

Downtown Hilo Multimodal Master Plan
Zoom In Zoom Out Session #3
Pedestrian Improvements and Street Design

August 28, 2015
2:00-5:00 PM, Aupuni Conference Center

Led By: Alan Fujimori and SSFM International

Team Members Present: Cheryl Soon, Alan Fujimori, Mike Packard, Austen Drake, Melissa White (SSFM); Wes Frysztacki (Weslin Consulting Services, Inc.), David Tarnas (Marine and Coastal Solutions International), Isaac Gloor (UH Hilo intern)

Planning Department: Hans Santiago

County Representatives:

Amy Miwa
Gregg Silva
Casey Yanagihara
Ron Thiel

Connectors Forum

Keith De la Cruz
Tina Clothier
Ron Terry
Tommy Goya
Teri Spinola-Campbell

Public Attendees:

Ron Amundson
Pauline Aughe
Gayle Cho
Jerry Chang
Andrew Chun
Susan Collins
Sheri Crivello
Jasmine Crusat
Sita Gonzales
Chris Hardenbrook
Issa Hilwen
Megan Isaac
Missy Kaleohano
Amber Lorez
Steven Markham
Jeff Melrose

Jasper Moore
Reid Morelli
Christine Mingo
Bruce Omori
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Lei Robinson
Gregg Silva
Nancy Steele
Paul Stenoian
Rose Stevenson
Colin Stewart
Karin Riedel
Christine Reed
Kyle Vares
Diana Wellman
Jack Wellman
Camu Wentzel
Cathy Wiltse

Meeting Notes

The notes are organized as follows:

- PART ONE: Recap of ZIZO 1 & 2
- PART TWO: Feature Presentation
- PART THREE: Breakout Sessions
- PART FOUR: Summary of Key Takeaways
- PART FIVE: Written comments received

PART ONE: Recap of ZIZO 1 & 2

Cheryl Soon welcomed the group, explained the handouts and the next steps. Cheryl introduced Mike Packard whom summarized the ZIZO 1 presentation and takeaways.

1) Re-Cap of ZIZO 1: Circulation, Street Typologies, and Bicycle Facilities (Mike Packard)

Mike Packard presented the following recap of ZIZO 1 Key Takeaways:

ZIZO 1 presented an overview of recommendations pertaining to circulation, intersection design, and bicycle facilities. This included a description of recommended changes and the reasoning for each; specifically, slowing traffic and increasing efficient circulation and access within downtown. Key recommendations included:

- A) Two-way conversion of Kinoole, Keawe, and Kalakaua to improve connectivity and slow traffic at multiple intersections including Waiānuenue & Bayfront, Kamehameha & Haili, and others.
- B) Intersection treatments to improve multi-modal travel. These include roundabouts at multiple locations including Waianuenue and Bayfront, Kamehameha and Haili, and other locations as shown in the handouts.
- C) Roadway extensions at Mamo Street, Ululani Street, and Ponahawai Street to Bayfront Highway. These are intended to improve the downtown roadway network connectivity.
- D) Dedicated bike facilities through reconfigured street cross-sections including the Bayfront trails.

The main takeaways based on feedback from participants at ZIZO 1 were:

- There was general support for converting one-way streets to two-way operations
- There were comments to make sure landscaping is a part of these improvements
- There is support for roundabouts at downtown Hilo gateways as long as they are within the existing ROW and can accommodate trucks
- There is interest in understanding the pros/cons of roundabouts versus traffic signals along Bayfront Highway
- People want to make sure State DOT is being coordinated with to get their buy-in on proposed changes to Bayfront
- People want to ensure regional bike connections and Bayfront Trails Plan were incorporated into the planning process
- There is general interest in phasing and how to achieve the proposed plan, step-by-step
- People want to make sure this is connected to the repaving program as well as ongoing construction projects

- The community would like to see demonstration/pilot projects or community events to draw attention to proposed changes

Comprehensive notes and handouts from ZIZO 1 are posted online at www.hawaiicountycompletestreets.com.

