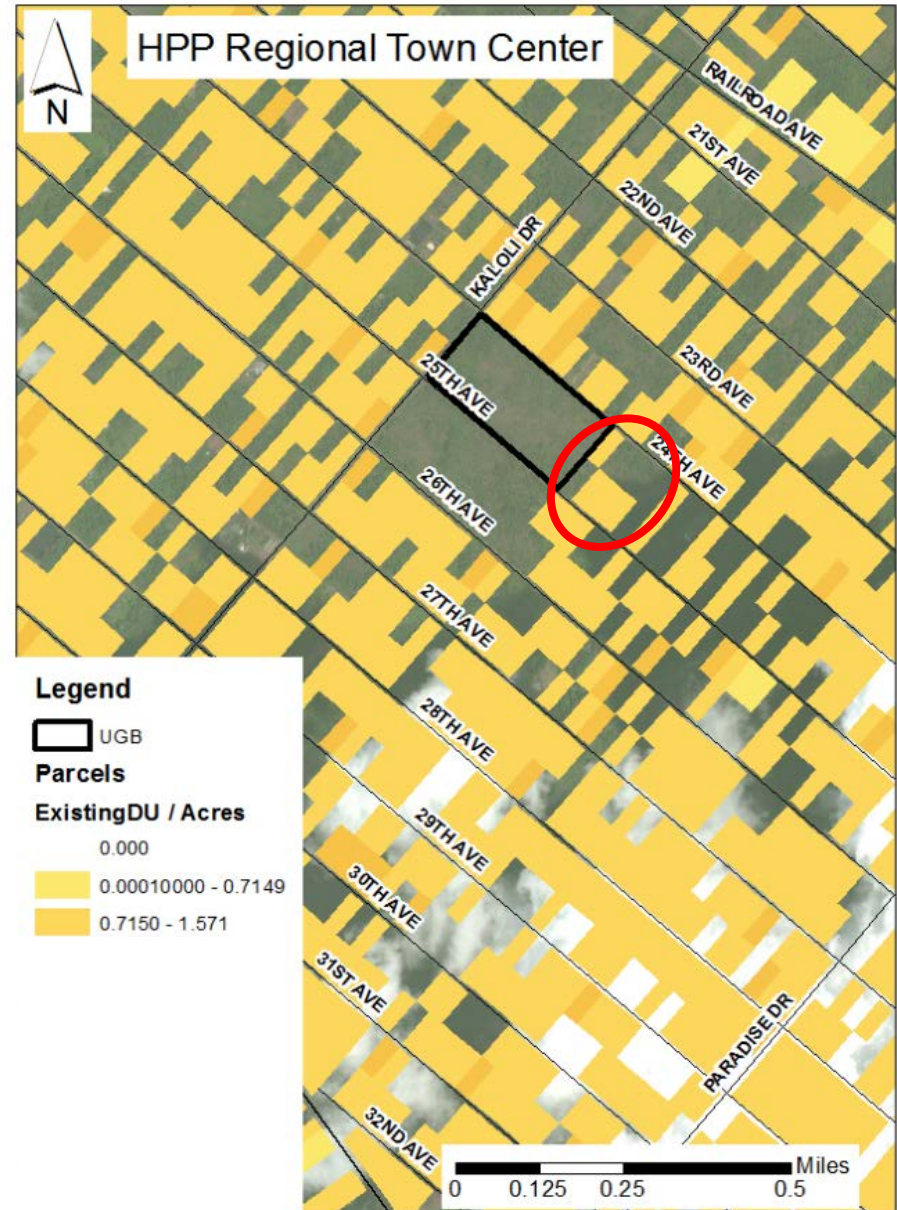




Hawaiian Paradise Park (HPP)

HPP Proposed Regional Town Center

- Vacant land (20 acres) with potential to develop new urban core using smart growth principles.
- Park & Ride could be accomplished by purchasing “relatively” cheap lot(s) adjacent to designated Urban core.
- Purchase of “relatively” cheap land now to plan for affordable housing need in/near future Urban core.





Pāhoa Village

Pāhoa Village

- Relatively well connected to water and road infrastructure.
- Need for wastewater infrastructure.



- Need for major transit hub and multi-modal options.

Mapping Kona's Future

The Kona Community Development Plan guides how future growth is accommodated within the General Plan's Urban Expansion Area.

