

Sustainable Development and Resilient Communities – Transportation Access and Mobility

Public Comment Summary

County of Hawai'i Draft General Plan 2045

The public comment period for the Draft General Plan 2045 was held from September 18, 2023 to April 1, 2024. This comment summary contains the key themes derived from community feedback on the Sustainable Development and Resilient Communities – Transportation Access and Mobility section of the draft plan.

1. Equitable Access to Transportation

A recurring theme pertains to the need for equitable access to transportation infrastructure. There is a call for policies that accommodate the transportation needs of different communities, including rural populations, the elderly, and those with disabilities. The safety and accessibility of transportation systems are imperative. Commenters advocate for inclusive design that considers a range of users. Concerns also highlight the importance of infrastructure development keeping pace with growth, and the need for alternative transportation modes and connectivity. Additionally, there are concern about maintaining ocean access and supporting various water-based activities.

2. Multimodal Transportation

Challenges such as lack of transportation options in the evenings for older individuals, the need for infrastructure like bike lanes and pedestrian-friendly roadways, and the ability to handle evacuations and emergencies with current transportation systems. Comments express a desire to develop safe and accessible transportation options for active modes such as walking, biking, and shared-use paths. They indicate a need for comprehensive planning and infrastructure development that prioritizes these modes for health, environmental, and economic benefits. Accessibility for people with disabilities and the integration of active transportation into urban design are recurrent themes.

Public access and connectivity

Improved planning for public access and connectivity are highlighted by the comments. They express that these plans should be a prerequisite for development approvals and should account for the unique qualities of various landscapes and sites. Concerns are raised about access to public spaces, with emphasis on trails, multimodal transportation options, ADA compliance, and preventing privatization of public lands. The need for public participation in planning to ensure fair access and the establishment of corridors for active living are emphasized, as well as the enforcement and maintenance of public access. Comments emphasize the importance of defining public access, particularly to shorelines, and ensuring adequate facilities for recreational activities.

Active living and recreation

There is a strong emphasis on developing and preserving active living corridors, public access to natural and scenic areas, and recreational spaces such as trails for walking, biking, and historic pathways. Comments suggest the need for well-defined plans, collaboration among

departments, and consideration of different communities' needs and cultural values in development projects.

Mass transit

Many comments express concerns and suggestions regarding mass transit and the promotion of active transportation modes, such as walking and cycling. Issues raised include the clarity and effectiveness of mass transit programs, the need for comprehensive and multimodal transit infrastructure, and increasing the attractiveness and safety of mass transit for a broader adoption by the public.

Comments reflect the demand for improved and more ambitious mass transit options, including considerations for older populations, the disabled, and emergency situations. Reliable and consistent routing and scheduling, leveraging rapid technological developments, and communication about system changes, are suggestions to increased ridership and make transit more attractive for both residents and visitors. People expressed a desire for more improvements in public transport infrastructure and less reliance on law enforcement to manage traffic.

Comments indicate a strong interest in improving and carefully planning transportation infrastructure, with calls to invest in alternative transportation modes such as mass transit, biking, and pedestrian systems. There's an emphasis on creating multimodal transportation opportunities, reducing vehicle miles traveled, incorporating complete street designs and considering the community's input. Concerns include traffic congestion, inadequate roadways for evacuation, and the need for established corridors for walking and biking that are interconnected.

3. Road Infrastructure and Traffic Management

Many comments touch on various aspects of road infrastructure, including the need for more efficient traffic management, recognition of traffic congestion impacting productivity and quality of life, and concerns about the planning and execution of roadwork. Some also mention the allocation of costs between public and private projects and the impacts on local economies. Many comments highlight the need for improved infrastructure, including bridges, bus storage, charging stations, and proper maintenance of facilities. There is a notable desire to ensure infrastructure supports various transportation methods, including foot, bicycle, and public transit, and the need for investment in infrastructure that can support an increase in population and transit demand. Multiple comments urge the need for green infrastructure, maintaining the rural character of regions, the importance of proper landscaping, reducing environmental impact, and aligning with active living corridors. There's a call for the County to take responsibility for maintaining green infrastructure, managing invasive species, and establishing buffers around streams and gulches for conservation purposes. Commenters suggest developing standards for green infrastructure, including maintenance of landscaping and low-impact development, alongside strategies for managing invasive species and creating conservation or recreation buffers.

Road safety and emergency preparedness

Many comments voice concerns about road safety, proposing various solutions such as improved roadway maintenance, traffic calming measures, and better planning for pedestrians and cyclists. The need for additional roads and access points for communities with limited ingress and egress areas, especially in case of emergency situations like wildfires, is also emphasized. Other suggestions include more rigorous enforcement of traffic laws and better education on road safety for children and adults. Commenters emphasize the necessity of having transportation options that can be relied upon during disasters and evacuations and suggest enhancing the reliability and accessibility of such systems.

4. Community Development and Land Use

Transportation planning is intrinsically tied to community development and land use. Transportation-related comments address development and land use policies, discussing the need for strategic growth, the promotion of urban centers, smart growth principles, and concerns about the negative impacts of development on infrastructure and communities. A recurring theme is the request for increased community engagement in transportation planning processes, emphasizing that public insight and participation are essential for designing systems that meet the needs of the populations they serve. Residents are calling for better consultation, transparency, and the incorporation of public feedback in the development and approval of transportation plans. Comprehensive planning is emphasized, including impact analysis updates and prioritizing traffic calming measures.

Cultural considerations

Several comments suggest that development and infrastructure projects should include cultural representations and respect the environment. Access to shorelines and the preservation of local culture in the face of rising tourism and development are also concerns. The comments reflect the importance of integrating local culture into tourist areas to enrich the tourist experience and encourage return visits. This includes landscaping, cultural performances, and visual arts that represent local cultures. The conservation and promotion of Native Hawaiian culture are specifically emphasized.

5. Funding and Economic Implications

Comments are concerned with how transportation projects are funded and the economic implications on the local economy. Comments point to the balance needed between encouraging growth and managing impacts on the economy, suggesting a shared cost of infrastructure between landowners/developers and the County to increase feasibility of projects. A few comments address funding and economic concerns related to transportation projects, questioning the source of financing and the feasibility of the initiatives proposed in the context of a broader economic strategy. Commenters expressed concern about the financial aspects of environmental and transportation initiatives, mentioning alternative financing mechanisms and questioning the viability of funding 'green' projects.

6. Policy and Regulatory Concerns

A portion of feedback draws attention to concerns about existing policies and their alignment with transportation needs. Commenters want to establish more forward-thinking policies to accommodate future transportation demands and recommend updates to both policy and

regulatory frameworks to better support multimodal infrastructure and environmental considerations. Some comments encourage a framework for evaluating access types and the appropriate management responsibilities to protect public health and ensure responsible stewardship of resources. Several comments indicate the need for clearer language in communicating goals, processes, and the names of procedures within transportation projects.

7. Climate Change and Environmental Considerations

Comments highlight the importance of sustainability in infrastructure and necessity of considering environmental impact in transportation planning, suggesting the inclusion of green strategies and sustainable practices in planning. There is substantial support for integrating environmental benefits and infrastructure projects. Proposed ideas include using native plants, managing invasive species, and utilizing alternative energy solutions. Other environmental concerns in this section are around greenhouse gas emissions, electric vehicle infrastructure, and sustainable transportation options. Some comments mention the potential adverse impact of focusing excessively on electric vehicles without adequate provision for their environmental footprint.

Comment	Page Number (in the online Konveio platform)
Concurrently, an evaluation framework needs to be created to determine the appropriateness and type of access that should be allowed; including roles and responsibilities for management and oversight. This is both to protect public health and to steward the resource.	73
Tables 19 & 20 KS comment: This section has the potential to develop an equitable method to define landowner requirements for public access but could significantly impact some landowners more than others. The uniqueness of various landscapes and sites should be considered in developing standards and requirements.	68
KS comment: Depending on allocation of costs, this could make projects unfeasible and hinder development and economic stimulus to the local economy. The split of infrastructure burden between public and private entities should be considered under this guideline. Landowners and developers should not bear a disproportionate burden, or be forced to contribute more than their fair share of local and regional infrastructure costs as this could hinder development and economic stimulus to the local economy.	71
KS comment: These policies broaden the Planning Department's (PD) discretionary power when reviewing discretionary permits. Without standardized rules and guidelines, certain projects could be impacted differently and unfairly, relative to one another. Additional costs for added requirements could make projects unfeasible and hinder development and economic stimulus to the local economy.	73
Develop conservation or recreation buffers around streams and dry gulches in the district to protect riparian corridors, manage storm water, reduce property loss from flooding and erosion, and protect nearby coastal zones and reefs.	81
Significant, needed roadways should be identified in the General Plan maps, including a Waimea Bypass, an additional road in/out of Puako, and multiple roads in/out of Waikoloa Village to the Queen Ka'ahumanu Highway, Waikoloa Road, and the Waimea Bypass and/or Kawaihae Road.	78
2.5: Transportation Terminals: Airports and Harbors p 84 Importing of goods should be minimized to reduce the need for large harbors, and to make us less dependent on vulnerable supply chains thousands of miles long. Economic dependence on tourism should be reduced, to reduce the need for large airports and make us less dependent on this unreliable economic driver.	85
15.2 Allow for private, non-dedicated cul-de-sac and alley designs that are in accordance with national road standards. p 79 Cul-de-sacs should be discouraged, to allow emergency evacuation routes and reduce traffic congestion.	80
Priority Actions p. 78 The County should encourage staggered operating hours for both public and private sectors, to lessen traffic congestion and improve safety.	79
Objective 14 Reduce vehicle miles traveled (VMT). p. 78 Developers should not be granted relief from requirements for sidewalks, bike lanes, etc.	79
In November 2020, the County of Hawai'i adopted by resolution a Street Design Manual to set standards for how County streets should support all modes of traffic. p 77 The Complete Streets policy was ignored recently for repairs to Wai'anuenue Avenue and Keawe Street, the latter because the funding source did not allow for it. But the County should seek to do Complete Streets as often as possible....the State of Hawai'i's traffic fatalities continue to rise and the County of Hawai'i's figures per capita remain the highest in the state... p. 77 To reduce crashes, communities should be designed so people don't have to drive so far for jobs and services.	69
Standards Table 22: Mass Transit Level of Service Standards p 76 This section should Include flex service, now being done, where a bus will deviate a bit from its normal route to accommodate a customer, on request.	69