2) Recap of ZIZO 2: Parking and Transit Solutions (Wes Frysztacki)

Wes Frysztacki of Weslin Consulting Services, Inc. presented the following recap of ZIZO 2 Key Takeaways:

ZIZO 2 presented an overview of recommendations pertaining to parking and transit solutions. Key recommendations included:

- A) Make the downtown core more pedestrian oriented, and how that impacts parking locations and choices.
- B) Establish a park-once policy by creating the right type and amount of parking.
- C) Provide remote parking with shuttle service for downtown employees and business owners.
- D) Increase parking turnover downtown using parking management and enforcement.
- E) Expand the downtown circulator shuttle that operates between downtown and the remote parking lot with extensions to key destinations such as UH Hilo, the airport and the cruise ship terminal.
- F) Viable parking options (including immediate, near term, and long term actions), parking pay stations, proposed off street public parking and monthly parking permit lot locations throughout downtown,
- G) Covered walkways that connect parking areas with downtown.
- H) Locations for possible structured parking facilities.

The following key takeaways summarize input received on parking:

- There was a general concern about how much parking was right for Hilo. Incentives are needed to encourage people to use remote parking. Distant lots could be vulnerable to safety and security problems. They need to be well-lit, have an emergency call box, provide for bike sharing, and provide covered walkways to downtown.
- There was concern about the ADA parking: amount, location, time limits.
- There was recognition that paying for parking may be needed and would need to include management and enforcement.
- There were suggestions about how to find more parking supply: an example was Hawaiian Telcom lot on Keawe.
- There were concerns about parking structures: cost, visual, environmental
- Business Improvement District requires buy in of all businesses and property owners.

The key takeaways on transit were as follows:

- There was a general support for having a Downtown Hilo shuttle. Some people question whether it is needed and how it works between MTA and possible private operators.
- UH Hilo shuttle was tested, please investigate the results.
- Use Kamehameha, not Bayfront Highway for the routing.
- Parking pay station program needs to start before transit shuttle. Funding for the shuttle needs to be identified. Concerns about ability of employee's and employer's ability to pay for parking plus transit.

Notes and Handouts from ZIZO 2 are posted online at www.hawaiicountycompletestreets.com.

PART TWO: Feature Presentation

ZIZO 3 Presentation: Pedestrian Improvements and Street Design (Alan Fujimori)

Cheryl Soon introduced Alan Fujimori Landscape Architect from SSFM, gave the main presentation. Alan presented an overview of recommendations pertaining to pedestrian improvements and street design. Key recommendations include:

- A) Identify key streets in downtown Hilo as pedestrian areas where the County would apply special treatments and street typologies. These include festival streets that may be closed periodically for events, and shared streets where pedestrians take priority.
- B) Establish gateway features at key entry points into downtown. The gateway features are Bayfront & Waiānuenue, Waiānuenue & Kinoole, Kinoole & Kīlauea, Kīlauea & Ponahawai, Ponahawai & Kamehameha, and Kamehameha & Waiānuenue.
- C) Incorporate signage and wayfinding features to direct downtown users to key destinations and pedestrian/bicycle/transit networks.
- D) Add bicycle facilities throughout downtown, such as bike racks, bike corrals, and start a bike share program.
- E) Make downtown intersections more attractive and compact through landscaped curb extensions. Incorporate functional elements for ADA access and drainage.
- F) Designate certain streets to allow parklets. Provide space and permission for downtown businesses and users to set up temporary or permanent parklets.
- G) Create a more comfortable walking environment by installing through covered walkways, awnings, sheltered bus stops, and possibly a pedestrian bridge across Bayfront at Waianuenue.
- H) Provide access to ADA parking and accessible crossings throughout Downtown.
- I) Incorporate green streets design features into landscaping and street features to enhance drainage and filter runoff.
- J) Add street trees and landscaping downtown, using curb extension planters.
- K) Provide a covered walkway from the remote employee parking lot to Downtown.
- L) Create a pedestrian promenade along Kamehameha Avenue. Incorporate sidewalk dining and thematic landscaping.

