MAUNALUA-MAKAPU‘U STATE SCENIC BYWAY
CORRIDOR MANAGEMENT PLAN

FINAL
MARCH 2018

PREPARED BY:

WITH ASSISTANCE FROM:
Ke kai o Kaiwi, ke kai aloha
The sea of Kaiwi, the beloved sea

Borrowed from:
This Corridor Management Plan focuses on **preserving** and **protecting** the resources along the breathtaking Ka Iwi coastline, framed by dramatic mauka-to-makai views and natural landscapes, cultural and historic features, popular recreational areas, and some of O‘ahu’s most popular visitor destinations. Unlike other scenic byway plans that place more emphasis on promoting tourism and economic development, this Plan identifies opportunities that will enhance the experience for both local residents and tourists alike.

**ACKNOWLEDGEMENTS**

Mahalo nui to all who shared mana‘o and contributed to this document, and to the League of Women Voters of Honolulu Education Fund, the Donald and Astrid Monson Community Action Award and Livable Hawai‘i Kai Hui who generously provided funding for the development of this corridor management plan.

Special acknowledgement to the Hawai‘i Kai Neighborhood Board and Greg Knudsen for the origination and coordination of the Maunalua-Makapuu State Scenic Byway application for recognition.
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**ACRONYMS AND ABBREVIATIONS**

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Full Form</th>
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<tbody>
<tr>
<td>CIP</td>
<td>Capital Improvement Program</td>
</tr>
<tr>
<td>DLNR</td>
<td>State of Hawai‘i Department of Land and Natural Resources</td>
</tr>
<tr>
<td>DPR</td>
<td>City Department of Parks and Recreation</td>
</tr>
<tr>
<td>DTS</td>
<td>City Department of Transportation Services</td>
</tr>
<tr>
<td>GIA</td>
<td>Grants in Aid</td>
</tr>
<tr>
<td>HCF</td>
<td>Hawai‘i Community Foundation</td>
</tr>
<tr>
<td>HDOT</td>
<td>State of Hawai‘i Department of Transportation</td>
</tr>
<tr>
<td>HECO</td>
<td>Hawaiian Electric Company</td>
</tr>
<tr>
<td>HKNB</td>
<td>Hawai‘i Kai Neighborhood Board</td>
</tr>
<tr>
<td>HKSC</td>
<td>Hawai‘i Kai Shopping Center</td>
</tr>
<tr>
<td>HKTC</td>
<td>Hawai‘i Kai Towne Center</td>
</tr>
<tr>
<td>HPD</td>
<td>Honolulu Police Department</td>
</tr>
<tr>
<td>HRS</td>
<td>Hawai‘i Revised Statutes</td>
</tr>
<tr>
<td>LHKH</td>
<td>Livable Hawai‘i Kai Hui</td>
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<tr>
<td>OMPO</td>
<td>O‘ahu Metropolitan Planning Organization</td>
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<tr>
<td>ORTP</td>
<td>O‘ahu Regional Transportation Plan</td>
</tr>
<tr>
<td>PIM</td>
<td>Public Infrastructure Map</td>
</tr>
<tr>
<td>RTOL</td>
<td>Right-turn only lane</td>
</tr>
<tr>
<td>STIP</td>
<td>Statewide Transportation Improvement Program</td>
</tr>
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<td>TIP</td>
<td>Transportation Improvement Program</td>
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EXECUTIVE SUMMARY

The Maunalua-Makapu'u State Scenic Byway is a 6.8-mile stretch of Kalanianaʻole Highway (State Highway 72) that wraps around the eastern tip of Oʻahu between the communities of Maunalua (Hawai‘i Kai) and Waimānalo. Regarded as one of the most picturesque and accessible coastal highways in the State, this byway weaves along the breathtaking Ka Iwi coastline, framed by dramatic mauka-to-makai views and natural landscapes, cultural and historic features, popular recreational areas, and some of Oʻahu’s most popular visitor destinations.

Geologic formations including the volcanic craters of Koko Crater and Hanauma Bay and the lava tube known as Hālona Blowhole—together with the untamed Kaiwi Channel and views of the distant islands across the channel—provide a glimpse into the formation of Oʻahu. Moʻolelo—oral histories or traditional stories—that recall Native Hawaiian gods/goddesses and traditions underscore the cultural and spiritual significance of these lands to Native Hawaiian culture.

The designation of this corridor as a state scenic byway not only showcases the history of the area and the cultural values of the community that has been shaped by Ka Iwi’s landscape, but it celebrates the collective achievements of the 40+ years of community-driven advocacy that successfully prevented proposed resort and housing developments along the corridor. For those familiar with the controversial attempts to develop this area and the determination of the grassroots campaigns that succeeded in blocking those developments, the state scenic byway designation is an enduring testament to the power of grassroots activism and the many voices that joined together to ensure that the Ka Iwi Coast remain in its natural and untamed condition for future generations to enjoy.

This Corridor Management Plan provides an inventory of the resources along the corridor. It also outlines specific strategies and actions to protect, preserve, and enhance existing assets along the corridor, and to promote stewardship activities that ensure resources are properly cared for. The plan, which reflects the perspectives of the current core working group, i.e., Local Byway Committee, is a starting point for residents, community organizations, businesses, landowners and government agencies to work together to care for the corridor and coordinate decision-making on corridor issues. The Ka Iwi Coalition—which is a sub-committee of Livable Hawai‘i Kai Hui—is overseeing the byway plan and assumes responsibility for implementation of this corridor management plan.

Consistent with past community efforts to protect and preserve the natural, undeveloped character of this area, the management strategy for the Maunalua-Makapuʻu State Scenic Byway assumes that there will be no new developments or major infrastructure improvements introduced along the segment of the corridor that is currently undeveloped (i.e., the section that stretches along the Ka Iwi Coast between Hanauma Bay and Makapuʻu Beach Park that is predominantly undeveloped and appears in its natural state).
The goals for the long-term management of this corridor are thus to:

- Preserve the undeveloped, natural character of the landscape
- Provide a safe and enjoyable experience for users
- Protect cultural and natural resources
- Educate the public about the cultural significance of the place; and
- Demonstrate and teach stewardship to ensure that the land and resources are properly cared for.

In strategizing to address issues and concerns, 24 projects and programs were initially identified to improve conditions along the byway and provide for better resource management.

Members of the Local Byway Committee have stepped forward to champion six projects which are being identified as priority action projects for implementation. These priority action projects were also selected based on a scoring matrix (with 25 maximum points) that ranked projects using five criteria. Among these projects are several projects that require partnership with government agencies and landowners that have jurisdiction along the corridor.

These priority action projects represent priorities of the current Local Byway Committee. However, interests and preferences of the byway committee members may change over time, as membership in the byway committee is considered fluid with an “open door” policy. Therefore, it is recommended that the byway committee members revisit the priority action projects regularly and update the corridor management plan to reflect the group’s current goals and community concerns.

### Figure ES-1: Priority Action Projects

- **25 points**
  - Development of a mobile app for the scenic byway
  - Installation of “trespassing” and “hazardous” features on social media apps

- **24 points**
  - Site stewardship for areas along the byway

- **21 points**
  - YIELD sign relocation on Lunalilo Home Road

- **20 points**
  - Interpretive signage at the 5 scenic lookouts

- **17 points**
  - Restroom facility by the lighthouse for users of the Makapu’u Lighthouse Trail
“Here, the tension of city life evaporates, and lines of worry ease from the face. You can breathe deeply and pause to ponder the world around you, to enjoy a sublime sense of solitude, see things you’ve never noticed before.

You are away from the hustling and bustling of humanity crammed cheek to jowl and bumper to bumper on this little island. There aren’t many places near Honolulu where you can breathe freely, temporarily free from being crammed into prisons of our own creation.

There is no traffic, no tourists, no tall high rises.”

Greg Ambrose
Honolulu Star Bulletin, 10/14/96

1. INTRODUCTION

The Maunalua-Makapu'u State Scenic Byway is a 6.8-mile stretch of Kalaniana'ole Highway (State Highway 72) that wraps around the eastern tip of O'ahu between the communities of Maunalua (Hawai'i Kai) and Waimānalo (Figure 1). Regarded as one of the most picturesque and accessible coastal highways in the State, this byway weaves along the breathtaking Ka Iwi coastline, framed by dramatic mauka-to-makai views and natural landscapes, cultural and historic features, popular recreational areas, and some of O'ahu’s most popular visitor destinations. Geologic formations including the volcanic craters of Koko Crater and Hanauma Bay and the lava tube known as Hālona Blowhole—together with the untamed Kāiwi Channel and views of the distant islands across the channel—provide a glimpse into the formation of O'ahu. Mo'olelo—oral histories or traditional stories—that recall Native Hawaiian gods/goddesses and traditions underscore the cultural and spiritual significance of these lands to Native Hawaiian culture.

Besides showcasing the history of the area and the cultural values of the community that has been shaped by Ka Iwi's landscape, the designation of this corridor as a state scenic byway celebrates the collective achievements of the 40+ years of community-driven advocacy that successfully prevented
proposed resort and housing developments along the corridor. For those familiar with the controversial attempts to develop this area and the determination of the grassroots campaigns that succeeded in blocking those developments, the state scenic byway designation is an enduring testament to the power of grassroots activism and the many voices that joined together to ensure that the Ka Iwi Coast remain in its natural and untamed condition for future generations to enjoy.

This Corridor Management Plan inventories the resources that contribute to the uniqueness of the corridor and outlines specific strategies and actions to protect, preserve, and enhance existing assets along the corridor, and promote stewardship activities that ensure resources are properly cared for. The plan, which reflects the perspectives of the core working group, i.e., Local Byway Committee, that prepared the plan, is a starting point for residents, community organizations, businesses, landowners and government agencies to work together to care for the corridor and coordinate decision-making on corridor issues.
FIGURE 1. PROJECT AREA
### TABLE 1. SCENIC BYWAY SITES - POINTS OF INTEREST

<table>
<thead>
<tr>
<th>Site</th>
<th>Scenic Byway Sites – Points of Interest</th>
<th>Archaeological</th>
<th>Historic</th>
<th>Cultural</th>
<th>Scenic</th>
<th>Recreational</th>
<th>Natural</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Maunalua Bay Beach Park</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>2</td>
<td>Koko Head District Park and Trail*</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Koko Head Lookout</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Hanauma Bay Nature Preserve</td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Koko Head Shooting Complex</td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<td>6</td>
<td>Lānaʻi Lookout</td>
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<td></td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>8</td>
<td>Hālona Blowhole Lookout</td>
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<td></td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
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<td>9</td>
<td>Sandy Beach Park</td>
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<td></td>
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<td>10</td>
<td>Koko Crater Botanical Garden*</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>11</td>
<td>Kaiwi State Scenic Shoreline</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
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<tr>
<td>12</td>
<td>Hawaiʻi Kai Golf Course</td>
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<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
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<tr>
<td>13</td>
<td>Makapuʻu Lookout</td>
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<td>✓</td>
<td></td>
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<tr>
<td>14</td>
<td>Makapuʻu Beach Park</td>
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<td>Sea Life Park</td>
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<td>16</td>
<td>Kaupō Beach Park</td>
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<td>17</td>
<td>Makai Research Pier</td>
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<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

*Sites that are side trips and not directly adjacent to the Corridor.
1.1 Background of the Maunalua-Makapu‘u State Scenic Byway Designation

Overview of the State Scenic Byways Program

In 2008, the Hawai‘i Department of Transportation (HDOT) developed a statewide Scenic Byways program to recognize, preserve and enhance locally-significant corridors featuring archaeological, cultural, historic, natural, recreational, and/or scenic qualities. Modeled after the national program, the State program was designed to be a volunteer-based, grassroots-driven initiative that provided access to national, private and state funding sources (including grants from the Hawai‘i Tourism Authority) and HDOT technical assistance. Marketing opportunities to promote the byways were provided, including an on-line presence via the HDOT website www.hawaiiscenicbyways.org and the Hawai‘i Tourism Authority website www.gohawaii.com, and locational signage along the byway routes.

Since the inception of the program, HDOT has approved the designation of eight state scenic byways on three islands (see Table 2). Each of the byways is distinct in character and form, with points of interest, histories, and stories that make them unique. Some of the byways are rural highways with notable scenic qualities or cultural significance, while others are main thoroughfares within core commercial districts and urbanized areas.

In order for a corridor to be designated as a state scenic byway, it must exhibit one or more of the following six “intrinsic” qualities: scenic, natural, historic, cultural, archaeological, or recreational. Refer to Table 1 for the intrinsic qualities demonstrated by the sites along the scenic byway.

The designation process for the Hawai‘i Scenic Byways Program involves obtaining support from a local sponsor to nominate a route as a Hawai‘i Scenic Byway. Once the nomination is approved by the HDOT, the local sponsor is responsible for organizing a Local Byway Committee to develop a work plan and process for preparing a Corridor Management Plan. Upon completion of an approved Corridor Management Plan, a byway

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1 The National Scenic Byways Program, which is administered by the Federal Highway Administration, was established in 1991 to preserve and protect the nation’s scenic and often less-traveled roads and promote tourism and economic development. The program includes a distinctive collection of 120 National Scenic Byways and 31 All-American Roads in 46 states (excluding Hawai‘i, Nebraska, Rhode Island, and Texas).
becomes eligible to be nominated for a National Scenic Byway or All-American Road designation. After acceptance of a byway as part of the National Scenic Byways Program, the local sponsor is then eligible for federal funding to implement projects identified in the approved Corridor Management Plan. At present, there are no national byways in Hawai‘i; Hawai‘i is one of only four states without a nationally-recognized byway.

**TABLE 2. STATE OF HAWAI‘I SCENIC BYWAYS PROGRAM**

<table>
<thead>
<tr>
<th>Scenic Byway</th>
<th>Sponsor</th>
<th>Location</th>
<th>Length</th>
<th>Year Designated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Māmalahoa Kona Heritage Corridor</td>
<td>Māmalahoa Kona Heritage Corridor</td>
<td>Kealakekua, Hawai‘i</td>
<td>10 miles</td>
<td>2009</td>
</tr>
<tr>
<td>Royal Footsteps Along the Kona Coast</td>
<td>Kailua Village Business Improvement District</td>
<td>Kailua-Kona, Hawai‘i</td>
<td>7 miles</td>
<td>2010</td>
</tr>
<tr>
<td>Ka‘ū Scenic Byway- the Slopes of Mauna Loa</td>
<td>Ka‘ū Chamber of Commerce</td>
<td>Nā‘ālehu, Hawai‘i</td>
<td>54 miles</td>
<td>2011</td>
</tr>
<tr>
<td>Holo Holo Koloa Scenic Byway</td>
<td>Hui Malama o Koloa</td>
<td>Koloa, Kaua‘i</td>
<td>19.5 miles</td>
<td>2011</td>
</tr>
<tr>
<td>Highway 137 Red Road Scenic Byway</td>
<td>Kalani Honua, Kapoho</td>
<td>Kapoho, Hawai‘i</td>
<td>15 miles</td>
<td>2013</td>
</tr>
<tr>
<td>Diamond Head Scenic Byway: The Lei Around Lē‘ahi</td>
<td>Diamond Head State Monument Foundation</td>
<td>Waikīkī, O‘ahu</td>
<td>4 miles</td>
<td>2013</td>
</tr>
<tr>
<td>Waikīkī - Kauhale o Ho‘okipa Scenic Byway</td>
<td>Native Hawaiian Hospitality Association</td>
<td>Waikīkī, O‘ahu</td>
<td>6 miles (est.)</td>
<td>2013</td>
</tr>
<tr>
<td>Maunalua-Makapu‘u Scenic Byway</td>
<td>Livable Hawai‘i Kai Hui</td>
<td>Maunalua, O‘ahu</td>
<td>6.8 miles</td>
<td>2013</td>
</tr>
</tbody>
</table>
The Byway Sponsor: Ka Iwi Coalition

The nomination to designate the Maunalua-Makapu'u State Scenic Byway originated with the Hawai'i Kai Neighborhood Board in 2013, as a way to call attention to the importance of maintaining an unobstructed and undeveloped viewplane along the Ka Iwi Coast for the enjoyment of all the island’s residents and visitors.

The Neighborhood Board advocated for the byway nomination to encourage a greater respect for the historical and cultural significance associated with the lands along the corridor, as well as to instill a greater sense of responsibility to care for the land:

“While we welcome everyone to experience and enjoy the attributes of this portion of East O‘ahu, we desire that each might also gain a greater respect and appreciation of the history and values that make this area so special. It is our hope that residents and visitors will all be enriched and share in the effort to preserve and protect these resources for current and future generations...

...We want to protect and preserve our region’s open spaces and dramatic resources, while sharing the beauty and inspiration of these sites. At the same time, scenic byway designation will help our residents and visitors gain a greater respect and sense of responsibility for the ‘āina as they learn more about the route’s scenic, natural, historic, cultural, archeological, and recreational intrinsic qualities” (Hawai‘i Kai Neighborhood Board Nomination Application, April 30, 2013).

At the request of the Hawai‘i Kai Neighborhood Board, the Ka Iwi Coalition—which is a sub-committee of Livable Hawai‘i Kai Hui—has assumed sponsorship responsibilities for both the byway nomination and the subsequent corridor management plan. As the corridor sponsor, the Ka Iwi Coalition is the lead organization that interfaces with HDOT and is responsible for:

- Facilitating community participation during preparation of the Corridor Management Plan;
- Oversight responsibility for implementation of the Corridor Management Plan;
- Applying for and managing local/state/federal grants for project implementation;
- Coordinating research and planning support;
- Reporting to the HDOT; and
- Seeking partnerships to collaborate with government agencies, businesses and community groups.

2 Livable Hawai‘i Kai Hui is a 501(c)(3) non-profit community organization that promotes sensible development in East O‘ahu that is respectful of Hawaiian cultural and natural resources. Protection and stewardship of land, historical and cultural preservation, maintaining quality-of-life, and encouraging community education and engagement are some of their goals.
The Ka Iwi Coalition has a history of preserving and protecting the scenic features and quality-of-life values of the Ka Iwi coastline and its surrounding communities. The multi-generational group is best known for the "Save Sandy Beach" initiative during the late 1980s that harnessed community support and voter approval to prevent residential development across from Sandy Beach. Given the Coalition’s long-standing involvement in protecting open space resources along the Ka Iwi Coast, their willingness to steward the byway corridor is a natural fit.

Members of the Hawai‘i Kai Neighborhood Board were instrumental in preparing the application for byway designation and contributed to the preparation of this corridor management plan. The Ka Iwi Coalition will continue to partner with the Neighborhood Board to oversee the byway plan and implement projects.

SAVE SANDY BEACH COALITION.
SOURCE: hawaiikaihui.org/6.html
1.2 Purpose and Requirements for the Corridor Management Plan

The purpose of this Maunalua-Makapu'u State Scenic Byway Corridor Management Plan is to document the Local Byway Committee’s priorities for corridor management and enhancement, including identifying the projects and actions that serve to preserve, protect and enhance the unique qualities of the Maunalua-Makapu'u Corridor. It is hoped that this plan will be used by both public and private interests to guide future actions and decision-making about investments in infrastructure, facilities and programming. In recognizing that this section of the highway is a valuable community resource for both residents and visitors alike, this Plan encourages voluntary partnerships among residents, community organizations, local businesses, landowners and government agencies to care for the corridor and implement corridor enhancement projects.

This Plan can also be used as a starting point to prepare an application for National Scenic Byway designation, if such designation is desired in the future. Designation as a scenic byway does not change the existing authority of the government agencies responsible for managing the highway, nor does it affect the right of property owners along the byway to use and fully enjoy their land. This Plan does not carry any regulatory or enforcement power, and should not be construed to prohibit new development within areas where urban uses (i.e., commercial, residential uses) are already present. It also should not restrict road maintenance or reconstruction activities needed to meet the traffic needs of the communities it serves, or discourage safety improvements that help protect the motorist and non-vehicular user of the highway, and the commercial and recreational needs of the residents and tourists. It is important that improvements to the highway and development of all properties adjacent to the corridor—with particular attention to the segment of the corridor that weaves along the Ka Iwi Coast—are consistent with the goals of the corridor management plan and enhance the intrinsic qualities of the corridor.

Local Byway Committee

The Local Byway Committee is made up of individuals and representatives specifically selected for their expertise and anticipated contributions to the scenic byway. Membership is comprised of 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 who can be called upon to provide advice or assistance to the committee and the project. In all, the Local Byway Committee includes more than 50 individuals who have been involved as either members of the core working group tasked to prepare this Corridor Management Plan or as resource people providing background information and research support. The roster of core working group members is presented in Appendix A, and the roster of resource people is presented in Appendix B.
Membership in the byway committee is considered fluid and flexible. All user groups and stakeholders with an interest in the byway corridor are welcomed to participate as active members of the committee at a level that is appropriate for their individual situation. There is an acknowledgement that people's availability and interest in projects of this nature typically fluctuate, so that the committee is structured to operate with an “open door” policy.