Continuing, Comprehensive, and Cooperative Planning p 68 Traffic plans submitted to planning commissions and County Council typically include many pages dealing with vehicular traffic and very few pages re. bicycles, walking, wheelchairs, etc. Requirements should be changed so alternative modes receive at least equal consideration.	69
Terminals: Airports and Harbors..tourism accounted for approximately 15% of VMT... p 67 The acronym should be explained.	68
Investment in Electric Vehicles •Total registered electric vehicles: 10,670 (#20 overall) p 66 The meaning of "#20 overall" should be explained.	67
2.1: Introduction This element of the General Plan examines various modes of transportation... Contemporary perspectives broaden evaluation p 65 Wheelchairs, skateboards, scooter boards, etc. should be included.	66
The Planning Department can create easier and safer methods of travel but have no right to dictate how many miles people drive. The people's right to travel shall not be impeded. Delete this section. Developers should not be granted relief from requirements for sidewalks, bike lanes, etc. Priority Actions p. 78 The County traffic lights should be set to staggered operating hours for both public and private sectors, to lessen traffic congestion and improve safety.	79
Continuing, Comprehensive, and Cooperative Planning p 68 Traffic plans submitted to planning commissions and County Council typically include many pages dealing with vehicular traffic and very few pages on bicycles, walking, wheelchairs, etc. Requirements should be changed so alternative modes receive at least equal consideration, safe bike lanes should be a high priority to cut down emissions.	69
Investment in Electric Vehicles is counter productive to the environment. Electric Vehicles add a huge strain on the electric grid. They are very costly to own both in price of car, maintenance, and electric bill. The companies that make EV use fossil fuels. The new gas driven cars are much lower in emissions and cheaper to buy. Lastly, the batteries in EVs are dangerous during car accidents and toxic to the environment.	67
Sec. 2. Objectives. This order defines agency roles and responsibilities and directs agencies to take specific actions to prepare the Nation for the hazardous effects of space weather. These activities are to be implemented in conjunction with those identified in the 2015 National Space Weather Action Plan (Action Plan) and any subsequent updates. Implementing this order and the Action Plan will require the Federal Government to work across agencies and to develop, as appropriate, enhanced and innovative partnerships with State, tribal, and local governments; academia; non-profits; the private sector; and international partners. These efforts will enhance national preparedness and speed the creation of a space-weather-ready Nation. https://www.federalregister.gov/documents/2016/10/18/2016-25290/coordinating-efforts-to-prepare-the-nation- for-space-weather-events In October 2016 (about 10 days before the above executive order was signed) the Russian Government hosted a training event of 40 million civilians, 200,000 emergency rescuers and 50,000 units of equipment from October 4 to October 7, 2016. It took 3 days to do a mock evacuation of 40 million civilians into 5000 bunkers.This was a massive exercise carried out for the first time in modern history. A spokesman said in a statement: "The main goal of the drill is to practice organization of management during civil defense events and emergency and fire management, to check preparedness of management bodies and forces of civil defense on all levels to respond to natural and man-made disasters and to take civil defense measures. https://www.express.co.uk/news/world/717446/russia-evacuate-40-mi11ion-people-emergency-drill-vladimir-putin-ww3 Additional info on this: Cataclysmic Polarity Shift , Part 2 - How Can I Prepare For Such An Event? https://www.youtube.com/watch?v=GSHnF2PTz5s Safe Zones and Disasters https://www.youtube.com/watch?v=qplLRxCMiw Solar Micronova is Going to Happen https://www.youtube.com/watch?v=cEMXp1HlzUs&t=0s Earth Disaster is Coming I ALL The Evidence https://www.youtube.com/watch?v=j635Cv2a0IA&t=0s Man made geoengineering is an operation primarily used to block out solar radiation and create, distribute, and deflect weather	65

systems. Its use over many decades is outside the scope of public knowledge and having significant impacts on our environment/weather to include increased super storms, fires, flooding, droughts, and causing very high levels of aluminum in the soil and tissue samples of all mammals. I personally have tested hundreds of humans and animals and seen very high levels in all hair analysis tests. This is why Monsanto developed aluminum resistant seeds, soil in North America is testing 40,000 times higher rates of aluminum in the last 2 decades. https://www.geoengineeringwatch.org/links-to-geoengineering-patents/ Tennessee and New Hampshire have recently introduced bills to ban this practice. https://www.tennessean.com/story/news/local/2024/03/20/tennessee-senate-passes-bill-banning-chemtrails-what-to-know/730275860071 Maui county council passed a bill in 2010 to ban geoengineering and this link explains how it is being used to lessen the effects of solar radiation. There has been no public oversight or consent to these projects. http://mauiskywatch.org/info-official-reports/ It is clear based on the above information the governments of the world are preparing for space weather effects due to the weakening magnetic field, therefore it is critical that the county review and adopt their own contingency plans. Hawaii county should implement a ban on geoengineering before soil is too toxic with aluminum and when combined with glyphosate it can cross the blood brain barrier.	
The spirit of the standards appears to be to provide transparent, equitable measures for public roadway infrastructure that safely accomplishes our transportation goals. However, some of the standards appear to originate in a different era before consideration of the priority hierarchy. For example, extremely wide ROWs for secondary arterials and collector streets that accommodate wide and perhaps buffered bike lanes on both sides, transit lanes, sidewalks, etc., can be appropriate. But extremely wide ROWs that do not accommodate these features simply encourage speeding and are uninviting for cyclists at best and deadly at worst. The reality we cyclists are dealing with is wide streets that promote speeding and never seem to get converted for cycling. Few people dare to cycle, and the vicious circle continues. For minor streets, which constitute the majority of street length in towns such as Hilo, we are surprised that there is so little attention given to narrower width streets, which slow traffic and help convert sketchy urban roads into charming urban streets. "Skinny Streets" is a movement started in the 1990s aimed at reducing the dimensions of streets in municipal standards. Hundreds of state, county and city jurisdictions have revisited their overly wide street design standards and adopted narrower profiles. Reducing street width provides a number of benefits. Skinny streets reduce speeding, vehicle crashes, street construction costs, pedestrian crossing distances, impervious surfaces (and therefore storm water drain capacity), street maintenance and resurfacing costs, and the heat re-radiation that creates urban heat islands. The "optimal ROW" specified by the standards may be viewed as inconsistent with proposed GP 2045 policies to consider innovative road standards. The Green Book and the MUTCD are often cited by engineers as if they are rigid laws that brook no deviation. However, the Green Book provides a great deal of flexibility, to the point of encouraging narrow widths (e.g., 26') on low-volume residential streets. Traffic engineers are learning that narrow street standards make a great deal of sense in most cases. We are also concerned with rigidly adopting standards from existing manuals that are already outdated. For example, the 11th edition of the Manual on Uniform Traffic Control Devices for Streets and Highways-the MUTCD -was released on December 19, 2023, replacing the 10th edition from 2009. The new MUTCD is a significant improvement that includes a number of updates to improve safety for pedestrians, bicyclists, and all road users. We suggest working with DPW, HDOT, FHWA and organizations such as Strong Towns to re-examine the optimal ROW from some of the categories of streets in Table 23.	84
We strongly support these good ideas. As noted in the Mayor's proclamation of June 13, 2022, the County is committed to utilize and implement the County of Hawai'i Street Design Manual to build complete streets in Hawai'i County at every opportunity and to engage the public early and often in development thereof. This key pledge merits reiteration as a binding policy of the General Plan. Objective 18. Adequately maintain public transportation systems. STANDARDS The County adheres to several federal and industry standards for roadway design. These include the AASHTO	82