PART THREE: Breakout Groups

Three breakout groups were formed to discuss topics in more detail. Each breakout had a facilitator and recorder. Breakout groups discussed the following questions and considerations:

1. Street Typology	a. Are there other streets that should be designated as one of these street types? Why?
	b. Are there streets shown that should not be designated as such? Why?
2. Gateways	a. Are there other gateways? Why?
	b. Are there gateways shown that should not be designated as such? Why?
3. Trails	a. Should the Shoreline Trail be added to the trail network?
	b. Should the Wailuku River Trail be added to the trail network?
	c. Are there any additional map locations?
4. Bike Facilities	a. Any other kind of bike facilities and where should they be located?
	b. Any other bike share locations?
	c. Any other bike corral locations?
5. Curb Extensions	a. Which street(s) is/ (are) the most important ones to have curb extensions?
	b. Any changes to the recommended locations for curb extensions?
6. Parklets	a. Do you feel that parklets improve the livability of Downtown Hilo knowing it will take away parking?
	b. Are there any other streets that should have parklets?

7. Special Pedestrian Features	a. Would you prefer a pedestrian bridge crossing over Bayfront Hwy at Waianuenue verses an at-grade signal controlled crossing?
	b. Do you think a covered walkway connection will make employees use a remote parking lot?
8. ADA Access	a. Are there other ADA facilities that need to be considered for the street design infrastructure?
9. Green Streets	a. Are green streets good for Hilo?
10. Street Trees	a. Do you agree with the design concept for the street trees?
	b. Are there any other streets that you would recommend?
	c. Are there trees on this street that you would not use?

Below are the comments recorded by each breakout group. They are recorded as spoken, without any reconciliation of conflicts, or efforts at finding consensus.

Notes from Breakout Group # 1 (Facilitator: Mike Packard; Recorder: Austen Drake)

Q1 Street Typology:

- a. Are there other streets that should be designated as one of these street types? Why?
 - b. Are there streets shown that should not be designated as such? Why?
- Festival streets don't benefit restaurants as shown; we would rather see it on Keawe versus the mauka-makai streets.
 - One group member agreed with the mauka-makai placement due to ocean views and sea breezes. We should pay more attention to enhancing view corridors. Keawe is too narrow to be a festival street.
 - People have been putting signs out without getting the required permits.
 - It seems that using the street as a festival street would only happen a few times a year; the idea is that the street would be closed off for these events.
 - If Keawe and Kinoole were converted into a two way street, it would open up many possibilities.

- Parks: There is a need to acknowledge that the Ponahawai Ext. goes through park land. Response: The Team met with County Parks Department and they indicated this should not be a problem. The area is too small for active recreational uses.

Additional Questions:

- *Q: How can we make Haili St. a shared street?*
Response: It could have curbs or be curbless. It could be more open with no lines designating travel way. This wouldn't preclude parking.

Q: If a roundabout were installed at Waiānuenue/Bayfront, how would pedestrians cross the multi-lane roundabout?

Response: Multi-lane roundabouts are more difficult to cross safely. However if Ponahawai connection is added, it will divert some volumes away from the Waiānuenue-Bayfront intersection and may allow for a reduction to a single lane roundabout.

Q2 Gateways:

- a. Are there other gateways? Why?
- b. Are there gateways shown that should not be designated as such? Why?

- Issues regarding the roundabout at Bayfront/Ponahawai include: concern over large trucks using these roundabouts. Perhaps there could be paved center islands that are mountable.

Additional Questions:

- *Q: Where are other gateways?*
A: Haili St. makai bound; above or at Kapi'olani.
- *Q: What aspects of festival streets benefit Keawe?*
A: Pedestrian access
- *Q: Who funds/maintains the streets? Is a change in ordinance required to allow this type of use?*

Q3 Trails:

- a. Should the Shoreline Trail be added to the trail network?
- b. Should the Wailuku River Trail be added to the trail network?
- c. Are there any additional map locations?

- We would like to see the beach and shoreline trails restored.

Additional Questions:

- *Q: Where would the connections be located?*
A: The intersection of Waiānuenue and Ponahawai.
- *Q: Has the idea of a pedestrian overpass been discussed?*
A: Yes, but ADA access would be a challenge due to the change in elevation; we could use a parallel ramp to achieve this goal.

