

Royal Footsteps Along the Kona Coast



Corridor Management Plan
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Appendices

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A - References

References:

This Corridor Management Plan (CMP) is not intended to serve as a technical, reference document. Instead, it is a management plan and tool for the implementation of the *Royal Footsteps Along the Kona Coast*. This CMP has incorporated information from many different sources that, in most cases, involved copy-paste and various edits of text from these sources. The following sources served as the basis for much of the background, historical, etc, information used in the CMP:

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Appendix

B - Glossary

Hawaiian Words

‘a‘ä – Solidified lava with a rough, clinkery surface.

ahu – A heap of stones erected as a marker; a cairn; the altar upon which tribute offerings were placed.

ahupua‘a – A major land division usually extending from the uplands to the sea, so called because the boundary was marked by a heap (*ahu*) of stones surmounted by an image of a pig (*pua‘a*) or because a pig or some other tribute was laid on the altar as a tax to the chief.

‘äina – The living earth.

akua - personification of major natural forces; four all-powerful cosmic deities existed in Polynesian mythology: Kane, creator of nature and man; Kanaloa, associated with the sea and death; Ku, controlling agricultural productivity, politics and the power behind war; and Lono, god of rain, agriculture and fertility

ala – Anciently a footpath, trail, way; now also road or highway.

‘alä – Waterworn stones used as steppingstones or to mark a footpath; also called *pa‘alä*.

ala loa – Coastal trail around an island; long trail.

Ala Kahakai – “Trail by the Sea,” name given to a state trail from ‘Upolu Point to Kailua and ultimately to the 175-mile national historic trail.

alanui aupuni – Street, road, or highway.

ali‘i - ruling class of chiefs and royalty considered to be of divine origin

ali‘i-aimoku - chief of an island or district - sometimes referred to as *ke ali‘i* or *ke ali‘i-nui* (chief, or great chief) or *mo‘i* (king)

aloha – Sacred breath of life, love, compassion.

aloha ‘äina – Love of the land, reverence for all living things.

heiau – Hawaiian temple platform. There were numerous temples for many different purposes such as agricultural prosperity, fishing, surfing, the *hula*, etc. Only the highest ranking one, the *luakini*, was used for human sacrifice.

hölua – An inclined dry-laid masonry ramp on which sledding contests were held.

hula – Traditional form of dance.

kahuna – Prophet, seer; members of a priestly class; also classes of specialists and experts (e.g. navigators, healers, *tapa* workers, sculptors, architects, medical practitioners, genealogists, and so on).

kama‘äina – Native born Hawaiian; person familiar from childhood with any locality; in modern usage it refers to all long-time residents.

Käne – One of four god types of ancient Hawai‘i (Kane, Ku, Lono and Kanaloa).

kapa - barkcloth made by pounding paper mulberry bark

kapu – Taboo; sacred; no trespassing.

Kapu – A complex religious and political organization with associated rules (taboos).

ko'a – Fishing shrine.

konohiki – Land manager of an *ahupua'a*; a lesser chief.

kōnane – An ancient Hawaiian game resembling checkers.

Kū – A category with hundreds of gods.

Kūkā'īlimoku was the war god of the Pili line of chiefs, of which Kamehameha was a member.

Kūkā'īlimoku – Kamehameha I's war image, among others. He was given charge of it by his uncle, Kalaniopu'u.

kuleana – Responsibility, implied reciprocity.

ku'ula – *Heiau* for the worship of fishing gods; also a fish god stone.

Kumulipo – Origin, source of life; name of Hawaiian creation chant.

kupuna – Grandparent, ancestor, relative of grandparents' generation. *Kūpuna* is the plural form.

Lono – One of four god types; associated with agriculture, fertility and peace.

luakini – The *heiau* maintained by a paramount chief in his chiefdom for prayer and human sacrifice; the highest rank of temple. Generally dedicated to different *Kū* variants of each kingdom, which were the gods of war and of national prosperity.

Māhele – Literally “a division, or a portion”. The Great *Māhele* of 1848 was a division of lands between the king, chiefs, and government that established land ownership on a Western style, fee simple basis. From this single act, the entire social, economic and political order of ancient Hawaii was altered forever.

makai – Toward the sea; at the coast.

maka'āinana – People in general; citizen.

