

Maunaloa-Makapu'u Scenic Byway

DESIGNATION APPLICATION

SUPPLEMENT

Added Dec. 4, 2013, to address concerns of the State Scenic Byways Advisory Committee

The Need for a Supplement to the Designation Application

The State Scenic Byways Advisory Committee met in October 2013 and reviewed this project's designation application and supplement (pages 1-32). Advisory committee members are:

- **David Arakawa**, Land Use Research Foundation of Hawaii;
- **Chris Dacus**, American Society of Landscape Architects-Hawaii;
- **Stephanie Donoho**, County of Hawaii Department of Research & Development;
- **Kiersten Faulkner**, Historic Hawaii Foundation;
- **Daniel Naho'opii**, Hawaii Tourism Authority;
- **Brian Suzuki**, Honolulu Department of Transportation Services;
- **Marian Yasuda**, Oahu Metropolitan Planning Organization; and,
- **Elizabeth Fischer** (ex officio), Federal Highways Administration.

State Scenic Byways Coordinator David Zevenbergen met with the Maunaloa-Makapu'u Scenic Byway project coordinator Greg Knudsen and sponsor representative Elizabeth Reilly on October 28, 2013, to convey the following list of advisory committee concerns:

1. Develop a more detailed Corridor Management Plan work plan and schedule;
2. Clarify the local byway committee members' roles and form subcommittees; and,
3. Clarify the local byway committee's Hawaiian cultural representation.

The project was given 90 days to address those concerns.

Others at the October 28 meeting were project consultants Kashmira Reed and Christina Gamayo, and ex officio advisory committee member Elizabeth Fischer.

The Maunaloa-Makapu'u project coordinator reported the concerns to the local byway committee at its meeting of November 5, 2013. That meeting's report is included in this supplement.

Concern 1 is addressed in a detailed CMP work plan and schedule that lists task requirements; notes each task's relevance to the Maunaloa-Makapu'u Scenic Byway; identifies the person, committee, or sub-committee with primary responsibility; and provides the estimated schedule and time required for each task.

Concern 2 is addressed through actions of the local byway committee on Nov. 5, 2013, and elaboration on the strengths of the committee membership.

Concern 3 is addressed through identifying Hawaiian cultural representation and sensitivities of the existing local byway committee organizations and membership.

Maunalua-Makapu'u Scenic Byway

Designation Application Supplement

November 22, 2013

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Maunalua-Makapu'u Scenic Byway
LOCAL BYWAY COMMITTEE MEETING

November 5, 2013, 6:00-7:30 p.m.

Koko Isle Clubhouse, 315 Koko Isle Circle • Honolulu, Hawaii 96825

Agenda

1. **Aloha & Introductions** – *Greg Knudsen, project coordinator*
 - 1.1 Introduction of ex officio elected officials and DOT officials
 - 1.2 Introduction of Project Sponsor: Ka Iwi Coalition
 - 1.3 Self introduction of members, resource people, other participants
 - 1.4 Viewing of “Ka Iwi – Mauka to Makai” (Livable Hawaii Kai Hui, 2008, 8:49)

2. **Designation Application Status**
 - 2.1 Detailed Workplan Schedule for Corridor Management Plan (per task)
 - 2.1.1. Time Allotment
 - 2.1.2. Resources needed
 - 2.1.3. Responsible Members
 - 2.2 Role & Contributions of Committee Members
 - 2.3 Hawaiian Cultural Representation in Committee

3. **Development of Corridor Management Plan**
 - 3.1 Discussion on Committees Needed
 - 3.1.1. Cultural/Historic, Safety, Land Use, Recreation, Finances, Mapping, Calendar, Marketing
 - 3.1.2. Others?
 - 3.2 Formation of Highest Priority Committees
 - 3.2.1. Cultural/Historic
 - 3.2.2. Safety
 - 3.2.3. Others?
 - 3.3 Inventory of Byway Features / ID by Scenic, Natural, Historic, Cultural, Archeological, Recreational Intrinsic Values
 - Worksheet Distributed Earlier (complete and bring to meeting)

4. **General Discussion: Comments/Concerns**

5. **Announcements**
 - 5.1 Next Meeting – First Tuesday of each month? (December 3, January 7)
 - 5.2 Other Announcements

6. **Adjournment**

Maunalua-Makapu'u Scenic Byway

November 5, 2013: Local Byway Committee Meeting

The Maunalua-Makapu'u Local Byway Committee Meeting on November 5, 2013, was held in the meeting room of the Koko Isle Clubhouse from 6:00 to 7:30 p.m.