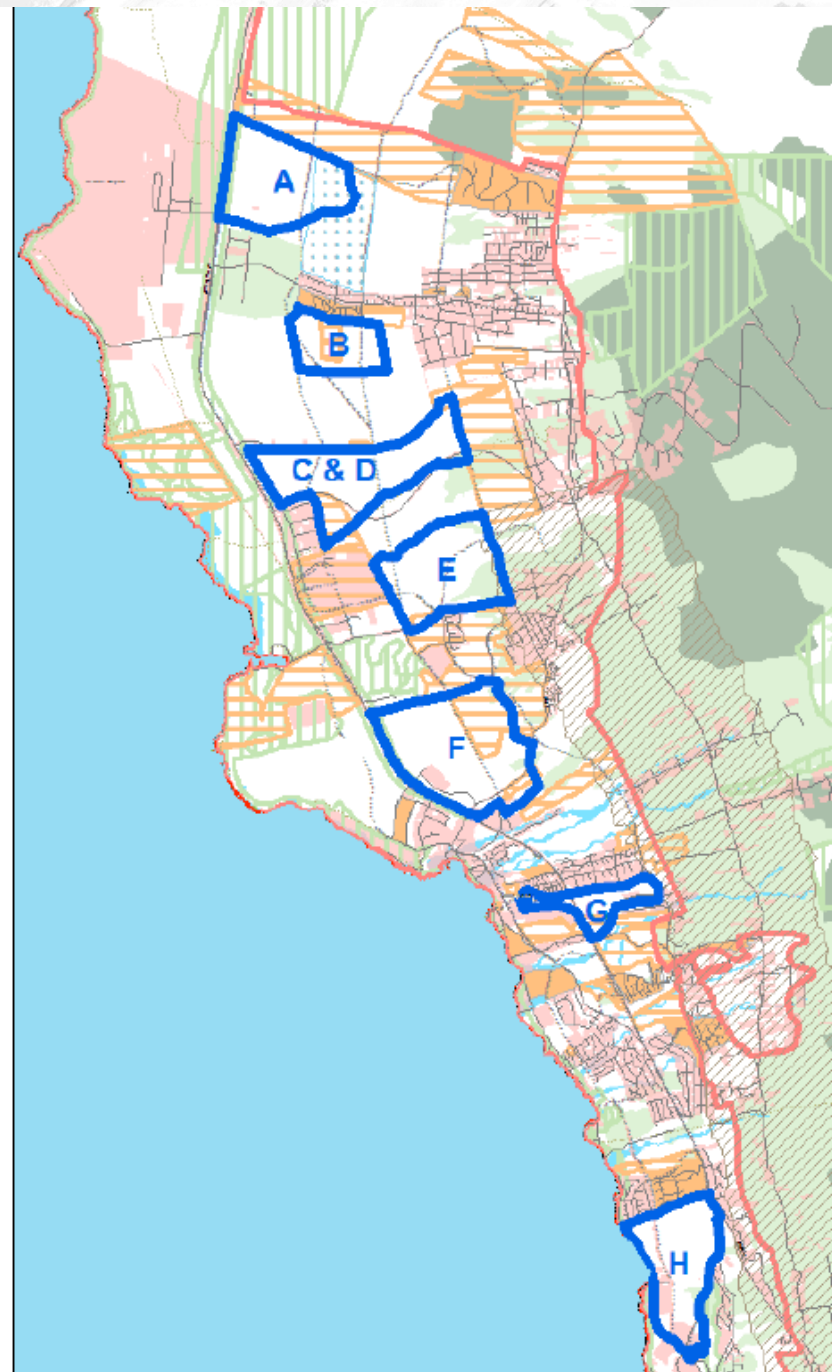


Growth Opportunity Areas (GOA)



Identification of GOA's - Criteria

- Slopes less than 12%
- Not in a flood zone.
- Land not already developed
- Land not already approved for development
- Land that is not Important Agricultural land
- Not overlapping the habitat of a rare or endangered species with a global rank of 3.



