

## Downtown Hilo Multimodal Master Plan

### Community Meeting #2

#### Meeting Summary

February 15th, 2017

Mokupāpapa Discovery Center

4:30-7:30 pm

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#### MEETING PURPOSE

- To celebrate the release of the Downtown Hilo Multimodal Master Plan (DHMMP) Public Review Draft and thank all who were involved (landowners, businesses, students, users, advocates, event planners, and others).
- To present an overview of the key components of the DHMMP draft and show clear linkages between recommendations and input received.
- To gather input and gauge support by attendees for:
  - Organizing Themes
  - Street-level improvements for each street
  - Phasing recommendations
- To explain the finalization and adoption process.

#### COMMUNITY MEMBERS PRESENT

- Aaron Peppers
- Alex Pearl
- Alexander Sanchez
- Amy Miwa
- Andrew Chun
- Ann Ebesuno
- Bill Brooks
- Bill Moore
- Bruce & Sheryl Omori
- Bruce Torres Fischer
- Carol Ignacio
- Charlene Iboshu
- Christine Reed
- Clyde Miyamura
- David Mattice
- Davin Cosma
- Deborah Oakley-Melvin
- Don & Sally Kegler
- Farzin Fiaridi
- Fia Mattice
- George Lewitzki
- Gerdine Mailius
- Gordon Clint
- Gregg Silva
- InBigIsland.com
- James Leonard
- Jeff Melrose
- Justin Pequeno
- Kawehi Stevens
- Kealohapa`ade Kūnaiākea
- Kilohana Hirano
- Kimo Makaio

# Downtown Hilo MULTIMODAL MASTER PLAN

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Held On February 15th, 2017

- Lacey Toledo
- Lani Walters
- Laura Williams-May
- Leahalo Bisel
- Lei Kaniumre
- Leleua Loupe
- Lynnette Uyesato
- M. & C. Johnson
- Marlene Murray
- Maya Swinford
- Melissa LD Costa
- Meredith Tanioka
- Michael Marshall
- Michelle Agbigay
- Mokupāpapa Discovery Center
- Nancy Cabral
- Oli Yamada
- Olivia Round
- Pacific Island Insurance
- Patrick Lim
- Phil Barnes
- Ron Terry
- Saffrey Taja
- Sally Ancheta
- Sasha Lovelace Reagan Crib
- Susan Hamilton
- Tommy Goya

## PROJECT TEAM REPRESENTATIVES

**County of Hawai'i Planning Department:** Michael Yee, April Surprenant, Hans Santiago

**SSFm:** Cheryl Soon, Melissa White, Susan LeBrun, Jennifer Seely, Malachi Krishok, Jo-Anna Herkes, Austen Drake

**Weslin:** Wes Frysztacki

## MEETING SUMMARY

**4:30-5:00 pm: Open House**

**5:00-5:45 pm: Presentation**

- I. Explanation of meeting objectives
- II. Overview of Plan and summary of process
- III. What we heard from community input and how it was addressed
- IV. Phasing plan
- V. Finalization/adoption process

**5:45-6:00 pm: Facilitated Q/A Period**

**6:00-7:30 pm: Continued Open House**

## OPEN HOUSE

- I. Reading table contained multiple copies of the DHMMP Public Review Draft and comment sheets; a laptop with self-guided project overview presentation
- II. Five topic stations and comment boxes:
  - a. Overview of the Plan Process and organization; Six transportation components

- b. Organizing themes with key recommendations
- c. Recommendations for North-South Streets
- d. Recommendations for East-West streets
- e. Phasing

#### PRESENTATION AND Q&A PERIOD

Community members were invited to ask questions of the project team following the presentation, which is appended to this summary. The discussion is summarized below.

- Q: How were focus groups members chosen?  
A: We identified members from specific groups: students, landowners, residents. The Connectors Forum and our mailing list used their networks to advertise.
- Q: What happened to the various streetscape features suggested?  
A: The plan provides conceptual examples of streetscape features – specifics will be determined during the design phase. However, one recurring comment was concern about the homeless and vandalism. We took these concerns into consideration in determining the streetscape concepts.
- Q: How does the plan honor people who live here as opposed to tourists?  
A: The specific design features of downtown should be determined by and reflective of the community. Downtown Hilo has a unique and unified architecture, as well as special features such as awnings. These design features are celebrated in this plan. The plan also recommends native plants for landscaping.
- Q: What will happen to parking?  
A: There will be a net increase in the amount of parking spots and places to load. The plan includes suggestions for new public parking lots, better wayfinding, and parking structures.
- Q: I'm concerned about the cost to park for residents.  
A: There could be discounted rates for residents. Off-street parking is an option as well. The recommendations are aimed at optimizing parking usage and eliminating the need to circle repeatedly to find parking.
- Q: How will you address homeless issues?  
A: It will require coordination with the police and social service providers.
- Q: Who will enforce parking?  
A: Enforcement can be done through pay stations that will be monitored electronically. Because costs have gone down for electronic methods, the private sector could be involved.
- Q: Do you address the Hilo Bay breakwall and water quality?  
A: These are not within the project area addressed by this plan.
- Q: How do roundabouts accommodate pedestrians?  
A: Roundabouts are safe for pedestrians and help to slow traffic.