Makahiki – The portion of the Hawaiian annual cycle which saw desanctification of the *luakini* temples and the ceremonial collection of taxes or tribute. It began about the middle of October and lasted four lunar months, with sports and religious observances and a taboo on war.

malama – Care for, preserve.

mana – Spiritual power, derived from the ancient gods, contained in varying degrees in all life forms and inanimate objects.

mana'o – Thought, idea, opinion; theory.

mauka – Towards the interior, or mountains; inland.

mauka-makai – Refers to running from the mountains to the sea.

mō'i – King, ruler.

mo'olelo – Story, tale, history, tradition, legend.

nui – Large; important; before a noun, *nui* might mean “group.”

'ohana – Family, relative, kin group.

pali – A cliff or precipice.

papamū – “Checkerboard” for game of *kōnane*, consisting of small, shallow holes arranged in a grid, either on native rock or a detachable slab.

pāhoehoe – Solidified, smooth unbroken surface lava. When compared with ‘a‘ā, often appears as billowy fields with hollows and small hills; large cracks mark some billows.

poi - staple plant food of Hawaiian diet cooked *taro* pounded and thinned with water

pono – Balance, proper, right, just, fair, integrity.

pua‘a – Pig.

pu‘u – Any kind of protuberance; hill, peak, mound, bulge.

pu‘uhonua – Place of refuge; sanctuary. These were established specific sites usually associated with a *luakini heiau* at a royal center such as Pu‘uhonua o Hōnaunau, of the ruler himself or herself.

taro - a staple in the Hawaiian diet

wahi pana – Storied and sacred places.

wao – Environmental zone.

Glossary

Ancient trail: refers to trails made in Hawaiian antiquity, predating western contact in 1778.

Archaeological resource: any material remains or physical evidence of past human life or activities which are of archeological interest, including the effects of human activities on the environment.

Cultural Landscape: a geographic area, including natural and cultural resources and the wildlife and domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. There are four general types of cultural landscape: ethnographic landscape, historic designated landscape; historic site; and historic vernacular landscape.

Historic Site: a landscape significant for association with a historic event, activity or person.

Historic Structure: a constructed work, usually immovable by nature or design, consciously created to serve some human activity. This category includes trails and ancient earthen structures as well as buildings, bridges, among others

Historic trail: refers to trails developed in Hawai‘i post-western contact after 1778 until 1892 when the Highways Act was passed.

Interpretative sign: communicates the significance of the history and resources. A synonym might be “education.” It aims to reveal meanings and relationships through original objects, firsthand experience, and illustrative media rather than only to convey factual information. If done well, interpretation can convey the *quality* of experience.

National Register of Historic Places (NRHP): the Nation’s official list of cultural resources worthy of preservation. It is part of a national program to coordinate and support public and private

efforts to identify, evaluate, and protect historic and archeological resources. It is defined in section 106 of the National Historic Preservation Act (NHPA) and 36 CFR Part 800, the implementing regulations for the NHPA. Archeological resources, historic structures, cultural landscapes, traditional cultural properties, and ethnographic resources may be eligible for the register. A resource needs to be 50 years old to be considered eligible for national register listing unless the resource is of exceptional significance. Criteria for consideration include the quality of significance in American history, architecture, archeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

Preservation: the act or process of applying measures to sustain the existing form, integrity, and material of a historic structure, landscape or object. Work may include preliminary measures to protect and stabilize the property, but generally focuses upon the ongoing preservation maintenance and repair of historic materials and features rather than extensive replacement and new work. Preservation involves the least change, and is the most respectful of historic materials. It maintains the form and material of the existing landscape.

Reconstruction: the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location. Reconstruction attempts to recapture the appearance of a property, or an individual feature at a particular point in time, as confirmed by detailed historic documentation.

Restoration: the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

Tsunami: a large, rapidly moving ocean wave triggered by a major disturbance of the ocean floor, which is usually caused by an earthquake but sometimes can be produced by a submarine landslide or a volcanic eruption. Tsunamis are also referred to as “tidal waves,” but they have no relation to tides.

Vog: Volcanic smog.

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Appendix

C - Ali'i Drive Survey - 2003

**COUNTY OF
HAWAII**
OFFICE OF THE PROSECUTING
ATTORNEY
CEO

ALI I DRIVE SURVEY

PREPARED BY
(ADCAT)

FEBRUARY 2003

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INTRODUCTION

On June 23 – 25, 2002, a group of concerned individuals from around the island attended a three-day seminar sponsored by the County of Hawai'i's Prosecuting Attorney's Office and Police Department to try and address public safety. The Western Community Policing Center presented the SARA method of problem solving which includes:

- SCANNING** – Defining the Problem
 - ANALYZING** – Studying the Problem
 - RESPONDING** – Taking Action
 - ASSESSING** – Evaluating how well the Actions Worked
- As a result of this training, the Alii Drive Community Action Team (ADCAT) formed to address safety concerns along Alii Drive.