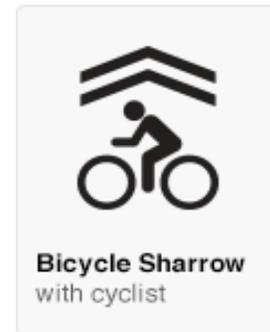
- *Q: Will the report include phasing of improvements (e.g. a one way to a two way conversion)?*
A: Yes, striping verses pavement versus signals. We also need to consider funding sources.

Q4 Bike Facilities:

- a. Any other kind of bike facilities and where should they be located?
 - b. Any other bike share locations?
 - c. Any other bike corral locations?
- One member loved the bike sharing idea, but it may be too soon to implement at this point in time. People need to get used to seeing bikes on the road.

Additional Questions:

- *Q: What is a bike route/sharrow?*
A: It is a method of using striping and signage to designate and make visually known that bikes are allowed to share lanes.



Source: Bing.com/Images

Q5 Curb Extensions:

- a. Which street(s) is/ (are) the most important ones to have curb extension?
 - b. Any changes to the recommended locations for curb extensions?
- Curb extensions help reduce jaywalking
 - Congestion during rush hour drives people away from businesses.
 - We don't want turn lanes taken away to make room for curb extensions.

Additional Questions:

- *Q: Is sidewalk repair included in this study? Property owners are not sure who is responsible to fix these areas.*
A: Yes
- *Q: Will Waiānuenue one way school flow go away?*
A: Maybe, it would make sense and may not be necessary anymore.

Q6 Parklets:

- a. Do you feel that parklets improve the livability of Downtown Hilo knowing it will take away parking?
 - b. Are there any other streets that should have parklets?
- We could do "pop ups" that can move around (i.e. San Francisco) or use portable curb blocks

Additional Questions:

- *Q: How do people with visual impairments navigate curbless streets?*
A: The intention is to maintain a pedestrian safe space.
- *Q: Is the planning document going to be adopted as an ordinance?*
A: This is unclear right now.
- *Q: Was vision 2025 made legal by ordinance?*
A: No.
- *Q: What will be do with utilities (re: Keawe/Mamo)*

Q7 Special Pedestrian Features:

- a. Would you prefer a pedestrian bridge crossing over Bayfront Hwy at Waianuenue verses an at-grade signal controlled crossing?
 - b. Do you think a covered walkway connection will make employees use a remote parking lot?
- Covered walkways are essential to get people to park and walk.
 - A pedestrian bridge would be the safest way to cross but it would be expensive. The bridge could be an attraction, but it is more important to prioritize improvements.

Additional Questions:

- *Q: Who will fund additional awnings?*
A: This is unclear at this point.

Q8 ADA Access:

- a. Are there other ADA facilities that need to be considered for the street design infrastructure?

Additional Questions:

- *Q: Is there an opportunity to widen S/W's?*
A: We could use bulb-outs to get obstructions out of the way.
- *Q: What about store entrance access?*
- *Q: What about enforcement of ADA parking?*

Q9 Green Streets:

- a. Are green streets good for Hilo?
- Yes, they can work here.

Q10 Street Trees:

- a. Do you agree with the design concept for the street trees?
- b. Are there any other streets that you would recommend?
- c. Are there trees on this sheet that you would not use?

- We don't want to lose the existing large trees due to street improvements including trails.

Additional Comments Overall:

- Parking in front of businesses is crucial.
- Property owners should be able to weigh in.
- It doesn't take much enforcement to keep people from parking illegally.
- There should be an opportunity to integrate parks and parking.
- People need places to sit and eat after going to the Farmer's market.

Notes from Breakout Group # 2 (Facilitator: David Tarnas; Recorder: Melissa White)

Q1 Street Typology:

- a. Are there other streets that should be designated as one of these street types? Why?
- b. Are there streets shown that should not be designated as such? Why?