- Q: The lack of parking is not the problem. The lack of enforcement is.  
A: We agree, and the plan describes methods for increasing enforcement.
- Q: Covered walkways could be more cost effective than a shuttle.  
A: Both options are covered in the plan.
- Q: Where will remote parking lots be located?  
A: A remote lot will be on Kamehameha Ave. The combination of bikeshare, shuttle, and lighting will make it workable.
- Q: With the narrowing of roads, where will traffic be rerouted to?  
A: New circulation plan recommends roundabouts and other features that will keep traffic flowing around peripheral roads of downtown, and retain connections to arterial roads.

Additional Recorded Comments (following public Q&A):

- We are in support of relocating the existing commuter parking lot. Please be aware that the currently proposed commuter site has contamination issues, so recommend looking at alternative sites across the street from proposed site.

**OPEN HOUSE COMMENTS**

Community members had the opportunity to peruse and comment on the content at five different input stations in the open house: 1) Overview of the plan process / six transportation components, 2) organizing themes with recommendations, 3) recommendations for North-South streets, 4) recommendations for East-West streets, and 5) Phasing. Comments were submitted on comment cards and sorted by topic. Comment cards are transcribed below.

**A. Overview of the Plan Process and the Six Transportation Components**

#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
1	Landowner		Alternative route to Bayfront highway to bypass downtown Hilo - extend Komohana? Pedestrian crossing Bayfront Highway at roundabouts will back up traffic. A pedestrian bridge is preferred at Waiuanue and Ponahawai.		
2	User, Resident, Student, Employee, and Volunteer		Please make sure that 'Ōlelo Hawai'i is used throughout all signage.		
3	User, Resident, And Student		I encourage the use of Hawaiian names for all signage and native plants for greenscaping.		
4	User, Resident, Student, Employee, and Volunteer		Is there a plan to address inevitable flooding of existing and proposed parking areas? If residents, employees, etc. are expected to park in areas this will need to be considered.		
5			At what point does the flood control dump flood water on to the open area on the Mauka Side of Kamehameha Ave? Will this make employee parking unusable?	Suggest employee parking be moved closer. Flip flop with other area of park used for sports.	

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#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
6	User, Resident, Student, Employee, and Volunteer		Who will enforce parking changes and where will the generated funds go/be applied? How will this impact residents and frequent users?		
7	Business and User		Need a bypass that allows direct entry/exit to cross Wailuku- a way that travelers from highway can get out of town w/out encountering downtown traffic flow.		
8	Resident			I am not a believer in roundabouts. I am not convinced the plan needs all 6 of them. The cost and disruption are major factors.	Extending Ponahawai seems great. Images on website need to be enlargeable to a greater degree than now.
9	Business and User	X			Making Keawe to a 2 way street - good idea. I like the proposed parking structure. We need a better shuttle.
10	Business, User, and Visitor Industry	X			Love the roundabout idea, and the curb extensions.
11	Landowner		I agree that additional targeted outreach should be made to include native Hawaiian perspectives in decision making and overall character.		
12	Business, User, Resident, and Visitor Industry	X	Is there a way for residents to bypass downtown?		Let's put a police substation in! Too many roundabouts. Make Kilauea the bike route and have a bike lane from Kilauea marketplace to downtown.
13	Landowner and Resident	X			Bike share would be a great idea for visitors and university students.

## B. Organizing Themes with Recommendations

#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
1	User, Resident, And Student		I encourage the use of native Hawaiian plants for downtown greenscaping.		
2	User, Resident, and Bicyclist	X	I would like a bike lane. Thanks.		
3	User and Visitor Industry	X	The Farmer's Market needs to be made more attractive. Why tarps? The owner has tried (I think) to get more permanent cover, what's holding this up? It looks just awful.		
4	Business and User	X	The idea of a parking management solution. Please make the distant parking lot free for business employees (or lower costs). Make higher costs for closer and shorter distances.		
5	Business, User, and Visitor Industry	X			A shoreline promenade and one on Kamehameha would be great.
6	User, Resident, Employee, and Volunteer	X			We need a plan to create parking exemptions or special accommodations for residences. I'm concerned about safety - parking further away creates more opportunity of unsafe passage.
7	User, Resident, And Student		I support the use of edible and native plants. There are several schools and other organizations that could be asked to utilize and maintain designated areas.		
8	User, Resident, and Bicyclist	X	I appreciate the "sharrows", but the majority of cyclists still prefer to have their own lane and feel uncomfortable being closely passed or closely followed by vehicles.		

