

## Agenda

1. Welcome and introductions
2. Synthesis of the groups' priority issues
3. Presentation on Sustainable Mobility
4. Presentation of the County's Transit Oriented Development Concepts for the Kona Coast
- Dinner Break-
5. Discussion on the role of ahupua'a in mobility planning
6. Discussion on future work that is needed
7. Closing comments/ wrap-up



Questions presented to the group:

What are the biggest challenges regarding mobility on the Kona coast?

How can intelligent transportation planning reinforce ahupua'a values?

What are the missing links in the current transportation infrastructure?

Priority Issues from the Ahupua'a Group:

(Ranked by frequency of responses)

1. Dependence upon the automobile for transportation
2. Need for enhanced transit services (increased frequency, express service and easier to understand schedules)
3. Access to safe pedestrian and bicycle routes
4. Timely governmental planning to meet the needs of anticipated growth
5. The spatial separation between jobs and affordable housing
6. Better connectivity within the ahupua'a (mauka - makai corridors)
7. Need for a common vision on our approach to growth in Kona (Smart Growth versus unconstrained)
8. Inadequate vehicle infrastructure including parallel roads to Queen Ka'ahumanu
9. Preserving view planes to the ocean
10. Lack of inter-connectivity of the road system



Comments and following the Sustainable Mobility Presentation (Arranged by topic)

**Resources**

Need for social and economic services (community center, children center, additional services for keiki and kupuna)

What will people be doing with the water features that will be in Kona Kai Ola? Will they be growing taro like the native Hawaiians? Or are they just to look at?

Development should be located to make the best use of our water resources.

**Mobility**

We must change the culture of driving everywhere. This requires building the right environment and proper education.

The first time this community talked about a pedestrian-only area was on Alii Drive in Kailua-Kona.

Downtown Kailua is a walkable place, so it seems like it is doable at Kona Kai Ola. We must make the walking environment pleasant.

What are the first incremental steps that we can do to make steps toward sustainability?

**Ahupua'a**

In the ancient Hawaiian ahupua'a system, Hawaiians had to walk for mobility. It seems appropriate to develop a walking community at Kona Kai Ola.

**Regional Planning/ Vision**

We are talking too much about the visitor. This project is the wick for the island to make things happen in this region, for local residents, for visitors, for our farmers and others. These are regional problems that require regional solutions.

Boulder is not the prototype for Kona. We need to think bigger- a new prototype all together.

We have to start thinking about the larger issue [regional planning].

We knew that a higher level of density was coming; this is in our long-range plans. The key now is to design for it

Who are we and what is our character? Other walkable communities know their identity (European examples). We have to know this before we can help the transportation consultants.

**Housing**

Do we really need to own our own home? Since we are using state land and using it for the public benefit could we find an alternative to home ownership?



Where is the residential component of this? Can we have social equity without housing?  
The state agreements prohibit permanent residential on the project site.

The housing for this area is already designated up mauka with over 4000 homes planned on Hawaiian Homestead land at the Villages of Laiohua in Kealakehe, and the affordable housing project at Keahuolu on HHFDC land.

### Comments on Future Work Needed

We need to look at how the ocean can be used as a transit route. We have the calmest leeward waters in Hawaii. Honokohau is one of a half a dozen other places that could be a terminus for a ferry system. This could be a good way for people who live south to access jobs that are north.

Use the expertise that is in the room. Together we have many skills that collectively could solve many problems.

We need to define the scope of our planning efforts. Is this just for the project, or for the larger region?

We need to demonstrate connectivity within the ahupua`a. We need to work on strategies to get people across the highway to make the mauka makai connection. We need to develop trail systems that follow old mauka makai routes.

We need to clarify what planning efforts are needed to make the TOD sheds successful. How will park and ride facilities be integrated into this transit system?

The ahupua`a needs to be better defined, both at Kealakehe and on the island. It was a complete and self-sufficient ecological and social organization, but we need more information on how it worked. Work should be done with kupuna to clarify the values of the ahupua`a.

We need to figure out how to integrate culture into the planning for mobility.

We need to stop thinking about the environment as an independent system.

We need to define the employment generators of this project and the relationship between employment locations and employee housing.

At the first puwalu of the Alliance for a Sustainable Ahupua`a, the group emphasized that the planning for the ahupua`a needed to be based on respect for cultural values in making the connections mauka and makai, and incorporate "lokahi" or "harmony" as a core value.