METHODOLOGY

To **SCAN** the length of Alii Drive ADCAT:

- Walked the length of Alii Drive twice taking pictures of and notes on potential safety hazards.
- Administered surveys along the length of Alii Drive to business owners, local residents and visitors.

The survey instrument was adapted from a "neighborhood survey" sample out of Designing Safer Communities: A Crime Prevention Through Environmental Design Handbook, published by the National Crime Prevention Council in 1999, and was administered directly to 93 percent of respondents, with the remaining 7 percent responded to a letter to the editor inviting involvement via e-mail and fax.

A total of 954 individuals responded, with 148 identified as business owners, 89 as visitors, and 164 and local residents, with the remaining 558 respondents uncategorized.

To **ANALYZE** the data collect the team prepared this report on the survey findings and the two inspections along Alii Drive.

To **RESPOND** to the finding, ADCAT will be presenting the findings via Power Point presentation to the County Prosecuting Attorney's Office Community Empowerment Organization (CEO) initiative resource team and to the Kailua Village Business Watch and Kailua Village Merchants Association, along with other groups yet to be identified.

To **ASSESS** the efforts of this initiative, ADCAT will seek input from the aforementioned groups.

REPORT SUMMARY – SELECTED QUESTIONS

(SEE ATTACHED REPORT FOR FULL RESULTS)

1. In general, would you say this place has become a _____ place to live in the past years?

CATEGORY	BETTER (%)	WORSE (%)
Overall	9	63
Business	20	59
Local Resident	1	84
Visitor	3	69

2. The top three concerns per category

CATEGORY	RANK	HIGHEST CONCERN	%	SECOND HIGHEST CONCERN	%	TIRD HIGHEST CONCERN	%
Overall		Traffic	79	Noise	71	Homelessness	55
Business		Homelessness	86	Drug Trafficking	84	Traffic	80
Local Resident		Traffic	80	Noise	68	Drug Trafficking	52
Visitor		Traffic	95	Noise	88	Adequate Parking	74

3. Victim of Crime?

CATEGORY	YES (%)	NO (%)
Overall	33	64
Business	63	31
Local Resident	19	80
Visitor	10	78

4. Do you feel safe driving, walking and bicycling along Alii Drive?

CATEGORY	DRIVING		WALKING		BICYCLING	
	YES	NO	YES	NO	YES	NO
Overall	89	6	48	41	7	59
Business	95	5	32	61	3	76
Local Resident	83	8	43	40	12	65
Visitor	86	7	68	22	0	4

COMMENTS/INITIAL RECOMMENDATIONS

SHORT-TERM

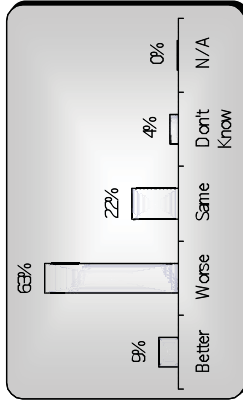
- Increase visibility of parking areas in Kailua Village to let visitors know where to park
- Paint 15 MPH speed limit signs ON THE ROAD at Waiua Road (heading north) at the intersection of Palani Road heading south) to better draw attention to the reduction in speed.
- Install a 3-way stop at Royal Poinciana Drive
- Reduce the speed limit to 25 along Alii Drive south of Kailua Village

LONG-TERM

- Remove pedestrian barriers at Emma's Square across from Hulihine'e Palace
- Widen the bridge near mile marker 1.5
- Identify and construct off street parking pockets and lots at surf spots

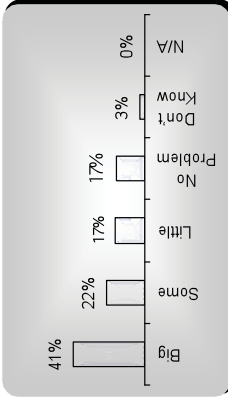
1. In general, would you say this area has become a _____ place to live/visit in the past years? (Better – Worse – Same – Don't Know – N/A.)

Sixty-three percent of respondents think that the area around Alii Drive has become a **WORSE** place to live. Only nine percent think things have gotten better.



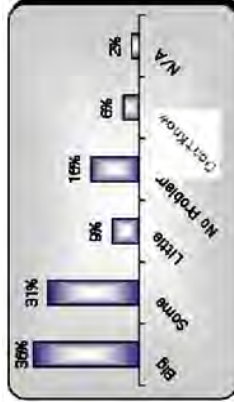
2.a. How do you rate **CONGESTION** compared to your experience of Alii Drive?