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#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
9	User and Resident	X			
10	User	X	We need parking structures. Fund them through taxing mostly land owners, allocating them a certain number of secured stalls in exchange for that.		
11	Business, Resident, and Visitor Industry		We need a maintenance plan and security measures. Is there a way for residences to bypass the area?		There are too many roundabouts, some people live out of town and work up Hamakua so having an express lane through to bypass everything would be great!
12	Landowner			I am not in favor of roundabouts. Would rather have more paving. This is an old downtown feel- don't hurt the character.*Do a traffic circle by Walgreens instead	We need more parking structures-Land owners would pay for it. Nancy Cabral or Koehnen's have old plans for mixed use development and parking structure along Keawe between Waiuanue and Wailuku (public lot, private lot, and the Armory lot).
13	User and Event Planner		Connection to the Big Island's culture and authenticity		I think the master plan is great, it makes a lot of sense because we need tourists to survive and I guess it is a great solution to make Hilo better. But something about it feels impersonal--Like it could be found in Lahaina or some other island. And I understand that once the foundation is laid, the space can be made more culturally focused afterward, but the layout still seems disconnected. Has there been any input on pedestrian streets or more regulated open space?



### C. Recommendations for North-South Streets

#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
1	User, Resident, Student, and Volunteer		Sufficient covered areas for inclement weather.		
2	Business, User, Resident, and Visitor Industry	X	The extended curbs, plantings, and shoreline access are desperately needed!		
3	Business, User, and Visitor Industry			I question the effect of making Keawe and Kinoole into 2-way streets, as left turning vehicles without a dedicated lane will cause congestion.	The suggestions for Kamehameha I fully support.
4	User, Resident, Student, Employee, and Volunteer	X	I'd really like to see the roundabout at Waiānuenuenu so that the revitalization of Kaipalaoa can continue and people can gain safe access to use the space.		
5	Business			Converting Kinoole and Kilauea will create more hardship on the businesses and create more parking and delivery problems.	The problem with Downtown is to clean up the homeless situation. Currently nobody feels safe and no family feel safe walking around in Downtown.
6	Landowner and Resident	X			
7	Business, Resident, and Visitor Industry		How do we provide curb extensions without changing the circulation of parking on Kapiolani street? Kilauea needs a bike lane from Kilauea marketplace into town.		The shoreline area shouldn't be built up, flooding waves and flooding will make maintenance difficult - also - locals fish in this area so paving it and putting a walking path will cause some issues. Either they will continue to fish and block the walkway or they may damage/make success difficult. Maybe put in a fishing area?

**D. Recommendations for East-West Streets**

#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
1	Landowner and Resident	X			
2	User, Resident, Student, Employee, and Volunteer	X	I would like to see a roundabout at Ponahawai because currently it is difficult to turn left to go to Hāmākua from this location.		
3	Business, User, Resident, and Visitor Industry		Who will maintain the parklets? Can we block off Furneaux completely and make it a bike and pedestrian plaza?		
4	Business, User, Landowner, and KTA Super Stores		We are mostly concerned with the ease of ingress and egress into Downtown and into our parking lot from our customers. Also, will the turning radius for cars be affected with the narrower roads? Our vendors utilize tractor trailers and large flat beds to make deliveries.		
5	Business, User, and Visitor Industry	X			Love the roundabout ideas, and the Ponahawai extension to Bayfront.

**E. Phasing**

#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
1	User, Resident, Student, Employee, and Volunteer	X	The proposed roundabouts are excellent. I'd like to see safe crossing options for pedestrians		
2	User, and Love downtown	X	I would like to see free parking...and some streets without any autos - perhaps delivery areas available but no other vehicular traffic.		I hope in the future we look at alternative Mauka routes to Hamakua side...and continue to link this to the docks and Keaukaha.
3	User, Resident, Student, Employee, and Volunteer		With the current use of Waiānuenuenu being altered every morning to accommodate school traffic, I think the roundabout at that location should be a priority in Phase 1.		
4	User, Resident, Student, Employee, and Volunteer		Will there be more eco-friendly materials used to construct and maintain these changes?		
5	User and Resident	X			
6	Landowner	X	Extension of Ponahawai to Bayfront.	We need a plan to create parking exemptions or special accommodations for residences. I'm concerned about safety. Parking further away creates more opportunity of unsafe passage.	

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#	Interest in Downtown Hilo	I support this direction	I generally support this, but it is missing:	I don't support this direction because:	Other thoughts:
7	Landowner	X	I own two lots at the corner of Ululani and the proposed Mamo Street extension. How would that extension affect my plans for my property?		Extension of Ululani to Wainaku makes sense.
8	User and Resident	X	May need to have a follow-up group meeting to focus on implementing specific elements - such as parking management.		Great vision, but much of the look of the key intersections are attractive because of the undergrounding of wires; the consolidation of signage (to around clutter) and introduction of street trees. Suggest that as part of the first phase you include one segment that includes all of these so it can be shown how it can be done in successive elements.
9	Landowner and Resident	X			Please consider the local vendors at the Farmers Market. These vendors will be affected by the construction. As well as the homeless who unfortunately live in some of these areas.

**Appendix A:  
Community Meeting #2 Presentation**