This meeting marked the beginning of hands-on development of the Corridor Management Plan, with formation of key subcommittees and a start on initial CMP tasks.

Meeting Summary

Aloha & Introduction. Project Coordinator Greg Knudsen opened the meeting, introducing the project sponsor, Ka Iwi Coalition President Elizabeth Riley. The 18 participants, representing Local Byway Committee members, resource people, and community members, proceeded to introduce themselves (attendees listed at end).

As an overview to the project, participants viewed a nine-minute video that reflects many of the same values and interests as the byway project: "Ka Iwi – Mauka to Makai." This video was made in 2008 from a slideshow that had been prepared a few years earlier by the Livable Hawaii Kai Hui, the community organization that hosts the Ka Iwi Coalition as one of its components. The video tells of years of activism and vigilance to protect and preserve the open view planes of Oahu's Ka Iwi Coast from Hanauma Bay to Makapu'u. Several individuals associated with the slideshow and video are currently involved with the Maunalua-Makapu'u Scenic Byway project, including the show's creator, noted Hawaiian filmmaker Ann Marie Kirk. "Ka Iwi – Mauka to Makai" can be seen on YouTube at <http://www.youtube.com/watch?v=o0AM71qkWOg>.

Designation Application Status. Participants were briefed on the work remaining to complete the designation application. The application had been submitted on Sept. 30, 2013, with an addendum on Oct. 18 to include a summary of the Oct. 5 committee and public meeting.

Project members and resource people had earlier been informed via email that all project documents to date were available for their download as PDF documents at the following links:

Nomination Application (43 pages)

<https://docs.google.com/file/d/0B9WzMQmfuaVRajVubmp0azJ3NjA/edit>

Nomination Application Supplement (17 pages)

<https://docs.google.com/file/d/0B9WzMQmfuaVRTUdWX2JKNIJHb2s/edit>

Designation Application & Addendum (32 pages)

<https://docs.google.com/file/d/0B9WzMQmfuaVROGFCTGF5STI4S1U/edit>

Following review by the State Scenic Byways Advisory Committee, the State Scenic Byways Coordinator met with the Maunalua-Makapu'u Scenic Byway project coordinator and sponsor on Oct. 28, 2013, to convey this list of advisory committee concerns:

1. Develop a more detailed Corridor Management Plan work plan and schedule;
2. Clarify the local byway committee members' roles and form subcommittees; and,
3. Clarify the local byway committee's Hawaiian cultural representation.

Although given 90 days to complete the supplement, the project coordinator said he hoped to complete the response within a few weeks and circulate it to committee members for their review.

Development of Corridor Management Plan. Discussion proceeded on the need for subcommittees, such as Cultural/Historic, Safety, Land Use, Recreation, Finances, Mapping, Calendar, and Marketing. It was suggested that calendar tasks might just be part of the Marketing subcommittee, and a member suggested addition of a Natural Resources Committee.

While all subcommittees are under consideration, action was taken to establish the Cultural/Historic and Safety subcommittees due to their high priority. Initial members are:

Cultural/Historic – Ann Marie Kirk (chairperson), Susan Todani, Gary Weller, Kekoa Ho

Safety – Lee Mansfield (chairperson), Pratt Kinimaka, Elaine Dobashi, Alan Hong

The Safety subcommittee members talked of the need to meet soon with the State Coordinator to clarify the Corridor Management Plan's safety requirements.

The meeting ended with initial review of a worksheet to inventory a list of 40 byway features and to identify which of the scenic, natural, historic, cultural, archeological, and recreational intrinsic values they possessed. As time was short, participants were asked to continue the exercise on their own and to submit their completed responses to the project coordinator.

Announcements and Adjournment. Future meetings will try to be set on the first Tuesday of each month, making the next meetings on Dec. 3, 2013, and Jan. 7, 2014. The same location at Koko Isle Clubhouse would be requested (with thanks to Koko Isle resident Dan Purcell). The meeting adjourned around 7:30 p.m., with participants lingering to enjoy conversations and refreshments until around 8:00 p.m.