Green Book and Roadside Design Guide, the MUTCD, the NACTO, and the Highway Capacity Manual. ¹² Examples of topics addressed by these guidelines include road geometry (e.g., curves, sight distance), safety within ROWs adjacent to travel ways, design speeds, level of service, signs/stripping/signaling, and urban transit. In addition to these sources, the County adheres to the following locally defined standards. Highways shall not be wider than four through travel lanes that accommodate single occupancy vehicles and should be limited to the most populated areas typically connecting residential areas with employment centers. Integrate transportation networks to prioritize the most vulnerable roadways users and the greenest modes of travel through a Multimodal Hierarchy that prioritizes investments in the following order: 1. Pedestrian, 2. Public Transit, 3. Bicycle, 4. Auto. The minimum roadway width standards to accommodate the County Roadway Classifications were adopted in RES 779-20. The following provides an overview of this standard with reference to the FHWA Functional Classification system. Table 23: County Street Typology on p. 83	
On the surface, that is certainly a policy we support, but we have concerns with the 1970's era County of Hawaii roadway typology, which emphasizes very wide rights of way for low traffic roads. We have more comments on that below.	82
We suggest and edit to include specify a broad range of road projects that this policy is intended to apply to.	81
add in after "into" new build, repaving, rehabilitation and reconstruction	81
While we support the idea of a corridor planning/management program, we have trouble envisioning its structure and operation. Will it be located in Planning? It should be transparent, perhaps utilizing interactive webmaps for locations and tables that chart progress towards goals. We suggest there be regular reporting and measures of accountability.	81
15. c Establish a corridor planning/management program that is data- driven and accessible to the public and uses performance based target and outcomes.	80
On Policy 15.3, we agree that objectives for (maintaining high) traffic speed need to be balanced with maintaining the area's natural, historic, and scenic qualities, but not that safety, traffic calming and (reducing unsafe) traffic speed requires a balance test.	80
Should this flexibility be restricted to rural areas? The standard street typology for urban areas involves overly wide minimum road widths. Many of Hilo's most charming areas - e.g., Villa Franca, Halai Hill, Reed's Island, etc., have good old skinny streets that encourage community uses and discourage speeding. Let's be flexible about those too. 15.3 In planning, designing and constructing new roadways or modernizing improvements, transportation agencies should prioritize safety and traffic calming and also balance the conservation of the area's natural, historic and scenic qualities with transportation objectives for traffic flow. On Policy 15.3, we agree that objectives for (maintaining high) traffic speed needs to be balanced with maintaining the area's natural, historic and scenic qualities, but not that safety, traffic calming and (reducing unsafe) traffic speed requires a balance test.	80
remove "rural"	79
We are curious about how and when the County is planning TMD. It would be helpful for some background in the GP 2045 on what measures are currently in place or might be planned, and what agencies would take the lead. 14 e. add in after "traveled" and pedestrian/bicycle safety metrics 14 f. Update the Bikeway Plan for the County of Hawai'i to serve as a detailed guide for planning and integrating bikeway related improvements as part of new and rehabilitated or reconstructed roadways throughout the County.	79
This is very unlike other mandatory policies that contain the word shall, because it contains a passive construction that allows an unnamed authority to declare improvements impractical and infeasible. Decades of street design by conventionally trained engineers has excluded such features, even when they were explicitly called for in official, adopted County of Hawai'i plans. Multimodal improvements have become commonplace in the USA in the last 20 years, and	79

engineers in our County are undeniably aware of them, yet they are generally excluded from road projects on the basis of not being feasible and practical. But their standards for "impractical" may differ significantly from user groups, advocacy groups, many other County DPWs in the State and nation, and best practices nationwide. We recommend a rewording to ensure collaboration from different viewpoints and also to presume that pedestrian-friendly, multimodal improvements should be included unless demonstrated to be impractical and infeasible.	
The Bikeway Plan dates from 1979. Though it contained much good information and ideas, the 2005 GP noted that it required an update. This need has only increased since then because of the significantly altered geography of the county, new laws and regulations, technological innovations such as E-bikes, E-scooters, E-skateboards, etc. It is high time to fashion a Bikeway Plan for the mid-21st century. 14.5 Roadway designs and improvements made by the Department of Public Works shall accommodate pedestrian-friendly, multimodal design, and on street parking evaluations, unless it is determined through a collaborative process that such design and improvements are impractical and infeasible.	79
This is commendable but very weak tea. "Encouraging collaboration" is not likely to engender any real improvements. The public and the County Council already encourage this. The lack of collaboration is one of the most frustrating elements for the public as we continue to see an absence of "capital investment projects that achieve active transportation objectives and goals" and "alternative means of transportation, such as mass transit, bicycle, and pedestrian systems." A critical missing element in the collaborative team specified above is the public. As discussed elsewhere in this letter, informed, systematic public engagement in the form of Community Development Plan or Urban Development Plan Action Committees could ensure that collaboration occurs before projects are fully scoped, funded, bid out and executed. 14.3 Incorporate bicycle routes, lanes, and paths within road rights-of-way in conformance with The Bikeway Plan for the County of Hawai'i, which shall be updated.	79
There are promising opportunities for corridors shared by bikes, pedestrians and mass transit only. See the Tillicum Bridge in Portland, which hosts buses, streetcars, and a walking and biking trail, and also connects to an aerial tram to the major hospital in the region. Railroad Avenue in Puna is an example that our own Mass Transit Agency is interested in. Objective 14 Reduce Vehicle Miles Traveled. 14.1 Encourage collaboration between the Planning Department, the Department of Public Works, the Department of Parks and Recreation, the Mass Transit Agency, and appropriate Action Committees to define the scope and priority of capital investment projects that achieve active transportation objectives and goals. 14.2 Increase arterial capacity through prioritization of alternative means of transportation, such as mass transit, bicycle, and pedestrian systems.	79
Linking together our communities and the important sites they utilize with walking and biking trails will enhance the recreational/cultural value of the sites, the health benefits to our community, and the sustainability of transportation. The key to all this will be the effectiveness of the program identified in Priority Action 12.a. Will this take the form of a commission? A temporary working group? Another item in the job description of one or more County planners? We support the temporary working group model, as commissions become tangled in bureaucracy, much of it associated with the Sunshine Law. Piling another task on individual planners, with no public transparency or accountability, is unwise. Objective 13. Increase mass transit ridership by 50 percent. Policy 13.1 Ensure transit routes connect with other modes of active transportation consistent with the County Street Design Manual.	76
We support the pro-active identification, protection and consideration of active living corridors in County actions and applications for development, including rezoning and subdivision. Each of the supporting policies appear to be relevant, but we would stress the importance of the following: 12.2 Programmatical/y support the open space network concept with a methodology that	73

includes criteria for establishing County department and other agency responsibilities, mapping requirements, financing strategies for implementation and maintenance, and standards for facilities that enhance the community experience. 12.4 Land use applications shall identify as early as possible any existing or potential active living corridors that should be incorporated into the County's open space network. 12.5 Ensure that existing active living corridors that are publicly owned or available by easement are properly identified and that their access elements are secured and documented. a) Primary examples include but are not limited to historic trails and roads, roads-in-limbo, 'paper roads' former sugar cane roads, train infrastructure remnants (Rails to Trails), and pedestrian and bicycling paths. b) "Acceptance" by the County of the responsibilities detailed in the grant of easements should require County Council action and a dedicated funding source. 12.6 Provide public pedestrian access opportunities to scenic places and vistas. 12.7 Establish public access to historic and modern active living corridors and facilities that provide an island-wide route and connect to major destinations. Priority Actions 12.a Develop and adopt a program to establish public access to historic and modern active living corridors and facilities that provide an island-wide route and connect to major destinations.	
Active Living Corridors Historic • Trails mauka to makai, along the shoreline, and throughout the mauka regions. • Enables the community to access areas that have significant natural or scenic value, and to continue traditional practices for gathering, hunting, and recreation. • E.g., ala kahakai - Modern • Pedestrian, equestrian, and biking trails; modern facilities for parking and comfort. • Provides access to shoreline and other natural resources, boat harbor, parks, sport fields, camping sites, and outdoor gyms • E.g., Maka'eo walking path	73
We support each of these policies, which represent a subtle but important shift of existing transportation policies towards a multi-modal focus, as indicated in the highlights above. By implication, each should involve continuous evaluation and implementation of walking and cycling infrastructure options. We have marked up a few of the draft policies above to provide more explicit wording that provides clear guidance to those responsible for transportation projects - from road repaving to rehabilitation to reconstruction all the way to new build - that multimodal features must always be a priority. This is particularly important for rehabilitation and reconstruction projects. Even when they cost tens of millions of dollars, they are often regarded as too minor to warrant close consideration of bicycles and pedestrians. However, with their smoother pavement, wider paved cross sections, and better drainage, newly "rehabilitated" roads make nice raceways, which the driving public all too readily embraces. The community needs to be able to rely on the General Plan's policies to ensure that pedestrians and bicycles are not forgotten. Perhaps the best way to ensure consideration is to create a Hilo Town Urban Development Plan that expands on the GP's goals, as we discuss at the end of this letter. It will be critical to also empower an action committee to review and advise on County projects for consistency with the goals, objectives and policies of the General Plan and the Urban Development Plan.	70
add in after "for" multimodal transportation, walking and cycling infrastructure, and pedestrian and bicyclist safety feature for all	70
add in after "facilities" featuring not only motor vehicle oriented roadways but also mass transit and walking and cycling infrastructure	70
add in after "Transportation" with a focus on walking and cycling infrastructure.	70
There is much to commend in the organization and content of the current draft of the GP 2045, and we acknowledge and appreciate the dedication and thoughtfulness of the Planning Director	66