Overall, the issue of congestion is perceived as a issue, with 80 percent seeing it as a problem (41 percent citing it a big problem, 22 percent see it as some problem and 17 percent as a little problem.) Only 17 percent see it as no problem.



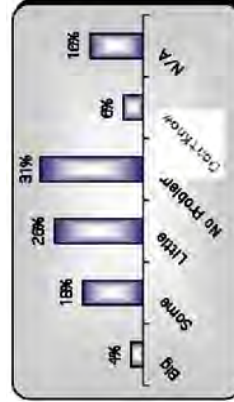
2. b. How do you rate **CRIME** compared to your experience of Alii Drive?

Overall, 76 percent see parking as a problem (36 percent citing it a big problem, 31 percent see it as some problem and 9 percent as a little problem.) Only 16 percent see it as no problem.



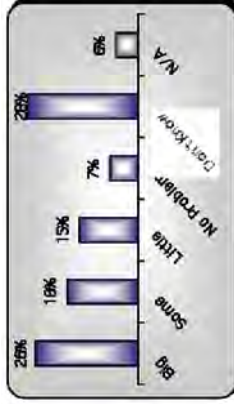
2. c. How do you rate **SHOPPING** compared to your experience of Alii Drive?

Only a small number (4 percent) see shopping as a big problem. The largest percentage of respondents see the issue as no problem (31 percent)



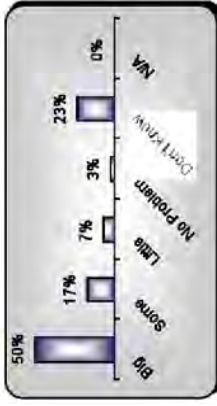
2. d. How do you rate **SCHOOLS** compared to your experience of Alii Drive?

There is almost an even split on those who think schools are a big problem and those who don't know about schools. This question deserves more in-depth research of those involved in the educational system.



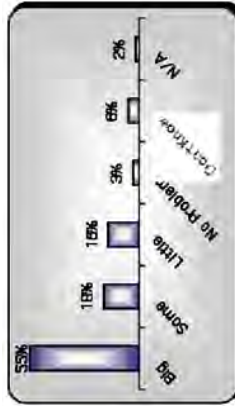
2. e. How do you rate **DRUG TRAFFICKING** compared to your experience of Alii Drive?

Clearly, half of the respondents see drug trafficking as a big problem (50 percent). Only 3 percent see drugs as no problem.



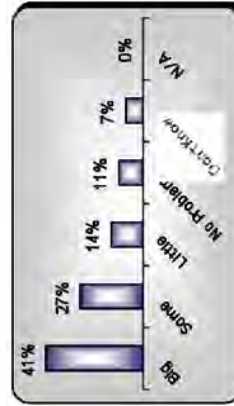
2. f. How do you rate **HOMELESSNESS** compared to your experience of Alii Drive?

Over half of those surveyed think that homelessness is a big problem along Alii Drive (55 percent).



2. g. How do you rate **LOITERING** compared to your experience of Alii Drive?

Forty-one percent of participants see loitering as a big problem with another 27 percent seeing it as some problem.

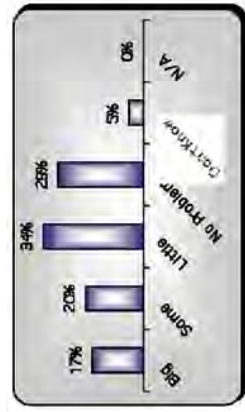




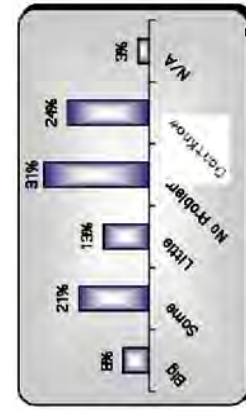
2. h. How do you rate **NOISE** compared to your experience of Alii Drive?
 A very clear concern is expressed with seventy-one percent seeing noise as a big problem. This ranks as Only 2 percent of the respondents see noise as a no problem.



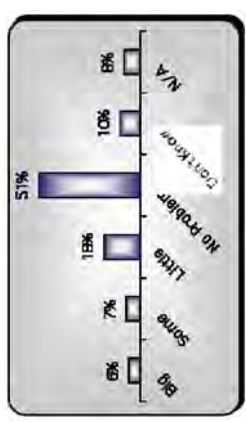
2. i. How do you rate **TRAFFIC** compared to your experience of Alii Drive?
 Traffic rated as the highest concern among participants in the survey, with seventy-nine percent seeing traffic as a big problem.



