



TRANSPORTATION

4.2.3 Actions

- a. Prepare a County-wide Transit Master Plan to provide an overall framework for transit improvements while incorporating user input from each district.
- b. Improve transit service operations by:
 - Increasing transit service to a minimum of two additional runs during peak hours;
 - Establishing demand responsive transit in subdivisions;
 - Providing commuter express bus service from Pāhoa to Hilo and Volcano to Hilo; and
 - Establishing a hub-and-spoke transit system, in which transit circulators are teamed with trunk routes on major highways.
- c. Develop transit hubs at the following locations:
 - Kea‘au (Primary Hub): In-town location near commercial centers or on State lands adjacent to the soccer fields; second site could include a new Mass Transit Agency (MTA) baseyard and headquarters;
 - Pāhoa (Secondary Hub): On County-owned sites, either adjacent to Pāhoa Community Center or on Highway 130 near Kahakai Boulevard where the new fire and police stations are planned;
 - Volcano (Secondary Hub): Either at Cooper Center or on other available land; and
 - Mountain View or South Kulani (Secondary Hub).
- d. Provide park-and-ride lots at the transit hubs and within Hawaiian Paradise Park at one or two of the proposed village/town center sites, where the community-owned parcel could serve as a parking lot for commuters, as well as a location for farmers’ markets.
- e. Provide express bus service for commuters from Pāhoa to Hilo and Volcano to Hilo. Local buses or paratransit services could feed into selected stops in order to service broader areas.
- f. Develop a cooperative program with the Department of Education and private schools to provide student passes for the Hele-On Bus.
- g. Launch a public education campaign promoting transit services, tailoring them to target populations such as youth, commuters, and the elderly.
- h. Cultivate public/private partnerships, such as employer-sponsored bus passes.
- i. Expand the staff of the Mass Transit Agency to provide greater support for public relations, route planning and coordination, technical operations and fleet management.
- j. Investigate other incentives to increase ridership, such as continuance of free fare program, convenient bus ticketing systems, reduced monthly rates for residents and special needs populations, adding airport and post office service and tourist passes.
- k. Work with Hawaii Department of Transportation (DOT) in creating safe pedestrian conditions for using mass transit

4.3 ROADWAY NETWORK

The principal routes in Puna are two State-owned highways, which are covered in the following section. Presently, the County maintains nearly 188 miles of roads in Puna, including



- Volcano Road (Highway 11), which provides access to and from Hilo, serves the upper Puna region, and connects Puna to Ka‘u;
- Puna Road (Highway 130), which runs from Kea‘au to Kalapana-Kaimu, providing access from upper to lower Puna;
- Kapoho Road (Highway 132), which spans between Pāhoa and Kapoho; and
- Puna Coast Road (Highway 137), which links Kapoho to Kalapana-Kaimu.

Highways 11 and 130 are under the jurisdiction of the State of Hawai‘i Department of Transportation (DOT). Generally speaking, these highways are designed to facilitate efficient vehicular travel according to standards that are based on operational characteristics, including speed limits, projected traffic volumes at various periods, and locations where vehicles enter and exit the highway. Pedestrian, bicycle, and mass transit travel have been typically secondary considerations, although Federal programs and funding are available to address the specific needs for these travel modes and incorporating them into the design and improvement of State highways.

While the County does not have control over State highways, the Puna Community Development Plan urges DOT to integrate multi-modal travel, emphasize safety and traffic calming over efficient travel speed, and incorporate aesthetic features into the design and improvement of highways.

4.4.1 Goals

- a. Highways have design features that improve traffic safety and reduce collisions, particularly at intersections.
- b. Highway design is more aesthetically pleasing and compatible with the natural and rural character of Puna.
- c. Increased County and community influence over highway planning and design decisions.

4.4.2 Objectives

- a. Make intersection improvements along highways that allow safer access from intersecting streets as a priority over traffic speed on the highway, giving preference to the use of roundabouts.
- b. Consider roundabouts as a means to control private driveway access to major highways with higher traffic volumes, such as Highway 130.
- c. Use native landscaping for highway improvements and connectivity points, emphasizing the retention of native vegetation.
- d. Incorporate traffic-calming features into highway design in preference to signage and signalization, where possible.

4.4.3 Actions

All the following are recommendations to DOT.

- a. Short Term (2008-2012) :

PUNA COMMUNITY DEVELOPMENT PLAN
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Section	Action Item	Responsibility		Timetable			Est. Cost \$1,000 (2007)
		Lead	Supporting	2008-12	2013-17	2018-30	
(H)	Promote biomass energy and fuel production using wood chips from exotic trees	PUC	DBEDT,R&D	X	X	X	
(I)	Pursue new renewable energy sources (OTEC, wave energy, solar capture) as technology advances	PUC	DBEDT,R&D		X	X	
	–Pursue and ocean energy or enterprise subzone	R&D	DBEDT,PD		X		
	–Pursue other applications besides energy capture (e.g., aquaculture and agricultural product washing)	R&D	DBEDT		X	X	
TRANSPORTATION							
4.1.3	Traffic Demand Management						
(A)	Promote VanPool and ride-sharing alternatives more actively	DOT	R&D,EMPL	X			
(B)	Promote staggered work hours and telecommuting with major employers and institutions	COU,UH	EMPL	X			
(C)	Facilitate telecommuting by developing free Wi-Fi reception in Puna	COU,LEG	FED		X	X	TBD
4.2.3	Mass Transit						
(A)	Prepare a county-wide Transit Master Plan	MTA	FED				TBD
(B)	Improve transit service operations by:	MTA	FED				
	–Increasing transit service to a minimum of two additional runs during peak hours	MTA	FED	X			1,200
	–Establish demand responsive transit in subdivisions	MTA	FED		X		TBD
	–Provide commuter express bus service from Pahoia to Hilo and Volcano to Hilo	MTA	FED		X		TBD
	–Establish a hub-and-spoke transit system	MTA	FED		X		TBD
(C)	Develop transit hubs at the following locations:						
	– Kea'au (Primary Hub)	MTA	FED		X		TBD
	– Pāhoia (Secondary Hub)	MTA	FED		X		
	– Volcano (Secondary Hub)	MTA	FED		X		
	– Mountain View (Secondary Hub)	MTA	FED		X		
(D)	Provide park-and-ride lots at transit hubs and HPP	MTA	FED	X	X		
(E)	Provide express bus service for commuters from Pahoia to Hilo and Volcano to Hilo	MTA	FED	X			
(F)	Develop a cooperative program with public and private schools to provide student passes for the Hele-On Bus	MTA	DOE,LEG,NGOs	X			
(G)	Launch public education campaign promoting transit services	MTA	NGOs	X	X	X	
(H)	Cultivate public/private partnerships, such as employer-sponsored bus passes	MTA	NGOs, EMPL	X	X	X	
(I)	Expand MTA staff to provide greater support for transit operations	COU	FIN,MTA	X	X		
(J)	Investigate other fare/ticketing incentives to increase ridership	MTA	FED	X			
(K)	Work with DOT in creating safe pedestrian conditions for using mass transit	MTA	DOT	X	X		
4.3.3	Roadway Network						
(A)	Short Term (2008-2012)						
	– Plan and design PMAR alignment	DPW	DOT	X			
	– Require building setbacks in HPP for potential PMAR extension	PD	DPW	X			
	– Establish emergency routes using mostly existing road beds	DPW	NGOs	X			