Attendees at the November 5, 2013, Meeting

Members: **Greg Knudsen** (Hawaii Kai Neighborhood Board & Ka Iwi Coalition, project coordinator), **Elizabeth Reilly** (Ka Iwi Coalition, project sponsor), **Gary Weller** (Livable Hawaii Kai Hui), **Roberta Mayor** (Hawaii Kai Neighborhood Board), **Kekoa Ho** (Waimanalo Neighborhood Board), **Alan Hong** (Friends of Hanauma Bay), **Susan Todani** (Kamehameha Schools), **Elaine Dobashi** (Hui 'Ilio Hawaii), **Lee Mansfield** (Hawaii American Water), **Lucien Wong** (resident), **Ann Marie Kirk** (Maunalua.net), **Pratt Kinimaka** (State Dept. of Transportation).

Resource People: **Dan Purcell** (resident), **Chuck Lileikis** (resident), **Denise Darval Chang** (Hui Nalu Canoe Club), **Judie Larsson** (resident), **Eve Anderson** (former legislator), **Kau'i Burgess** (Kamehameha Schools).

Ex officio members who are members of the State Legislature were unable to attend because they were in the middle of a special legislative session.

Maunaloa-Makapu'u Scenic Byway

Corridor Management Plan: Work Plan and Schedule

Task descriptions are from the materials distributed at the September 16, 2013, Designation Application/Corridor Management Plan Workshop: Preparing the Work Plan for the Corridor Management Plan, Sample Work Plan and Schedule (pages 15-19).

Task 1 Location Map

The CMP will begin with a general description of the byway and the purpose of the CMP, accompanied by a location map showing:

- The route number(s) and name of roads included in the byway;
- Boundaries of the corridor;
- Land uses within the corridor;
- City/town and major roads both within and in the vicinity of the corridor; and
- The location of the major scenic, recreational, cultural, archaeological, natural, and/or historic qualities within the corridor.

Because the distance the corridor extends from the highway could vary with the different intrinsic qualities, this map will be completed through the Inventory and Assessment process (Task 4).

- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** The basic location maps were completed for the nomination application. These will be refined and/or supplemented with additional maps to address the CMP requirements.
- > **Primary Responsibility:** Mapping subcommittee
- > **Schedule:** Months 1 - 3, with refinements as needed throughout the CMP development period.

Task 2 – Scenic Byway Sponsor

The Scenic Byway Sponsor and roles of the Scenic Byway Sponsor will be described, including contact information.

- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** The byway sponsor, Ka Iwi Coalition, has been secured and contact information has been provided in the nomination and designation applications. Supplemental information on the sponsor may be added to the appendix as appropriate.
- > **Primary Responsibility:** Project Coordinator and Sponsor
- > **Schedule:** Month 1. This task is basically complete, but may be subject to some refinement throughout the CMP development period.

Task 3 – Local Byway Committee

The Local Byway Committee will be described, including:

- A list of the members of the Local Byway Committee by name, affiliation, and location;
 - A summary of the operations and functions of the Committee in terms of organizational capacities and issues addressed;
 - A list of meeting dates, times, and locations, and number of attendees at each meeting; and
 - Accomplishments of the Committee and its members in addition to the CMP.
- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** The local byway committee has been formed, with affiliations and contact information collected for each committee member as well as numerous resource people. Changes will be maintained to the list, including additions and deletions, throughout the CMP development period. The operations and functions of the committee will be described as they evolve, primarily through various subcommittees. A record of meetings has been established and will be maintained on a timely basis throughout the CMP development period.
 - > **Primary Responsibility:** Project Coordinator
 - > **Schedule:** Months 1 - 12

Task 4 – Inventory and Assessment

The inventory and Assessment portion of the CMP includes the Delineation of the Corridor, a Byway Safety Analysis, and a

Corridor Analysis. Each member of the Local Byway Committee will actively participate in the scenic inventory and assessment of the byway as much as possible. Additional raters will be invited as needed to evaluate specific or unique features.