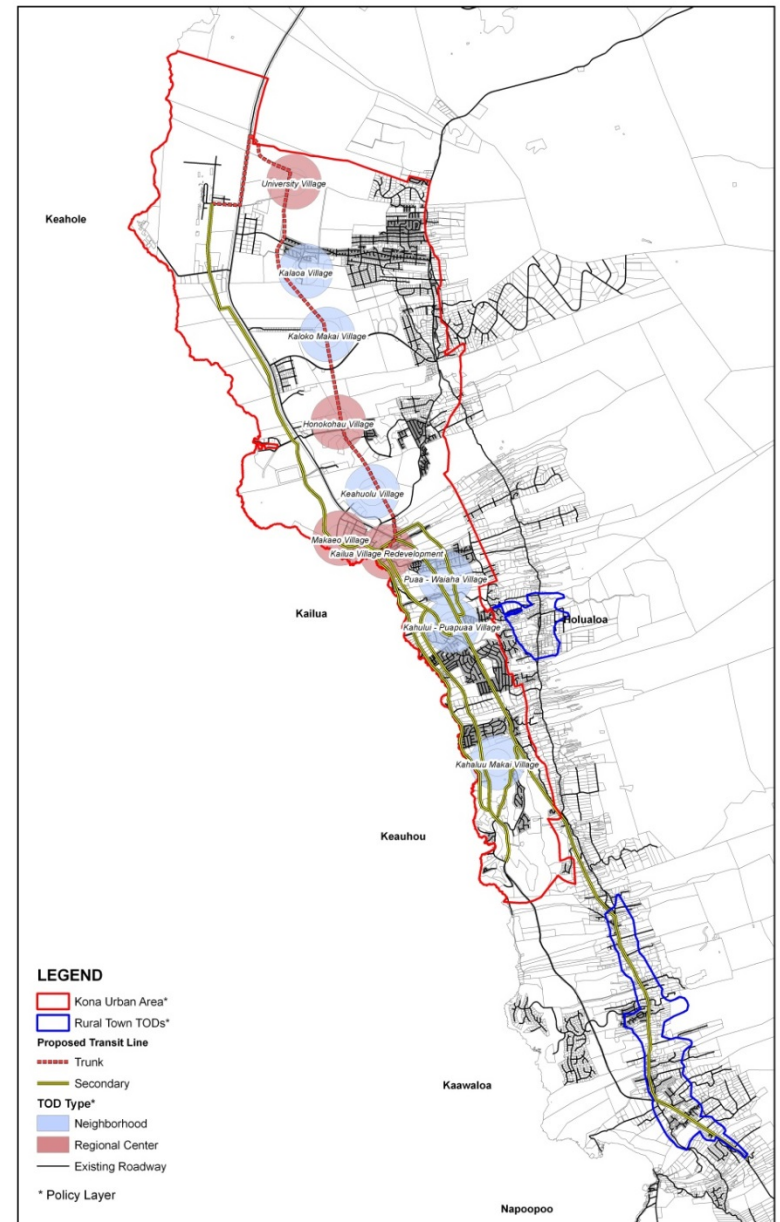
Transit Oriented Development - TODs designated on the KCDP Official Land Use Map are intended to be served by the public transit system.

Regional Center TOD –

Primarily serves as a major employment and/or public center, such as the County Civic Center, a regional hospital, university, or major private industry employer.