and his staff. A General Plan is hard to write and even harder to implement. It essentially presents aspirations rather than commandments. Even its enforceable policies and actions must be flexible enough to be reasonable when applied to the wide range of particular circumstances found in the real world. Our experience in interacting with the current GP - and for that matter other County plans, policies, rules and even laws - is that inspirational words tend to elude fulfillment when it comes time to make hard decisions about walking and cycling infrastructure. The spirit of our comments is intended to reduce the gap between our planning goals and their implementation on the ground, once the talking is done. First, we truly appreciate the substantial consideration to pedestrian and cycling infrastructure given by the draft GP 2045. The 2005 GP also called for a comprehensive, island-wide multi-modal transportation plan that included cycling, enhanced bicycle and pedestrian systems to increase arterial capacity, and encouraged the development of walkways, jogging, and bicycle paths. The draft GP 2045 includes and expands upon this, and we support the myriad objectives, policies and actions related to pedestrian and cycling infrastructure. Below, we share several ideas and specific suggestions (in bold font/yellow highlights) to improve wording, clarity, refinement and alignment of a few of the proposed objectives and policies. We believe that Hilo can be best transformed by expanding on several ideas already suggested in the GP 2045. As a community, we need an updated Bikeway Plan, which should be expanded to include all modes of active transportation and must include means for implementation. In the absence of a modern Community Development Plan for the town of Hilo, we urge preparation of a Hilo Urban Development Plan, which should include an Action Committee similar to those for the CDPs around the island, to help monitor implementation of the goals, objectives, policies and actions of the General Plan.	
Develop green infrastructure standards including right-of-way (ROW) landscaping, low impact development (LID), and drainage. Comment: Provide funding and County capacity and responsibility to maintain green infrastructure in the County Right-of-Ways.	82
Encourage flexibility in applying the County of Hawai'i Street Design Manual when necessary to preserve the rural character of an area while maintaining a pedestrian friendly design and desired landscaping solutions. Comment: Amend the Street Design Manual to include rural road standards that are appropriate to our typology of rural village roads. Also amend the manual to include alley design if not already adopted as part of the manual for rural and urban neighborhoods.	81
Continue to adopt the County of Hawai'i Street design manual as the county's complete street design program/policy. Comment: Why hasn't the Street Design Manual been adopted as the County's road standards and incorporated into the Hawaii County Code?	80
In November 2020, the County of Hawai'i adopted by resolution a Street Design Manual to set standards for how County streets should support all modes of traffic. For each street type found in the County, this manual illustrates how the right-of-way should allocate space for multimodal activities following active transportation priorities. These standards are essential for new development and infrastructure rejuvenation projects to design and achieve active transportation solutions in each step of modernizing the County's transportation system properly and adequately. Comment: "Besides active transportation and multimodal aspects of Complete Streets, consider adding mention of environmental benefits of green strategies roadway design as this is also a key component of Complete Streets. Roads make up a large component of the public infrastructure and their environmental impacts are immense. Best practices like incorporating vegetated swales and basins for infiltration and water quality treatment; and street trees for shade, visual quality and community character, carbon sequestration and air quality are part of sustainable development/resilient community design principles."	79
Encouraging maximum use feels extreme. It doesn't need to be maxed out, per se, but perhaps like I mentioned before: We need to encourage more flights in/out of Hilo- make it easier and faster for us to fly in, even inter-island between Maui and from the west coast. Kona doesn't need to be the only airport here.	87

We need to encourage more flights in/out of Hilo- make it easier and faster for us to fly in, even inter-island between Maui and from the west coast. Maybe there isn't demand, but maybe things could be incentivized. Kona doesn't need to be the only airport here. Just a thought. Thanks.	85
Bicycle safety is not just protecting cyclists but preserving driver from the daily anxiety of hitting and living with the consequences of injuring or killing a biker or pedestrian.	83
17.7 -- Allow for safe transit of pedestrians and bicyclist	81
along with safety elements for bicycle traffic	80
The program should include amenities for safety between bicycle and motor traffic	80
All coastal approvals of public trails need to take into consideration these standards and mauka/makai access needs to be provided somewhere on the property if it does not exist within these standards.	74
This means no more granting approval upon a condition that a public access plan and trail construction take place in the future. The PAP needs to be included in any approval and trail made within a set time period.	73
Comment: Roadway network connectivity especially when provided with appropriately applied Complete Streets standards is a must and should be part of the subdivision code. Connectivity of roadways is a main component of Traditional Neighborhood design. We don't wish to repeat the lessons learned from the cul-de-sac subdivisions of the past with the high daily vehicle trip count and VMTs	81
Sorry but bicycles will never be a vial means of transportation in most areas on this island, aside from urban centers in Kona and Hilo.	83
Does this include crosswalks?	83
We DESPERATELY need to stop developing shopping centers before fixing our roads. Just look at our lack of a proper stoplight in Waikōloa...	78
This is completely unrealistic and you folks should know this.	76
The truth is, a lot of people will still choose to drive. Mass transit needs to be free or very inexpensive. What about incentivizing carpooling?	75
Public lands should always remain public lands and never become privatized, full stop.	73
And yet hotel industries and private landowners, such as the Mauna Kea Hotel and Benioff, still compromise locals' abilities to access the shoreline. SO many of our beaches are not even close to ADA compliant.	72
All the more reason to STOP large-scale development in Waikōloa without SERIOUS planning. We cannot simply build a bunch of businesses and expect it to mean financial efficiency for Waikōloa -- we need to prioritize local businesses first and foremost and decrease our reliance on tourism in this region.	67
I actually believe this reflects higher overall population (including from tourists) and therefore greater congestion on our roads...	67
Are we ever going to have a REAL bus system, like TheBus system on O'ahu?	66
52. Removal from the Highways section of the 2005 General Plan the following: 13.2.5.4.2 Courses of Action (C) Encourage the State to construct a scenic highway from the Waipio Valley look-out extending Mauka to connect to Mud Lane at the entrance of Waimea. 53. Removal from the Recreation section of the 2005 General Plan the following: 12.5.4.2 Courses of Action (D) Encourage the State to develop a scenic park on the Kohala side of Hiilawe Falls in conjunction with the development of the scenic highway.	80

Comment: Please explain the rationale for removing the above two directives of the 2005 General Plan from inclusion in the Draft General Plan 2045.	
Comment: The County should enact ordinances or policies that discourage the building of gated community roadways, even if the gated roadways are privately constructed. Such gated roadways only increase the sense of division in society at a time when blending those divisions has taken on much importance	80
Hilo has the employment due to government hire. I think it would more equitable to expand the County operations by allowing more employees to work from home. The employment advantage for living in Hilo is obvious and I feel and Hilo has been given the advantage in infrastructure improvements, as well. Why can we not diversify the County employment to include other than just Hilo residents?	67
Provide free monthly (not just equitable mobility) bus passes for youth, adults in households with low income, and recent immigrants.	76
If Street Design Manual is where vegetation standards are listed, it should also be revised to include native plants that have wide tolerance for temperature & rainfall changes that will occur due to climate change.	78
Enforcement of existing public access appears to be lacking. How will enforcement be improved with GP 2045?	69
Include statistic on what percent of Hawai'i County commutes by Active Transportation	67
Are these statistics for the State? County? Or mix of both? Please clarify.	67
I think a better investment is in shared transportation options rather than strong focus on electric vehicles. People want to use mass transit but options are minimal, not available or comfortable. Re-envision from scratch how we can maximize public and shared transport and reduce traffic and emissions.	67
Waikoloa Village continues to expand housing with only one road out. A second road needs to be the top priority. The village has already had to evacuate several times for wildfire. The current temporary fire evacuation road is not sufficient to evacuate the planned additional population in an event of a fast moving wildfire.	80
As indicated in the recommended policies that follow under Objective 12, the process for establishing an open space network of active living corridors would require a bit more than described here. This paragraph could be expanded to more fully describe this process, to something like: "Establishing these active living corridors in an open space network requires a combination of identifying and mapping historical trails and other potential trail, pathway and connector opportunities to ensure that continuity, both mauka to makai and laterally around the Island, is not interrupted by development activities; by planning for extended bike and pedestrian trails and trail linkages; and by linking these corridors with roadway and public service connections."	72
Btw.... whoever planned the road paving in Waimea did a terrible job . Waiting in line hours for school, work, etc. get better and planning the basics! Remember the government, service projects like road work are for the "people" who work and have kids!	69
This might read: Develop and adopt a program and plan to establish... The notion of creating an integrated network of open space or "active living" corridors would be of little value without a plan to do so. You might look to the Maui Greenway plans as examples of how this can be done here for Hawaii County.	73
As a basis for the recommended policies that follow under Objective 12, it appears that an additional text is needed here to provide a rationale for establishing a network of active living corridors. Perhaps something to the effect of: "In a modern context, the effort to create a network of open space corridors, paths and trails not only allows greater access to these areas of significant natural, cultural and scenic significance, but also provide greater opportunities for pedestrian,	72