1.3 Goals

Consistent with past community efforts to protect and preserve the natural, undeveloped character of this area, the management strategy for the Maunalua-Makapu'u State Scenic Byway assumes no new developments or major infrastructure improvements introduced along the segment of the corridor that is currently undeveloped (i.e., the section that stretches along the Ka Iwi Coast between Hanauma Bay and Makapu'u Beach Park that is predominately undeveloped and appears in its natural state). The desired outcome is a safe and orderly highway that accommodates both resident and visitor traffic, where the surrounding communities and their local customs and lifestyles are able to exist in harmony with visitor activities and the demand for access to natural resources and recreational areas is balanced with the need to protect the natural environment from overuse and overcrowding. Commercial uses concentrated at the ends of the byway provide valuable services for residents and visitors along the byway, and contribute to the economic vitality of the region. The existing landscape and public viewplanes will remain intact, natural and recreational resources along the corridor will be better cared for, and cultural and historic sites will be protected and celebrated, as cultural practices and knowledge are perpetuated. Mo'olelo that tie Native Hawaiians to the lands along the corridor and the meaning of place names will be familiar, and the freedom that comes from escaping the city will touch all who pass through the corridor.

The goals for the long-term management of the byway corridor are thus to:

- Preserve the undeveloped, natural character of the landscape;
- Provide a safe and enjoyable experience for users;
- Protect cultural and natural resources;
- Educate the public about the cultural significance of the place; and
- Demonstrate and teach stewardship to ensure that the land and resources are properly cared for.
FIGURE 2. MANAGEMENT GOALS

Preserve the undeveloped, natural character of the landscape

Provide a safe and enjoyable experience for users

Educate the public about the cultural significance of the place

Protect cultural and natural resources

Demonstrate and teach stewardship to ensure that the land and resources are properly cared for
2. OVERVIEW OF THE MAUNALUA-MAKAPUʻU STATE SCENIC BYWAY CORRIDOR

Located along Oʻahu’s southeastern shore about 12 miles east of downtown Honolulu and 8 miles east of Waikīkī, the Maunalua-Makapuʻu State Scenic Byway is a 6.8-mile stretch of Kalanianaʻole Highway (State Highway 72) that travels around the eastern corner of Oʻahu. The corridor, which extends between Hawaiʻi Kai Drive in the south and Waimānalo’s Makai Research Pier in the north, is the main traffic arterial that connects Waimānalo/Windward Oʻahu and Hawaiʻi Kai/East Honolulu (see Figure 1).

Maunalua is the traditional place name for the land division on the southern side of the byway, and Makapuʻu is the traditional name identifying Oʻahu’s easternmost point. The place name Maunalua means “two mountains,” in reference to the two mountains—Kuamoʻokāne (Koko Head) and Kohelepelepe (Koko Crater)—that define the landscape. The place name Makapuʻu means “bulging eye,” believed to be named after the mythological supernatural being with eight bright eyes who lived at the point.

Today, Maunalua generally refers to the lands between Kuliʻouʻou and Makapuʻu Point (Office of Hawaiian Affairs, 2014, p 23). Given that land divisions in traditional Hawaiian society reflected shifting resource use and availability, historical records suggest that the political boundaries used to define the Maunalua land division have changed with time. Maps from the late 1700s (pre-Western contact and pre-Mahele) identify Maunalua as an ‘ili or smaller land division of the Waimānalo ahupua’a (land division) within the larger moku (district) of Koʻolau poko (i.e., the Windward side of Oʻahu). In 1859 (post-Mahele), Maunalua was identified as an ‘ili of the Waikīkī ahupua’a in the moku of Kona, and later recognized as its own ahupua’a (i.e., Honolulu extending from Moanalua to Makapu‘u) (Sterling & Summers, 1978). The ahupua’a boundaries which are generally accepted among modern-day practitioners are shown in Figure 3.

2.1 Roadway Description

This scenic byway is a popular sight-seeing route for both residents and visitors. The route includes some of Oʻahu’s most popular visitor attractions, including Hanauma Bay, Hālona Blowhole Lookout, Sandy Beach, the Makapuʻu Lighthouse, Sea Life Park, and the spectacular scenery of Koko Head, Koko Crater, and the Kaiwi Channel connecting Oʻahu and Molokaʻi. It is promoted by visitor industry guides as part of a must-see drive or bus tour around the island because it is reasonably close (a 20 to 30 minute drive) to Waikīkī (the center of the state visitor industry).
FIGURE 3. AHUPUA‘A BOUNDARY
Vehicle Lanes

Kalaniana‘ole Highway between Hawai‘i Kai Drive and Lunalilo Home Road (at the southern end of the byway) is a four-lane highway that is heavily traveled by Hawai‘i Kai residents for daily commuting purposes. The remaining section between Lunalilo Home Road and the northern end of the byway (Makai Research Pier) is a two-lane undivided roadway (one lane in each direction) with posted speed limits varying between 35 and 45 miles per hour. The majority of this segment was originally built during the early 1930s.

Road conditions are fair along the byway, although segments between Hanauma Bay to Hālona Blowhole Lookout and between Makapu‘u Lighthouse to Makai Pier are narrow and curvy with limited shoulders on both sides of the road. In general, highway usage increases on weekends and holidays when local people from various parts of the island are off work and have time to enjoy going to the beach, fishing or hiking.

Pedestrian Facilities

There are no grade-separated sidewalks along the byway corridor, except for two areas near Maunalua Bay Beach Park in Hawai‘i Kai: (1) an approximate ¼ mile stretch that runs from Hawai‘i Kai Drive and ends near the bathhouse at Maunalua Bay Beach Park on the makai side of the highway and Outback Restaurant/Hawai‘i Kai Executive Center on the mauka side; and (2) across the bridge that spans the entrance channel to the Hawai‘i Kai Marina. With the exception of these two areas, the highway shoulders adjacent to the roadway are used for pedestrian travel. The lack of buffer space between pedestrians and vehicular traffic, the travel speeds along the highway, and the narrow width of the shoulder increase risks for pedestrians. Areas where pedestrians and joggers are typically observed include the sections adjacent to Maunalua Beach Park, and leading to Koko Marina Shopping Center and Hanauma Bay, near Sandy Beach, and near the entrance to the Ka Iwi Point Scenic Shoreline Park/Makapu‘u Point Lighthouse Trail.

Public Transit Services

The City and County of Honolulu’s bus service through the byway is via several routes that terminate at Sea Life Park. Two routes follow O‘ahu’s south shore through East Honolulu: Route 22 runs between Waikīkī/Diamond Head and Sea Life
Park, and Route 23 runs between Ala Moana Shopping Center/Waikīkī and Sea Life Park. Route 57 runs between Ala Moana Shopping Center/Waikīkī and Sea Life Park in the opposite direction, over the Pali Highway through Windward O'ahu. TheBus is operated by O'ahu Transit Services under contract administered by the City and County of Honolulu Department of Transportation Services (DTS). All facilities and equipment, including bus shelters and benches, are owned by and are the responsibility of DTS. The bus stop locations on HDOT roadways are a coordinated effort between HDOT and DTS.

Bicycle Facilities

The O'ahu Bike Plan (City and County of Honolulu, 2012) identifies the section of highway between Hawai'i Kai Drive and Lunalilo Home Road as an existing bike route\(^1\). The remainder of the corridor is identified as a future proposed route.

Road Safety Data

The Summary List of Major Traffic Accidents Between 2008 and 2013 provided by the Hawai'i Department of Transportation reported a total of 348 accidents along Kalaniana'ole Highway between Makai Pier (Mile Post 7.3) and the bridge east of Kawaihae Street (Mile Post 14.3). A general summary of the accident data indicates that 94 of the 348 accidents (27%) were minor accidents that resulted in property damage only, 250 accidents (72%) resulted in bodily injury, and 4 accidents (0.01%) resulted in fatalities. In all, a total of 6 people were killed and 318 people were injured between 2008 and 2013. Motor vehicles were involved in accidents more than any other mode of transportation (499 vehicles), followed by mopeds (74), then motorcycles (39), bicyclists (13) and pedestrians (7). The data also reported more accidents occurring on Saturdays and Sundays (77 and 66 accidents, respectively), followed by Mondays (49 accidents).

Several areas that reported a greater number of crashes were identified: segment between Kealahou Street and Sandy Beach Park; vicinity of Hālona Blowhole Lookout and Lāna'i Lookout; the segment between Hanauma Bay entrance to Nawiliwili Street; the driveway intersections to Koko Marina Shopping Center; and the vicinity of Keāhole Street and Hawai'i Kai Drive.

2.2 Land Ownership

Land use along the byway route through Hawai'i Kai (from Hawai'i Kai Drive to Hanauma Bay) is a mixture of residential, commercial and recreational/open space. Between Hanauma Bay and Makai Pier at the northern end of the corridor, uses are primarily recreational and open space areas, with limited commercial development near Makapu'u (i.e., Sea Life Park and Oceanic Institute).

Current landownership is shown in Figure 4. As the majority of the lands along the corridor are set aside for public recreational use, the State and County are the major landowners in the region.

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\(^3\)A bike route is any highway that is signed for use by bicycles and pedestrians; or bicycles and motor vehicles; or shared by all three.
The City and County of Honolulu is currently the largest landowner along the byway corridor, holding title to 1,260 acres that make up the Koko Head Regional Park. The State of Hawai‘i is the second largest landowner, with landholdings at Maunalua Bay (for the boat launch facility and beach park) and Makapu‘u. Livable Hawai‘i Kai Hui owns 181 acres on the mauka side across from Makapu‘u Lighthouse trail. The parcel (more commonly referred to as Ka Iwi Coast Mauka Lands) extends upland and connects to Kalama Valley. The State Department of Hawaiian Homelands, which owns lands makai of Kalaniana‘ole Highway near Makapu‘u, is also a major landowner. Kamehameha Schools is the largest private landowner in the region, owning a number of large parcels that abut the corridor.

2.3 Demographic Profile

The communities of Waimānalo and Hawai‘i Kai that lie at either end of the scenic byway are profoundly different in personality, physical character, and socio-economic attributes.

Waimānalo is a rural town of approximately 10,000 residents, the majority (64.5%) of whom are Native Hawaiian. It is known for its laid-back, country lifestyle, its productive agricultural areas, and its uncrowded white sand beach. Hawai‘i Kai, in contrast, is an affluent suburban community of approximately 30,000 residents. It features several of O‘ahu’s most exclusive and desirable residential subdivisions and some of the highest per capita incomes and real estate prices on O‘ahu. A comparison of the demographics and socio-economic characteristics of the two communities is presented in Table 3.

<table>
<thead>
<tr>
<th>TABLE 3. DEMOGRAPHIC PROFILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waimānalo</td>
</tr>
<tr>
<td>Population</td>
</tr>
<tr>
<td>No. of households</td>
</tr>
<tr>
<td>Average household size</td>
</tr>
<tr>
<td>% Native Hawaiian</td>
</tr>
<tr>
<td>Estimated per capita income</td>
</tr>
<tr>
<td>Median age</td>
</tr>
<tr>
<td>Total housing units</td>
</tr>
<tr>
<td>Land area (square miles)</td>
</tr>
<tr>
<td>Population density per sq. mile</td>
</tr>
<tr>
<td>Housing units density per square mile</td>
</tr>
</tbody>
</table>

2.4 Scenic and Visual Resources

The State Scenic Byway is one of the two last undeveloped, continuous shorelines remaining on O’ahu. Expansive mauka-makai backdrops, geologic formations and ocean-land interfaces, and silhouettes of distant islands across the Kaiwi Channel form panoramic views that contribute to the high visual quality of the scenic landscapes along the byway. The dramatic contrast between the rugged geologic landforms and the deep blue ocean is also a major contributing factor that adds to the impressive natural beauty that this area is known for.

The East Honolulu Sustainable Communities Plan (City and County of Honolulu, 1999), which is the City’s regional plan that sets forth policies for land use, public facilities and infrastructure decisions over a 20-year period, calls for preserving the scenic value of the Koko Head-Makapu‘u viewshed. Section 2.2.2 of the Plan sets forth the community’s vision for this area:

“The rugged coastal lands between Koko Head and Makapu‘u Point are among O‘ahu’s most unique and spectacular scenic resources, offering mauka and makai views from many vantage points. Protection of the scenic value of this viewshed has island-wide importance because of its attraction to both residents and visitors. Preserving one of O‘ahu’s most popular visitor resources is critical to our economy since tourism, our base industry, continues to grow in significance.

Nowhere else on the island, with the exception of the Ka‘ena coastline, are there elements of a natural environment in one large, contiguous area of undeveloped open space. Unlike Ka‘ena, however, the Koko Head-Makapu‘u coastline is easily accessible by vehicle. While easy access benefits the public’s recreational needs, it can also contribute to the degradation of the area’s resources. Overuse, misuse, and potential urban encroachment...are pressures which threaten the integrity of this coastal area” (p. 2-10).

The East Honolulu Sustainable Communities Plan also identifies the panoramic views and the significant stationary views along the corridor (see Figure 5).

Additional guidance to manage O‘ahu’s coastal scenic resources is provided in the City and County of Honolulu Coastal View Study (1987). The study defines Kalaniana‘ole Highway and adjacent public spaces as important scenic resources, and identifies the significant roadway views and stationary views that should be protected and enhanced. General design principles and guidelines to protect and preserve views are also recommended. Section 8.2 of the study describes the Koko Head Viewshed and its views:

“The Koko Head Viewshed begins at the top of Koko Head (Hanauma Bay) and extends through the Sandy Beach area to Makapu‘u Point. This section has long been recognized for its unique visual and environmental qualities. The serpentine roadway provides an inspiring...
FIGURE 4. MAJOR LANDOWNERS

Legend
- Highway
- Roads
- Kaʻiwa Coast Mauka Lands
- Oahu Large Landowners (2013)
- State of Hawaii
- State DHHL
- CSC of Honolulu
- Kamehameha Schools
sequence of viewing angles, capturing the jutting rock formations set in sharp contrast to the turbulent sea. The barren landscape, wind carved cliffs, the imposing coastal land forms of Makapu’u Head, Koko Head Crater and Hālona Point, and the long beach frontage at Sandy Beach are primary elements of this visual experience. The vivid and intact qualities are unquestionable visual attributes of this area.

Significant roadway views [include] continuous views along Kalanian’ole Highway from Koko Head to Makapu’u Point. This roadway view is the crescendo of a continuous visual sequence covering the areas between Hawai’i Kai in East Honolulu to the Waimānalo area in Ko‘olauupoko. Significant stationary views [include] views from all scenic lookouts along Kalanian’ole Highway, Hālona Point and the Moloka’i and Lāna’i lookouts, as well as views from the shoreline and Sandy Beach Park.”

The scenic lookouts with stationary viewing opportunities are described in this section. The location of each lookout is identified in Figure 1.

Maunalua Bay Beach Park is a popular recreational area that features a state boat launching facility and a county beach park. Unobstructed views of Maunalua Bay extend to Kawaihoa Point and Diamond Head. This beach park is a convenient location to watch the sunset (see Section 2.5).

Koko Head Lookout is a county facility that overlooks Hawai’i Kai, Koko Head, and the south shore of O’ahu towards Diamond Head.

Lāna’i Lookout is a county facility with parking for 22 cars located 0.7 miles west of Hālona Blowhole. Moloka’i is often visible across the Kaiwi Channel; on clear days, the islands of Lāna’i and Maui may also be visible. The rough beauty of the lookout has attracted recent media attention, including filming for the movie “Pirates of the Caribbean: On Stranger Tides” and the television shows “Lost” and “Off the Map.”

Hālona Blowhole Lookout is a county facility with a parking area for more than 40 cars and two tour buses. It is one of the most visited sites along the scenic byway, popular for its “blowhole” or natural spouting water feature that shoots a sea spray 30+ feet high when wind, tide, and current conditions converge. Renovations in 2007 installed signage and guardrails to address safety concerns and to keep people from walking down the seaciffs to the ocean’s edge. Hālona Cove below the lookout has been used for numerous films, including the 1953 award-winning movie “From Here to Eternity,” and more recently, “50 First Dates,” “Journey 2: The Mysterious Island,” and “Pirates of the Caribbean: On Stranger Tides.”

Makapu’u Lookout is a state facility that offers breathtaking coastal views of Windward O’ahu. The windward view takes in the offshore islands of Mānana and Kāohikaipu, Makapu’u Beach Park, the Ko‘olau mountains and the coastline all the way to Mōkapu Peninsula. There is parking for 19 cars, and a large
FIGURE 5. KOKO HEAD-MAKAPU‘U VIEWSHED
(From the East Honolulu Sustainable Communities Plan, Figure 2-4)
accessible viewing area. Tour buses are not allowed to stop at this lookout.

2.5 Recreational Resources

The undeveloped shoreline between Hanauma Bay and Makai Pier has long been recognized as a valuable island-wide recreational asset. Offering a diverse range of natural and developed recreational resources, this area attracts both residents from all over the island and sight-seeing visitors. Located less than 30 minutes by car from Waikīkī and Honolulu’s urban core, the recreational resources along the Ka Iwi Coast are among O‘ahu’s most popular outdoor recreation areas, and are marketed as major components of O‘ahu’s tourist experience. Recreational activities that the area is known for include:

- Surfing and bodysurfing at Sandy’s, Makapu‘u, Kaupō, and other breaks
- Snorkeling at Hanauma Bay
- Pole fishing and diving at Maunalua Bay or along the shoreline between Kawaihoa Point and Makai Pier
- Scuba diving at dive sites between Hanauma and Maunalua Bay, and at Makai Pier
- Beach-going/beach-combing
- Paddling and boating (Maunalua Bay Boat Ramp)
- Hiking the Koko Head, Koko Crater, and Makapu‘u Lighthouse trails
- Paragliding (launch from Koko Crater/land at Kaupō Beach)
- Golfing at the Hawai‘i Kai Golf Course
- Gun and archery shooting at the City’s Koko Head Shooting Range
- Whale watching from the public lookouts, seasonally between November to March.
There are also a number of well-known sporting events, races, and community events that are organized along this stretch of highway, as listed in Table 4.

**TABLE 4. EVENTS ALONG THE STATE SCENIC BYWAY**

<table>
<thead>
<tr>
<th>Event</th>
<th>Location/Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honolulu Marathon</td>
<td>From Kāhala along Kalaniana'ole Highway to Keāhole Street and back</td>
</tr>
<tr>
<td>Hawai‘i Kai Carnival</td>
<td>Held on the mauka side of the highway across from the Maunalua Bay Boat Ramp</td>
</tr>
<tr>
<td>Ka Iwi Coast Run &amp; Walk</td>
<td>From Sandy Beach to Maunalua Bay</td>
</tr>
<tr>
<td>Eikeden Run</td>
<td>From Kapi‘olani Park along Kalaniana'ole Highway to Sandy Beach</td>
</tr>
<tr>
<td>Century Bike Ride</td>
<td>From Kapi‘olani Park along Kalaniana'ole Highway to Sandy Beach, beyond to Waimānalo</td>
</tr>
<tr>
<td>Start and finish line of various paddling races</td>
<td>At Maunalua Bay Beach Park and Makai Pier</td>
</tr>
<tr>
<td>Castle to Hanauma Bay Time Trial Bicycle Race (finish line)</td>
<td>At the road to Koko Head District Park across from Hanauma Bay entrance</td>
</tr>
<tr>
<td>Various fishing tournaments</td>
<td>At Maunalua Bay Beach Park</td>
</tr>
<tr>
<td>Makapu‘u First Day Hike (New Year’s Day Sunrise Viewing)</td>
<td>At Makapu‘u Lighthouse Trail</td>
</tr>
</tbody>
</table>

The major public recreational facilities along the scenic byway route are described in the following section. Their locations are shown in Figure 1.

**Maunalua Bay Beach Park** (a 5.4 acre shoreline park) is an active recreational center for ocean users. It consists of a state boat launching facility and a county beach park, and is the main point of public access to the bay for the Hawai‘i Kai community. Popular activities at this beach park include outrigger canoe paddling (home to Hui Nalu Canoe Club) and other forms for paddling (i.e., stand-up paddling, one-man outrigger canoe, prone, kayaking), boating, shoreline fishing, and picnicking. Various commercial ocean sport activities, including jet skis, parasails, and scuba diving, also use the boat ramp and waters fronting the beach park. The *City Beach Parks Erosion Study* (City and County of Honolulu Department of Design and Construction, 2010) identified minor erosion and shoreline recession along the beach park’s eastern shoreline. Seawall repair and construction of riprap shore protection to prevent further recession were recommended.

**Hanauma Bay Nature Preserve** was established as a protected state marine life conservation area in 1967 and a county underwater park in 1970. The nature preserve is managed and operated by the City and County of Honolulu.

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6 Hanauma Bay Nature Preserve is part of the City’s Koko Head Regional Park. Encompassing 1,265 acres of public land, the Koko Head Regional Park also includes Koko Head District Park, Hālona Blowhole, Koko Crater Botanical Garden, Koko Head Shooting Complex, and Sandy Beach Park. These lands were originally owned by Kamehameha Schools and dedicated to the City and County of Honolulu in 1928.
Department of Parks and Recreation, with support from the non-profit group, Friends of Hanauma Bay.

It is O'ahu's most popular snorkeling destination and is one of O'ahu’s top tourist attractions. It is also ranked as O'ahu’s third most popular county beach park, behind Waikīkī Beach and Ala Moana Beach (State DBEDT 2016, Table 7.51: Attendance and Water Safety at Guarded Beach Parks for the City and County of Honolulu 2015). Over the years, visitor attendance at Hanauma Bay has steadily shifted to a greater percentage of non-residents. In 1996, 15% of the total visitors were residents (164,736 of 1,093,726 total visitors), and in 2013, 8% of the total visitors were residents (63,526 of 787,387 total visitors) (City and County of Honolulu Department of Parks and Recreation 2014, Table 1.1).