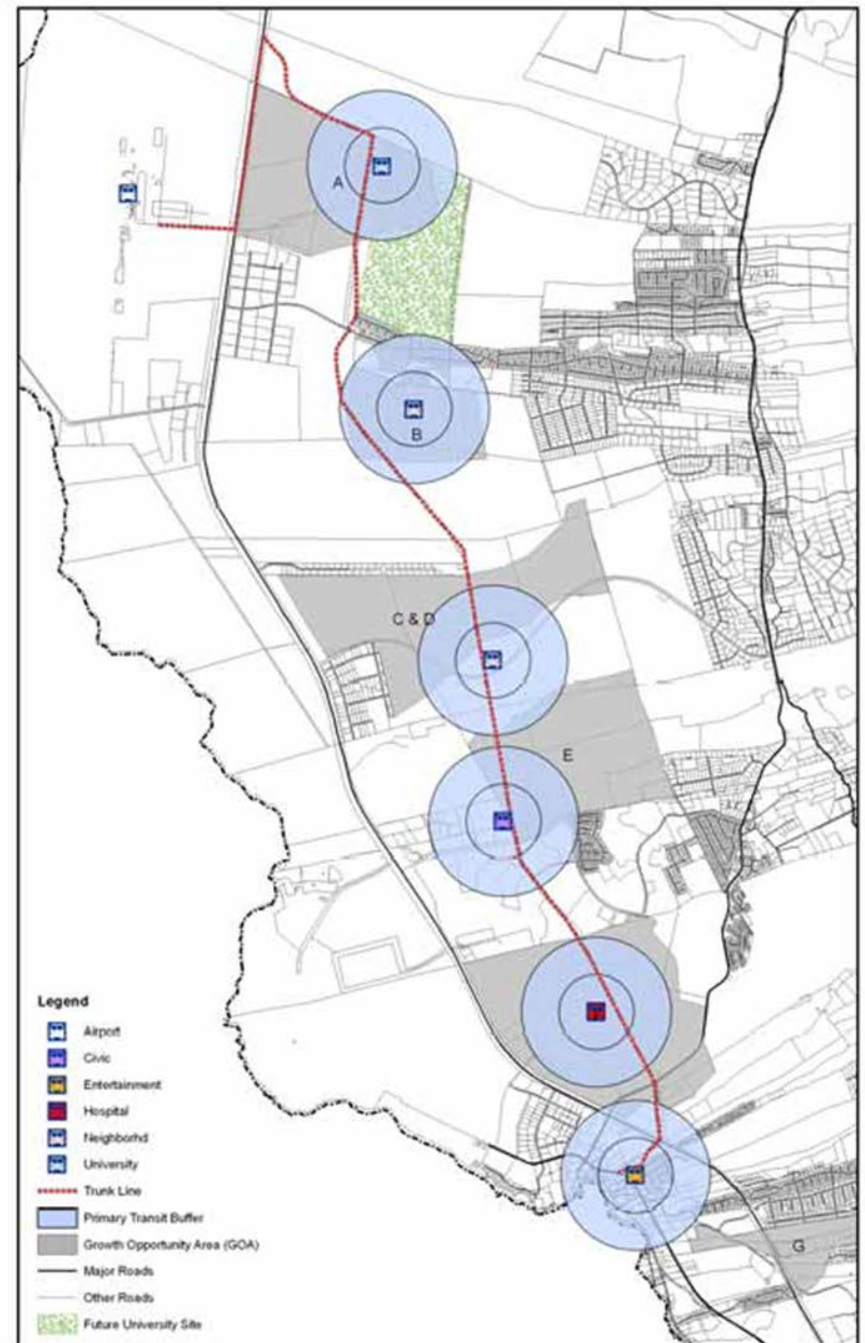
Neighborhood Center TOD –

Primarily serves as residential centers to include neighborhood commercial, office, and multi-family residential buildings.



Vision for Transit Oriented Development along Trunk Line

- The completed **Ane Keohokālole Hwy** (Mid-Level Road) will connect Kailua Village with the airport.
- Future Transit Oriented Developments will be located along this corridor.



Ane Keohokalole Hwy multimodal trunk line accessing GOAs



Ane Keohokalole Hwy

An aerial photograph of a proposed road project. A wide, paved path runs along the left side of a two-lane asphalt road. A man in a dark tank top and light shorts is walking away from the camera on the path. Further ahead, a woman is jogging. A stone marker with the text 'KEA LA KEHE' is visible on the grassy shoulder. A white car is driving on the road. The background shows a large, green, forested hill under a cloudy sky.

KCDP Urban Area: GOAs to TODs

- Palamanui - (Regional Center TOD)
- Kalaoa Village- (Neighborhood Village TOD)
- Kaloko Makai- (Neighborhood Village TOD)
- Honokohau Village- (Regional Center TOD)
- Keahuolu Village- (Neighborhood Village TOD)

Kailua-Kona

- Kailua Village- (Regional Center TOD)
- Makaeo Village - (Regional Center TOD)

Hawai'i Community College at Palamanui

An artist rendering of the completed Hawai'i Community College –



Palamanui Village

(Design Concept)