equestrian, biking and recreational activities that are being sought by the community as part of a more active lifestyle. "	
Include in these standards the management of invasive species. Our native species can perform very well if invasive species are removed and managed. For example, the highly invasive Christmasberry is overwhelming the native plants in the bioswales along Ana Keahokolole St.	81
My family and I are current residents of Waikoloa Village and have lived in his wonderful place for 10 yrs. I am writing this email in concern for Waikoloa Village. There is a single entrance and exit into Waikoloa Village. This needs to be built immediately! There currently exists an emergency fire lane that only opens for emergency evacuations. This fire lane road should be permanently opened. There are new developments happening in the area which will increase the population and adds to the great concern that there is only one road in and out of the village. We should continue to build other roads to enter and exit the village. Our hearts are deeply saddened in what took place in Lahaina, Maui. We mourn for the loss of many lives and pray for the families who lost several loved ones. We should use this experience to take proactive actions and help prevent devastation like that happening again.	84
In addition to the Priority Action item 14.f recommended by the Hilo Bayfront Trails, I would recommend adding item "14.g Adopt a Complete Street Policy as the policy of the County to build complete streets in Hawai'i County at every opportunity and to engage the public early and often in the development thereof." This is to reinforce the previous statements related to prioritizing active transportation and take the existing Complete Streets Policy that was adopted by this administration and make it an ongoing policy and priority of the County as part of the General Plan. To me this is vitally important and if I could only make one recommendation to the General Plan, it would be the addition of this as a priority action item.	79
Hilo Downtown Multimodal Master Plan calls for short distance shuttle with available parking at County facilities. Consider adding this to the GP.	73
Call for the improvement of transportation options for Hilo airport to Kona. Possible Resolution: Opportunity for the Mass Transit section.	75
Consider future potential for rail connectivity. E.G PMAR and Alii Hwy projects could focus on non vehicular transportation.	73
Trails are lacking despite Hawai'i Island's large land area. Possible Resolution: Public access is included as a component in transportation section to help bridge the connection. Also included in Natural and Cultural resources element.	73
Advocate for multimodal transportation opportunities. Possible resolution: Multimodal transportation is mentioned in regard to increasing connectivity.	73
I would like to recommend establishing a committee to preserve and maintain Public Accesses both coastal and mountain trails such as the Judd Trails that are slowly disappearing into developments and official and established Evacuation Routes that are getting closed off at will. I live on such a road that is an established Evacuation Route but not an "official" route as described by Civil Defense. Civil Defense regards only public roads as "official" routes but there are private roads that are established and recognized Evacuation Routes and my road has been closed and locked for over 2 months by an agency claiming ownership of the road that it connects to. I would also like to volunteer for this committee if created.	72
Komohana St. is supposed to be extended on both ends to serve as the Hilo bypass highway, from Keaau to between Pepeekeo/Honomu	80
To be clear, this should be written as: ..public access should be planned and built in relation to the natural and sociocultural landscape.	72
To the prior comment about the "transportation facilities featuring not only motor-vehicle oriented roadways but also mass transit and walking and cycling infrastructure," I would also and ... 'and the interconnectivity of these networks'. Trails, paths and bikeways are of little value from a	70

transportation or access perspective, if they are not planned as part of an interconenctive network so as to facilitating their use as a viable transportation alternative.	
The spirit of the standards appears to be to provide transparent, equitable measures for public roadway infrastructure that safely accomplishes our transportation goals. However, some of the standards appear to originate in a different era before consideration of the priority hierarchy. For example, extremely wide ROWs for secondary arterials and collector streets that accommodate wide and perhaps buffered bike lanes on both sides, transit lanes, sidewalks, etc., can be appropriate. But extremely wide ROWs that do not accommodate these features simply encourage speeding and are uninviting for cyclists at best and deadly at worst. The reality we cyclists are dealing with is wide streets that promote speeding and never seem to get converted for cycling. Few people dare to cycle, and the vicious circle continues. For minor streets, which constitute the majority of street length in towns such as Hilo, we are surprised that there is so little attention given to narrower width streets, which slow traffic and help convert sketchy urban roads into charming urban streets. "Skinny Streets" is a movement started in the 1990s aimed at reducing the dimensions of streets in municipal standards. Hundreds of state, county and city jurisdictions have revisited their overly wide street design standards and adopted narrower profiles. Reducing street width provides a number of benefits. Skinny streets reduce speeding, vehicle crashes, street construction costs, pedestrian crossing distances, impervious surfaces (and therefore stormwater drain capacity), street maintenance and resurfacing costs, and the heat re-radiation that creates urban heat islands. The "optimal ROW" specified by the standards may be viewed as inconsistent with proposed GP 2045 policies to consider innovative road standards. The Green Book and the MUTCD are often cited by engineers as if they are rigid laws that brook no deviation. However, the Green Book provides a great deal of flexibility, to the point of encouraging narrow widths (e.g., 26') on low-volume residential streets. Traffic engineers are learning that narrow street standards make a great deal of sense in most cases. We are also concerned with rigidly adopting standards from existing manuals that are already outdated. For example, the 11th edition of the Manual on Uniform Traffic Control Devices for Streets and Highways—the MUTCD – was released on December 19, 2023, replacing the 10th edition from 2009. The new MUTCD is a significant improvement that includes a number of updates to improve safety for pedestrians, bicyclists, and all road users. We suggest working the DPW, the FHWA and organizations such as Strong Towns to re-examine the optimal ROW from some of the categories of streets in Table 23.	83
Suggest rewording to: "17.5 Incorporate traffic-calming features into new build, repaving, rehabilitation and reconstruction arterial road and street designs to include vertical deflections, horizontal shifts, roadway narrowing, and closures to reduce speeding and increase safety. These may include techniques such as roundabouts, median barriers, speed humps, raised intersections, and other transportation industry practices." We suggest an edit to include specify a broad range of road projects that this policy is intended to apply to.	81
Suggest rewording to: "15.c Establish a corridor planning/management program that is data-driven and accessible to the public and uses performance-based targets and outcomes." PROGRAM While we support the idea of a corridor planning/management program, we have trouble envisioning its structure and operation. Will it be located in Planning? It should be transparent, perhaps utilizing interactive webmaps for locations and tables that chart progress towards goals. We suggest there be regular reporting and measures of accountability.	80
Suggest rewording to: "15.3 In planning, designing, and constructing new roadways or modernizing improvements, transportation agencies should prioritize safety and traffic calming and also balance the conservation of the area's natural, historic, and scenic qualities with transportation objectives for traffic speed, safety, and traffic calming. On Policy 15.3, we agree that objectives for (maintaining high) traffic speed needs to be balanced with maintaining the area's natural, historic and scenic qualities, but not that safety, traffic calming and (reducing unsafe) traffic speed requires a balance test.	80

Suggest rewording to: "15.1 Encourage flexibility in applying the County of Hawai'i Street Design Manual when necessary to preserve the rural character of an area while maintaining a pedestrian-friendly design and desired landscaping solutions." Should this flexibility be restricted to rural areas? The standard street typology for urban areas involves overly wide minimum road widths. Many of Hilo's most charming areas - e.g., Villa Franca, Halai Hill, Reed's Island, etc., have good old skinny streets that encourage community uses and discourage speeding. Let's be flexible about those too.	80
Suggest rewording to: "14.e Update traffic impact analysis requirements to include alternative evaluations to the level of service outcomes, such as vehicle miles traveled and pedestrian/bicycle safety metrics." AND ALSO ADDING A 14.F: "14.f Update the Bikeway Plan for the County of Hawai'i to serve as a detailed guide for planning and integrating bikeway related improvements as part of new and rehabilitated or reconstructed roadways throughout the County."	79
Suggest reword to: "14.5 Roadway designs and improvements made by the Department of Public Works shall accommodate pedestrian-friendly, multimodal design, and on-street parking evaluations, when practical and feasible. unless it is determined through a collaborative process that such design and improvements are impractical and infeasible." This is very unlike other mandatory policies that contain the word shall, because it contains a passive construction that allows an unnamed authority to declare improvements impractical and infeasible. Decades of street design by conventionally trained engineers has excluded such features, even when they were explicitly called for in official, adopted County of Hawai'i plans. Multimodal improvements have become commonplace in the USA in the last 20 years, and engineers in our County are undeniably aware of them, yet they are generally excluded from road projects on the basis of not being feasible and practical. But their standards for "impractical" may differ significantly from user groups, advocacy groups, many other County DPWs in the State and nation, and best practices nationwide. We recommend a rewording to ensure collaboration from different viewpoints and also to presume that pedestrian-friendly, multimodal improvements should be included unless demonstrated to be impractical and infeasible.	79
Suggest reword to: "14.3 Incorporate bicycle routes, lanes, and paths within road rights-of-way in conformance with The Bikeway Plan for the County of Hawai'i, which shall be updated." The Bikeway Plan dates from 1979. Though it contained much good information and ideas, the 2005 GP noted that it required an update. This need has only increased since then because of the significantly altered geography of the county, new laws and regulations, technological innovations such as E-bikes, E-scooters, E-skateboards, etc. It is high time to fashion a Bikeway Plan for the mid-21st century.	79
This is commendable but very weak tea. "Encouraging collaboration" in not likely to engender any real improvements. The public and the County Council already encourage this. The lack of collaboration is one of the most frustrating elements for the public as we continue to see an absence of "capital investment projects that achieve active transportation objectives and goals" and "alternative means of transportation, such as mass transit, bicycle, and pedestrian systems." A critical missing element in the collaborative team specified above is the public. As discussed elsewhere in this letter, informed, systematic public engagement in the form of Community Development Plan or Urban Development Plan Action Committees could ensure that collaboration occurs before projects are fully scoped, funded, bid out and executed.	79
Suggest reword to: "14.1 Encourage collaboration between the Planning Department, the Department of Public Works, the Department of Parks and Recreation, the Mass Transit Agency, and appropriate Action Committees to define the scope and priority of capital investment projects that achieve active transportation objectives and goals."	79
There are promising opportunities for corridors shared by bikes, pedestrians and mass transit only. See the Tillicum Bridge in Portland, which hosts buses, streetcars, and a walking and biking trail, and also connects to an aerial tram to the major hospital in the region. Railroad Avenue in Puna is an example that our own Mass Transit Agency is interested in.	79