4A. Delineation of the Corridor

One or more detailed maps will be prepared for use in the Corridor Analysis depicting:

- *The roadway, identifying the approved portions of the Hawaii Scenic Byway;*
- *Land uses within the corridor;*
- *Major points of orientation or interest (including major intersections, water bodies, settlements, ridge lines, and mile posts);*
- *The survey segments;*
- *Federal, State, and local agency, and other relevant jurisdictional boundaries (such as military installation boundaries).*

This map may be based on the schematic map approved for the Hawaii Scenic Byway. There are a number of ways that maps can be created (i.e. marked up topographic map, Google Earth/Google Map, GIS-based, etc). Please check with the State Scenic Byways Coordinator should you need technical assistance or further information regarding mapping requirements. Copies (or excerpts) of this map will be distributed to each rater for use (and editing) in the Corridor Analysis. This map is subject to change in response to findings of the Corridor Analysis.

- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** In conjunction with Task 1, the Mapping subcommittee will ensure that the requirements of Task 4A are addressed.
- > **Primary Responsibility:** Mapping subcommittee
- > **Schedule:** Months 1 - 3

4B. Byway Safety Analysis

The Inventory and Assessment will include a general review of the vehicle, bicycle, and pedestrian safety and accident record for the roads or highways included in the byway. This analysis will be prepared in consultation with local police and with County and State transportation agencies, and will seek to identify any correctable faults in highway design, maintenance, or operation. Preliminary recommendations regarding improvements to transportation facilities such as road widening, restriping, signage, lighting, and other "context-sensitive" measures will be identified along with preliminary cost estimates (to be refined prior to being included in the STIP/TIP).

- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** A Safety subcommittee was established at the Nov. 5, 2013, meeting of the Local Byway Committee. The subcommittee has initiated contact with the primary transportation agency and will work with local police to examine and compile existing safety data. There is no plan to use outside consultants for this task, and no major improvement recommendations are anticipated.
- > **Primary Responsibility:** Safety subcommittee
- > **Schedule:** Months 1 - 5

4C. Corridor Analysis

The Corridor Analysis will provide the required analysis of the scenic, recreational, cultural, archaeological, natural, and historic qualities and their context within the corridor.

The Hawaii Scenic Byways Program combination of physical, visual, and institutional criteria and survey methodology will be used to identify and evaluate the intrinsic qualities for each survey segment in both directions within the potential byway corridor. Describe any adjustments made to the State program criteria and methodologies as applied during the field surveys.

Before initiating the Corridor Analysis surveys, the Scenic Byway Sponsor will meet with the State Scenic Byways Coordinator to ensure that the map, survey methods, and the organization of the rating teams satisfy the requirements of the State's Scenic Byways Program.

- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** Local Byway Committee members are currently reviewing a list of 40 route features and categorizing them according to their intrinsic qualities. Initial write-ups on most features already appear in the nomination application narrative. Descriptions will be refined throughout the CMP process. Clarity is needed relating to acceptable survey methods and rating team requirements.
- > **Primary Responsibility:** Local Byway Committee, Mapping subcommittee, Rating subcommittee
- > **Schedule:** Months 2 - 4, with refinements as needed throughout the CMP development period.

Task 5 – Site Evaluation and Ranking

When the physical, visual, and institutional surveys are completed by the rating team, the marked-up maps and the recommended rating scores from the rating sheets will be returned, compiled, compared, and evaluated, and significant features and ratings for each segment will be noted on the corridor map.

- > **Specifics relating to Maunaloa-Makapu‘u Scenic Byway:** This task will be completed with input from the Local Byway Committee as a whole and the Mapping and Rating subcommittees.
- > **Primary Responsibility:** Project Coordinator
- > **Schedule:** Months 5 - 6

Task 6 – Scenic Byway Management Strategy

The CMP will provide an action-oriented management strategy that will maintain and enhance the scenic, recreational, cultural, archaeological, natural, and historic qualities of the byway. The management strategy will consist of general objectives, policies, and management measures; milestones for implementation; and associated proposed or potential funding arrangements.