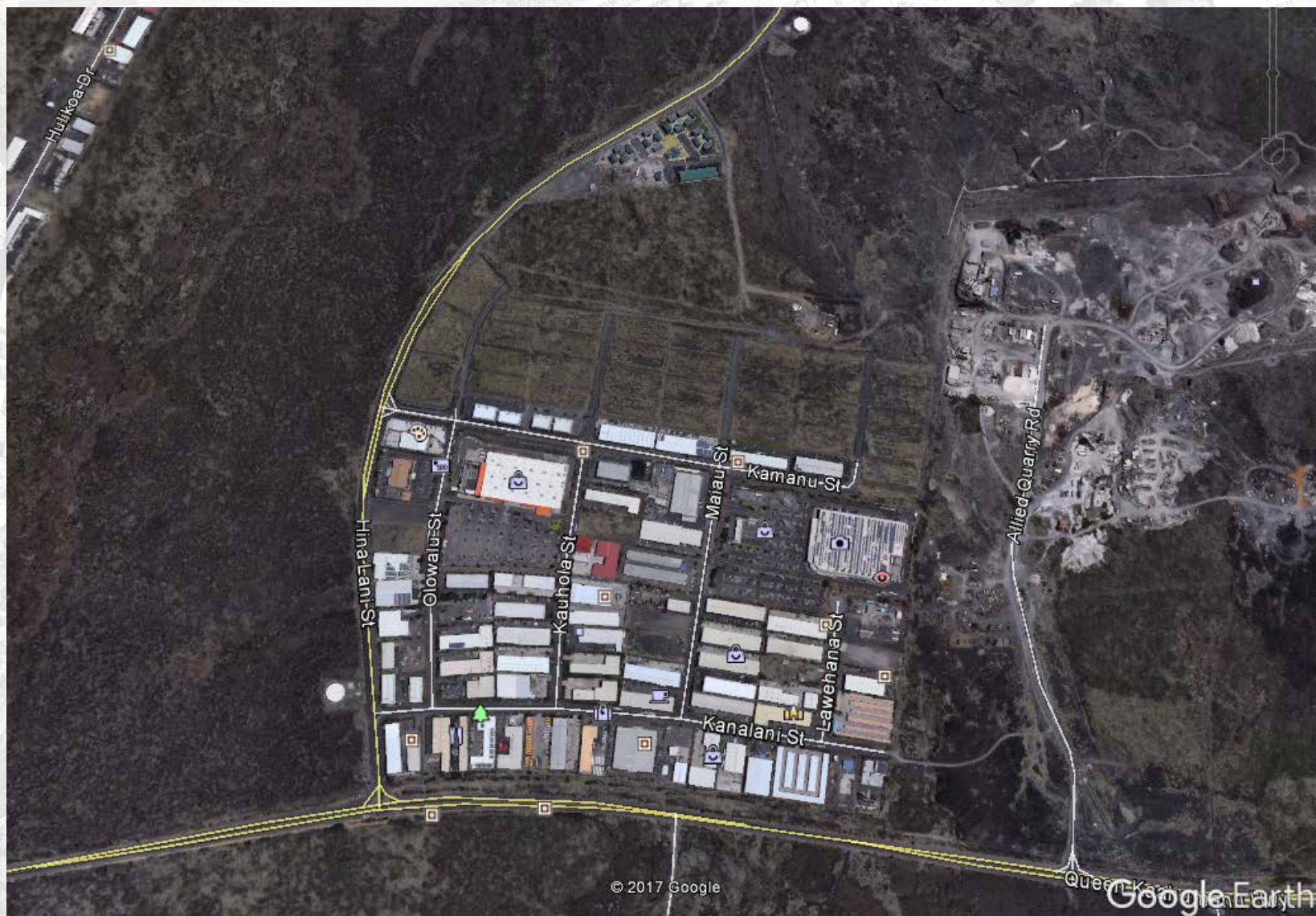


Ulu Wini Housing Project

Hina Lani Street, North Kona

- 71 Low-income Multi-family rental units
- 23 Low-income Transitional rental units







Honokohau Village (Regional Center TOD)

West Hawai'i Civic Center
County of Hawai'i

The WHCC serves as the County's government service center as well as a catalyst for future complementary office, retail, and residential development.



TOD Master Plan

TOD Master Plans coordinate the physical configuration of the multimodal network with the appropriate building types/uses/densities, and civic spaces, which together determine the look, feel, and function of the entire neighborhood. ([Honokohau Village Master Plan concept](#))



Honokohau Village

Honokohau Village Master Plan shall include a mixed-use town center. County employees working at the civic center as well as residents will support the Village economy.



Kamakana Village at Keahuolu (Neighborhood Center TOD)



Kailua Village (Regional Center TOD)



Kailua Village Redevelopment

The need to develop housing for the regional workforce can be facilitated through the existence of infrastructure and infill opportunities within the Village.