Because of the limited number of parking spaces at Hanauma Bay (considered a means to control the number of visitors), the parking lot is often full and cars are turned away at the entrance on Kalaniana‘ole Highway. Parking is only re-opened when there are about 15 stalls available. This has created a demand for alternative ways to get to the bay, including increased ridership on the city bus, moped rentals, taxis, and shuttles and commercial tours that provide private transportation services.

**Koko Head Shooting Complex** is O'ahu’s only public outdoor target shooting range. Operated by the City Department of Parks and Recreation, the shooting complex offers ranges for skeet, pistol, rifle and archery shooting, and is part of the larger Koko Head Regional Park. The complex is heavily patronized by residents who travel from all over the island to use the range for free. Some nearby residents have expressed that the constant sound of gunfire is a noise nuisance, and that the potential for stray bullets endanger nearby homes and recreational uses.

**Sandy Beach Park**, locally known as “Sandys,” is a 32.8-acre county beach park that includes over one mile of shoreline between Hālona Blowhole and the State Ka Iwi Scenic Shoreline. Well-known for its bodysurfing and surfing breaks, Sandys has been a popular hangout for generations of East O'ahu residents and draws “regulars” from all over the island. Powerful shore breaks, shallow sandy bottom and strong rip currents, when combined with the high volume of beach-goers who visit this beach, have given Sandys a reputation as one of the most dangerous beaches in Hawai‘i. It was ranked 3rd in spinal cord injuries among all beaches statewide (16 incidents between 2009-2013 based on a State Department of Health survey), and also had the 3rd highest number of rescues among all City and County serviced beaches in 2015 (State DBEDT 2016, Table 7.51: Attendance and Water Safety at Guarded Beach Parks, for the City and County of Honolulu 2015). The conditions at this beach pose a special threat to visitors who have little experience in the ocean.

In the undeveloped coastal area between the paved parking lot at Sandy Beach Park and the southern end of the Kaiwi State Scenic Shoreline Park, fishermen, surfers, and other recreational park users have grown accustomed to driving and parking their vehicles close to the shoreline. Community members have expressed concerns regarding the potential
environmental harm and threats to the wildlife that may result from vehicles driving on the beach. The federal- and state-listed endangered Hawaiian monk seal, known as ‘īlio holo i ka uua in Hawaiian (Neomonachus schauinslandi), has been observed resting on the beach along this shoreline. In addition, areas adjacent to the shoreline within the Kaiwi State Scenic Shoreline Park provide habitat for the federal-listed endangered Hawaiian yellow-faced bee (Hylaeus sp.) and a number of endemic plant species including an endangered water fern and Hawaiian cotton.

The Kaiwi State Scenic Shoreline consists of 347 acres managed by the State Department of Land and Natural Resources Division of State Parks, including 38 acres at the summit of Makapu’u Head, 308 acres of the Wāwāmalu shoreline acquired from Kamehameha Schools/Bishop Estate in 2001, and one acre at the Makapu’u Lookout. The 2-mile (roundtrip) Makapu’u Lighthouse Trail to the Makapu’u summit is a moderate family- and pet-friendly hike that is popular among residents. Hiking to the tidepools below the lighthouse and to Pele’s Chair at Wāwāmalu Bay (known in Hawaiian as Kapaliokama, meaning “the cliff of the chicken”)—is also popular. Besides hiking, the area is known for whale-watching, watching the sunrise, and shoreline fishing. The park is intentionally kept in a natural and wild condition; some parking and the paved lighthouse access road are the only major permanent facilities. There are no restroom or shower facilities available.

Based on visitor counts from the Division of State Parks, an estimated 200,000 people visited the Makapu’u Lookout in 2009, and another 150,000 people hiked the Makapu’u Trail or participated in ocean recreational activities along the shoreline. An estimated 400 people hiked the Makapu’u Trail daily, with heavier use on the weekends. Counts indicate that about 75% of the hikers are residents, many who use the trail regularly for exercise (http://dlnr.hawaii.gov/blog/2015/02/05/nr15-021). Given the number of cars that park along the entrance roadway and on the sides of the highway when the parking lot is full, it seems that the park’s popularity among island residents has increased since the counts were taken in 2009.
Makapu'u Beach Park is a 46.9-acre county beach park that is known for bodysurfing, surfing and shoreline fishing. Like Sandys, this beach is known for its powerful shorebreak and strong rip currents, and is a popular recreational resource for generations of East O'ahu residents and others from across the island. The beach park boundaries, which extend from Makapu'u Point to Kaupō Beach Park, include 1.3 miles of shoreline. A heiau built in the early 1990s to honor Native Hawaiian gods sits prominently in the middle of the park. An open, grassy area at the western end of the park is often used as a landing area for hang gliders and paragliders. Permanent facilities are limited to parking areas, picnic areas, and two comfort stations.

Kaupō Beach Park is an undeveloped half-mile stretch of shoreline across from the Oceanic Institute between Makapu'u Beach Park and Makai Pier. The break in this area, commonly referred to as “Baby Makapu'u” or “Cockroach Bay,” is gentle enough for beginning surfers and is well-known among longboarders. The protected tidepools are ideal for families with young children. This narrow, 8.2-acre county shoreline park has no facilities, except for a gravel parking area.

The City Beach Parks Erosion Study (City and County of Honolulu Department of Design and Construction, 2010) recommended continued monitoring of this area for changes in erosion conditions near the highway.

The Makai Research Pier is a state facility operated by the Research Corporation of the University of Hawai‘i for the purposes of marine research and marine engineering. Fishing, snorkeling and scuba diving in the shallow nearshore waters are popular activities. Kayaks and one-man outrigger canoes are also known to launch from the beach below the pier. While the offices and boat harbor at the end of the 700-foot long pier are off-limits to the general public, the pier is open to the public for fishing on weekdays, holidays, and Friday nights.

The Hawai‘i Kai Golf Course is the only privately-held recreational facility along the scenic byway corridor. Located on the mauka side of the highway between Sandy Beach and
Makapu'u Lighthouse Trail, the Hawai'i Kai Golf Course is a public course that occupies 184 acres of land owned by Kamehameha Schools/Bishop Estate. It features two 18-hole courses (a 6,500-yard championship course and a 2,223-yard executive course), a driving range, and a clubhouse/restaurant.

2.6 Commercial Uses

Consistent with the undeveloped character of the Ka Iwi shoreline, there are no major commercial developments along the 5.5-mile stretch of highway between Koko Marina Shopping Center and Sea Life Park. Commercial uses serving the nearby communities of Hawai'i Kai and Waimānalo are concentrated on the southern and northern ends of the byway, along the byway corridor in Hawai'i Kai/Maunalua and two miles to the northwest of Makai Research Pier in Waimānalo town.

Besides Koko Marina Shopping Center, the Hawai'i Kai Towne Center and Sea Life Park, retail and food establishments along the byway are only found at the Hawai'i Kai Golf Course, the gift shop/concession at Hanauma Bay, and the food trucks at Sandy Beach Park.

The Hawai'i Kai Towne Center is located at the intersection of Kalaniana'ole Highway and Keāhole Street, across from the Maunalua Bay Beach Park. It is comprised of a retail complex and two suburban office buildings, with key retailers including Costco, City Mill, Ross, Roy’s Restaurant and other local favorites. Given the regional traffic generated by the anchor tenants, this is a premier commercial center serving the local community.

Koko Marina is a community shopping center located at the intersection of Kalaniana'ole Highway and Lunalilo Home Road. It features more than 60 restaurants, retail and personal services, and specialty shops, as well as a movie theatre, two gas stations, and several water sports activities (jet skis, parasailing, water skis) that launch in the bay and marina. Koko Marina caters to both the local and visitor markets. Its strategic location at the base of Koko Head makes it an ideal stop for visitors going to Hanauma Bay and beyond.

Sea Life Park is a marine animal park and conservation facility that offers educational and interactive programs to learn about marine life and their habitats. In operation since 1964, the park features a 300,000-gallon shark tank, marine animal shows and exhibits (e.g., dolphins, rays, sea lions, penguins and turtles), and a seabird sanctuary. Besides the restaurant and snack bars, the park is available to host banquets and special events. A wedding chapel (the Saint Catalina Seaside Chapel) sits on the mauka side of the driveway, above the main gate/entrance to Sea Life Park. Primarily marketed to the visitor industry, the attraction ranks among the most popular museums and cultural attractions on O’ahu.7

7 Sea Life Park reported 188,802 attendees in 2015, which was the 11th most visited museum and cultural attraction on O’ahu (2015 State of Hawai‘i Databook, Table 7.43: Attendance at Museums and Other Cultural Attractions: 2013 to 2015).
The Oceanic Institute is a not-for-profit research and development organization dedicated to marine aquaculture, biotechnology, and coastal resource management (www.oceanicinstitute.org). It occupies 56 acres between Sea Life Park and Makai Pier. Founded in 1960 to foster ocean technology industries in the State, the Oceanic Institute currently conducts research to develop new methods of aquatic food production that promote the sustainable use of ocean resources.

Commercial tour operators are also prevalent in Maunalua Bay and along the Ka Iwi coast. Even without significant commercial developments, this area is one of O‘ahu’s most popular visitor resources. The area’s scenic and natural qualities, and the outdoor recreational opportunities are valuable assets for the island’s tourism industry: the highway lookouts are marketed as viewing points/rest stops for commercial sightseeing tours, and the beaches, hiking trails, and nearshore waters support commercial adventure tours and activities in these areas.

According to the 2014 Visitor Satisfaction and Activity Report by the Hawai‘i Tourism Authority, at least 80% of visitors to O‘ahu engaged in sightseeing activities (including self-guided tours, bus/van tours, visiting scenic views/natural landmarks whale-watching tours, etc.). However, there is currently no data on visitor traffic along the byway or data to measure the number of visitors who use the recreational resources in the area. In 2015, the Waikīkī market accommodated a total of 5.3 million visitors, representing 62.4% of the statewide tourism counts, or an average daily visitor census of 81,782 visitors per day (State DBEDT 2016: Table 7.33 Waikīkī’s Share of Tourism 2015). Demand for the natural and scenic resources along the Ka Iwi coast continues to increase as the island’s population and number of visitors to O‘ahu continues to grow, and residents perceive that increasing numbers of visitors are putting additional pressure on the resources. Given that the Ka Iwi coast serves island-wide recreational needs and supports a large segment of the visitor industry’s commercial tours, it is important to ensure that the natural landscape and environmental condition of the resource is not degraded from overuse and overcrowding.
3. HISTORICAL AND CULTURAL OVERVIEW

The landscape and places that today draw residents and visitors to the byway are a living reminder of the history of this area. The events and cultural values of the past endure in the place names, landmarks, built areas and open spaces associated with the byway.

This chapter recounts the story of the lands along the byway corridor, including the history of land use and development from the Native Hawaiian to modern-day. The history of Maunalua, Makapu'u and Waimānalo has been well documented in numerous planning reports and environmental studies prepared to support past development proposals, and in short histories compiled by local residents (see the REFERENCES SECTION at the end of this report). Much of the information presented in this chapter is detailed in the following reports and studies:

- **Ka Iwi State Park Master Plan and Final Environmental Impact Statement.** Prepared for the State of Hawai‘i Department of Land and Natural Resources, 1996

3.1 Geologic Formation

Eastern O‘ahu was formed by two major volcanic events: the Ko‘olau volcanic series that formed the Ko‘olau Mountain Range about 2.5 million years ago, and the Honolulu volcanic series that formed over parts of the eroding Ko‘olau series about 30,000 years ago (United States Department of the Interior National Park Service, 1992). The volcanic formations along the corridor—Koko Head, Hanauma Bay, Koko Crater, Makapu‘u Head and Mānana Island—are a linear chain of cones known as the Honolulu volcanic series’ Koko Rift. In addition to sculpting the topography and shaping the scenic qualities of the Ka Iwi coast, these volcanic landforms—lava flows, tuff and ash cones, cinder cones, sea caves and blowholes—are representative of the different types of geologic actions (i.e., volcanism and erosional forces) that formed the Hawaiian Islands.

The geologic significance of the Koko Rift is summarized in the reconnaissance survey report prepared for consideration of the Ka Iwi shoreline as a possible addition to the National Park System (United States Department of the Interior, 1992):

“...the eastern flank of Koko Crater contains the only base surge deposits known on the islands, and the Koko Head-Hanauma Bay-Koko Crater complex contains one of the best examples of
tuff cones in the islands. Large fragments of old coral reef and country rock are incorporated in the tuff, illustrating especially well the effects of volcanic explosion through old coral reef. Hanauma Bay occupies the former principal crater of Koko Head and provides a unique example of an old tuff cone that has been breached by wave erosion. Koko Crater is the largest, highest and best preserved cone in the Koko Rift, providing an example of youthful stream erosion into the soft tuff. The Kalama and Kaupō lava flows represent the youngest volcanic activity on O'ahu" (United States Department of the Interior, National Park Service 1992, p. 14).

3.2 Land Use and Development History

Native Hawaiian Period

During the Native Hawaiian period (prior to Western contact and the arrival of foreign interests), subsistence agriculture and aquacultural activities supported concentrations of people living within the coastal areas surrounding Maunalua Bay and Waimānalo Bay. The ahupua’a of Maunalua was traditionally known for its offshore fishing resources and a walled fishpond—Keahupua O Maunalua⁸—and sweet potato and other subsistence food crops grown in the lower valleys. While Waimānalo was also known for offshore fishing resources, it was also supported by freshwater springs and streams that fed an extensive system of wetland taro crops. Given the limited supply of freshwater resources along the Ka Iwi coast, there were no permanent settlements between Hanauma Bay and Makapu‘u Point during this period.

Despite the lack of permanent settlements along the Ka Iwi coast, the number of cultural and archaeological sites and mo‘olelo associated with the lands along the corridor indicate that Native Hawaiians actively used the resources of the Ka Iwi coast. Numerous cultural and archaeological sites including heiau, house sites and rock shelters, cultivation sites, burials, rock walls, a canoe hale, petroglyphs, and remnants of the Kealakipapa Trail (a stone-paved road near Wāwāmalu connecting Waimānalo and Maunalua, also known as the King’s Highway) provide physical evidence of habitation, cultivation and gathering activities, while shrines and rock formations near the shore indicate fishing and other use of the ocean (State of Hawai‘i Department of Land and Natural Resources, 1996).

Mo‘olelo, or stories passed down as oral histories, are connected to specific place names, landforms, and events, and reaffirm the significance of these lands to Native Hawaiians and their association with Hawaiian gods. Among the many mo‘olelo are stories of Kāne and Kanaloa and their younger brother Kāneapua, for whom Kuamo‘okāne or Koko Head is named, as well as stories of Pele and her sister Hi‘iaka and the demi-god Kamanu’a, associated with the naming of Kohelepelepe or Koko Crater. Other mo‘olelo recall events linking to genealogical figures and gods and goddesses such as Moikeha.

⁸The literal translation of Keahupua o Maunalua is “the shrine of the baby mullet at Maunalua.” At 523 acres, this was once O‘ahu’s largest loko kuapā (walled) fishpond. It was dredged by Henry J. Kaiser in the 1960s and replaced by the footprint of the Hawai‘i Kai Marina.

Transition to Western Culture (Late 1700s to Late 1800s)

The first written accounts of southeastern O‘ahu were recorded by Captain Portlock and Captain Dixon, two British explorers who anchored at Maunalua Bay in 1786. With the introduction of Westerners and foreign influences to the island, Hawaiian society experienced major changes in its social, political, economic and religious structure, which led to a substantial decline in the Native Hawaiian population and changes in land use and settlement patterns.

In 1848, the traditional ahupua’a system of land tenure followed in the kingdom of Hawai‘i (where land was managed collectively) was replaced by a new system of private land ownership. Known as the Mahele of 1848, the land privatization act awarded large tracts of land to individuals. Princess Victoria Kamāmalu was awarded Land Commission Award 7713, which granted her title to the entirety of Maunalua between Kuliouou and Makapu‘u Point. These lands were subsequently inherited by Princess Bernice Pauahi Bishop in 1883, and conveyed to the Kamehameha Schools/Bishop Estate trust upon her death in 1884.

Foreign trade in Hawai‘i began during the early 1800s, as whaling and fur trading ships stopped in Hawai‘i to restock supplies and sandalwood was traded for foreign goods. From the early 1800s through the 1850s, portions of Wāwāmalu Valley between Koko Crater and Makapu‘u Point were used seasonally to cultivate ‘uala (sweet potato) that was traded to stock the whaling ships. Following the Mahele of 1848, between the late 1850s and 1860s, lands at Wāwāmalu were leased to raise cattle and pigs for foreign trade.

Early 20th Century (Early 1900s to post-World War II)

Cattle ranching, supplemented by an apiary (honey production) and kiawe charcoal operations, remained the primary land use in this area until after World War II. Besides the Maunalua Ranch Company that held the lease for all of the grazing lands in the region from 1900 to 1926, the Wāwāmalu Ranch has been the most recent and best-known ranch in the area (United States Department of the Interior, 1992). Wāwāmalu Ranch was established in 1932 by Alan Davis, a trustee of the Kamehameha Schools/Bishop Estate. The ranch occupied 600 acres near Queens Beach that were leased from Kamehameha Schools/Bishop Estate until a tsunami in 1946 destroyed most of the ranch.

The Makapu‘u Lighthouse was constructed in 1909 after the luxury liner Manchuria ran aground at Waimānalo. Reflecting a beam that can be seen from 19 nautical miles away, the lighthouse is famous for having the largest lens among all lighthouses in the United States. Prior to automation of the lighthouse in 1974, lighthouse keepers and their families lived in stone cottages at the base of the lighthouse. The lighthouse, which was listed on the National Register of Historic Places in
1977, continues to be an important navigational aid for O'ahu’s ship traffic.

Telecommunications and military facilities were other important elements of the changing landscape during this time period due to the strategic location and visible sightlines from this area. The Marconi Wireless Telegraph Company built a trans-pacific receiving station on the slopes of Koko Head in 1914, which was later leased by the Radio Corporation of America in the 1920s, and eventually taken over by the Mutual Telephone Company (Hawaiian Telephone) for communications relaying.

Beginning in 1922 (and lasting through 1960 when the land was returned to the State of Hawai‘i), the U.S. Government operated the Makapu‘u Military Reservation at the summit of Makapu‘u,
consisting of a fire control and observation station, and various pillboxes and shelters. An early warning radar station operated by the U.S. Army was built at the top of Koko Crater between 1942 to 1943. Remnants of these abandoned military structures—including the wooden railroad tramway track at Koko Crater that now is a popular hiking route—are indicators that both Makapu'u Point and Koko Head were vital links in the military’s defense system during World War I.

The section of Kalaniana'ole Highway between Koko Head (near Hanauma Bay) and Makapu'u Point was originally built in the early 1930s, with construction completed in 1932. Construction of the highway was instrumental in improving public access to this remote area. “For the first time, the area was opened to tourists, sightseers, fishermen, bathers, and surfers on a grand scale. Hanauma Bay became a popular area for divers, thrownetters and shore casters” (United States Department of the Interior, 1992).

In 1935, the Honolulu Japanese Casting Club put up warning markers at Hālona Blowhole and at other places around the island to identify places where shorecasters had drowned, including a Jizo statue—a Buddhist guardian deity—at Bamboo Ridge (on the Koko Head side of Hālona Cove). The original Jizo statue was destroyed during World War II because it represented the “enemy,” and was replaced in 1940 with a new image carved in lava rock. Both the marker above the Blowhole and the Jizo remain as memorials to fishermen who perished along these shores, and as reminders of the dangerous shoreline conditions. Shingon Shu Hawai'i, the Buddhist temple that originally dedicated the Jizo, conducts an annual memorial service at the site each November.

**Modern History (1950s to Present)**

The master-planned community of Hawai'i Kai was developed by the Hawai'i Kai Development Corporation, a subsidiary of Kaiser Industries and its owner, Henry J. Kaiser. Construction began in 1959, with dredging and fill activities transforming the shallow coastal fishpond, Keahupua O Maunalua, and its surrounding wetlands into a private marina surrounded by residential subdivisions. New infrastructure was also built,
including highway improvements to widen the two-lane highway that ran between Kāhala and Maunalua into a four-lane highway (two lanes in each direction), water storage tanks, and a new sewage treatment plant constructed across from Sandy Beach (this facility was completed in 1965).

In addition to the master-planned community surrounding the Hawai‘i Kai Marina, Kaiser envisioned a large-scale marina/golf course/resort community and residential subdivisions at Wāwāmalu (Queen’s Beach) and nearby Kalama Valley, with a four-lane highway running inland through Hawai‘i Kai. Development rights for the proposed development were obtained from the Kamehameha Schools/Bishop Estate in 1959, and some site alterations were completed (removal of trees, stockpiling dirt and boulders, dredging new drainage channels) in preparation for development.