6A. General Objectives and Policies

The General Objectives and Policies will define the overall intent (policies) and desired results (objectives) of the actions to be included in the CMP. The results of the Corridor Analysis will be used to define General Objectives and Policies that:

- *maintain and enhance the safety and comfort of travelers;*
- *promote visual diversity and linkage among segments of the scenic byway;*
- *maintain and enhance the intrinsic qualities of the specific byway: scenic, recreational, cultural, archaeological, natural, and/or historic;*
- *accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities;*
- *preserve the highest levels of visual integrity and attractiveness;*
- *minimize intrusions on and enhance the visitor experience to the greatest extent feasible;*
- *control outdoor advertising to the maximum extent allowed in compliance with all existing local, State, and Federal laws;*
- *enhance existing development and accommodate new development in ways that preserve the intrinsic qualities of the corridor;*
- *position the byway for successful marketing and tourism promotion;*
- *interpret the significant resources of the byway for both travelers and local residents; and*
- *provide for on-going public participation in the implementation of corridor management objectives.*

While the CMP may identify priorities among these objectives, it will also provide guidelines for optimizing decisions so that actions achieving multiple objectives can be advanced ahead of those that achieve a single, but higher priority, individual objective.

- > **Specifics relating to Maunaloa-Makapu‘u Scenic Byway:** From the onset, the project has aimed to recognize the special features of the route and to minimize development in non-commercial areas. This approach includes protection of preservation- and conservation-zoned lands, respect for urban growth boundaries, support for the wilderness status of the Ka Iwi Scenic Shoreline Park, and containment of reasonable business development to commercially-zoned properties.
- > **Primary Responsibility:** Project Coordinator and Sponsor
- > **Schedule:** Month 7

6B. Scenic Byway Management Measures

Management measures will be identified to:

- *be matched to the priorities of the byway;*
- *ensure that the byway maintains its intrinsic qualities, variety, and accessibility;*
- *encourage relationships between the byway and existing and future development that are compatible and adaptable.*

Each management measure will address specific opportunities and challenges. To achieve their intended effect, management measures will not be considered until after a comprehensive and accurate Inventory and Assessment of the intrinsic qualities of the byway is completed.

The Site Evaluation and Ranking results will be presented to the State Scenic Byways Coordinator for review and for initiating discussions of appropriate management measures for the most significant features and elements for each segment. State Scenic Byways Advisory Council Members may be a potential resource when considering management measures and/or implementation plans and may be reached via the State Scenic Byways Coordinator or contacted directly by the Sponsor.

Management measures will be uniquely tailored in its application in any segment of the byway wherever possible, as the context and circumstances are different for every resource.

In addition, the effectiveness of a management measure will be influenced by the timing and effectiveness of management measures applied to other resources within or near the segment.

Examples of Scenic Byway Management Measures that may be included in the Corridor Management Plan when it is prepared include:

- *establishing complementary facilities along the highway, such as overlooks, rest stops, picnic areas, campgrounds, boat launch sites, outdoor theaters, and/or cultural markers;*
- *designating and registering historic sites;*
- *clearing, marking, and improving nature trails, hiking and biking trails, and bridle paths;*
- *posting interpretive signage at frequent intervals;*
- *providing accessible facilities and trails, incorporating universal design wherever possible;*
- *preparing and adopting a comprehensive land use management plan for each byway;*
- *preparing and adopting a signage and wayfinding plan that demonstrates how the number and placement of informational signs will be more supportive of the visitor experience;*
- *advancing multiple management measures for each site based on rainy and dry seasons, time of day, weather conditions, volcanic activity, or other time-sensitive factors and their effects on views; and*
- *preparing a marketing plan for the byway and the qualities, resources, and attractions within the corridor.*

Any management measures relating to any proposed modification of the roadway will be developed in consultation with the agency having jurisdiction over the roadway and with HDOT. This will include a discussion of how the design standards for these measures may affect the intrinsic qualities of the corridor, and show how the design standards to be applied satisfy the General Objectives and Policies of the CMP.

- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** Consistent with the project's General Objectives and Policies, the Local Byway Committee anticipates no major facility recommendations. Since most route features are within existing parks, the Local Byway Committee will serve as an advocacy group to identify and promote measures that would be implemented through the City and State parks administrations.
- > **Primary Responsibility:** Marketing subcommittee
- > **Schedule:** Months 7 through 9

6C. Implementation Agenda

The Implementation Agenda will include a schedule and a listing of all agency, group, and individual responsibilities in the implementation of the CMP; and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.