- There was a lot of discussion on making Keawe St. a festival street, but we don't want to get rid of the parking there. It was decided that the mechanism for pedestrian connectors would be parklets and/curb extensions.
- Don't get rid of all parking on the shared streets.
- Kalakaua is too narrow for parking on both sides.
- We don't want to lose all of the parking on Kalakaua.
- Have you looked at alternating mauka-makai shared streets as one ways in alternating directions?

Additional Questions:

- *Q: Does a shared street basically mean that there is no parking on that street?*
A: Some of the shared streets have parking (chicane/parking)
- *Q: Do festival streets have parking?*
A: Yes, on one side
- *Q: Is a two way conversion the best solution? Why was it changed?*
A: Two ways increase access to Downtown and reduces circling. They also have economic and safety benefits.
- *Q: Why don't we continue the shared street up to Kinoole?*

Q2 Gateways:

- a. Are there other gateways? Why?
- b. Are there gateways shown that should not be designated as such? Why?

- There should be a gateway entry at Puueo.
- These are good choices.

Q3 Trails:

- a. Should the Shoreline Trail be added to the trail network?
- b. Should the Wailuku River Trail be added to the trail network?
- c. Are there any additional map locations?

- The plan should extend the shoreline trail up to the bridge located under the bridge up Wailuku.
- This is in a tsunami zone.
- The trail from Suisan was discussed in the past. The shoreline trail should connect river to river and up to Wailuku trail.
- Trails need to be ADA accessible.
- The plan should move the cultural trail across the street to include the library as a point of interest which connects Wailuku River and trail to the system.
- Wailuku River Trail would be a good way to attract people to that side of Downtown.
- The plan should double the numbers of signs and put them mid-block, not only at intersections
- Should put a sign at the library and the Naha Store because these are popular destinations.
- Should put an overall map at the transit station of the whole Downtown area. All the shuttle stops are located on Keawe, we should put more equally on Keawe and Kamehameha Ave.
- Should connect the map to show the shuttle stops on Kamehameha at the same cross streets.
- The shuttle stops need to be located before and on the opposite side of the signal.
- I am very concerned about the two way circulation. This requires modeling to prove its merit. The road is so narrow and there are no left turn pockets.
- Every feature takes away a parking spot. We need to see the total package.

Additional Questions:

- *Q: Can't you go under the bridge to get to Kaipalooaa? People used to do that.*
- *Q: Do way finding maps include business names?*

Q4 Bike Facilities:

- a. Any other kind of bike facilities and where should they be located?
- b. Any other bike share locations?
- c. Any other bike corral locations?

- The bikeshare station should be put in a remote parking lot, not in central Downtown.
- Is the bikeshare free? Are both wheels locked? The bikes need to be secure. Need to be wary of vandalism of kiosks and machinery.

- In the past, two bike racks were purchased and placed in front of our store. One got run over while the other was rarely used.
- If downtown is transformed into a slower and safer place, people would walk and bike more.
- The library bike rack is well used.

Additional Questions:

- *Q: Can the bikeshare stations be inside a shelter? Is that realistic? If so, it could have an accessibility code with membership*

Q5 Curb Extensions:

- a. Which street(s) is/ (are) the most important ones to have curb extension?
 - b. Any changes to the recommended locations for curb extensions?
- You will be stuck without left-hand turn lanes
 - They look good and are safer, but they would cause people to be unhappy about the inability to make a left turn.
 - Split and phase lighting because this will be necessary to make the plan work.
 - Ponahawai and Kīlauea will be a mini circle not a roundabout.
 - Put a roundabout at Waiānuenue and Bayfront as well as at Ponahawai and Kamehameha. Regarding Waiānuenue, it should not have a double roundabout. Rather, it should have one large roundabout.
 - The ones on Haili Street should be minicircles, not roundabouts.
 - When you put in curb extensions, you can move parking closer to intersections; this is a benefit but it will require ADA stalls at every intersection leg. Perhaps the first space next to each intersection could be an ADA stall. We also need to increase the percentage of ADA stalls overall.
 - Make sure that it is ADA accessible and include ramps; looks are not the only important factor.
 - Make sure that there is sufficient drainage at each intersection.
 - Waiānuenue floods during heavy rain events, therefore it is important that plans ensure adequate drainage.