By the early 1970s, residents who enjoyed and felt an attachment to the open spaces and resources along the Ka Iwi coast began organizing in opposition to the proposed resort development at Wāwāmalu. As Table 5 highlights, community efforts to contest rezoning applications and pursue legal action to halt development were instrumental in preserving the Ka Iwi coast. More than 40+ years later, as a result of the passionate leadership and strategic actions of several key grassroots organizations, the Ka Iwi coastline remains undeveloped, to be enjoyed in its natural and wild state for future generations.
### TABLE 5. MAJOR EVENTS IN THE MODERN HISTORY OF THE KA IWI COAST

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1972</td>
<td>Community organizes to oppose a 7,756-room golf course resort proposed at Awāwāmalu (Queen’s Beach, the makai lands between Sandy Beach and Makapu’u).</td>
</tr>
<tr>
<td>1983</td>
<td>The City rezones Queen’s Beach to “Preservation” in response to a 10-year community effort to stop the proposed resort development. After a long court fight, the Hawai‘i Supreme Court finally affirmed the rezoning in 1991.</td>
</tr>
<tr>
<td>1987</td>
<td>The City and County of Honolulu’s <em>Coastal View Study</em> lists O‘ahu’s important scenic resources. It recognizes the Koko Head Viewshed from Hanauma Bay to Makapu’u as “long been recognized for its unique visual and environmental qualities,” and “the crescendo of a continuous visual sequence” from Hawai‘i Kai and Waimānalo.</td>
</tr>
<tr>
<td>1988</td>
<td>After an intense grassroots campaign involving hundreds of volunteers, O‘ahu citizens vote overwhelmingly to rezone land mauka of Sandy Beach Park from residential to preservation to prevent residential development. Responding to community pressure, the state Legislature unanimously passes a resolution asking DLNR to develop a park plan for Ka Iwi Coast.</td>
</tr>
<tr>
<td>1989</td>
<td>The Hawai‘i Supreme Court strikes down the Save Sandy Beach ballot initiative and removes from all counties their land-use initiative voting rights. However, weeks later, the City Council votes unanimously to rezone the parcels mauka of Sandy Beach from residential to preservation.</td>
</tr>
<tr>
<td>1995</td>
<td>Community groups led by the Ka Iwi Action Council organize to oppose and stop development of 12 separate parcels owned by Kamehameha Schools/Bishop Estate in the Hawai‘i Kai-to-Makapu’u area. The State DLNR releases a draft environmental impact statement and Master Plan for the proposed Ka Iwi State Park.</td>
</tr>
<tr>
<td>1998</td>
<td>The State condemns and buys 305 acres from Kamehameha Schools/Bishop Estate at Awāwāmalu (Queen’s Beach) for incorporation into the proposed Ka Iwi State Park.</td>
</tr>
<tr>
<td>2002</td>
<td>The City purchases the land near Sandy Beach Park once targeted for development.</td>
</tr>
<tr>
<td>2006</td>
<td>Developers announce plans for a complex of 180 “resort cabins” on the remaining undeveloped mauka ridges above the Ka Iwi Coast. Responding to community opposition organized by the Ka Iwi Coalition, the City tightens rules for developing preservation-zoned land.</td>
</tr>
<tr>
<td>2009</td>
<td>A Utah-based developer purchases the mauka ridge lands at Ka Iwi for $9 million and announces plans to build a golf academy and visitor facilities.</td>
</tr>
<tr>
<td>2010</td>
<td>With the support of the community, the State re-designates its makai lands at Queen’s Beach from “urban” to “conservation.”</td>
</tr>
<tr>
<td>2011</td>
<td>Ka Iwi Coalition, now a committee under the nonprofit Livable Hawai‘i Kai Hui, initiates discussion with the Trust for Public Land to purchase the Ka Iwi Coast Mauka Lands.</td>
</tr>
<tr>
<td>2013</td>
<td>Ka Iwi Coalition sponsors and receives designation of the Maunalua-Makapu’u State Scenic Byway.</td>
</tr>
<tr>
<td>2014</td>
<td>The Trust for Public Land and Livable Hawai‘i Kai Hui receives $3.5 million from the City Clean Water and Natural Lands Program and the State Legacy Land Conservation Program to purchase the Ka Iwi mauka lands.</td>
</tr>
<tr>
<td>2017</td>
<td>Title ownership for the Ka Iwi mauka lands is conveyed to Livable Hawai‘i Kai Hui.</td>
</tr>
</tbody>
</table>
4. CORRIDOR ENHANCEMENT OPPORTUNITIES

The projects and programs described in this section are proposals developed by the Local Byway Committee to address issues and concerns along the byway. These physical improvements and strategies, which were identified over a course of several meetings with the Local Byway Committee, are possible suggestions to maintain and enhance the byway's intrinsic qualities. These suggestions are considered desirable approaches to improve traffic and roadway safety for both motorized and non-motorized users, and to support better management of recreational, scenic, natural, and cultural/historic resources along the corridor. The general location of each individual project is shown in Figure 6.

These opportunities for corridor enhancement are conceptual representations that reflect the observations and sentiments of the Local Byway Committee. Detailed planning and design, as well as coordination among the implementing agencies and partners, will be required to determine the actual/preferred course of action.

4.1 Safety

4.1.1 Traffic-related

Project A. Agreements with tour companies to reduce the number of visitors off-loaded at lookouts at any one time

**Issue:** Lookouts along the byway offer breathtaking vistas that attract residents and visitors, but the lookout facilities can only accommodate a small number of people. The scenic lookouts are often overcrowded with visitors and tour buses that create congestion in the parking lots, which diminishes the experience of users.

**Enhancement Opportunity:** Commitments from commercial tour operators to limit the number of visitors off-loaded at any one time would significantly reduce both the traffic and visitor congestion at these highly visited locations. For example, double-decker buses could be banned from off-loading visitors since they are major contributors to the large volume of visitors. Similarly, only a certain number of tour buses could be allowed to enter the parking lot at any one time.

**Possible Implementation Partners:** DLNR, DPR, Commercial tour companies

**Intrinsic Qualities:** Cultural, Scenic
FIGURE 6. MAP OF PROJECT LOCATIONS
Project B: Improvements to alleviate congestion near the entrance to Hanauma Bay Nature Preserve

Issue: Hanauma Bay Nature Preserve hosts approximately 800,000 visitors a year; about a third of the visitors arrive via public transportation or taxi/small tour shuttles and the other two-thirds drive private vehicles and park in the public parking lot, which is small by design and fills up quickly. “Parking Lot Full” signs and traffic cones are manually posted along the highway at the preserve’s entrance when the lot fills up, and drivers are turned away at the highway entrance until spaces open up. Traffic backs up along the highway and is often congested near the entrance to the nature preserve when the parking lot is closed or when visitor traffic is high.

Enhancement Opportunity: Permanent roadway and intersection improvements to replace the traffic cones and temporary signage is suggested as a long-term solution. A more efficient method to announce the occupancy status of the parking lot, such as providing real-time traffic updates using the scenic byway app (see Project T), is also suggested as a possible way to significantly decrease the amount of congestion at the entrance to Hanauma Bay.

Intrinsic Qualities: Recreational, Scenic

Possible Implementation Partners: Friends of Hanauma Bay, DPR, HDOT

Project C: Improvements to alleviate conflicts at Koko Marina driveways on Kalaniana‘ole Highway

Issue: Koko Marina Shopping Center was designed with three driveways on Kalaniana‘ole Highway within a 500-foot span of highway. There is also a City bus stop on the highway shoulder between two of the driveways. The lack of dedicated turn lanes and the volume of vehicles entering/exiting the shopping center, together with the proximity of these driveways to the Lunalilo Home Road left turn lane, contributes to bottlenecks and potential traffic conflicts. Congestion and a number of different traffic movements create dangerous conditions for motorists and non-vehicular travelers near the Koko Marina driveways on Kalaniana‘ole Highway.

Enhancement Opportunity: Possible improvements suggested to improve traffic flow and highway safety at the Koko Marina Shopping Center driveways on Kalaniana‘ole Highway include a dedicated left turn lane into the shopping center, no left turn movements exiting the shopping center, and relocating the bus stop currently located between the two driveways fronting the Chevron gas station.

Intrinsic Qualities: None

Possible Implementation Partners: Koko Marina Shopping Center, City DTS, HDOT
Project D: Pedestrian/bicycle path from Koko Marina to Hanauma Bay (shared-use path)

**Issue:** The highway between Koko Marina Shopping Center and Hanauma Bay is a two-lane undivided roadway (one lane in each direction) with shoulders on each side. The width of the shoulders varies, and a guardrail runs along part of the eastbound side of the road (towards Hanauma Bay). The shoulder is heavily used by pedestrians, many of whom are tourists walking up the hill to Hanauma Bay, often on the right side of the road so that they cannot see vehicles approaching from behind them. The shared-use nature of the shoulders, which sometimes includes moped riders, can create conflicts, especially on the eastbound side. Cyclists will generally use the travel lane when travelling downhill.

**Enhancement Opportunity:** According to the 2012 O’ahu Bike Plan (City and County of Honolulu Department of Transportation Services, August 2012), a bike route is planned for this section of Kalaniana’ole Highway (to Sandy Beach Park) at an estimated cost of $13,000. The O’ahu Bike Plan describes a bike route as a shared roadway between cyclists and motorized vehicles, typically on lower volume roadways, that includes bike route signage and, in some cases, “sharrow” pavement markings. Given the wider shoulders on the eastbound side of the highway from Lunalilo Home Road to Hanauma Bay, the Local Byway Committee suggests the possibility of a dedicated, shared-use path exclusive for pedestrians and cyclists, with painted striping or a physical barrier to delineate the space and create a buffer from cars on the highway.

**Intrinsic Qualities:** Recreational

**Possible Implementation Partners:** HDOT, Hawai’i Bicycling League
Project E: Sidewalk and bicycle lane improvements between Keāhole Street and Lunahilo Home Road

**Issue:** Lack of wide sidewalk and/or shoulder space affects pedestrian and cyclist safety and comfort along Kalaniana'ole Highway from Keāhole Street to Lunahilo Home Road. A raised sidewalk and bike lane is provided on both sides of Kalaniana'ole Highway from Hawai‘i Kai Drive to Keāhole Street. Both the sidewalk and bike lane end approximately 300 feet east of Keāhole Street. From there to Lunahilo Home Road, pedestrians and cyclists share the road with motorists by using the narrow highway shoulders. The shoulders are generally wide enough to accommodate cyclists and pedestrians, but conflicts can occur in narrow areas, such as the makai side of Kalaniana'ole Highway across from Koko Marina Shopping Center.

**Enhancement Opportunity:** This stretch of Kalaniana’ole Highway connects several of Hawai‘i Kai’s major commercial and recreational hubs, including Koko Marina Shopping Center, Hawai‘i Kai Towne Center, and Maunalua Bay Beach Park. Improving pedestrian and bicycle facilities along this stretch of Kalaniana’ole Highway would help to reduce conflicts between users and create a safer, more pleasant pedestrian environment. Extending the sidewalk and bike lane along the entire stretch of the highway from Keāhole Street to Lunahilo Home Road, with improvements to widen both sides of the bridge, are desired.

**Intrinsic Qualities:** Recreational

**Possible Implementation Partners:** HDOT, Hawai‘i Bicycling League
Project F: Right-turn lane modifications on Kalanianaʻole Highway approaching Keāhole Street (westbound)

Issue: The right-turn only lane (RTOL) from Kalanianaʻole Highway to Keāhole Street is problematic for cyclists traveling straight through the intersection. Cyclists riding on the road are required to follow the same rules of the road as motorists. For example, cyclists riding in the RTOL from Kalanianaʻole Highway in the westbound direction must turn right onto Keāhole Street. Cyclists wishing to go straight through the intersection must ride in the regular travel lane to the left of the RTOL. After crossing the intersection, cyclists are then riding in the middle travel lane and must safely move through one travel lane to get back into the bike lane on the far right side of the road. This type of movement to the right can be more difficult for cyclists, as it is harder to make eye contact with drivers.

Enhancement Opportunity: Bicyclists have indicated that modifications are needed to improve the current configuration and address safety concerns. Possible suggestions for improvements include: (1) signage that would permit cyclists to go straight through the RTOL and (2) an allowance for City buses to go straight through the RTOL especially if a bus stop is located near the intersection. It can be extremely difficult for a City bus to move from the bus stop located before Keāhole Street into the regular travel lane prior to crossing the intersection.

Intrinsic Qualities: Recreational

Possible Implementation Partners: HDOT

Project G: YIELD sign relocation on Lunalilo Home Road

Issue: The right turn from Lunalilo Home Road onto Kalanianaʻole Highway (fronting Koko Marina Shopping Center) is a free-turning lane, meaning vehicles do not need to stop because traffic from Lunalilo Home Road flows into its own lane on Kalanianaʻole Highway. The YIELD sign at this location creates a traffic hazard and is not necessary. The YIELD sign causes traffic congestion and hazardous conditions, as some drivers stop unexpectedly to yield to approaching traffic, although stopping is not warranted. In addition, the sign does not protect pedestrians who use the crosswalk because the crosswalk is located several feet before the YIELD sign.

Enhancement Opportunity: It may be beneficial to re-evaluate the placement and need for this YIELD sign. Based on anecdotal observations of residents who frequently drive through this area, the YIELD sign may be better used if relocated and placed in an area on Lunalilo Home Road before the crosswalk to (1) benefit pedestrians using the crosswalk and (2) reduce traffic congestion from motorists who often stop near the yield sign.

Intrinsic Qualities: Recreational

Possible Implementation Partners: HDOT
Project H: Crosswalk improvements near Portlock Road

**Issue:** Pedestrians sometimes have a difficult time safely crossing the busy, four-lane Kalaniana‘ole Highway near Portlock Road. The posted speed limit along this stretch of highway is 35 mph; however, drivers are known to travel at faster speeds in this area. There are currently pedestrian and crosswalk warning signs on both sides of the highway, but the signage is buried among adjacent highway signage and pedestrians are not always visible to oncoming drivers. Some motorists stop when they see a pedestrian waiting on the highway shoulder to cross the highway, but motorists in the adjacent (inner) lanes may not see a pedestrian crossing, which can cause a near miss.

**Enhancement Opportunity:** Crosswalk improvements are desired to increase pedestrian safety. A possible improvement may include installing pedestrian hybrid beacons (also known as High-intensity Activated crosswalk or HAWK) that flash to alert motorists that pedestrians are in the crosswalk.

**Intrinsic Qualities:** Recreational

**Possible Implementation Partners:** HDOT

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Project I: Highway shoulder clearing and maintenance with HDOT

**Issue:** Roadway shoulders along the byway are overgrown with weeds and strewn with small pebbles and dirt, which creates difficult and unsafe conditions for cyclists. Grass and other weeds break through the asphalt and, in some areas, take over much of the shoulder area. Despite the HDOT's five-week sweeping schedule that covers Kalaniana'ole Highway from ‘Āinakoa Road to Lunalilo Home Road, there are pockets along the highway that require more frequent maintenance.

Bushes fronting Sea Life Park often extend into the shoulder, which reduces the width of the road for bike use by half. The management team at Sea Life Park is generally responsive to community requests to trim the bushes; there does not appear to be a formal trimming schedule in place.

**Enhancement Opportunity:** Regular shoulder maintenance would reduce the need for bicyclists to use travel lanes; ultimately, improving the safety of the roadway for all users. In the absence of an adequate and regular shoulder maintenance schedule for the entire byway, community organizations such as Cycle on Hawai‘i could help gather information from cyclists via social media sites of when maintenance is needed along the highway. The community organizations could then notify HDOT and adjacent private landowners of maintenance needs.

**Intrinsic Qualities:** Recreational, Scenic

**Possible Implementation Partners:** HDOT, community organizations
4.1.2 Outdoor Recreation

Project J: Barrier fence at Lāna'i Lookout

**Issue:** Lāna'i Lookout offers one of the best views along the Kaʻiwi Coast, which on a clear day can include views of Lāna'i, Moloka'i and Maui. A three-foot high rock wall at the edge of the lookout currently delineates the boundary of the viewing area; however, the wall is relatively easy, and even inviting, to step across and as such is not consistent with the existing warning signs that are posted, alerting visitors to the dangers of the site. Visitors at the lookout frequently venture beyond the safe viewing area to steep, sloping land covered with loose sand and ash. Walking out towards the ocean cliff increases risk of injury from falling on this rocky terrain or from being hit by a large wave and swept out into the ocean and potentially drowning.

**Enhancement Opportunity:** In order to ensure a safe experience for users and reduce the number of ocean rescues resulting from people being washed off the rocks by large waves, physical improvements to the barrier wall and signage modifications are needed. One solution suggested by the Local Byway Committee to discourage viewers from going beyond the designated lookout area involves installing a barrier fence above the existing rockwall, similar to the rockwall/fence barrier at the Hālona Blowhole Lookout.

The barrier fence at the Hālona Blowhole Lookout consists of 2-inch diameter stainless pipe, with vertical stainless cables at 3-inch spacing. The fence is 42 inches in height above the rock wall and the horizontal members are separated by 36 inches. The overall height and the design of the fencing makes it difficult to stand beside the fence and “swing” a leg over.

The barrier fence approach to keeping visitors within a designated viewing area appears to work well at the Hālona Blowhole and should be considered a feasible solution for the Lāna'i Lookout.

**Intrinsic Qualities:** Archaeological, Cultural, Historic, Natural, Recreational, Scenic

**Possible Implementation Partners:** DPR has jurisdiction over the rock wall and the area beyond the parking lot; HDOT has jurisdiction over the parking lot.
Project K: Signage and site amenities at lookouts and public recreational areas

**Issue:** Existing signs are covered with graffiti or placed where visitors are not drawn to notice and/or read the signs. In some areas, there are so many different signs that the messaging is diluted and not effective. Visitors venture into rocky shoreline areas and steep mountainous terrain without full understanding of the hazards and potential impacts to sensitive resources, and such activities have led to serious injury or death in the past. Some areas lack site amenities such as secured waste receptacles.

**Enhancement Opportunity:** Assessment of the existing signage and barriers at the lookouts is suggested as a strategy to determine the adequacy of the existing amenities, and identify the necessary signage and barrier improvements to discourage activities in hazardous, culturally-sensitive, or environmentally-sensitive areas and deter trespassing. Site amenities such as secured, covered waste receptacles should be provided along the corridor.

**Intrinsic Qualities:** Archaeological, Cultural, Historic, Natural, Recreational, Scenic

**Possible Implementation Partners:** DLNR, DPR

Project L: Docent outreach and education at the lookouts

**Issue:** Visitors do not adhere to warning signs posted at the lookouts regarding dangers of the site. Visitors are also not aware of the cultural and historical significance of the landscape.

**Enhancement Opportunity:** Docents at the lookouts on holidays and weekends could educate people about proper behaviors and share information about the cultural and historical significance of the place. Priority areas are Lāna’i Lookout and Hālona Blowhole Lookout; secondary areas are Hawai’i Kai Lookout and Makapu’u Lookout. Trained volunteers would be needed to serve as docents. Information and educational materials for each site would need to be developed.

**Intrinsic Qualities:** Archaeological, Cultural, Historic, Natural, Recreational, Scenic

**Possible Implementation Partners:** LHKH, community organizations (i.e., a “Friends of the Scenic Byway” group), Visitor Industry, HTA, DLNR, HDOT, DPR, DTS

**WARNING SIGNS AT LĀNA’I LOOKOUT COVERED WITH STICKERS AND GRAFFITI**

**HIKER ON THE STEEP AND SLIPPERY ARCH NEAR KOKO CRATER.**

SOURCE: “Koko Crater Arch #13” by david chatsuthiphan
Project M: Installation of “trespassing” and “hazardous” features on social media apps

**Issue:** People engaging in recreational activities, particularly hiking, trespass onto private property or access areas that are dangerous, or are culturally- or environmentally-sensitive. In recent years, the number of hikers trespassing or entering hazardous trails has increased, largely due to a strong internet presence of personal blogs and social media networks (i.e., Yelp, Foursquare, Facebook, Google, Instagram, and Travelocity).

**Enhancement Opportunity:** Existing social media networks could install features that inform the public that they are illegally accessing areas that are private property, may be hazardous, or may have culturally- or environmentally-sensitive features. The purpose of this project is to educate the public about the hazards of certain trails, lookouts, and coastal areas.

**Intrinsic Qualities:** Archaeological, Cultural, Historic, Natural, Recreational, Scenic

**Possible Implementation Partners:** Private landowners, Hawai‘i Ecotourism Association, Social Media sites, Visitor Industry, LHKH, County agencies, DLNR, HDOT, Sea Life Park

**Note:**

*Image: Hiker standing on the dangerous O‘ahu rock bridge. Source: “O‘ahu rock bridge and sea cliffs #20” by David Chatsuthiphan*
4.2 Scenic and Visual Resources

Project N: Enforcement of guidelines for private memorials in public places

Issue: Many roadside memorials—some temporary with leis and flowers and some more permanent with plaques on rocks and benches—have been erected along the scenic byway; however, HDOT guidelines governing roadside memorials have not been enforced. Many of these roadside memorials serve as mourning aids for family members and friends who have lost a loved one, but for others, these roadside memorials are visual distractions for drivers, or they infringe upon the area’s natural beauty. There are also safety concerns for passing motorists and the individuals that stop along the highway to visit and care for the memorials.

Enhancement Opportunity: Current guidelines by the HDOT state that memorials are to be removed within 30 calendar days of its installation and if memorials are not removed, the State will remove and dispose of the memorial. Guidelines also address what types of memorials are permitted, and where they can be located. The Local Byway Committee suggests greater compliance and enforcement of the existing guidelines for private memorials in public places. This could include identifying memorials that do not meet the established guidelines, and a public education program designated to increase awareness and inform the general public about the guidelines.

Intrinsic Qualities: Cultural, Scenic

Possible Implementation Partners: HDOT, DLNR, HPD, State Legislature, City Council

Project O: Community outreach to generate support for undergrounding the overhead electrical and communication lines

Issue: Existing utility poles and electrical/communication lines obstruct scenic views, detract from the scenic qualities of the byway, and can be a potential impact hazard for highway users (both vehicles and bicyclists). The Local Byway Committee identified two priority areas where undergrounding utilities are desired: (i) from Keāhole Street to Koko Head Lookout (Nāwiliwili Street); and (2) from Kealahou Street to Makai Pier.