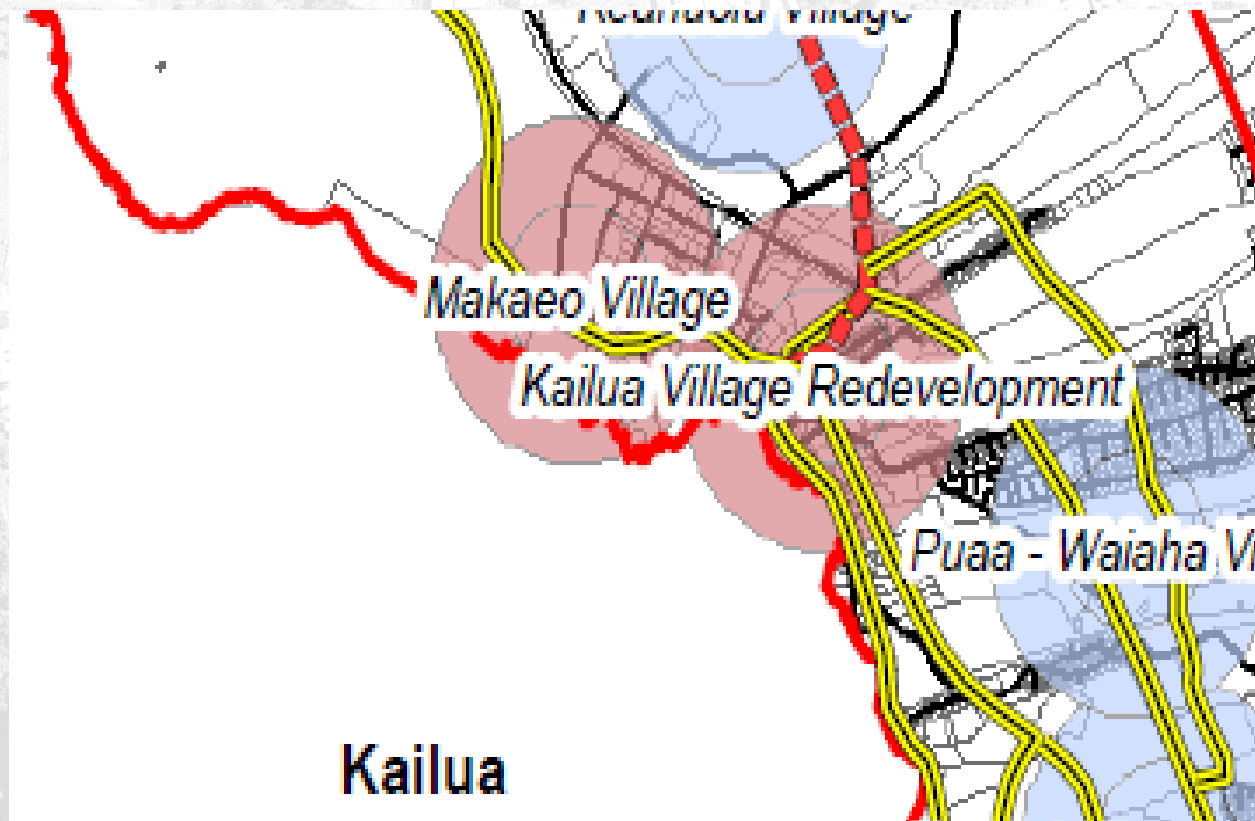
Old Airport

The Old Airport is located in Makaeo Village.
The KCDP proposed to locate a transit hub at this site.



Kailua Multimodal Transportation Plan

The Multimodal Transportation Plan shall also address:
location and design of a transit center, centralized public parking;
expanded multi-modal infrastructure for pedestrians and bicycles; and
improved connectivity.



HENRY STREET at Kailua-Kona

Homeless Complex

- This will be the County of Hawai'i's template to address the Homeless issues. It will include a camping site, Emergency Housing units, Transitional Housing Units as well as a community center that will provide Medical Services, Drug Addiction Services, and Laundry facilities, and Food Nourishment Services



“If we don’t change course,
we’ll end up where we’re headed.....”



Mahalo!





County of Hawai'i

Mahalo

Email: planning@hawaiicounty.gov