Additional Questions:

- *Q: How do ADA users get to the intersection?*

Q6 Parklets:

- a. Do you feel that parklets improve the livability of Downtown Hilo knowing it will take away parking?
 - b. Are there any other streets that should have parklets?
- Hilo businesses put lots of trash on the sidewalk. It is hard to get past it. There is not enough enforcement. The worry is that the parklets will exacerbate the situation and trash will further obstruct the sidewalks.
 - Our business has a permit and follows the rules. The biggest problem is the skateboarders speeding by and the homeless. We are not allowed to sell

anything outside. People buy food down the street and sit there, but leave their trash. We are responsible for keeping the area clean. What will happen if we expand those areas in which people can sit?

- There shouldn't be parklets along Keawe rather only along mauka-makai streets because of parking and sidewalk obstruction.
- It is good to have more places to sit and gather.
- Outdoor seating is good for people with pets.
- There used to be benches by the Tsunami Museum but they were removed due to people congregating. A bike rack was also removed because it was rusted and became a trip hazard.
- DPW is enforcer of sidewalk rules.
- If there are shallows on Keawe, parklets could fit and businesses could move items off the sidewalk. The parklets would make Downtown more charming.
- The parklets and sidewalks would be public property.
- The permit requires maintenance to curb line...also, we can't advertise.
- Revisit business rules for parklet permits.
- Wherever sharrows exist, the posted speed limit should be 15mph.
- Some group members are not in favor of parklets

Additional Questions:

- *Q: Are the parklets temporary or permanent?*
A: It varies and is usually based on and associated with a business.
- *Q: How can you have a two way street, bike lane, parking, and parklets? There is not enough room.*
A: Bikeshare sharrows

Q7 Special Pedestrian Features:

- a. Would you prefer a pedestrian bridge crossing over Bayfront Hwy at Waianuenue verses an at-grade signal controlled crossing?
- b. Do you think a covered walkway connection will make employees use a remote parking lot?

- Bridge or crossing to Kaipalaoa?
- One group member wanted both options while another wanted a bridge only.
- Covered Walkways:
- It would help but there would be a need to fill in gaps in between existing awnings.
- One group member was extremely excited about the prospect of a bridge or crossing to Kaipalaoa.

Additional Questions:

- *Q: What is the cheapest and fastest way to connect to Kaipalaoa? There is an immediate need*
A: A bridge is expensive
- *Q: Can you do a crossing with roundabouts?*

- A: Double lane roundabouts are much more difficult for pedestrians*
- *Q: Does it have to be a double land roundabout?*
 - *Q: If you did a bridge, it should connect with the Wailuku River Trail.*

Q8 ADA Access:

- Are there other ADA facilities that need to be considered for the street design infrastructure?
- These are not easy fixes and are overly optimistic. Some of these recommendations will be an uphill battle. The HPD is opposed to improvements near Kalakaua Park.
 - Don't move the cultural trail across the street.
 - There are stones by Kalakaua Park that are easy to trip on.
 - Hilo needs mid-block curb-cuts, not only at intersections.

Q9 Green Streets:

- Are green streets good for Hilo?
 - Do you agree with the design concept for the street trees?
 - Are there any other streets that you would recommend?
 - Are there trees on this sheet that you would not use?
- The group liked the idea but was skeptical about permeable pavers because they get clogged.
 - This design requires maintenance.
 - A concern is that this may not work if the water table is close to the surface.

Additional Questions:

- *Q: Who will maintain them? Will the costs burden public agencies and or taxpayers?*
A: pavers have to be vacuumed yearly.
- *Q: Will pavers work in Hilo?*
A: Yes, they work in Portland International Airport (PDX) and in Seattle, Washington.

Q10 Street Trees:

- Do you agree with the design concept for the street trees?
 - Are there any other streets that you would recommend?
 - Are there trees on this sheet that you would not use?
- The group agreed and liked the idea of street trees but wanted to be sure that trees that were chosen would not drop leaves or flowers because people track in leaves on their shoes. Shower and 'Ōhi'a trees were undesirable while Native Hawaiian plants and palms are ideal.
 - An ordinance exists stating that property owners must maintain the trees.