A relatively recent highway widening and improvement project relocated and placed the utilities along Kalanianaʻole Highway from ‘Āina Haina to Keāhole Street underground. Because the highway improvement project terminated at Keāhole Street, utility lines between Keāhole Street and the Koko Head Lookout remain aboveground. At the present time, there are no known plans to underground these lines or improve Kalanianaʻole Highway between Keāhole Street and Lunalilo Home Road.

Enhancement Opportunity: Community outreach could be conducted to determine if there is political support to relocate the existing overhead utility lines. The community outreach process could start by first consulting the property owners abutting the utility lines, followed by consultation with community groups such as the Hawaiʻi Kai Neighborhood Board and the Portlock Community Association. Area legislators’ could also send out information through their
newsletters to help gauge the community’s level of interest and support for this project. If there is interest, a community meeting with representatives from Hawaiian Electric Company (HECO) and Hawaiian Tel, etc. would be held to discuss project costs and potential challenges, and to identify project feasibility. Much of this project would be dependent on whether it is physically feasible to place the lines underground, and if there is political support to pursue the project.

**Intrinsic Qualities:** Recreational, Scenic

Possible Implementation Partners: Adjacent landowners, Hawaii Kai Neighborhood Board, Portlock Community Association, State and County elected officials, HDOT, DTS, HECO, Hawaiian Telcom, Cable companies

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**Project P: Installation of underground electrical and communication lines (Keāhole Street to the Koko Head Lookout)**

**Issue:** The quality of the scenic views and view planes along Kalaniana'ole Highway is an important feature of the scenic byway. Relocating the pole-mounted aboveground electrical and communication utilities underground would greatly improve the visual aesthetic along the highway, provide for clear views along the corridor, and improve highway safety by eliminating collisions with utility poles.

**Enhancement Opportunity:** This project is largely dependent on the outcome of the community outreach process (see Project O), and the determination of the project’s feasibility. Identifying project cost estimates, potential challenges, available funding sources, and the political support necessary to pursue the project are recognized as key implementation factors.

**Intrinsic Qualities:** Recreational, Scenic

Possible Implementation Partners: Adjacent landowners, Hawaii Kai Neighborhood Board, Portlock Community Association, Koko Marina Shopping Center, State and County elected official, , HDOT, DTS, HECO, Hawaiian Telcom, Cable companies
Project Q: Vegetation maintenance along the State Scenic Byway

**Issue:** Overgrown vegetation on the makai side of Kalania'ole Highway, particularly between Hanauma Bay and the Lānaʻi Lookout and between Kaupō and Makai Pier, blocks the scenic view. This vegetation, consisting mostly of haole koa or naupaka, also collects trash that is thrown or blown along the highway.

**Enhancement Opportunity:** A number of community groups have annual “clean up” days for various areas along the byway. These groups may also be able to provide services such as trimming vegetation and maintaining a section of the highway. A liaison representing either a government agency or a community organization could serve to identify and coordinate with partners willing to maintain vegetation along the corridor. The long-term goal is to remove all invasive vegetation along the byway and to restore it with native vegetation.

**Intrinsic Qualities:** Natural, Recreational, Scenic

**Possible Implementation Partners:** DOT, DTS, DLNR, DPR, DHHL, 808 Cleanups, Hawai‘i Kai Neighborhood Board, Waimānalo Neighborhood Board, Surfrider Foundation, Ocean Conservancy, Adopt a Highway, other community organizations (i.e., a “Friends of the Scenic Byway” group)

Project R: Directional signage and civil defense system considerations

**Issue:** Highway directional signage and civil defense sirens, if not placed strategically, can obstruct views and create visual distractions. Two examples of areas that have become littered with a significant amount of sign clutter are: 1) the stretch of highway between Koko Marina and Hanauma Bay and 2) in the vicinity of Sandy Beach.

**Enhancement Opportunity:** Review of existing highway directional signage and visitor-oriented directional signage along the byway is suggested. This would include an assessment of sign functionality, aesthetic impacts, and visual consistency, with any unnecessary or unessential signs being removed. The Local Byway Committee supports development of a signage plan that establishes guidelines for the placement and design of signage and civil defense sirens. In the absence of a signage plan, the Local Byway Committee suggests that future actions to install new signage and civil defense sirens consider the potential impacts to scenic views and the visual environment.

**Intrinsic Qualities:** Scenic

**Possible Implementation Partners:** DOT, LHKH, Local Byway Committee, other community organizations (i.e., a “Friends of the Scenic Byway” group)
4.3 Natural, Cultural and Historic Resources

Project S: Interpretive signage at the scenic viewing areas

Issue: There is a lack of interpretive information to engage visitors and promote a meaningful scenic byway experience. Both residents and visitors unfamiliar with the area would benefit from learning about the landmarks, and the cultural, historic, and environmental significance of the landscape features.

Enhancement Opportunity: Interpretive signage describing place names and landmarks, geologic formations, and the historical and cultural context is recommended to be installed at the five main scenic viewing areas (Maunalua Bay Beach Park, Koko Head Lookout, Lāna'i Lookout, Hālona Blowhole Lookout, and Makapu'u Lookout).

In lieu of interpretive panels which become weathered and can be expensive to maintain, use of QR (Quick Response) codes may be a possible alternative. A QR code is a specific matrix barcode readable by dedicated QR barcode readers and camera phones. Visitors with “smart” phones would be able to scan the QR code at the lookouts, and be able to access web-based information about the lookouts (either linking directly to the Scenic Byway’s website or accessing a special mobile app).

Intrinsic Qualities: Archaeological, Cultural, Historic, Natural, Recreational, Scenic

Possible Implementation Partners: DLNR, HDOT, DPR, DTS, Other county agencies, HTA, Hawai‘i Ecotourism Association, LHKH, community organizations (i.e., a “Friends of the Scenic Byway” group)
Project T: Site stewardship for areas along the byway

**Issue:**  Debris—including discarded Christmas trees, broken glass, sharp metals, hot coals, and wooden pallets and rusty nails from bonfires—is regularly found along the byway and beaches. For example, illegal pallet bonfires that leave rusty nails buried in the sand have been an ongoing issue, particularly at Sandys and Alan Davis beaches. Community groups such as 808 Cleanups have been organizing workdays to remove trash and marine debris from this area, and to educate the public about illegal bonfires and other environmental issues. Additional stewardship efforts in this area and stronger DLNR enforcement are needed to educate the public about how to protect and care for shoreline areas.

**Enhancement Opportunity:** To promote site stewardship for areas along the byway, the Local Byway Committee discussed a two-step process. The first task would be to identify the sites that are in need of site stewardship, which typically includes trash removal and graffiti clean-up, although maintenance, restoration, or protection of natural, cultural or historic resources may also be involved. The second task would be identifying and coordinating partner organizations that can commit to taking care of a particular site.

Shoreline areas between Sandys Beach and Kaloko Point have been identified by the Local Byway Committee as areas for improvement. Future stewardship initiatives could include signage informing the public about DLNR open fire rules, expanded educational outreach, stronger enforcement of State and County rules, vegetation maintenance, and native plant restoration (Project Q). The shoreline areas between Sandys Beach and Kaloko Point also provide habitat for the federally listed endangered Hawaiian monk seal.

In the long-term, the Local Byway Committee would like to see efforts such as the “Adopt-a-Site” program organized by 808 Cleanups expanded to include more community groups and non-profit organizations. The long-term goal would be to have consistent weekly or monthly stewardship for every site along the scenic byway.

**Intrinsic Qualities:** Archaeological, Cultural, Historic, Natural, Recreational, Scenic

**Possible Implementation Partners:** 808 Cleanups, LHKH, DLNR, DPR, Private landowners, Surfrider Foundation, Ocean Conservancy, Adopt a Highway, community organizations (i.e., a “Friends of the Scenic Byway” group)

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9 Hawaiʻi Administrative Rules Chapter 13-221-3.
Project U: Development of a mobile app for the scenic byway

Issue: There is a lack of information to engage visitors and promote a meaningful scenic byway experience. Both residents and visitors unfamiliar with the area would benefit from learning about the landmarks and the cultural and environmental significance of the physical features within the landscape.

Enhancement Opportunity: A mobile app specific for the scenic byway (or a website) is envisioned to share information about the corridor and to highlight the destinations. As proposed, basic information should include:

- Parking lot status at Hanauma Bay
- Weather, surf, and traffic conditions
- Historical and cultural information at the lookouts
- Location and availability of nearest restroom facilities and traveler amenities (shopping, food establishments)
- Cultural protocols and sensitivities
- Alerts, cautions, and tips for visitors

One goal of the mobile app is to inform and alert scenic byway users by providing real-time information to alleviate some of the congestion during peak visitor hours. For example, using the app to find out about the current status of parking availability at Hanauma Bay could minimize traffic congestion along Kalanianaʻole Highway near the bay’s entrance. Real-time information about parking availability could also be “crowd-sourced” through input from individual app users.

Information on the app could also provide links to other sites related to beach safety, weather conditions, and surf reports. In addition, the app would be useful to educate the public about the significance of places along the corridor, including sharing stories about the places and their place names. The app could also be used to direct visitors to existing commercial establishments.

Other scenic byway groups that have developed mobile apps should be consulted before such a project is undertaken (i.e., the Kona Royal Footsteps and the Kauai GPS Driving Tours). If a mobile app is cost prohibitive, a website for the scenic byway with similar types of information could be an alternative.

Intrinsic Qualities: Archaeological, Cultural, Historic, Natural, Recreational, Scenic

Possible Implementation Partners: LHKH, HTA, community organizations (i.e., a “Friends of the Scenic Byway” group)
Project V: Open space beautification at the entrance to Hawai‘i Kai

Issue: Kamehameha Schools/Bishop Estate owns the undeveloped parcel that borders the mauka side of Kalaniana‘ole Highway between Hawai‘i Kai Drive and Keāhole Street, across from the Maunalua Bay Boat Ramp. The property at the southern end of the scenic byway—which is near the entrance to Hawai‘i Kai—is currently vacant, and used to stage the annual Hawai‘i Kai Carnival. Because the grassy property does not match the landscaping of surrounding areas, a group of Hawai‘i Kai residents have approached the landowner to create a landscaping statement that announces the entry to Hawai‘i Kai and to the scenic byway, and that matches the landscaping found elsewhere in the community (such as the Maunalua Bay canoe halau and the landscaped areas along Hawai‘i Kai Drive).

Enhancement Opportunity: Proposed landscaping improvements on Kamehameha Schools’ property would require consultation and an agreement with the landowner to determine the area that can be landscaped without impeding or compromising current and future uses of the land, such as the community carnival. If feasible, community nurseries and landscapers and community volunteers could be called upon to offset the cost of the materials and labor to complete the project. Community work days could be scheduled to involve the community and to foster a sense of partnership in caring for the area. The use of native plants in a native garden setting could expand local interest.

Intrinsic Qualities: Natural, Cultural, Scenic

Possible Implementation Partners: Kamehameha Schools, local nurseries, local landscapers, Hui Nalu Canoe Club, Hawai‘i Kai Marina Community Association, other community organizations
Project W: Public restroom renovations and maintenance programs

**Issue:** Existing restroom facilities at public beach parks along the scenic byway are in need of renovations and more frequent maintenance as they are heavily used by large volumes of residents and visitors. Public parks along the scenic byway, including their restroom facilities, parking lots and park spaces, are poorly maintained and showing their age. More frequent maintenance is needed to accommodate heavy usage by large volumes of residents and visitors; improvements are needed to improve the overall experience for park users, and ensure a positive lasting impression for visitors.

**Enhancement Opportunity:** State and County agencies are encouraged to improve existing park facilities and provide adequate maintenance, particularly addressing the condition and appearance of the restrooms. Upgraded environmentally-friendly restroom facilities are highly desired. In addition, an “Adopt-a-Restroom” program (similar to the State’s “Adopt-a-Highway” program) is suggested as a way for volunteer groups to participate in restroom maintenance. The program could help provide additional maintenance for facilities that are highly used, such as at Sandy Beach Park and Makapu'u Beach Park.

**Intrinsic Qualities:** Recreational, Scenic

**Possible Implementation Partners:** DPR, community organizations (i.e., a “Friends of the Scenic Byway” group)

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Project X: Restroom facility by the lighthouse for users of the Makapu'u Lighthouse Trail

**Issue:** Currently there are no restroom facilities available for hikers on the Makapu'u Lighthouse Trail, a popular two-mile trail visited by hundreds of hikers daily. The lack of facilities is a health and safety concern, as hikers frequently relieve themselves in areas off the trail. Due to the number of hikers that use the trail, DLNR State Parks is considering the possibility of constructing and maintain restrooms along the trail for hikers.

**Enhancement Opportunity:** DLNR State Parks would be the agency responsible for constructing and maintaining restrooms along the Makapu'u Lighthouse Trail. While the Local Byway Committee supports a restroom to accommodate hikers, it is important for the Committee that planning and design carefully consider the location and type of restrooms for the trail, in order to maintain the natural characteristics of the area, preserve existing scenic views, and protect natural, cultural, and historic features.

**Intrinsic Qualities:** Archaeological, Cultural, Historic, Natural, Recreational, Scenic

**Possible Implementation Partners:** DLNR State Parks
Project Y: Toilets at Maunalua Bay Beach Park in a location convenient for paddlers, fishermen and other boat ramp users

Issue: The boat ramp and parking lot facility are under the jurisdiction of the DLNR Division of Boating and Recreation, and the canoe halau and surrounding beach park area is under the jurisdiction of the City DPR. The closest bathroom to the heavily used ‘ewa (western) end of Maunalua Bay Beach Park is the bath house at the Portlock (eastern) end of the park, which is almost a half-mile away. Toilets at the ‘ewa end of the beach park would be a convenient amenity for the fishermen and paddlers that gather in this area.

Enhancement Opportunity: Construction of a new comfort station near the City’s canoe halau would be beneficial for the paddling and fishing community that gathers in this area. Wastewater improvements to connect the existing bath house to the permanent sewer system were completed in 2014, following a three year closure. Given the cost of the recent upgrades ($400,000) and the potential cost of adding a new restroom facility at the other end of the park, compostable toilets or a stand-alone system was discussed as a possible option to installing a permanent wastewater system.

Intrinsic Qualities: Natural, Recreational

Possible Implementation Partners: DLNR, DPR, Hui Nalu Canoe Club
5. IMPLEMENTATION

Implementation of projects identified in this Corridor Management Plan is expected to occur incrementally over a number of years. Some of the projects included in this plan have been discussed as part of other planning efforts addressing specific issues of community concern; however, as is typical with community-based planning efforts, these projects have yet to be realized due to a lack of dedicated community advocates, or project champions. To ensure that the scenic byway planning effort continues to move forward and be relevant, and to keep community members actively engaged in implementation, it was critical that this plan prioritize projects and identify community champions, or individuals willing to take the lead in rallying others to support and take action to fund and execute the project.

Members of the Local Byway Committee have stepped forward to champion six priority projects which are being identified as the priority action projects for implementation (see Section 5.2). Among these projects are several that require partnership with government agencies and landowners that have jurisdiction along the corridor.

The priority action projects outlined in Section 5.2 represent the priorities of the current Local Byway Committee. This Corridor Management Plan is intended to be a “living document,” and will need to be updated regularly as the interests and preferences of the byway committee members change with time, and membership in the byway committee is considered fluid with an “open door” policy. It is recommended that the byway committee members periodically revisit the list of pending action projects and reassess their priorities.

Individuals who use the highway corridor and enjoy its natural scenic qualities and resource value are also encouraged to get involved as project champions and assist with the implementation of projects, even if a project of interest may not be considered a priority action project.

The Ka Iwi Coalition—which is a sub-committee of Livable Hawai’i Kai Hui—will oversee the byway plan and assume responsibility for implementation of this Corridor Management Plan. This includes working with project champions responsible for the priority action projects and partnering with the Neighborhood Board, government agencies and elected officials, community organizations, and landowners to carry out projects outlined in this plan.

Collaboration Leads to Success

Working group members identified the need to remove large trash dumpsters located at the parking lot of Maunalua Bay Beach Park. The trash dumpsters infringed upon the viewplane for residents and visitors enjoying the scenic views of the coastline, including Kawaihoa Point and the sea cliffs below Koko Head. It also resulted in vast amounts of illegal over dumping; thus, creating an unsightly view. The trash dumpsters were successfully removed during the planning process for this Plan due to the combined efforts by members of the Local Scenic Byway Committee, the district’s State Representative, and the State DLNR.
5.1 Marketing and Publicizing the Byway

Unlike other byways intended to promote tourism and economic development, the Maunalua-Makapu‘u State Scenic Byway is focused on preserving and protecting resources along the highly visited route. Plans to market and publicize the byway will put emphasis on “educating” the public about the vast array of cultural, historic and natural resources. Information regarding the byway will be made available on the Livable Hawai‘i Kai Hui’s Web site (https://www.hawaiikaihui.org/) and social media accounts. In addition, Livable Hawai‘i Kai Hui has plans to develop an on-line calendar with a listing of events along the byway. The Maunalua-Makapu‘u State Scenic Byway will rely on partnerships with organizations and entities along the byway, and elected officials (via their newsletter, etc.) to promote and educate visitors.

Signage

Ten Hawai‘i Scenic Byway and Maunalua-Makapu‘u name signs (five in the east bound direction and five in the west bound direction), have been installed along the Scenic Byway. Appendix G shows the location of the byway signs along the right-of-way on Kalaniana‘ole Highway.

With the exception of directional and other official signs and notices, State law prohibits outdoor advertising on the State right-of-way (HRS Chapter 264-72). However, signs and notices may include, but not be limited to, signs and notices pertaining to natural wonders, scenic and historic attractions as authorized or required by law; signs, displays, and devices advertising the sale or lease of the property upon which they are located; signs, displays, and devices advertising activities conducted on the property upon which they are located; and signs lawfully in existence on October 22, 1965, determined by the Director to be landmark signs, including signs on farm structures or natural surfaces, of historic or artistic significance.
5.2 Priority Action Projects

Priority projects for implementation for the Maunalua-Makapu’u State Scenic Byway Corridor are presented in Figure 7. These priority projects also represent projects with a project champion. See Appendix C for the list of project champions. Methodology used to identify these priority action projects is described in Section 5.3.

NOTE: While there were several other projects that scored similar to Project X: Restroom Facility by the Lighthouse for Users of the Makapu’u Lighthouse Trail (in the range between 17 and 20 points), Project X is being included as a next action project for implementation because it has a project champion and it is already being considered for implementation by the DLNR State Parks.

5.3 Prioritization Scoring Methodology

Priority action projects were selected based on a scoring matrix that ranked projects using five criteria (see Figure 8). These prioritization criteria assessed:

- the projects’ strategic alignment with the five goals of this management plan;
- whether the project had individuals who would serve as champions;
- the complexity of the project to get buy in from public and private agencies;
- the length of time to complete the project from initiation; and
- the potential costs.

### FIGURE 7. PRIORITY ACTION PROJECTS

<table>
<thead>
<tr>
<th>Points</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>Project U. Development of a mobile app for the scenic byway</td>
</tr>
<tr>
<td></td>
<td>Project M. Installation of “trespassing” and “hazardous” features on social media apps</td>
</tr>
<tr>
<td>24</td>
<td>Project T. Site stewardship for areas along the byway</td>
</tr>
<tr>
<td>21</td>
<td>Project G. YIELD sign relocation on Lunalilo Home Road</td>
</tr>
<tr>
<td>20</td>
<td>Project S. Interpretive signage at the scenic lookouts</td>
</tr>
<tr>
<td>17</td>
<td>Project X. Restroom facility by the lighthouse for users of the Makapu’u Lighthouse Trail</td>
</tr>
</tbody>
</table>
To score the projects, each criterion was given a point value of between 1 and 5 points, depending on the extent to which the project met the criterion. All criteria points were then tallied. A project could receive as much as 25 points (5 points for each of the 5 criteria), while the least number of points that a project could receive was 5 points (1 point for each of the 5 criteria). Projects with total scores of 20 points or more were considered priority projects for implementation. The criterion point allotments and scoring matrix is included in Appendix D.

Table 6 shows the relationship between the project ideas and the five goals for corridor management, which was a criterion used in identifying the priority action projects. A summary table is provided in Appendix E.