Linking together our communities and the important sites they utilize with walking and biking trails will enhance the recreational/cultural value of the sites, the health benefits to our community, and the sustainability of transportation. The key to all this will be the effectiveness of the program identified in Priority Action 12.a. Will this take the form of a commission? A temporary working group? Another item in the job description of one or more County planners? We support the temporary working group model, as commissions become tangled in bureaucracy, much of it associated with the Sunshine Law. Piling another task on individual planners, with no public transparency or accountability, is unwise.	73
Suggest a rewording to "11.8 Prioritize CIP investments consistent with General Plan goals and objectives, keeping in mind demands for multimodal transportation, walking and cycling infrastructure, and pedestrian and bicyclist safety features, for all roadway repaving, rehabilitation, and reconstruction. This prioritization should align with the six-year planning horizon and should include a long-term roadmap for future investments,"	70
Suggest a rewording to "11.5 Establish a framework of transportation facilities featuring not only motor-vehicle-oriented roadways but also mass transit and walking and cycling infrastructure that will influence desired land use and promote multimodal options."	70
Suggest a rewording to "11.2 Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation, with a focus on walking and cycling infrastructure."	70
Regarding Bikeway Paths: Eliminate bikingTOURS where no biking pathway is present such as Kohala Mountain Road	83
We need more mass transit to and from Airports	85
Presently all State TA tax (13+%) goes to the Rail System on Oahu. Part of this TA tax in addition to the County TA tax should go to each island to improve mass transit on other islands as well	75
Modal hierarchy should not have ped first. Should be Bike, transit, ped, auto.	84
Missing modal hierarchy so top several street types. Since many Parkways are also the sole route between destinations, such Parkways must accommodate all transportation modes. I would suggest modal hierarchy for a Parkways should be Vehicle, Transit, Bicycle, Ped.	84
Educational programs should focus on being proactive rather than solely reactive - i.e. don't wait until someone causes an accident to educate that person seemingly as a punishment for their behavior. I'm thinking about promoting shared roads to promote better safety for 'active transportation', or promote Hele On bus ridership rather than encouraging private vehicles for all ages. Having school curriculum that teaches and emphasizes safe cycling and pedestrian behaviors, perhaps along with driver education classes.	82
OK on streets, but not on Highways! Traffic congestion is a massive hit on productivity and quality of life. There is way too much emphasis being placed on calming the traffic rather than allowing for efficient movement of traffic on safely designed roadways.	81
Road safety that still allows for efficient transportation travel times. If everyone is forced to drive no faster than a walking speed, then the roads would be much safer but productivity and the economy would plummet.	81
'Engaging' is different than 'deferring to'. We must all accommodate each other, and sometimes that means any community may be affected for the good of the many.	81
"Public health" must also consider the stress caused by traffic congestion due to intersections designed to slow traffic without regard for the congestions the intersection design created. For example, the new poorly designed Ainaloa roundabout in Puna certainly makes for a safer intersection because vehicles must crawl through it, but the 15-30 minutes traffic delay it creates on the only access road to Puna Makai affects productivity and quality of life. There must be a better balance between safety and transport efficiency. The same poor planning applies to the Highway 11 light at the Shipman Industrial Park - enormous backups for every vehicle heading	81

south on the only route out of Hilo in order to allow a smattering of vehicles out of a poorly designed business park intersection..	
"discourage" should be changed to "not allow new subdivisions" ... emergency routes and access alternatives must be required for all new subdivision plans to be approved. We must learn from past mistakes and stop making the same mistakes.	80
Ensure school buses are a viable, reliable and encouraged way to get children to/from school. Major congestion is caused by parents transporting school aged children, as witnessed by the lesser traffic problems during school holidays. Parents should be incentivized to use school buses rather than private vehicles.	79
Bicycle routes should not be confined to the ROW along roadways. Old railway grades make wonderful off-road routes for cyclists and pedestrians. Paths away from highways are much safer and provide much better recreational opportunities. An excellent system of cycle routes would also encourage more green tourism because Hawaii should be a cyclists dream destination - except our current roads do not accommodate cycles in a safe manner.	79
I note the historic bridges are not mentioned. Pohaukole, Makeahua, Makahuna, Honokoa, Kai Opaie and Kawaihae Ukabridges on the Kohala Mountain road. These need to be widened to accommodate bikers and pedestrians.	82
Consider adding a priority action: TOD transit plan for every center	76
Consider addition for a Priority Action: -Pedestrian and biking paths in TODs and connecting them with open space	73
Queen Ka'ahumanu Highway between Kona airport and Kawaihae needs to be widened to four lanes. So that traffic can flow smoothly from the airport to the resorts along the coast. Many visitors do not navigate well on a two lane road and a number of accidents have taken place on that stretch of Highway. So widening that highway to four lanes should take priority. I'm glad to see that the highway was widened to the airport, but it needs to be widened all the way to the intersection with Kawaihae. Although the funding for the extension was reportedly withdrawn, perhaps you could find a way to link the former saddle road to the queen highway more directly.	85
While the intent behind this order is understandable, in reality, investments in new roadways always prioritize the auto above everything else. This island is too rural to achieve the population density needed to prioritize the pedestrian, public transportation and bicycle over the auto.	83
Reconsider "shall" This is not consistent with road typology table	83
Add in "while balancing improvement costs" After goals	82
Add in "as appropriate" after Safety	81
Transportation? Clarify what is intended?	81
Replace "Shall" with "Strive to"	81
Add a policy that provides that there needs to be a balance between road standards and cost to construct.	80
Replace "Shall" with "should"	80
Policy may not be consistent with Road standards (need to review)	80
Take out "Made by the Department of Public Works Shall" Add in "should"	79
Replace "Require" with "Encourage"	76
Change to "Strive to ensure that the County's public transit system assets are available to assist in transportation in emergency situations"	76
Reconsider "Shall"	76
Replace "shall" with "Should"	76
Change objective to "Strive to continually increase mass transit ridership"	73

c) County shall ensure that owners of lands identified as active living corridors are idemnified from liabilities associated with public use of these corridors and that the value of such use is recognized and credited to the landowner.	73
Isn't this already required?	73
Replace "Roads-in-limbo" with "roads in limbo"	73
Replace "shall" with "should"	73
A separate plan must clearly define, both descriptively and locationally, these active living corridoes before regulatory application is made	73
Reconsider "Shall"	73
Reconsider "Shall"	71
Replace "Require" with "encourage" Comment: how will this be done? Is this a impact fee requirement? May want to revise	71
Replace "Transportation" with "Strive to integrate transportation" Remove "Shall be integrated"	70
Remove "Development"	70
Add in "by 2045." after 50 percent. If there are no such justification and policies to increase mass transit ridership by 50 percent by 2045, suggest the objective of "Increase mass transit ridership"	76
Suggests the county clarify what is means to "increase mass transit ridership by 50 percent"? and recommends that policies and priority actions are specified to help achieve the objective to increase mass transit ridership by 50 percent. We also recommend adding a deadline, like 2045.	76
The number of lanes should be based on meeting demand. Not based on an unrealistic dream that people will abandon their private vehicles.	83
Again: "Demand management strategies." No. Provide some alternatives and people will use them if they want. Do not do anything along the lines of making if difficult, expensive or otherwise unappealing for people to use private transportation.	79
"Demand management strategies." No. Provide some alternatives and people will use them if they want. Do not do anything along the lines of making if difficult, expensive or otherwise unappealing for people to use private transportation.	78
How about pedestrian bridges on Highway 19 along Hamakua coast? No? You'd rather have a *speed bump* in Papaikou. I've heard the idea of a bridge was brought up for Pepeokeo as well but the idea was shot down.	78
So your solution is to add more pedestrians and bikes? Are you really sure that decreases pedestrian fatalities? Do you have a source?	78
PMAR has been discussed for years and yet nothing has happened. How do you propose to overcome the hurdles that have prevented PMAR thus far?	76
page 67 states there is already a decline in usage of public transport. Be realistic. Even if you can make public transit more convenient ridership is unlikely to increase 50%. Meaning this would be a general waste of time and money. Consider the Honolulu Skyline rail. According to Civil Beat it is a decade behind schedule, has cost at least twice the original estimate, and ridership on what has opened "has been limited." Is this really the type of public relations and financial fiasco you want?	76
Anything Hawaii does will not make a bit of difference in the climate. Improved air quality? Hawaii has he best air quality of all 50 States. This justification for the plan is not valid.	75
No eminent domain	73
How practical is this on the East side? Most people are not going to hop on a scooter when it is pouring rain.	71