- Traffic control boxes should be included in the plans and drawings.
- The streets in town are narrow. Maybe Kinoole and Bayfront would be good sites for street trees.
- Put trees in the curb extensions.
- Tree roots can damage sidewalks and it is important to think about that when choosing the trees. There should be the “right tree for the right place.”
- The trees in Kaimukī are nicely sized and attractive.
- There are sharp radiuses on bulb-outs which make it hard for trucks to navigate. The bulb-outs are there to aid in traffic calming, large trucks should be operating during certain hours. The solution is to let trucks run over the curb ramps, so they should be heavy duty to withstand the excess pressure.
- There are a lot of trucks that come through downtown.
- Included good signage directing people to downtown.
- There should be a left turn from Bayfront to Waiānuenuē.
- Come up with a color scheme for traffic signal hardware.

Notes from Breakout Group # 3 (Facilitator: Wes Frysztacki; Recorder: Isaac Gloor)

Q1 Street Typology:

- a. Are there other streets that should be designated as one of these street types? Why?
- b. Are there streets shown that should not be designated as such? Why?

- Punahoa St. may be too narrow to be a “shared” street.
- Keawe St. may be a better candidate for a “shared” street.
- Keawe St. should be a Festival St. (unanimous support)
- KTA wants good vehicular traffic flow on Keawe St.
- Waiānuenuē St. should also be a Festival St.

Q2 Gateways:

- a. Are there other gateways? Why?
- b. Are there gateways shown that should not be designated as such? Why?

- There should be a gateway at Keawe and Waiānuenuē to indicate the importance of Keawe. Most of the people in the group agreed with this.
- The Gateway should be at Bayfront Bridge not Waiānuenuē.
- The long term plan should not ignore short term changes.

Q4 Bike Facilities:

- a. Any other kind of bike facilities and where should they be located?
- b. Any other bike share locations?
- c. Any other bike corral locations?

- We should think of alternate locations for bikeshare; we may not have to use parking stalls.

Additional Questions:

- *Q: Why is there a lack of bikeshare on Keawe? Maybe it could be located on Haili intersection or near transit stops?*

Q6 Parklets:

- Do you feel that parklets improve the livability of Downtown Hilo knowing it will take away parking?
 - Are there any other streets that should have parklets?
- Parking cannot be removed without it first being replaced with new parking somewhere else.
 - Parklets are a low-priority improvement
 - Punahoa should not be a parklet street because it is too narrow.

Q7 Special Pedestrian Features:

- Would you prefer a pedestrian bridge crossing over Bayfront Hwy at Waianuenue verses an at-grade signal controlled crossing?
 - Do you think a covered walkway connection will make employees use a remote parking lot?
- We should create codes that require building owners to replace awnings.
 - There needs to be adequate lighting on the sidewalks and under awnings.

Q8 ADA Access:

- Are there other ADA facilities that need to be considered for the street design infrastructure?
- Parking time limits in Hilo should be consistent and be enforced.

Q8 Green Streets:

- Are green streets good for Hilo?
- The plan should include responsibilities for maintenance
 - Yes, but parking lots may flood.

Q10 Street Trees:

- Do you agree with the design concept for the street trees?
 - Are there any other streets that you would recommend?
 - Are there trees on this sheet that you would not use?
- 'Ōhi'a trees provide very little shade, BUT they are easy to maintain.

PART FOUR: Group Summary of Key Takeaways

Group 1 Recap and Key Takeaways (Mike Packard):

- There were divergent opinions regarding street typologies but most of the group wanted to use Keawe as a festival street versus the mauka-makai streets.
- The group wanted to know who would fund the festival streets and for what kinds of festivals. The group thought that Haili could be used as a shared street and that two way conversions would create opportunities for street types.
- Regarding gateways, the group thought that the Haili street makai bound street was a good idea. They also like the idea of using roundabouts as gateways but had concern about trucks navigating the roundabouts and the likelihood of the ponahawai extension affecting the ball field.
- In terms of the crossing of Bayfront at Waiānuenue, the group felt that this idea needs more attention and thought. There was support for a shoreline trail and beach restoration connections between the shoreline and Wailuku River trail. ADA access proved to be a challenging aspect in provision of an expensive pedestrian overpass.
- The group thought that the Bikeshare was a good idea but might be too early clarify difference between bike route/sharrow.
- Group 1 didn't want curb extensions in place of turn lanes.