Four projects were consistent with all five management goals:

- Project L. Docent outreach and education at the lookouts
- Project M. Installation of “trespassing” and “hazardous” features on social media apps
- Project O. Community outreach to generate support for undergrounding the overhead electrical and communication lines
- Project U. Development of a mobile app for the scenic byway

Two projects were consistent with four of the five management goals:

- Project S. Interpretive signage at the five scenic lookouts
- Project T. Site stewardship for areas along the byway

Of these six projects, four were identified as priorities for implementation.
# TABLE 6. RELATIONSHIP BETWEEN THE PROPOSED PROJECTS AND CORRIDOR MANAGEMENT GOALS

<table>
<thead>
<tr>
<th>SAFETY</th>
<th>Preserve the undeveloped, natural character of the landscape</th>
<th>Provide a safe and enjoyable experience for users</th>
<th>Protect cultural and natural resources</th>
<th>Educate the public about the cultural significance of the place</th>
<th>Demonstrate and teach stewardship to ensure that land/resources are properly cared for</th>
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<tbody>
<tr>
<td>Traffic-related</td>
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</tr>
<tr>
<td>A. Agreements with tour companies to reduce the number of visitors off-loaded at lookouts at any one time</td>
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<td>B. Improvements to alleviate congestion near entrance to Hanauma Bay Nature Preserve</td>
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<td>C. Improvements to alleviate conflicts at Koko Marina driveways on Kalaniana‘ole Highway</td>
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<td>D. Pedestrian/bicycle path from Koko Marina to Hanauma Bay (shared path)</td>
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<td>E. Sidewalk and bicycle lane improvements between Keāhole Street and Lunalilo Home Road</td>
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<td>F. Right-turn lane modifications on Kalaniana‘ole Highway approaching Keāhole Street (westbound direction)</td>
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<td>G. YIELD sign relocation on Lunalilo Home Road</td>
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<td>H. Crosswalk improvements near Portlock Road</td>
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<td>I. Highway shoulder clearing and maintenance with HDOT</td>
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<td>Outdoor recreation</td>
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<td>J. Barrier fence at Lāna‘i Lookout</td>
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<td>K. Signage and site amenities at lookouts and public recreational areas</td>
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<td>M. Installation of “trespassing” and “hazardous” features on social media apps</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>SCENIC/VISUAL RESOURCES</td>
<td>Preserve the undeveloped, natural character of the landscape</td>
<td>Provide a safe and enjoyable experience for users</td>
<td>Protect cultural and natural resources</td>
<td>Educate the public about the cultural significance of the place</td>
<td>Demonstrate and teach stewardship to ensure that land/resources are properly cared for</td>
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<tr>
<td>N.</td>
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<td>✓</td>
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<td>O. Community outreach to generate support for undergrounding the overhead electrical and communication lines</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
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</tr>
<tr>
<td>P. Installation of underground electrical and communication lines (Keāhole Street to the Koko Head Lookout)</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Q. Vegetation maintenance along the State Scenic Byway</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td>R. Directional signage and civil defense system considerations</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NATURAL, CULTURAL AND HISTORICAL RESOURCES</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>S. Interpretive signage at the five scenic lookouts</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>T. Site stewardship for areas along the byway</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>U. Development of a mobile app for the scenic byway</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>V. Open space beautification at the entrance to Hawai‘i Kai</td>
<td>✓</td>
<td></td>
<td>✓</td>
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</tr>
<tr>
<td>W. Public restroom renovations and maintenance programs</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>X. Restroom facility for users of the Makapu‘u Lighthouse Trail</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Y. Toilets at Maunalua Bay Beach Park in a location convenient for paddlers, fishermen and other boat ramp users</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>
5.4 Implementing Mechanisms

Successful implementation—the actions involved in mobilizing the plan recommendations and making them real—requires the combined effort of residents and community members, including elected officials, public agencies, private and community organizations, landowners and all those that travel along the highway and enjoy its resources. Implementation of all the proposed projects described in this management plan will be a lengthy, time-consuming process involving a wide range of skills, manpower, funding, political support, energy and commitment. In general, the level of involvement and responsibility will vary for each project, depending on the extent and complexity of the tasks that will need to be completed before a project can be constructed (including acquiring land use/permitting approvals) or a program can be rolled out.

The actual phasing and implementation sequencing of the specific projects will be dependent on those involved in the management of the scenic byway. The local byway committee members will need to select the most valuable proposals that should be pursued at the time, and then commit to championing those projects to ensure that elected officials, public administrators and other representatives share the community’s desire to achieve those projects. Continued participation and commitment from the community will be necessary to sustain momentum and cooperation, and produce the desired improvements.

Project Coordination and Permitting Requirements

Project compliance with all applicable federal, state and county rules and regulations, including appropriate consultation and coordination with the respective regulatory agencies, is assumed as part of the project design and construction process. Since permit requirements and approvals are determined by the scope and location of an individual project, the parties assuming responsibility for project implementation would be responsible for identifying and obtaining the necessary approvals before a project could be constructed.

For example, construction of a new restroom facility by the lighthouse for the users of the Makapu’u Lighthouse Trail would require coordination and funding from the landowner (DLNR). Possible consultations and approvals for such a project include: an Environmental Assessment prepared in compliance with Chapter 343, Hawai’i Revised Statutes; compliance with the State Conservation District Rules (Title 13, Chapter 5, Hawai’i Administrative Rules); approval of a Special Management Area Use Permit; and consultation with the State Historic Preservation Division. In contrast, the project to develop a mobile app for the scenic byway would not require any land use or building permit approvals, simply due to the non-physical nature of the project.

Projects involving work within or along the highway right-of-way would require review and approval from the HDOT. Other possible permits and approvals that may be required for major construction projects are identified below:
• City Council approval to place a symbol on the City’s Public Infrastructure Map (PIM)

• An Environmental Impact Statement or Environmental Assessment prepared in accordance with Chapter 343, HRS (State of Hawai’i Environmental Impact Statement Law)

• A Special Management Area Use Permit for certain types of projects located within the Special Management Area, and/or

• Engineering, construction, and building permits.

Proposals involving private property are intended to address community concerns with the current use and/or management of these properties due to their visibility and location, function, or historical/cultural significance. Given the need to be respectful and sensitive to the rights of private landowners to use and manage their lands as they deem appropriate, the development of such proposals will be dependent upon the landowner’s commitment and willingness to take action.

Possible Funding Options

The community’s ability to identify and mobilize funding for the individual projects is the key to successful implementation. There are numerous funding sources and mechanisms available to finance the various projects, as long as the community is able to identify those funding opportunities and follow through with the tasks required to obtain such funding.

Since the community will be instrumental in the implementation phase, the establishment of a new community group that is dedicated to overseeing and promoting plan implementation—or the creation of a new sub-committee under an existing community organization (such as the Livable Hawai’i Kai Hui)—may be an important organizing mechanism to help coordinate the community’s involvement. The success of the implementation phase, which will be measured by the number of funded and completed projects, will require community participation to execute certain tasks, including:

• identifying potential public, private and non-profit funding sources

• establishing and maintaining relationships with key personnel that award funding

• researching individual awards and determining project eligibility based on the award criteria

• writing and tracking grant applications

• monitoring funding program schedules to ensure that deadlines are met

• promoting the plan’s goals (conducting public relations and marketing strategies)

• mobilizing the political support of government representatives, public officials, and other decision-makers (including testifying at public hearings and meetings), and
maintaining fiscal responsibility and monitoring the status of individual projects.

The types of projects and programs described in the plan may be eligible for funding from a wide variety of sources. Many of the highway improvements within the HDOT right-of-way would be eligible for funding from state and federal transportation programs. Projects proposed on state or county-owned property would be eligible for funding through their respective agencies and partners. In addition to the capital improvements that may be funded by federal, state, and city governments, there are several private and non-profit sources that support civic improvement projects that could provide potential funding. Additionally, some of these projects may be eligible for funding from the government agencies responsible for recreation, natural and cultural resources management, habitat protection and/or restoration. Some of these possible funding options may include: City and County of Honolulu Capital Improvement Program; Hawai‘i Statewide Transportation Improvement Program; State of Hawai‘i Multi-Year Program and Financial Plan; private investments; Hawai‘i State Legislature Grants in Aid Program; City and County of Honolulu Grants in Aid Program; Hawai‘i Community Foundation; and Hawai‘i Tourism Authority. More detailed information on these funding options is provided in Appendix F.
6. REFERENCES


City and County of Honolulu Department of Parks and Recreation. Koko Head Park Master Plan FINAL PLAN. Honolulu, 1992.


City and County of Honolulu Department of Planning and Permitting. East Honolulu Sustainable Communities Plan. Honolulu, 1999.


http://archives.starbulletin.com/content/20090919_koku_line


APPENDIX A: LOCAL BYWAY CORE WORKING GROUP (AS OF 10/13/2016)

<table>
<thead>
<tr>
<th>Individual</th>
<th>Organization/Affiliation</th>
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<tbody>
<tr>
<td><strong>Community Organizations</strong></td>
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</tr>
<tr>
<td>Paige Altonn</td>
<td>Hawai‘i Kai Neighborhood Board</td>
</tr>
<tr>
<td>Elaine Dobashi</td>
<td>Hui ‘Ilio (Hawai‘i Kai Dog Park)</td>
</tr>
<tr>
<td>Kekoa Ho</td>
<td>Waimānalo Neighborhood Board</td>
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<tr>
<td>Alan Hong</td>
<td>Friends of Hanauma Bay</td>
</tr>
<tr>
<td>Ann Marie Kirk</td>
<td>Maunalua.net</td>
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<tr>
<td>Greg Knudsen</td>
<td>Hawai‘i Kai Neighborhood Board</td>
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<tr>
<td>Elizabeth Reilly</td>
<td>Ka Iwi Coalition</td>
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<tr>
<td>Gary Weller</td>
<td>Livable Hawai‘i Kai Hui</td>
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<td><strong>Government Agencies</strong></td>
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<tr>
<td>Curt Cottrell</td>
<td>State DLNR - State Parks Division</td>
</tr>
<tr>
<td>Dan Quinn</td>
<td>State DLNR - State Parks Division</td>
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<tr>
<td>Tara Hirohata</td>
<td>Dept. of Parks &amp; Recreation, Hanauma Bay</td>
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<tr>
<td>Pratt Kinimaka</td>
<td>HDOT</td>
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<td><strong>Commercial Interests</strong></td>
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<tr>
<td>Janayhe Self</td>
<td>Hawai‘i Kai Chamber of Commerce</td>
</tr>
<tr>
<td>Susan Todani</td>
<td>Kamehameha Schools</td>
</tr>
<tr>
<td>Krysti Peacock</td>
<td>Koko Marina Shopping Center</td>
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<td>Lee Mansfield</td>
<td>Hawai‘i American Water</td>
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<td>Claudette Springer</td>
<td>Sea Life Park</td>
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<td><strong>Residents/Individuals</strong></td>
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<tr>
<td>Lucien Wong</td>
<td>Resident</td>
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<td><strong>Ex Officio Elected Officials</strong></td>
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<tr>
<td>Senator Laura Thielen</td>
<td>State Senate</td>
</tr>
<tr>
<td>Senator Sam Slom</td>
<td>State Senate</td>
</tr>
<tr>
<td>Representative Gene Ward</td>
<td>State House of Representatives</td>
</tr>
<tr>
<td>Representative Mark Hashem</td>
<td>State House of Representatives</td>
</tr>
<tr>
<td>Representative Chris Lee</td>
<td>State House of Representatives</td>
</tr>
<tr>
<td><strong>Councilmembers</strong></td>
<td></td>
</tr>
<tr>
<td>Stanley Chang</td>
<td>Honolulu City Council</td>
</tr>
<tr>
<td>Ikaika Anderson</td>
<td>Honolulu City Council</td>
</tr>
<tr>
<td><strong>Government Officials</strong></td>
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</tr>
</tbody>
</table>

| Glenn Okimoto       | HDOT                                                          |
| David Zevenbergen   | HDOT, Scenic Byways                                           |
| Kashmir Reid        | Lyon Associates (HDOT project consultant)                     |
| Nancy Fujio         | HDOT                                                          |
| Toni Robinson       | City Dept. of Parks & Recreation                              |
### APPENDIX B: LOCAL BYWAY RESOURCE PEOPLE (AS OF 10/13/2016)

<table>
<thead>
<tr>
<th>Individual</th>
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<tbody>
<tr>
<td><strong>Community Organizations</strong></td>
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<tr>
<td>Peter Kay</td>
<td>Kuli‘ou’ou-Kalani Iki Neighborhood Board</td>
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<tr>
<td>Roberta Mayor</td>
<td>Hawai‘i Kai Neighborhood Board</td>
</tr>
<tr>
<td>Phil Estermann</td>
<td>Save Sandy Beach / Ka Iwi Coalition</td>
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<tr>
<td>Michelle Matson</td>
<td>Diamond Head Scenic Byway</td>
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<tr>
<td>Susan Spangler</td>
<td>East Honolulu Outdoor Circle</td>
</tr>
<tr>
<td>Robert Harris</td>
<td>Sierra Club Hawai‘i</td>
</tr>
<tr>
<td>Laura Kaakua</td>
<td>Trust for Public Land</td>
</tr>
<tr>
<td>Dick Baker, Robin Bond</td>
<td>Friends of Hanauma Bay</td>
</tr>
<tr>
<td>Eric Ogata, Kau‘i Burgess, Kekoa Paulsen</td>
<td>Kamehameha Schools</td>
</tr>
<tr>
<td>Laura Thompson</td>
<td>Hui Nalu /Polynesian Voyaging Society</td>
</tr>
<tr>
<td>Denise Darval-Chang</td>
<td>Hui Nalu Canoe Club</td>
</tr>
<tr>
<td>Carol Jaxon</td>
<td>Ka Iwi Coast Run/Walk</td>
</tr>
<tr>
<td><strong>Government Agencies</strong></td>
<td></td>
</tr>
<tr>
<td>Bob Stanfield</td>
<td>City Dept. of Planning and Permitting</td>
</tr>
<tr>
<td>Samantha Sun</td>
<td>Dept. of Parks &amp; Recreation, Koko Head</td>
</tr>
<tr>
<td>Martha McDaniel</td>
<td>Dept. of Parks &amp; Recreation, Hanauma Bay</td>
</tr>
<tr>
<td>Susan Tanaka</td>
<td>Dept. of Parks &amp; Recreation, Makapu‘u</td>
</tr>
<tr>
<td>Jennifer Barra</td>
<td>Senator Laura Thielen’s Office</td>
</tr>
<tr>
<td>Michael Leong</td>
<td>Councilmember Stanley Chang’s Office</td>
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<tr>
<td>JD Aweau</td>
<td>Councilmember Anderson’s Office</td>
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<td><strong>Commercial Interests</strong></td>
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<tr>
<td>Gindi French</td>
<td>Hawai‘i Kai Chamber of Commerce</td>
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<tr>
<td>Suzie Setzler</td>
<td>Koko Marina Shopping Center</td>
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<tr>
<td>Jeanie Evans</td>
<td>Hawai‘i Kai Towne Center</td>
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<tr>
<td>Carl Johnson</td>
<td>Hawai‘i Kai Shopping Center</td>
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<tr>
<td>Robbie Nicholas</td>
<td>Hawai‘i Kai Golf Course</td>
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<td>Jerry Pupillo</td>
<td>Sea Life Park</td>
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<td>Dan Purcell</td>
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<td>Greg Schmidt</td>
<td>Hawai‘i Kai resident</td>
</tr>
<tr>
<td>Shannon Wood</td>
<td>Windward resident</td>
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<tr>
<td>Eve Anderson</td>
<td>Windward resident</td>
</tr>
<tr>
<td>Judie Larsson</td>
<td>Hawai‘i Kai resident</td>
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<tr>
<td>Dean Hayward</td>
<td>Hawai‘i Kai resident</td>
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<tr>
<td>Chuck Lileikis</td>
<td>Hawai‘i Kai resident</td>
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<tr>
<td>Moshe Rapaport</td>
<td>University of Hawai‘i</td>
</tr>
<tr>
<td>Corlyn Orr</td>
<td>Hawai‘i Kai resident</td>
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### APPENDIX C: LIST OF PROJECT CHAMPIONS

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PROJECT CHAMPION(S)</th>
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<tbody>
<tr>
<td>G. YIELD sign relocation on Lunalilo Home Road</td>
<td>Natalie Iwasa</td>
</tr>
<tr>
<td>M. Installation of “trespassing” and “hazardous” features on social media apps</td>
<td>Kalani Fronda</td>
</tr>
<tr>
<td>S. Interpretive signage at the five scenic lookouts</td>
<td>Ann Marie Kirk, Elizabeth Reilly</td>
</tr>
<tr>
<td>T. Site stewardship for areas along the byway</td>
<td>808 Cleanups</td>
</tr>
<tr>
<td>U. Development of a mobile app for the scenic byway</td>
<td>Carol Jaxon, Ann Marie Kirk, Corlyn Orr, Leighton Taylor</td>
</tr>
<tr>
<td>X. Restroom facility for users of the Makapu’u Lighthouse Trail</td>
<td>Elizabeth Reilly</td>
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### APPENDIX D: PROJECT SCORING MATRIX

<table>
<thead>
<tr>
<th>STRATEGIC ALIGNMENT WITH CMP GOALS</th>
<th>COMMUNITY CHAMPION</th>
<th>COMPLEXITY (to get buy in from public and private agencies)</th>
<th>TIME TO RESULTS (from project initiation to completion)</th>
<th>POTENTIAL COST</th>
<th>TOTAL SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-meets 5 goals</td>
<td>5-Yes</td>
<td>5-Mild difficulty to engage agency or landowner cooperation</td>
<td>5-short-range</td>
<td>5-Low</td>
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<tr>
<td>4-meets 4 goals</td>
<td>1-No</td>
<td>3-Some difficulty</td>
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<tr>
<td>3-meets 3 goals</td>
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<td>1-High difficulty</td>
<td>1-long-range</td>
<td>1-High</td>
<td>1</td>
</tr>
<tr>
<td>2-meets 2 goals</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-meets 1 goal</td>
<td></td>
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</table>

### SAFETY - Traffic related

<table>
<thead>
<tr>
<th>A. Agreements with tour companies to reduce the number of visitors off-loaded at lookouts at any one time</th>
<th>2</th>
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<th>5</th>
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<tr>
<td>B. Improvements to alleviate congestion near entrance to Hanauma Bay Nature Preserve</td>
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<td>5</td>
<td>1</td>
<td>3</td>
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<td>C. Improvements to alleviate conflicts at Koko Marina driveways on Kalaniana'ole Highway</td>
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<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>8</td>
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<td>D. Pedestrian/bicycle path from Koko Marina to Hanauma Bay (shared path)</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>5</td>
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<tr>
<td>E. Sidewalk and bicycle lane improvements between Keāhole Street and Lunalilo Home Road</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>5</td>
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<tr>
<td>F. Right-turn lane modifications on Kalaniana'ole Highway approaching Keāhole Street (westbound direction)</td>
<td>1</td>
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<td>3</td>
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<td>5</td>
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<td>H. Crosswalk improvements near Portlock Road</td>
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<td>3</td>
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<tr>
<td>I. Highway shoulder clearing and maintenance with HDOT</td>
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</table>

### SAFETY - Outdoor recreation

<p>| J. Barrier fence at Lāna'i Lookout                                                                   | 3 | 1 | 3 | 1 | 1 | 9  |
| K. Signage and site amenities at lookouts and public recreational areas                             | 3 | 1 | 3 | 5 | 5 | 17 |
| L. Docent outreach and education at the lookouts                                                   | 5 | 1 | 3 | 3 | 3 | 17 |
| M. Installation of “trespassing” and “hazardous” features on social media apps                    | 5 | 5 | 5 | 5 | 5 | 25 |</p>
<table>
<thead>
<tr>
<th>STRATEGIC ALIGNMENT WITH CMP GOALS</th>
<th>COMMUNITY CHAMPION</th>
<th>COMPLEXITY (to get buy in from public and private agencies)</th>
<th>TIME TO RESULTS (from project initiation to completion)</th>
<th>POTENTIAL COST</th>
<th>TOTAL SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-meets 5 goals</td>
<td>5-Yes</td>
<td>5-Mild difficulty to engage agency or landowner cooperation</td>
<td>5-short-range</td>
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<td>4-meets 4 goals</td>
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<td>3-Some difficulty</td>
<td>3-mid-range</td>
<td>3-Medium</td>
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<td>3-meets 3 goals</td>
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<td>1-High difficulty</td>
<td>1-long-range</td>
<td>1-High</td>
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<td>2-meets 2 goals</td>
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<tr>
<td>1-meets 1 goal</td>
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**SCENIC/VISUAL RESOURCES**

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<tr>
<td>N.</td>
<td>Enforcement of guidelines for private memorials in public places</td>
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<td>1</td>
<td>1</td>
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<td>O.</td>
<td>Community outreach to generate support for undergrounding the overhead electrical and communication lines</td>
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<td>Installation of underground electrical and communication lines (Ke'ahole Street to the Koko Head Lookout)</td>
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<td>1</td>
<td>1</td>
<td>1</td>
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<td>Q.</td>
<td>Vegetation maintenance along the State Scenic Byway</td>
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**NATURAL, CULTURAL AND HISTORICAL RESOURCES**

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<tr>
<td>T.</td>
<td>Site stewardship for areas along the byway</td>
<td>4</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>U.</td>
<td>Development of a mobile app for the scenic byway</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>V.</td>
<td>Open space beautification at the entrance to Hawai’i Kai</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>W.</td>
<td>Public restroom renovations and maintenance programs</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>X.</td>
<td>Restroom facility by the lighthouse for users of the Makapu'u Lighthouse Trail</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Y.</td>
<td>Toilets at Maunalua Bay Beach Park in a location convenient for paddlers, fishermen and other boat ramp users</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
## APPENDIX E: SUMMARY OF PROJECTS BY MANAGEMENT GOALS

### PROJECTS THAT MEET ALL 5 GOALS

| L. | Docent outreach and education at the lookouts |
| M. | Installation of “trespassing” and “hazardous” features on social media apps |
| N. | Enforcement of guidelines for private memorials in public places |
| U. | Development of a mobile app for the scenic byway |

### PROJECTS THAT MEET 4 OF 5 GOALS

| S. | Interpretive signage at the five scenic lookouts |
| T. | Site stewardship for areas along the byway |

### PROJECTS THAT MEET 3 OF 5 GOALS

| J. | Barrier fence at Lāna‘i Lookout |
| K. | Signage and site amenities at lookouts and public recreational areas |
| Q. | Vegetation maintenance along the State Scenic Byway |
| V. | Open space beautification at the entrance to Hawai‘i Kai |
| X. | Restroom facility by the lighthouse for users of the Makapu‘u Lighthouse Trail |
| Y. | Toilets at Maunalua Bay Beach Park in a location convenient for paddlers, fishermen and other boat ramp users |

### PROJECTS THAT MEET 2 OF 5 GOALS

| A. | Agreements with tour companies to reduce the number of visitors off-loaded at lookouts at any one time |
| O. | Community outreach to generate support for undergrounding the overhead electrical and communication lines |
| R. | Directional signage and civil defense system considerations |
| W. | Public restroom renovations and maintenance programs |

### PROJECTS THAT MEET ONLY 1 GOAL

| B. | Improvements to alleviate congestion near entrance to Hanauma Bay Nature Preserve |
| C. | Improvements to alleviate conflicts at Koko Marina driveways on Kalaniana‘ole Highway |
| D. | Pedestrian/bicycle path from Koko Marina to Hanauma Bay (shared path) |
| E. | Sidewalk and bicycle lane improvements between Keāhole Street and Lunalilo Home Road |
| F. | Right-turn lane modifications on Kalaniana‘ole Highway approaching Keāhole Street (westbound direction) |
| G. | YIELD sign relocation on Lunalilo Home Road |
| H. | Crosswalk improvements near Portlock Road |
| I. | Highway shoulder clearing and maintenance with HDOT |
| P. | Installation of underground electrical and communication lines (Keāhole Street to the Koko Head Lookout) |
APPENDIX F: FUNDING SOURCES

City and County of Honolulu Capital Improvement Program

The Capital Improvement Program (CIP) is a six-year plan that outlines the City’s funding priorities for public infrastructure, facility improvements, land acquisition, related planning studies, and equipment purchases. According to Article 9 of the Revised Charter of Honolulu, the Mayor is required to prepare an annual CIP that identifies all of the major projects and purchases that the executive branch (including City agencies and departments) would like to fund during that year. The Mayor presents the CIP and accompanying executive capital budget ordinance to the City Council by March 1 (no less than 120 days prior to the end of the fiscal year), and the City Council will review and amend the budget ordinance before it is adopted (on or before June 15). Once the capital budget is adopted, CIP funds are appropriated and projects are assigned to the appropriate City departments for implementation. CIP appropriations that are not expended or encumbered (when planning or construction work has not begun or a contract has not been awarded) within six months after the close of the fiscal year will lapse.