Implementation of the CMP may include activities that otherwise could be advanced as a safety improvement, byway facility, access to recreation improvements, resource protection, interpretive project, or marketing program initiative.

- > **Specifics relating to Maunaloa-Makapu'u Scenic Byway:** It is already known that primary stakeholders include the State Department of Transportation, administrators of City and State parks, major landowners, and commercial establishments along the route. In reality, the Local Byway Committee has no enforcement authority, but will serve as a monitor and advocacy group on matters affecting the scenic byway.
- > **Primary Responsibility:** Local Byway Committee, with specific ad hoc or subcommittees as needed
- > **Schedule:** Months 9 through 12

6D. Financial Plan

Implementation of the CMP will include activities to build and strengthen a sustainable organization to manage byway activities and implement projects or other initiatives. These activities may include developing a financial plan for:

- *the overall implementation of the plan including start-up expenses associated with forming, expanding, or strengthening a byway organization, including managing byways funded projects and coordinating volunteer initiatives; and*
- *travel and per diem expenses for byway representatives to participate in the Scenic Byways-related conferences, as well as other training or technical assistance activities for advancing their byway or the National Scenic Byways Program, such as peer-to-peer exchanges, regional workshops, statewide conferences, or national conferences.*

- > **Specifics relating to Maunalua-Makapu'u Scenic Byway:** This project is a voluntary, grassroots, community effort. No extraordinary expenses are anticipated for such things as consultants, travel, conference fees, or per diems. Basic operating expenses are being offered by the sponsoring Ka Iwi Coalition, which is able to accept monetary and in-kind donations in support of the byway project. Grants funds may be pursued if available and/or needed.
- > **Primary Responsibility:** Sponsor and Local Byway Committee
- > **Schedule:** Months 9 through 12

Task 7 – Appendix

Reference items such as definitions, descriptions of analytical methods, responses to public comments, and official endorsements will be compiled and included within the CMP.

- > **Specifics relating to Maunalua-Makapu'u Scenic Byway:** The Project Coordinator will compile the final report, with input from members of the Local Byway Committee members and its subcommittees.
- > **Primary Responsibility:** Project Coordinator
- > **Schedule:** Months 11 - 12

Task 8 – Public Involvement

A plan for public involvement will be prepared and executed in consultation with the State Scenic Byways Coordinator. The plan will include, at a minimum:

- *Public meetings and workshops;*
- *Media releases and contacts;*
- *Meeting posters and paid advertisements;*
- *Information flyers and brochures; and*
- *One or more public hearings on the draft CMP.*

Comments received from the public in response to the draft CMP through the public hearing or correspondence will be summarized (identifying the source of each comment) together with responses from the Local Byway Committee identifying and explaining the actions taken (including the specific location of resulting changes to the CMP).

- > **Specifics relating to Maunalua-Makapu'u Scenic Byway:** Meetings of the Local Byway Committee are open to the public, whose input is always welcome. Media contacts have been developed and releases have been issued. Flyers have been produced, distributed, and posted, and will be employed in future meetings. Additional informational materials will be developed, with costs and revenue sources to be determined by the Marketing subcommittee.
- > **Primary Responsibility:** Project Coordinator and Marketing subcommittee
- > **Schedule:** Months 1 - 12

Task 9 – Official Endorsements

Statements of endorsement and commitment to implement the CMP will be obtained from Local Byway Committee members and of their organizations, as well as from agencies and organizations named in the Implementation Agenda indicating their commitment to implementing the management strategies that fall within their purview.

Original, signed letters of endorsement will remain on file with the Scenic Byway Sponsor.

- > **Specifics relating to Maunalua-Makapu'u Scenic Byway:** The current members of the Local Byway Committee have already demonstrated their support and commitment to this process. As a voluntary community organization, they are free to participate or not, depending on their own individual and/or organizations circumstances. Participants will be asked to express their endorsement and commitment, with emphasis on the need for continuing commitment from the project sponsor and State Department of Transportation.
- > **Primary Responsibility:** Project Coordinator and Sponsor
- > **Schedule:** Months 11 - 12

Maunaloa-Makapu'u Scenic Byway

Strengths of Local Byway Committee Membership

This is in response to questions raised by the State Scenic Byways Advisory Committee.

The Local Byway Committee for the Maunaloa-Makapu'u Scenic Byway is a team with strong individual members – and “the whole is greater than the sum of its parts.”