The following questions cover some of the main concerns of Group 1:

- How to phase two-way conversions? 1) striping 2) pavement/signals
- What do we do with overhead utilities in these areas?
- Who is expected to pay for, maintain, and repair sidewalks/improvements?
- How do visually impaired people navigate different types of streets?
- What ordinance changes will be required? Will this Plan become an ordinance?
- Who covers Costs of covered walkways/awnings?
- What about storefronts being accessible for patrons with disabilities?
- How does this relate to preserving the historic character of downtown Hilo?

Group 2 Recap and Key Takeaways (David Tarnas)

- Group 2 did not want to give up all parking on special street types.
- They wanted more maps and way finding for downtown area and businesses and more shuttle stops on Kamehameha with the library as destination and gathering place.
- There was concern about security/vandalism for bikeshare.
- Group 2 wanted two way circulation to be modeled to see if it works from a traffic perspective.
- They wanted more gathering places without blocking sidewalks.

- The group felt that a pedestrian bridge was too expensive but wanted a graded crossing as soon as possible.
- The group was in support of covered walkways, but felt that all improvements should be ADA accessible.
- In terms of street trees, it was important that those trees do not drop leaves and flowers; Tree maintenance could require an ordinance change.

The following questions cover some of the main concerns of Group 2:

- How does Ada access work with curb extensions? How will drainage work? Will it be safe and effective?
- Don't get rid of left turn lane for curb extensions; How will trucks make the turn?
- How will parklets be maintained and enforced so they are not attractive nuisances?
- How does the concept of green streets work with high water table? Who will maintain?

Group 3 Recap and Key Takeaways (Wes Frysztacki)

- The group thought that Keawe St. should get special treatment, that it should be a festival or a shared street.
- They thought there should be a gateway at Wailuku Bridge not Waiānuenu.
- Bike sharing stations should be included at a few spots on Keawe Street as well.
- Group 3 was in support of covered walkways but thought that it was important to give people incentives to keep them up. They thought it would be beneficial and made sense to have a network of covered walkways.
- The group did not want 'Ōhi'a trees because they are not large enough and they do not provide adequate shade.

Overall, Group 3 was in sync with the other two groups and shared many of the same sentiments.

PART FIVE: Written Comments Received

Written comments received are transcribed below.

M.C. (via e-mail)

I've been traveling during all your Hilo meetings and unable to attend. So I just want to add my two cents before the pedestrian meeting. Hilo bay and beach are not really accessible to pedestrians. And the waterfront is what makes Hilo special. I'd love to see something similar to the Seawall Walk in Vancouver Canada. Pedestrians, dog walkers, bicyclists all use the Seawall and it stretches along the entire waterfront.

Can you imagine a walkway connecting Hilo waterfront with Liliuokalani Park and maybe even the port for tourists to use after getting off the cruise ships? I would like to see Hilo offer some kind of pedestrian access to the waterfront.

Also, please don't exclude dog walkers from any good pedestrian walkways. The people who bother to walk their dogs are the ones who care about picking up their poop. Increase leash laws and fines for leaving poop - but don't exclude responsible dog walkers from pedestrian walkways.

K. C. (via e-mail)

I would like to take the time to tell you why I am not coming.

As a Downtown business owner for 14 years I am sick and tired of going to focus groups, etc., etc. in the end it is just all talk and no action.

Hawaii County could not care less about the business owners in Downtown and it seems they could care less about the appearance of Downtown Hilo. I have been trying to get them to install garbage cans on Mamo Street and everywhere else Downtown. Take a walk around Farmers Market on a Saturday at 3.00 the garbage cans are overflowing, still they do nothing about it.

Everyone from the rest of the 49 States wants to come and visit Hawaii, one would think at least we could keep it clean. It is a disgrace.