Although Plan proposals that involve City-owned lands are eligible for funding through the City’s CIP process, limitations on the City’s financial resources and the multitude of projects competing for funding make it unrealistic to expect the City to finance all of the projects identified in this Plan. Ideally, the political nature of the annual CIP review process suggests that the projects with strong community support which are consistent with the City’s established planning goals and objectives are more likely to survive the scrutiny of the City Council during the annual CIP review process.

Hawai‘i Statewide Transportation Improvement Program

The O‘ahu Metropolitan Planning Organization (OMPO) is a quasi-public state agency established by the State Legislature to coordinate state and city transportation planning on O‘ahu and program federal expenditures for Hawai‘i’s transportation projects and programs. As part of their function, OMPO is responsible for the development of both the O‘ahu Regional Transportation Plan (ORTP) and the O‘ahu Transportation Improvement Program (TIP). The ORTP serves as a guide for the long-term development of major surface transportation facilities and programs on O‘ahu. It is prepared based on a 25-year planning horizon and is updated every five years, and its primary purpose is to identify island-wide transportation improvements and strategies and direct the investment of available transportation funds. Prepared by the OMPO Policy Committee in accordance with the ORTP, the O‘ahu TIP is a short-term implementation plan that establishes the sequencing and funding specifications for state and city transportation projects to be implemented on O‘ahu within the next three years. The O‘ahu TIP is reviewed annually and updated every two years, with amendments considered as needed. Following approval by the OMPO Policy Committee and the State Governor, the O‘ahu TIP project listing is incorporated into the Hawai‘i Statewide Transportation Improvement Program (STIP). Only those projects included in
the STIP are eligible to receive federal transportation funds through the Federal Highway Administration or the Federal Transit Administration.

**State of Hawai‘i Multi-Year Program and Financial Plan**

The State of Hawai‘i Multi-Year Program and Financial Plan represents the six-year CIP for the State. It is prepared annually by the Department of Budget and Finance as directed by the Governor in accordance with the provisions of Chapter 37, HRS. The Program and Financial Plan presents the operating and capital budgets proposed by each of the State agencies, and is packaged with the Executive Budget for submittal to the State Legislature for review and approval. Representing the program priorities and budgetary requests of the Executive Branch (the Governor and respective State agencies), the Program and Financial Plan is the statewide CIP under which all State programs compete for funding appropriations through the legislative process.

**Private Investments**

Private sector investment is the primary source of funding for proposals that involve private property, and can be a source of funding for public-private partnerships involving development on publicly-owned lands. For proposals involving private property, the landowner’s commitment and willingness to improve the property is essential to its development. In general, private investments would be largely dependent on project feasibility and market demand, the availability of investment capital and financing, and the developer’s confidence to proceed with the development process.

**Grants in Aid**

There are various other sources that may be available to provide financial and/or technical assistance to implement projects, including grant and loan programs sponsored by the federal government, non-profit organizations, foundations and trusts. Several online resources that may be helpful for research purposes when identifying additional funding sources or developing contacts that could lead to other references are listed below. These represent only a small proportion of the available resources.

**Hawai‘i State Legislature Grants in Aid Program**

The Hawai‘i State Legislature has the ability to award grants funded by state funds (Hawai‘i Revised Statutes, Chapter 42F). The Chapter 42F Grants, known as “Grants in Aid” or “GIAs” are awarded for two types of requests: capital improvement projects to construct and/or repair buildings and other facilities, or operating funds to support programs. Nonprofit and other organizations are eligible to apply for GIAs. Grants have been appropriated for projects and programs that provide public purpose as recognized by the Legislature to be priorities complimentary to state government functions, including health, educational, workforce development, social services, and cultural and historical activities. Information about the application process is available through the State Legislature website [http://capitol.hawaii.gov/leginfo.aspx](http://capitol.hawaii.gov/leginfo.aspx), the Senate Ways
and Means Committee, or the House of Representatives Finance Committee.

City and County of Honolulu Grants in Aid Program

The City and County of Honolulu Grants in Aid Fund is administered by the Department of Community Services, with awards reviewed and approved by the City’s Grants in Aid Advisory Commission. Per Section 9-205 of the Revised Charter of Honolulu, one-half percent of the city’s annual general fund revenues is set aside for the GIA program. Non-profit organizations that are eligible to apply for GIAs must serve economically and/or socially disadvantaged populations, or support the well-being and quality of life of the local community and provide public benefit in the areas of arts, culture, economic development, and the environment. Information about the application process is available through the City Department of Community Services website at https://www.honolulu.gov/dcs/nonprofit-grants.html.

Hawai’i Community Foundation

Hawai’i Community Foundation (HCF) administrates grants activities for more than 400 charitable private funds that support non-profit organizations with tax-exempt, 501(c)(3) status. HCF supports a variety of program areas, including culture and arts, education, environment, capacity building, and health and human services. Large capital projects are typically not eligible for funding. More information is available through the HCF’s website at www.hawaiicommunityfoundation.org/grants-and-scholarships-for-community-causes-and-students.

Hawai’i Tourism Authority

Hawai’i Tourism Authority funds a County Product Enrichment Program (CPEP) that is administered by the County’s Office of Economic Development. The CPEP provides grants annually to various organizations to support community-based programs which showcase the unique and diverse experiences available for resident and visitor participation throughout the State. Information about the application process is available through HTA’s website at www.hawaiitourismauthority.org/programs/.

Catalog of Federal Domestic Assistance

The Catalog of Federal Domestic Assistance www.cfda.gov/ is an on-line database of all Federal programs available to State and local governments within the United States, as well as public, quasi-public, and private profit and nonprofit organizations and institutions, and individuals. The database contains information on nearly 2,300 federal programs, including grants, direct loans, loan guarantees, scholarships, mortgage loans, insurance, and other forms of assistance (both financial and non-financial) from 70 different agencies and offices. Information regarding eligibility requirements, application procedures, selection criteria, and contact information is available for most federal programs, including those administered by the Department of Housing and Urban Development, Department of Agriculture, Small Business Administration, and the Department of Interior.
Grants.gov

The Grants.gov website www.grants.gov/ is a central clearinghouse that inventories the 1,000-plus grant programs offered by all Federal grantmaking agencies. As a Federal initiative managed by the U.S. Department of Health and Human Services, the website is designed to simplify the grant management process. A Grants.gov account allows an organization electronic access to find grants opportunities, submit grant applications, and track the status of applications on-line.
APPENDIX G: SIGN LOCATION PLAN
APPENDIX H: COMMENTS FROM DRAFT PLAN

Livable Hawai‘i Kai Hui and members from the scenic byway working group actively shared the draft plan’s availability and to solicit public comments. The outreach activities, extended over a period of six months in 2017, included a media release, briefings to three neighborhood boards, an article in the Star-Advertiser newspaper, a program recording on ‘Ōlelo (Maunalua: Past, Present, Future), an informational booth at a community event, and personal communications with community members. The draft plan was also disseminated to more than twenty City and State agencies, and elected officials for review and comments. Written comments received from the outreach process and responses to the comments are provided below. Comments from State or City agencies are attached.

<table>
<thead>
<tr>
<th>Date Received</th>
<th>Written Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>07/27/2017</td>
<td>&quot;Scenic&quot; should include all of one's senses. The Ka Iwi coastline is beautiful for the most part, but forget the beauty of the land's song, and occasionally the whale song that can be heard from Lanai Lookout. The Koko Head Shooting Range does not belong in an area that is a scenic byway, nor does it belong in an area that puts at risk people who hike on a designated trail (Hawaiian Airlines features the trail up Koko Head), to say nothing about people who live near enough that they have to listen to the near constant noise of gunfire. I bicycled the Ka Iwi coastline this morning, and it was a beautiful ride, aside from the noise from the shooting range. Thankfully, the noise is blocked by the hills by the time you make it around the corner near the Halona Blowhole. Seriously, consider moving the range, or shutting it down and letting people shoot indoors. It would be a vast improvement to the Ka Iwi coastline, and to Hawaii Kai.</td>
<td>We acknowledge that the constant noise of gunfire, particularly for residents living near the shooting range, is a nuisance. This noise nuisance will be noted under the &quot;Recreational Resources&quot; section of Chapter 2.</td>
</tr>
<tr>
<td>09/16/2017</td>
<td>I’m a retired engineer from the Board of Water Supply. When water reservoirs needed to be built that can be seen on the mountain side, the color selected was to blend in the background landscape, so the structure won’t stand out. In undeveloped areas, restoring native Hawaiian plants that grew in the area was a good idea to retain the historical landscape.</td>
<td>We note your comment on strategies to blend development with the natural landscape. Project Q will be revised to &quot;Vegetation maintenance along the scenic byway.&quot; The long-term goal for this project is to remove all invasive vegetation along the</td>
</tr>
</tbody>
</table>
I have been whale watching along the Ka Iwi coast for a number of years. I have noticed a number of changes:

Commercial activity has increased. The number of tour buses has gone up exponentially! Mimi tour buses jam Lanai Lookout. Full size and mini tour buses clog the Blow Hole parking lot making it difficult if not impossible to park.

A number of professional photographers use Lanai Lookout as a backdrop for wedding photos. They go over the rock wall to take their photos. Over the course of the day they return several times. They ignore the laws banning commercial activities at parks. There is little enforcement.

The C&C has also removed the trash barrels from the Lanai Lookout parking area. Park users have only two alternatives:
1. Save their trash until they locate another receptacle
2. Throw the trash on the ground

Many choose option #1. Others choose #2 and discard their trash on the ground.

I contacted the C&C. Their reply was that they were reallocating resources along the Ka Iwi Coast and decided that Lanai Lookout did not need trash receptacles. This choice is certainly not to the benefit of the coastline. Paper waste and plastic bags inevitably blow into the ocean.

Also, the warning signs at Lanai Lookout are not adequately maintained. They warn of the dangers of getting too close to the water, but they are obscured by many stickers! One can barely read the warnings and restrictions. I made the C&C aware of the problem, but there was no corrective action taken.

Another problem concerns the flying of drones from Lanai Lookout. I have seen as many as six drones flying at the same time. Operators line the wall and compete for space. Is this even legal? The drones take off and land beyond the wall amidst tourists climbing and hiking on the rocks. It is a disaster waiting to happen.

We acknowledge that commercial activity has increased over the years along the Ka Iwi coast. As a result, traffic, illegal parking, and littering are few of the issues that have arise from the increase in visitors to the Ka Iwi coast. There are several projects in the scenic byway plan that proposes to address some of these issues, such as Project A (“Agreements with tour companies to reduce the number of visitors off-loaded at lookouts at any one time”); Project K (“Signage and barrier improvements at lookouts and public recreational areas”); and Project L (“Docent outreach and education at the lookouts”). Project K will be revised to include the provision of site amenities along the scenic byway such as waste receptacles at the lookouts. We will suggest to the City Department of Parks and Recreation to consider providing waste receptacles...
Another problem involves illegal parking. A sign clearly states that the parking area is only for park users. However, overflow cars from Hanauma Bay park at Lanai Lookout and people hike back up the highway to Hanauma Bay. They thus deprive others of the ability to park for several hours while they snorkel. Again, enforcement is almost nonexistent.

These are some of my observations. I hope that management proposals will consider the concerns that I have mentioned.

I totally support the Scenic By-Way plan. However, I would very much like to see a limited widening of the highway to accommodate walkers, runners, and bicycles. The roadway is wide enough in certain areas to designate such a lane, but in several areas the road is too narrow, even for today's vehicular travel. It is downright dangerous for bicyclists and pedestrians. I realize there would be substantial cost to widen certain areas, such as the bends and bridges, but it is not impossible. I think the cost of such project would materially enhance the benefit to residents and tourists alike.

Mahalo.

I work for the ocean safety and lifeguard services division - city and county of Honolulu. I am currently the Lieutenant/supervisor at Hanauma Bay and responsible for responding to all ocean-related emergencies along the Ka Iwi coast. Please consider including ocean safety as a major portion of the plan. Thank you!

We note your support for the scenic byway plan. We acknowledge that the road is too narrow in several areas along the byway and is dangerous for cyclists and pedestrians. Two projects in the plan is intended to provide safer conditions for cyclists and pedestrians along the byway: Project D ("Pedestrian/bicycle path from Koko Marina to Hanauma Bay (shared path)") and Project E ("Sidewalk and bicycle lane improvements between Keahole Street and Lunalilo Home Road").

We understand that ocean safety is a major concern along the Ka Iwi coast. Several projects in the scenic byway
You went back to 1972. But I was one of the protesters to stop eviction of the pig farmers in Kalama Valley, across the street from Sandy Beach, course loss the protest. Back then there was a large boulder balancing on the tip of the mound between Sandy Beach and Makapuu light house ocean side on the cliffs, I guess it just fell or was pushed off, sometime before 1965. Also back in 1954 the byway was a dirt road made for wagons. Not positive of the date it was upgraded paved, I was only 5 years old. That would be interesting to know. Back then only 3 hotels in Waikiki. Hawaii Kai was the dream in the making by Henry Kaiser. It was extremely pristine back then. Now lets preserve what's left. Thank God.

I love many of the Ka Iwi improvement suggestions in your plan. I suggest additional "on the ground" improvements to further enhance the digital tools you're recommending.

We acknowledge your comment to preserve what is left. This plan focuses on preserving and protecting the resources along the Ka Iwi coastline.

We acknowledge your additional "on the ground" improvements for the scenic byway plan. Project Q will be revised to "Vegetation maintenance along the scenic byway." The long-term goal for this project is to remove all...
very important for continuing to expand habitat for Hawaii’s beautiful marine birds.

RESTORE NATIVE VEGETATION: I suggest that you incorporate measures to plant native plants naturally found in the area but not currently present. Restoring native plants along the Ka Iwi Coast can expand habitat for endangered yellow faced Hawaiian bees. Some of the “missing” native plants are endangered, so adding them back into the landscape and the ecosystem would be very positive. Weed control needs to be included with any native plant restoration, as invasive weed species grow more rapidly than most native plants. Funding for both planting AND weed control would be good to add to this plan.

RELOCATE FERAL CATS: Feral cats need to be controlled in this area as well, particularly at Kokohead District Park and Hanauma Bay. Feral cats need to be relocated away from our waterways and coastlines as they are a very serious vector of Toxoplasmosis which infects our beautiful and very popular monk seals. Funding for a campaign to reduce pet abandonment and to get the feral cats adopted into good homes or relocated to cat havens is important for protecting the Ka Iwi Coast.

TRASH CONTROL: Poor management of trash results in Marine debris which is dangerous for our wildlife and unappealing to our visitors. Food left in uncovered trash cans becomes a food source for mongoose which prey on native birds. Hanauma Bay is a source of trash and food waste for the Ka Iwi Coast. Covered trash cans need to be made available all along the coastline, especially at Hanauma Bay, Sandys, and Makapuu, and funding for their regular maintenance included. Perhaps attractive artistic trash cans depicting the beautiful plants and animals of the coastline would encourage people to use the trash cans. Staffing for this would be good as well.

We acknowledge your comment to expand Project Q to include other problematic areas along the scenic byway. The other areas noted in your comment will be added to the project description. The long-term goal of Project Q is to

This is a very comprehensive plan and well thought out. I am impressed with the matrix to establish priorities; although, my favorite projects did not necessarily rise to the top. I have driven this Scenic Byway no less than 10,000 times. I know that seems astronomical.

Re:
Project Q - “low hanging fruit” here might be the makai roadside from the entrance to Hanauma Bay to Lanai Lookout. The C & C of Honolulu are stewards of this land and are allowing invasive species, primarily “haole koa” and Kiawe to block the view from the Scenic Byway. This park is

We acknowledge your comment to expand Project Q to include other problematic areas along the scenic byway.
generating enough income to take care of this problem. The two other most problematic areas are between Halona Blowhole and Sandy’s as well as the small area below the guard rail above Makapuu Beach to the Makapuu Beach Park entrance. These are part of parks that do not generate revenue.

It might be a wild idea to start a brush cutting volunteer group to trim these two if the C&C or State could see fit to give permission.

Really Project Q should be expanded to include removal of these invasive species and encouraging native plants like ilima which already tries to grow in all these areas. Removal alongside the Scenic Byway is at least possible notwithstanding the maintenance to keep the haole koa from re-invading. Over the last 20 years I have seen haole koa take over this whole end of the island of Oahu.

Project R - - the area surrounding the West entrance to Sandy Beach Park is a terrible collection of signage, particularly going towards the West.

I was unaware of all the hard work people have put into this endeavor. I am awestruck and grateful.

<table>
<thead>
<tr>
<th>9</th>
<th>11/27/2017</th>
<th>See attachment.</th>
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</table>

We acknowledge the Hawaii Kai Neighborhood Board’s support for the preservation of the Ka Iwi coastline.

My comment re Maunalua Makapuu State Scenic Byway Corridor Management Plan is in regard to the abused city park land between Sandy’s and Alan Davis (rock wall at division line between state’s Ka Iwi Scenic Shoreline and City’s parkland, currently abused by free-wheeling vehicular traffic amidst dunes, vegetation and beach).

While noting that City does post park rules in said parcel, City does nothing to enforce its posted rules and there are no barriers to protect this section of Ka Iwi coast. This parcel of City park land deserves and demands to be a gem of nature—a natural area of dunes, vegetation and beach with adequate parking so the public can walk it, or drove by it, and enjoy a natural, undisturbed coastal environment.

<table>
<thead>
<tr>
<th>10</th>
<th>12/5/2017</th>
<th>Thank you for terrific effort to manage Ka Iwi coast.</th>
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</thead>
</table>

We acknowledge the need for improved agency enforcement of rules particularly near the area between Sandys and Alan Davis beaches, which is frequented by vehicular traffic. Your concerns will be forwarded to the City Department of Parks and Recreation and/or State.
| I attach my proposal for your review and inclusion in your Corridor Management Plan. |
| Department of State Parks. |
“Wāwāmalu Natural Shore”—

**a Proposal (at the Ka`iwi Coast)**

→ A proposal to restore, protect, and enhance **East Honolulu’s** wild coastal treasure!

**Situation:**

1. The approximately eight acres of defiled, City park land between Sandy Beach Park and state’s 316 acres of Ka`iwi Scenic Shore (boundary barrier at Alan Davis marks dividing line between the city’s defiled land and state’s protected land), is being heavily trashed by vehicular traffic and dumping on its beaches, dunes, rocks and native dune plants. It is bordered by approximately 4,000 feet of Kalaniana`ole Highway.

2. Designated as park land on city maps, it is completely abandoned to dune buggies, big trucks and drive-anywhere, off-roader activities. It is a blighted space to drive-by on Kalaniana`ole Highway—or to explore afoot.
**Proposal:**

1. To protect the park land from vehicular traffic with restricting *barriers* like at Sandy’s, Diamond Head and Wai’anae coast.

2. Install the vehicle-restricting barriers to establish designated parking in *three, staggered phases*:

   (Phase 1) a parking area just northeast of the Sandy Beach access drive;

   ![Image](image1.png)

   (Phase 2) the already existing parking lot at Alan Davis;

   ![Image](image2.png)

   and finally (phase 3) develop *pull-off-the-highway-parking* along the highway edge like at above three venues.