The committee is composed of individuals and representatives specifically selected for their expertise and anticipated contributions from leading community organizations, government agencies, commercial interests, residents, and ex officio elected officials. It is also complemented with dozens of additional individuals and representatives who have come forward or been identified as valuable resource people that can be called upon to provide advice or assistance to the committee and the project.

Most of the community, government, and commercial organization representatives are leaders within their respective organizations, and have taken an active role in the work of the committee. There are no “figureheads.” Each has expressed an interest and commitment to working directly on the project. On occasion, when there are conflicts with their other responsibilities, they are welcome to designate others to attend in their place.

The ex officio elected officials are also more than just “honorary.” The active involvement of most began as the project launched through the Hawaii Kai Neighborhood Board. This was expanded as the project proceeded under sponsorship of the Ka Iwi Coalition. The mix of East Oahu and Windward officials provides a broad and nonpartisan perspective to the committee. As ex officio members, they are non-voting, but their input is equal to that of any regular member.

Overall, the Maunaloa-Makapu'u Scenic Byway's Local Byway Committee is a dynamic group with proven leadership, talent, influence, authority, and dedication to community service.

Maunalua-Makapu'u Scenic Byway

Hawaiian Cultural Representation and Sensitivities of the Local Byway Committee Organizations and Members

This is in response to questions raised by the State Scenic Byways Advisory Committee.

The Maunalua-Makapu'u Scenic Byway's Local Byway Committee has a strong foundation of consciousness and respect for Hawaiian culture and values.

The sponsor organization, the Ka Iwi Coalition, has its roots in a movement that crossed cultural lines to protect the environmental and aesthetic value of land and open view planes in Oahu's last mauka-to-makai natural landscape. This is consistent with Hawaiian cultural values that recognize a spiritual connection to the land, or *aloha 'aina*. The "Save Sandy Beach" initiative, the precursor to today's Ka Iwi Coalition, fought successfully to prevent housing across from Sandy Beach and went on to advocate for protection of the entire Ka Iwi viewshed.

The Ka Iwi Coalition is part of the Livable Hawaii Kai Hui, which has many projects that aim to protect and preserve areas and activities of significant importance to Native Hawaiian culture and values. Among those interests is a Hawaii Kai project to protect from development an ancient village site with traces of Hawea Heiau, a petroglyph field, an old-growth coconut grove, and the Keawawa Wetland. Another LHKH project is to pursue protection for Paiko Ridge, where an ancient Hawaiian *moku* boundary wall runs the course of the ridgeline. Such features embrace multiple dimensions of Hawaiian spiritual, cultural, and historic value. The LHKH projects are in part driven by and have ongoing direct consultation with Native Hawaiian experts. These cultural practitioners may be consulted on matters relating to the scenic byway.

Among the core members of the Local Byway Committee is the founder of Maunalua.net. This online treasure documents the cultural and historic sites of Maunalua, with a particular Native Hawaiian perspective. The site is ever expanding, with valuable video, audio, photographic, and print records that illuminate hundreds of cultural and historic sites, personal stories, and events. Particular attention is given to Hawaiian place names.

Another key committee member is Kamehameha Schools. Aside from once owning virtually the entire scenic byway corridor as part of its inherited legacy of the Hawaiian monarchy, KS is a repository of and authority on Hawaiian history, culture, and values. In 1928, KS transferred title of all of Koko Head District Park – including Hanauma Bay, Koko Head, and Koko Crater – to the City & County of Honolulu for \$1 on the condition of perpetual recreational use. In 2001, KS sold the Queen's Beach land to the State of Hawaii for \$12.8 million, making possible the Kaiwi State Scenic Shoreline. Even with the sale and transfer of land throughout the years, KS remains the largest private landowner along the byway route.

One of the first actions of the Local Byway Committee on Nov. 5, 2013, was to form a Cultural & Historic subcommittee, with Maunalua.net and Kamehameha Schools as lead members.

Other committee members and resource people on the roster are of Hawaiian ancestry, but their value to the project is far greater than their cultural origins alone. In all, the Local Byway Committee members – whether *kanaka maoli* or non-Hawaiian – are imbued with a sensitivity and respect for the host culture, its history, and its values.