Here is "equitable" again. Please define in this context.	69
Data capture with emerging technologies? This sounds suspiciously like mandating transponders in private cars and/or spying on citizens in other ways. This is a hard no. It is none of any governments' business where and when its citizens drive.	69
Data capture with emerging technologies? This sounds suspiciously like mandating transponders in private cars. This is a hard no. It is none of any governments' business where and when its citizens drive.	69
This right here tells you people do not like or want to use mass transit.	68
So exactly how do you plan to fund this green pipe dream?	68
What is "equitable" transportation? Every time I see the word 'equitable' I think 'lowest common denominator.' In other words, the plan is to force people out of their privately owned cars and onto public transport or human powered modes. This is absolutely unacceptable.	68
Provide funding and County capacity and responsibility to maintain green infrastructure in the County Right-of-Ways.	81
Agreed. Roadway network connectivity especially when provided with appropriately applied Complete Streets standards is a must and should be part of the subdivision code. Connectivity of roadways is a main component of Traditional Neighborhood design. We don't wish to repeat the lessons learned from the cul-de-sac subdivisions of the past with the high daily vehicle trip count and VMTs.	80
Amend the Street Design Manual to include rural road standards that are appropriate to our typology of rural village roads. Also amend the manual to include alley design if not already adopted as part of the manual for rural and urban neighborhoods.	80
Besides active transportation and multimodal aspects of Complete Streets, consider adding mention of environmental benefits of green strategies roadway design as this is also a key component of Complete Streets. Roads make up a large component of the public infrastructure and their environmental impacts are immense. Best practices like incorporating vegetated swales and basins for infiltration and water quality treatment; and street trees for shade, visual quality and community character, carbon sequestration and air quality are part of sustainable development/resilient community design principles.	78
Why hasn't the Street Design Manual been adopted as the County's road standards and incorporated into the Hawaii County Code?	79
"and/or small craft launching sites, such as for canoes, kayaks and paddleboards, where appropriate safety resources and communication systems can be included"	87
How's about "and accommodate a reasonable extent of residents' ocean access, comfort and wash-down needs for canoe, kayak and paddleboard users."	87
This is irrelevant to "Improving accessibility." This belongs in the "Public Facilities" section!	87
What is the thinking here, that ped access be a planning/expense priority for harbors? Where would these peds be coming from? Surely not bus stops half a mile away, surely not from residences even further away, just to reach a harbor. All this stuff costs public money, and could be better spent on either the motorized transitways or the harbor facilities, such a restrooms and socializing areas other than bars and restaurants.	87
Oh, no, why? what are we trying to do by pushing to max out our key transportation/recreational ports? Please explain your reasoning!	87
Replace "resort areas" with "visitor accommodations" because of the nascent visitor diaspora into residential and agricultural communities instead of the County's prior vision of visitor accommodations being limited to destination resorts and urban centers secondarily. Now, that vision is merely foundational for the County's push - through various provisions tucked into this draft - to sanction visitor accommodation growth in residential and rural areas, and coupled with	85

the proposed GP essentially not anticipating (addressing) any significant further densification in the existing resort areas, or new resort areas being identified and supported.	
It is extremely important for everyone's understanding of islandwide seaporting factors (opportunities and challenges) that it be made clear that Kawaihae harbor is only a deep-draft harbor nominally, and not functional for large vessels to the extent that the Hilo Harbor is. Kawaihae Harbor has only the absolute minimum specified (and thus if not silted in a bit since last dredging) depth of 35 feet, and its turning basin is too small for large vessel maneuvering needs. Thus, it is functional more of a shallow-draft harbor, and will remain so indefinitely, as enlargement of the harbor basin to the extent needed for large container vessels (vs. today's tugged barges from HNL) is sure to be extremely expensive and environmentally "disruptive" (doubling of breakwater-protected area, going south and perhaps north a bit, and further seaward), and thus dubious in any 20-25 year planning perspective for the island. Accordingly, although still extremely valuable/necessary as a shipping port (essentially inter-island only), its limitations raise the even-more critical importance of Hilo Harbor, and its distribution/access routes, for the entire island. With a population expected to increase 50% or more in 20 years, and likely another 50% from today's level in 10-25 years thereafter, serious long-range planning about Hilo harbor connecting infrastructure elements should be a key part of this GP and the Infrastructure section.	85
Add a road shoulder maintenance-of-visibility and ped/bike transit functionality policy. Big problem on rural thoroughfares since the Council decided to ban herbicides and we can't afford human labor to do the same.	81
This is a basic planning principle and necessity for community connections. This should be mandatory when it fits specific connectivity standards that should be the zoning code as well as sub code, because sometimes a necessary public street connection would have to be made over a large existing parcel being proposed for a medium-density development.	80
Add a policy, necessitated by the recent Council actions that have essentially banned the use of herbicides to control shoulder overgrowth now widely rampant on rural County thoroughfares (particularly noted in Kona), and which actually leave, over MONTHS, grass and weeds growing well into the paved travelways (several feet beyond the "white strip" delineating the official travelway) in some places (corners). This policy should be, in essence: "Restore and improve roadway shoulder maintenance for safe use by pedestrians, bicyclists, including better lines of sight for motorists and cyclists of shoulder users ahead of them." The current situation here in Kona is deplorable, with speed limit signs, reflector posts, some mile markers, and travelway edge markings all be sporadically overgrown since this new law or policy was implemented. Fixing this is essential to achieving safe multi-modal transportation in rural areas.	80
"Complete Street" design needs to acknowledge and provide exceptions for streets having grades in excess of, say, 6% (e.g., in Kona, Palani Road - above Qn. K. Hwy. - is about 6% on average, Kamehameha III Rd. is around 8%, Henry St. is about 10%). Until the desired alternative modes of transportation are in a meaningful degree of use in the urban medium density/core areas, it would be waste of precious County/State transportation resources to over-engineer these options onto travelways too steep for all but serious athletes (Think: the annual bicycle race up Kaloko Mauka Drive called the "Pedal 'til ya Puke Race")	79
Concurrency is a concept separate from zoning itself, and from "sustainability" over multiple generations, and also from intentions to reduce VMT. Please better explain what's really intended by this statement.	79
What is the implied prejudgment behind the term "evaluations?" Should this be decisions according to a standard set of urban design principles, e.g., TND streets in cores vs. outlying areas, vs. strip-mall and "big box" frontages not on collector streets? The bases for such evaluations, even with discretion to applied in each decision, should be made clear in some way vs. leaving it wide open by this one word.	79
Add: "...within and surrounding urban core areas."	79

Add a term like "headcount" in front of capacity, to make it clear this is about getting more people, not more motor vehicles, through existing arterials.	79
Add, as the first listed priority policy and renumbering all existing policies below it: "Implement TOD/TND planning for growth expansion areas and Smart Growth Principles for infill and redevelopment within existing urban core areas, which will provide the premises/bases for reducing VMT through the following listed Policies."	79
IF it is first demonstrated that the concentration added route/scheduling frequencies will actually be used by a sufficient number of occupants of those communities. Where the routes would take them might not be of enough value, and actually create more wasted time and hassles for them vs. carpooling at the "grassroots" level.	76
There should be a specification that Hubs are to located within urban core areas (including but not limited to TNDs and TODs) adjoining or within 1/4 mile of regional thoroughfares (highways, whatever). There was discuss several years ago of establish a County Transit (Bus) hub at the "Old Kona Airport" entry area, more than a half-mile from any transit service route/section of any worthwhile value. That would be a tragic mistake in created much extra wasted time and traffic going to and from such an off-route location. So, it's important to identify a standard for Hub locations.	76
Whatever the current name is for this practice, it has been traditionally call "Impact Fees" and imposed as such, for the exact reasons listed here, by many government units across the U.S. This County studied this and twice, at the behest of the respective Mayors with Council's indifference, chose to not impose this system: In 1992 or 93, and in 2009 or 20.	71
What is "local" intended to embrace? architecture of non-polynesian cultures? Asian temple designs? Colonial building designs of the western colonizers? California house styles? All these are "local." I think you mean reflecting elements of traditional Native Hawaiian architecture and symbologies (such as graphics employed on kapa clothes and tattoos).	70
I think you mean to say, "align with the six-year planning horizon of the Capital Improvement Program," am I right? Also, please spell this out somewhere, not just jargonistic acronyms that some people are not sure what they actually mean.	70
An inappropriate jargon term, when used in a statement about roadways. The Capital Improvement Program (which the "capsule" that guides and limits the annual Capital Improvement Budgets) is inherently the guide that is posed here, so I suggest deleting this phrase entirely.	70
An inappropriate jargon term, when used in a statement about roadways. The Capital Improvement Program (which the "capsule" that guides and limits the annual Capital Improvement Budgets) is inherently the guide that is posed here, so I suggest deleting this phrase entirely.	70
What is the thinking behind this statement? And what kind of "link" if not shared/mass transit? And why is this important enough to be listed in the GP? Is there a perception that a notable number of visitors are going straight to/from the airport for boating charters? That would be hard to believe...	69
Not in West Hawaii! This would be contrary to adopted CDPs in these regions, and further undermine the development of the first and most valuable TODs in Kona and Kohala by drawing off potential occupancy additions to these essentially remote port locations. This is a "Honolulu Density" type of idea, inappropriate here, and a head-scratcher for Hilo.	69
What does this mean? And how would this differ from existing provisions in HCC Chapter 34?	69
For most people, it would really be helpful to say what kind of "public access" is meant here. Do you mean SHORELINE public access?	69
This would be a type of "Functional Plan" noted as being part of the County's planning system in the front of this document. So, why not identify this - and other generically similar plan types	69