   ![Image](image3.png)
3. Allow nature to heal itself as dunes reform in the trade winds and plant-cover regenerates. Proposed name is “Wāwāmalu Natural Shore”.

Pictured are zones from state’s neighboring protected land named Ka‘iwi Scenic Shoreline where vehicles have been kept out with barriers for about five years.

Desired Result

1. The establishment of a natural coastal zone available to all recreation users (family gathering, fishing, surfing, hiking, barbequing).

2. A scenic, natural treasure, safe from vehicular activities and uncluttered by trashed dunes, dumped refuse and vehicles.

Picture of rejuvenated shoreline at state’s neighboring, protected Ka‘iwi Scenic Shoreline where vehicles have been kept out with barriers for about five years.
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

January 30, 2018

State of Hawaii
Department of Transportation
Attention: Ms. Jade T. Butay; Interim Director
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Ms. Butay:

SUBJECT: Maunalua – Makapuu State Scenic Byway ("MMSSB") Corridor Management Plan

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

At this time, enclosed are comments from the (a) Land Division – Oahu District, (b) Office of Conservation & Coastal Lands, (c) Division of Aquatic Resources, (d) Engineering Division and (e) Division of State Parks on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files
MEMORANDUM

TO:            DLNR Agencies:
               X Div. of Aquatic Resources
               Div. of Boating & Ocean Recreation
               X Engineering Division
               Div. of Forestry & Wildlife
               X Div. of State Parks
               X Commission on Water Resource Management
               X Office of Conservation & Coastal Lands
               X Land Division – Oahu District
               X Historic Preservation

FROM:          Russell Y. Tsuji, Land Administrator
SUBJECT:       Moanalua – Makapuu State Scenic Byway ("MMSSB") Corridor Management Plan
LOCATION:      District of Koolaupoko, Island of Oahu; TMK: (1) various
APPLICANT:     State Department of Transportation – Highways Division

Transmitted for your review and comment is information on the above-referenced project which can be found at:

1. https://hawaiioimt.sharepoint.com/sites/dlnr-ld (using the Chrome browser)
2. Username: your Hawaii.gov email address
3. Password: outlook password (if you do not know it, please contact IT by email to reset and get a password)
4. Click on: Request for Comments, then click on the subject link.
5. If you cannot access the document, please scan this Memo and email to Quoc Le at quoc.le@hawaii.gov to grant you access.

Please submit any comments by January 29, 2018. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

( ) We have no objections.
( ) We have no comments.
( ) Comments are attached.

Signed: [Signature]
Print Name: Darlene Bryant-Takamoto
Date: 1/8/18

cc: Central Files
MEMORANDUM

TO: DLNR Agencies:
  X Div. of Aquatic Resources
  _ Div. of Boating & Ocean Recreation
  X Engineering Division
  _ Div. of Forestry & Wildlife
  X Div. of State Parks
  X Commission on Water Resource Management
  X Office of Conservation & Coastal Lands
  X Land Division – Oahu District
  X Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Moomuula – Makapuu State Scenic Byway ("MMSSB") Corridor Management Plan
LOCATION: District of Koolaupoko, Island of Oahu; TMK: (1) various
APPLICANT: State Department of Transportation – Highways Division

Transmitted for your review and comment is information on the above-referenced project which can be found at:

1. https://hawaiipoint.sharepoint.com/sites/dlnr-ld (using the Chrome browser)
2. Username: your Hawaii.gov email address
3. Password: outlook password (if you do not know it, please contact IT by email to reset and get a password)
4. Click on: Request for Comments, then click on the subject link.
5. If you cannot access the document, please scan this Memo and email to Quoc Le at quoc.le@hawaii.gov to grant you access.

Please submit any comments by January 29, 2018. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

( ) We have no objections.
( ) We have no comments.
( ) Comments are attached.

Signed: 

Print Name: K. Tiger Mills
Date: 1-10-2018

cc: Central Files
MEMORANDUM

TO: Russ Tsuji, Administrator
   Land Division

FROM: Sam Lemmo, Administrator
       Office of Conservation and Coastal Lands

SUBJECT: Request for Comments for the Maunalua-Makapu‘u State Scenic Byway Corridor Management Plan Located along the East Coast of the Island of O‘ahu

The Office of Conservation and Coastal Lands (OCCL) has reviewed the Maunalua-Makapu‘u Scenic Byway Corridor Management Plan and appreciates the Department of Transportation (DOT) and the Community’s proposed collaborative actions to protect, preserve, and enhance existing cultural, historical and natural resource assets, and to promote stewardship activities that ensure resources are properly cared for along the Maunalua-Makapu‘u corridor.

While we do note the majority of the proposed corridor enhancement opportunities take place within the DOT right-of-way, proposed improvements within the Conservation District, outside of the right-of-way such as: signage and barrier improvements at lookouts and public recreational areas; interpretive signage at scenic viewing areas; and restrooms will require review by the OCCL so that we may make a determination as to what type of authorization, shall be required. We have included a Conservation District Subzone Map of the subject area to illustrate the Conservation District in the corridor vicinity.

For more information regarding the Conservation District, visit our website at dlnr.hawaii.gov/occl. Should there be any questions regarding this correspondence, contact Tiger Mills of our Office at (808) 587-0382.
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

December 28, 2017

MEMORANDUM

TO: DLNR Agencies:
   X Div. of Aquatic Resources
   Div. of Boating & Ocean Recreation
   X Engineering Division
   Div. of Forestry & Wildlife
   X Div. of State Parks
   X Commission on Water Resource Management
   X Office of Conservation & Coastal Lands
   X Land Division – Oahu District
   X Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator

SUBJECT: Moanalua – Makapuu State Scenic Byway (“MNSSB”) Corridor Management Plan

LOCATION: District of Koolaupoko, Island of Oahu; TMK: (1) various

APPLICANT: State Department of Transportation – Highways Division

Transmitted for your review and comment is information on the above-referenced project which can be found at:

1. https://hawaiioint.sharepoint.com/sites/dlnr-ld (using the Chrome browser)
2. Username: your Hawaii.gov email address
3. Password: outlook password (if you do not know it, please contact IT by email to reset and get a password)
4. Click on: Request for Comments, then click on the subject link.
5. If you cannot access the document, please scan this Memo and email to Quoc Le at quoc.le@hawaii.gov to grant you access.

Please submit any comments by January 29, 2018. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

We have no objections.

We have no comments.

Comments are attached.

Signed: Bruce S. Anderson, PhD, DAR Administrator

Print Name: Bruce S. Anderson, PhD, DAR Administrator
Date: 1/16/18

cc: Central Files
MEMORANDUM

TO:       Bruce S. Anderson, PhD
          DAR Administrator

FROM:     Paul Murakawa, Aquatic Biologist

SUBJECT:  Maunalua-Makapuu State Scenic Byway Corridor Management Plan

Request Submitted by: Russell Y. Tsuji, Land Administrator

Location of Project:  District of Koolaupoko, Island of Oahu, TMK: (1) various

Brief Description of Project:

The Maunalua-Makapuu State Scenic Byway is a 6.8 mile stretch of Kalanianaole Highway that wraps around the eastern tip of Oahu between Hawaii Kai and Waimanalo. It is regarded as one of the most picturesque and accessible coastal highways in the State, this byway weaves along the Ka Iwi coastline, framed by dramatic views and some of Oahu's most popular visitor destinations.

The State Department of Transportation has developed the Maunalua-Makapuu State Scenic Byway Corridor Management Plan preserve the area from development and educate visitors, as well as locals, of the area's historical and natural features.

Comments:
☒ No Comments  ☐ Comments Attached

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plan, DAR requests the opportunity to review and comment on those changes.

Comments Approved:  
Bruce S. Anderson, PhD
DAR Administrator

Date: 1/11/2018
MEMORANDUM

From: Russell Y. Tsuji, Land Administrator
Subject: Mokulua – Makapuu State Scenic Byway ("MMSSB") Corridor Management Plan

LOCATION: District of Koolaupoko, Island of Oahu; TMK: (1) various
APPLICANT: State Department of Transportation – Highways Division

Transmitted for your review and comment is information on the above-referenced project which can be found at:

1. https://hawaiijoint.sharepoint.com/sites/dlnc-ld (using the Chrome browser)
   2. Username: your Hawaii.gov email address
   3. Password: outlook password (if you do not know it, please contact IT by email to reset and get a password)
   4. Click on: Request for Comments, then click on the subject link.
   5. If you cannot access the document, please scan this Memo and email to Quoc Le at quoc.le@hawaii.gov to grant you access.

Please submit any comments by January 29, 2018. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

(   ) We have no objections.
(   ) We have no comments.
(✓  ) Comments are attached.

Signed: [Signature]
Print Name: Cary S. Chang, Chief Engineer
Date: [Date]

cc: Central Files
DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/Russell Y. Tsuji
Ref: Moanalua – Makapuu State Scenic Byway (“MMSSB”) Corridor
Management Plan, District of Koolaupoko, Island of Oahu;
TMK: (1) various

COMMENTS

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high risk areas). Be advised that 44CFR reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.

The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood Hazard Zones are designated on FEMA’s Flood Insurance Rate Maps (FIRM), which can be viewed on our Flood Hazard Assessment Tool (FHAT) (http://gis.hawaiinfp.org/FHAT).

If there are questions regarding the local flood ordinances, please contact the applicable County NFIP coordinating agency below:

- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai County of Maui, Department of Planning (808) 270-7253.
- Kauai: County of Kauai, Department of Public Works (808) 241-4846.

The applicant should include water demands and infrastructure required to meet project needs. Please note that the projects within State lands requiring water service from their local Department/Board of Water Supply system will be required to pay a resource development charge, in addition to Water Facilities Charges for transmission and daily storage.

The applicant is required to provide water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update projections.

Signed: CARTY S. CHANG, CHIEF ENGINEER

Date: 12/18
MEMORANDUM

TO: DLNR Agencies:
   X Div. of Aquatic Resources
   _ Div. of Boating & Ocean Recreation
   X Engineering Division
   _ Div. of Forestry & Wildlife
   X Div. of State Parks
   X Commission on Water Resource Management
   X Office of Conservation & Coastal Lands
   X Land Division – Oahu District
   X Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator

SUBJECT: Moanalua – Makapuu State Scenic Byway ("MMSSB") Corridor Management Plan

LOCATION: District of Koolaupoko, Island of Oahu; TMK: (1) various

APPLICANT: State Department of Transportation – Highways Division

Transmitted for your review and comment is information on the above-referenced project which can be found at:

1. https://hawaiipoint.sharepoint.com/sites/dlnr-ld (using the Chrome browser)
2. Username: your Hawaii.gov email address
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4. Click on: Request for Comments, then click on the subject link.
5. If you cannot access the document, please scan this Memo and email to Quoc Le at quoc.le@hawaii.gov to grant you access.

Please submit any comments by January 29, 2018. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

( ) We have no objections.
( ) We have no comments.
( ) Comments are attached.

Signed: Curt A. Costello
Print Name: Curt A. Costello
Date: 1.3.18

cc: Central Files
January 16, 2018

Mr. Jade Butay
Interim Director
Hawaii Department of Transportation
869 Punchbowl Street, Room 509
Honolulu, Hawaii 96813

Dear Interim Director Butay:

SUBJECT: Draft Maunalua-Makapuu Corridor Management Plan, Oahu, Hawaii

This is in response to your letter dated December 13, 2017, requesting our review and comments on the subject plan.

In the Public Transit Services section (page 16), change last sentence to “All facilities and equipment, including bus shelters and benches are owned by and are the responsibility of DTS. The bus stop locations on HDOT roadways are a coordinated effort between HDOT and DTS.”

Thank you for the opportunity to review this matter. Should you have any questions, please contact Renee Yamasaki of my staff at 768-8383.

Very truly yours,

Wes Frysztacki
Director
January 11, 2018

Mr. Jade Butay
Interim Director of Transportation
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Butay:

Subject: Draft Maunalua-Makapuu Corridor Management Plan
District of Koolaupoko, Waimanalo Ahupuāa

In response to your letter dated December 13, 2017, regarding the abovementioned subject, the Honolulu Fire Department determined that there will be no significant impact to department services.

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or wmasuda@honolulu.gov.

Sincerely,

[Signature]

SOCRATES D. BRATAKOS
Assistant Chief

SDB/TC:jl
RE: Maunalua-Makapu’u Scenic Byway Corridor Management Plan

Dear Ms. Sham,

At its October 24, 2017, meeting, the Hawai‘i Kai Neighborhood Board passed a motion by unanimous consent (10-0-0) to reaffirm its support of the preservation on the Ka Iwi coastline in its natural state, its support and the designation of the Maunalua-Makapu’u Scenic Byway, and acknowledge the work of the committee that developed the Maunalua-Makapu’u Scenic Byway Corridor Management Plan.

Please include this letter with other comments about the plan for the record.

Aloha,

Natalie Iwasa, Chairperson
Hawai‘i Kai Neighborhood Board

cc (via email): Members of the Hawai‘i Kai Neighborhood Board
December 27, 2017

Ms. Gabrielle Sham
Townscape, Inc.
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. Sham:

SUBJECT: Draft Maunalua-Makapuu State Scenic Byway Corridor Management Plan

Thank you for your letter dated October 31, 2017, notifying us of the availability of the Draft Maunalua-Makapuu State Scenic Byway Corridor Management Plan (Management Plan). We have reviewed the Management Plan and offer the following comments:

The Management Plan’s study area lies mostly within the East Honolulu Development Plan (DP) region. A small portion falls within the Koolau Poko Sustainable Communities Plan (SCP) area.

The goals of the Management Plan reflect the following key elements of the Vision of the current East Honolulu DP:

2.2.2 PRESERVE THE SCENIC VALUE OF THE KOKO HEAD-MAKAPUU VIEWSHED.

The rugged coastal lands between Koko Head and Makapuu Point are among Oahu’s most unique and spectacular scenic resources, offering mauka and makai views from many vantage points ....

Protection of the scenic value of this viewshed has island-wide importance because of its attraction to both residents and visitors. Preserving one of Oahu’s most popular visitor resources is critical to our economy since tourism, our base industry, continues to grow in significance.
The resources of the Koko Head-Makapuu region should be protected and enhanced. The publicly owned Koko Head Regional Park, which includes Hanauma Bay Beach Park and Sandy Beach Park, should continue to provide world-class recreational opportunities, but at the same time the value of these resources must be protected from overuse. Visual resources of the Queen’s Beach and Queen’s Rise sections should also be protected through creation of the proposed Ka Iwi scenic shoreline.

2.2.4 EXPAND ACCESS TO RECREATIONAL AREAS.

Furthermore, access to the Queen’s Beach shoreline, which extends from Koko Head Regional Park to Makapuu Point, should be improved through the creation of the proposed Ka Iwi scenic shoreline.

2.2.5 PROTECT AND PRESERVE NATURAL AREAS.

- Queen’s Beach (Ka Iwi scenic shoreline).

  In addition, steps should be taken to acquire land for the creation of the Ka Iwi scenic shoreline as a means to protect the area’s rich recreational and scenic resources.

The formal recognition of the Ka Iwi coastline as part of the Draft Maunalua-Makapuu State Scenic Byway Corridor and the on-going process to protect the undeveloped and scenic qualities into the future implement the following land use policies, principles, and guidelines of the current (1999) East Honolulu DP:

3.1 OPEN SPACE PRESERVATION AND DEVELOPMENT.

Open space preservation and development is a key element of the vision for East Honolulu’s future. Long term protection and preservation of scenic resources, natural areas, and recreational areas are important to maintaining the desirability and attractiveness of East Honolulu for both residents and visitors.

3.1.1 General Policies.

Open space will be used to:

- Protect scenic views and provide recreation....
3.1.3 Guidelines.

3.1.3.6 Shoreline Areas.

Koko Head to Makapuu. ... The purpose of this park, referred to as the Ka Iwi scenic shoreline, is to preserve the area's natural and scenic resources and to provide educational and passive recreation opportunities. In addition to shoreline access, there are continuous views of the ocean from the stretch of Kahanana ole Highway between Koko Head and Makapuu. This segment of the roadway is the highlight of a continuous visual sequence of the coastline extending from Hawaii Kai to Waimanalo.

Guidelines pertaining to shoreline areas are listed below:

- Maintain existing makai view channels along the H-1 Freeway or Kahanana ole Highway between Waialae and Koko Head. Avoid obstructions, such as walls and landscaping, designed to screen out traffic noise.
- Place high priority on maintaining the untamed landscape quality of the Koko Head to Makapuu viewshed. Any modification to this shoreline area should be done in a manner which preserves the aesthetic values of the undeveloped xerophytic landscape.
- Protect and preserve the long-term recreational and scenic value of the shoreline between Koko Head and Makapuu by supporting the creation of the Ka Iwi scenic shoreline.

3.2 ISLAND-BASED PARKS AND RECREATIONAL AREAS.

3.2.1.2 Ka Iwi Scenic Shoreline.

... The Ka Iwi scenic shoreline, as it is referred to, is envisioned as a means to protect the area's rich recreational and scenic resources....

... The primary purpose of the park should be to preserve the area's natural resources and to provide educational and passive recreation opportunities.
3.2.3 Planning Principles.

- Community Integration. Link recreational attractions that may be designed to have distinct identities and entries, with surrounding areas, through the use of connecting roadways, bikeways, walkways, landscape features and/or architectural design.

3.2.4 Guidelines.

3.2.4.1 Passive or Nature Parks.

- Develop Ka Iwi scenic shoreline in a manner which preserves the area's natural scenic quality and provides educational and passive recreation opportunities.

3.4 HISTORIC AND CULTURAL RESOURCES.

3.4.2 General Policies.

- Emphasize physical references to East Honolulu's history and cultural roots.
- Protect existing visual landmarks and support the creation of new, culturally appropriate landmarks.
- Preserve significant historic features from earlier periods.
- Retain, whenever possible, significant vistas associated with archaeological features.

Should the restroom facility or any other structure in support of recreational uses become a priority for implementation, apply the following planning principle, as feasible:

3.2.3 Planning Principles.

- Environmental Compatibility. Construct park facilities in a manner which avoids adverse impacts on natural resources or process in the coastal zone or any other environmentally sensitive area. In the design of recreation areas, incorporate natural features of the site and use landscape materials that are indigenous to the area where feasible in order to retain a sense of place.
The goals of the Management Plan reflect the following key element of the Vision of the current Koolau Poko SCP:

2.1.3 PRESERVE AND ENHANCE SCENIC, RECREATIONAL, AND CULTURAL FEATURES THAT DEFINE KOLAU POKO’S SENSE OF PLACE.

... Views of ridgelines or upper slopes of coastal headlands and mountains from the vantage point of coastal waters, major roads, parks and other public places, are kept free from land disturbance or the encroachment of structures or other projects that would affect the East Honolulu scenic viewplanes....

... Community-based organizations are encouraged to develop and maintain programs that heighten appreciation for Koolau Poko’s na wahi pana as na malae for Koolau Poko na ahupuaa.

The following land use policies and guidelines of the current Koolau Poko SCP are supported by the Management Plan:

3.1 OPEN SPACE PRESERVATION.

3.1.1 Policies.

- Protect scenic beauty and scenic views and provide recreation.

3.1.2 Guidelines.

3.1.2.2 Shoreline Areas.

- Maintain existing makai view channels along Kalanianaole Highway between Makapuu Point and Waimanalo Beach Park....

- Maintain the untamed landscape quality of the Makapuu viewshed, with any modification to this area being done for the purpose of health and safety and in a manner that continues the landscape character of the scenic shoreline corridor on the East Honolulu side of Makapuu Point.
In general, we find the Draft Maunalua-Makapuu State Scenic Byway Corridor Management Plan in line with both the East Honolulu DP and the Koolau Poko SCP. We hope this information has been helpful. We suggest that you also coordinate with the Department of Parks and Recreation, especially in regards to your action items.

Should you have any questions, please contact Lisa Leonillo Imata, of our staff, at 768-8041.

Very truly yours,

Kathy K. Sokugawa
Acting Director

KKS.bkg
January 23, 2018

Ms. Gabrielle Sham
Townscape
900 Fort Street Mall, Suite 1160
Honolulu, Hawaii 96813

Dear Ms. Sham:

SUBJECT: Draft Maunalua-Makapuu Corridor Management Plan

Thank you for the opportunity to participate in the review of the Draft Maunalua-Makapuu Corridor Management Plan.

The Department of Parks and Recreation (DPR) supports the designation of the 6.8 mile stretch of Kalanianaoele Highway around the Eastern tip of Oahu between the communities of Maunalua (Hawaii Kai) and Waimanalo as a State Scenic Byway. We agree the designation of this corridor as a State Scenic Byway will help to preserve and protect the resources along this coastline.

Should you have any questions, please contact John Reid, Planner at 768-3017.

Sincerely,

Michele K. Nekota
Director

(Handwritten signature)

MKN:jr
(706594)
January 11, 2018

Mr. Jade Butay  
Interim Director of Transportation  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097  

Dear Mr. Butay:  

Subject: Draft Maunalua-Makapuu Corridor Management Plan  
District of Koolaupoko, Waimanalo Ahupuaa  

In response to your letter dated December 13, 2017, regarding the abovementioned subject, the Honolulu Fire Department determined that there will be no significant impact to department services.  

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or wmasuda@honolulu.gov.  

Sincerely,  

[Signature]  
SOCRATES D. BRATAKOS  
Assistant Chief  

SDB/TC:JL