elsewhere in this document - as a Functional Plan? Add that phrase at the front of this sentence, e.g., "As a Functional Plan, establish..."	
These four points should all follow the County's firm, clear adoption and implementation of SEQUENCED (not whoever comes first wherever they are in the entire (200+ year) "growth area" designated for a region) TOD/TND development regimes per Zoning and Housing Codes. Without a SEQUENCED growth plan within an "urban growth area," all this Statewide planning agency collaboration will be a waste of time.	69
It would be fair and appropriate to be specific here, instead of such vagueness. E.g.: "the regional airport and shallow-draft shipping harbor for West Hawaii are located far from existing and planned population and resort destination centers. These factors create a substantial increase in traffic counts for automobiles and trucks going to and from these two air and sea ports. Population volumes are currently too low to provide a public (or subsized private) transportation alternative to/from the airport that would have the needed reach and frequency to reduce automobile traffic."	68
What does "active" mean?	68
Jargon. Translate, please	68
This is NOT a Transportation Challenge. It's a Land Use Challenge, or at least contention of being such. I believe this point (when properly relocated to Land Use) will have merit only for urban cores or new TODs/TNDs. Until then - and there - the parking is needed, whether it should be or not. As it today, most "big box" stores, including Costco and Home Depot and Target in particular, are apparently to require parking fields (the paved parking spaces) that can be seen as AT LEAST 30% more than is needed on their busy days. THOSE are parking fields that should have reduced requirement to allow for on-site infill, compatible commercial uses as densification transitioning decades are finally kick-started by GP and Code changes to come.	68
Clarify by saying, "shared or mass transit transportation..."	68
Jargon. re-write to say roads for which County vs. State ownership and jurisdiction has not been officially established.	68
County Code Chapter 34 (Public Access to Mountains and Shorelines) does identify this aspects for subdivisions of six or more lots in specified areas, and according to zoned densities allowable. It would be helpful if this document explained what additional clarifications or authority is seen to b needed. The six lot premise was based on the theory that's it's a defensible threshold for exercise of "police powers" where public impacts are felt, by omission of such public access. At that time of Code adoption, the mere construction of a medium or high density structure (e.g., condo) on a existing lot was not a defensible trigger. This is one reason why it would helpful to know what direction the dept./County is thinking to take to expand Public Access takings and management.	68
add: "based upon existing urban-residential sprawl patterns..."	68
The primary Transportation challenge, and one missed here in this Table, is limiting growth to existing urban centers (contending that we don't need more core areas than we have already). This document is rife with proposed containment policies encompassed by Smart Growth Principles, for lots of "good" reasons: farm worker housing clusters on productive ag lands and not in urban areas or peripheries, "vacation rental" housing development spread throughout the landscape, etc. Each own presented as being "insignificant" in the big picture of transportation synergies, yet each one being another bullet hole in that target. THAT's a challenge for transportation program planning!	68
We're choking to death on cars. Stop expanding/widening roadways and start a) improving the bus system, and b) restoring the former train system allowing carless commutes between, for example, Keaau, Hilo and Honokaa	70
This is absolutely correct. As a former resident of southern California, I've seen it happen again and again: Congestion "solved" by widening a roadway and 2 years later, it's worse than ever. "If	68

you build it, they will come" is never more true than with transportation. So BUILD PUBLIC TRANSPORTATION.	
How will this affect the cost of the infrastructure and the space requirements to develop these systems?	80
I'd like to see more density in the urban areas so we can increase the amount of people living near work to increase these numbers. the house lots area of Hilo can be considered as the urban growth area of Hilo and change its classification to Urban vs Medium Density as a consideration.	67
Pedestrianize more streets. For example, a large chunk of Alii Drive would benefit from pedestrianization. There are multiple studies that show that pedestrianization increases business traffic, despite less car access.	70
What is the timeline for updating the County Subdivision Code?	80
but consider an innovative financing mechanism so that this doesn't function as a deterrent to development, eg, some sort of joint bond issuance	71
Make arrival areas for cruise ships more attractive	87
it's	87
Why would you not make downtown, high volume tourist areas with wider roads? Here is where the pedestrian/bicyclists (for both employees and tourists) are going to integrate with automotive transportation and buses. So Ali'i, Kilauea (parts downtown), Kalanianole (near beaches) need to be wider and also need more stops to check for impaired driving	84
Why the limit of 4 lanes? Have a much higher population density here than Kauai	83
Add in school education in how you cross streets	82
Mandatory drivers education? Mandatory driver re-education classes if more than one ticket in 3 years. Community service at a level one trauma center hospital ER or EMS (in their home area) if convicted of reckless driving or driving under influence	82
Routes?	82
How about making sure ALL of us have up to date tags, inspections, insurance and registration? Law enforcement is allowing many many cars to just drive that way. If they don't have to pay for all that stuff, why should we? Get those officers standing in the middle of roads to start writing tickets for actual traffic offenses. While the fines may go into general fund, some will come back here to offset costs. And why on God's green earth are we wasting officer hours on that. The public would be better served stopping speeders and reckless drivers. Use the lit up signs or orange men at work signs like other states do.	81
Why arent we opening Railroad street? What is the holdup?	80
True but it isn't necessary to put a speed bump where every fatality occurs. Increase policing of speeding and drunk driving, too	78
Tourist transport every 30 minutes to Ali'i from kona Port or to downtown from Hilo port	77
Improve port area to improve marketability	76
Especially for evacuation of the elderly and disabled	76
And must be consistent in arrivals/departures so people know they can count on bus being on time	76
Access to what? Might want to spell it out	73
Increase the number of bike lanes (which also function as sidewalks) especially in areas near the colleges and schools and in the downtown area of hilo/waimea/kona/waikoloa	70
I would also have art and displays reflective of Hawaiian culture and of the wonderful conglomeration of cultures that she represented here	70

Establish consistent routes. Establish a consistent communication method for bus riders. For example, if there is a route change for some reason, immediately communicate that via the bus website.	69
Advertise to the public how the disabled, including wheelchair bound adults, elderly or children, may obtain transportation to parks, community events, shopping and medical care using various media.	69
Infrastructure repair-bridges, bus storage facilities, charging places for government EV.	69
Ports need beautification to improve tourist experience and increase return visits. Also, in Caribbean and European ports there is beautiful landscaping. Tourists are greeted by locals employed to play instruments/sing/dance. It would be a way to share actual Hawaiian culture, Taiko drumming, etc	68
Could have a downtown trolley/small brightly colored bus that transports tourists from Kona Port to Ali'i area or from Hilo Port to downtown Hilo. In continuous loops for hours of cruise ship dockings.	68
If our roadway fatalities are higher do we need to do more click-it or ticket stops? Does law enforcement need to do spot checks for license/registration? More sobriety checks to get drunk drivers off the road. Are they dying as pedestrians, bicyclists, motorcyclists, passengers or drivers? Do schoolchildren need more education regarding walking in or near traffic? Are bicyclists wearing helmets? Could readily available Quick Clot, a specialty gauze that is not a medication, in police cars, ambulances and fire trucks save lives? Do we need ECMO (extracorporeal membrane oxygenation) in the field for use by paramedics as they do in France?	68
?what	68
.86% have EVs. I think gas taxes are secure for the foreseeable future.	68
Horse manure. Just relieve the congestion by widening the roads and opening up available alternate routes like Railroad. Create an additional route for areas like Waikoloa that could get trapped.	68
Collaborate with State agencies. Otherwise what does Ensure collaboration mean?	87
shall or must	87
should is so weak. I realize shall is a legal term which would be great. But, if not, how about must?	87
change 'follow' to 'adhere to'	87
agricultural. It's an adjective modifying products	87
continues -- needs an 's' on the end	85
What about adding an action around developing alternative financing mechanisms? I know taxes and fees are not a popular subject but everything should be on the table.	82
incomplete thought with this sentence.	82
I appreciate this comment but does HPD even know the General Plan exists let alone they may be bound by it?	81
Aren't speed humps an issue for fire dept response times?	81
Since it's not listed can we assume that erosion control plans are already required for construction sites?	81
What does update the operation and maintenance of these facilities mean? They don't work correctly unless maintained. Is the priority action for adopt a street supposed to take care of required maintenance? That is hope -- not a strategy for success.	80
Incentivize by what means? How about Require subdivision....	80
all roles "and organizational systems"	79

when should be 'whenever'	79
Shouldn't it be require, not just encourage?	79
delete "design and". the standards are essential ... to achieve	78
If Hub is capitalized then Spoke should be as well. Or both lower case.	76
and/or	75
If operated correctly there is no 'may' -- Mass Transit systems offer....or using the push off from the following sentence Viable mass transit systems offer.....	75
Should there be some reference to the natural planning section here and vice versa?	73
code, policies, programs, and procedures. Adding the word programs.....	73
Replace 'as well as' with 'and'	72
was traditionally and *is* currently	72
This sentence not structured well. Consider: Establish inter-departmental teams to collaboratively review significant development projects to ensure integrated infrastructure requirements, the provision of multi-modal transportation options, and appropriate public-private investment strategies.	71
Does this mean Hawaii County does not currently have Systems Development Charges or their equivalent?	71
Do we simply want to support or require through design code? Suggest we do more than support.	70
"the programmed development of mass transit programs" reads funny. Is there a way to get across your point using different language that is more clear and unambiguous?	70
This same policy should be in the land use section.	70
Reduce rather than reducing	69
'Reduce' rather than "reducing"	70
use 'whenever' possible rather than 'where' possible.	69
Is this a revolving 5-year CIP process? If so, you may want to so state.	69
What are 'roads in limbo'? You have already referenced aging roadway systems so 'in limbo' means what? Just say it.	68
Get rid of comma after 'services'	66
The range of tech options in trans is developing rapidly therefore the goals of the plan can be much more ambitious, achieving by 2035 what is targeted for 2045.	66
older people dont have mass transportation options in the evenings. Some have difficulty driving or seeing at night	75