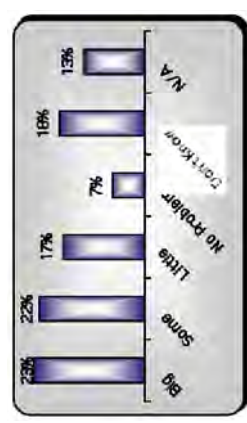
2. j. How do you rate **TRASH** compared to your experience of Alii Drive?
 Over half of the interviewees see trash as either a little problem (34 percent) or no problem (29 percent)



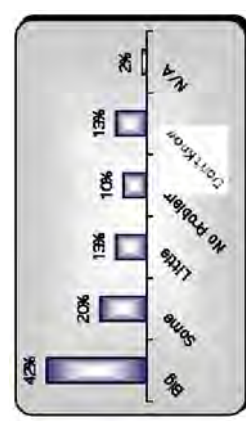
2. k. How do you rate **OVERGROWN LOTS/YARDS** compared to your experience of Alii Drive?
 The majority of respondents do not see overgrown lots and yards as a problem (31 percent.) There is a split between those who don't know (24 percent) and those who see it as some problem (21 percent)



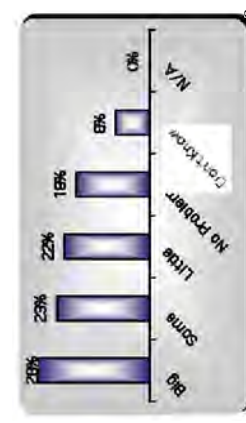
2. l. How do you rate **RESIDENTS** compared to your experience of Alii Drive?
 The majority of respondents (51 percent) do not see residents as a problem.



2. m. How do you rate **ABANDONED BUILDINGS** compared to your experience of Alii Drive?
 There is an almost even split across the levels of concerns.

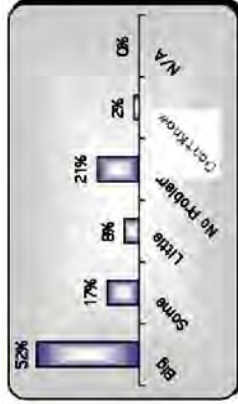


2. n. How do you rate **VANDALISM** compared to your experience of Alii Drive?
 Vandalism is seen as a big concern for 42 percent of respondents with another 20 percent seeing it as some problem. Only 10 percent see it as no problem.

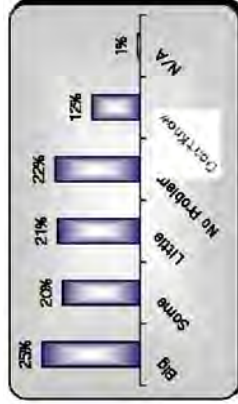


2. o. How do you rate **GRAFFITI** compared to your experience of Alii Drive?
 There is an almost even split across the levels of concerns.

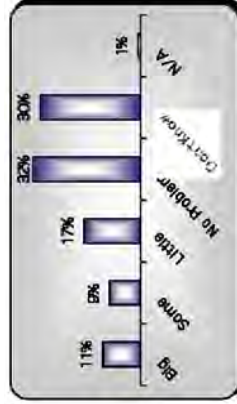
2. p. How do you rate UNSUPERVISED KIDS compared to your experience of Alii Drive?
 The majority of respondents see unsupervised kids as a big problem; however, almost a quarter (21 percent) of those interviewed see no problem.



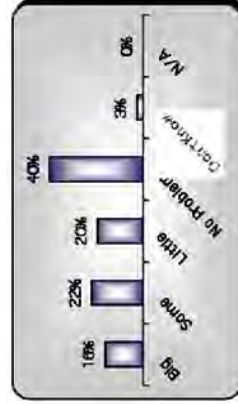
2. q. How do you rate GANG ACTIVITY compared to your experience of Alii Drive?
 There is no clear consensus on this issue of gang activity, with an almost even rating across the levels of concerns.



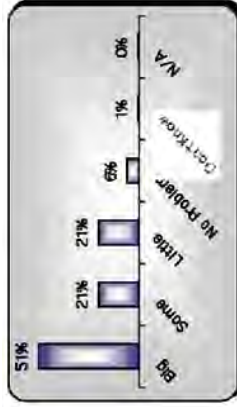
2. r. How do you rate ZONING VIOLATIONS compared to your experience of Alii Drive?
 It was clear during the interviews that this question covered too broad a range of issues to be a valid measure.



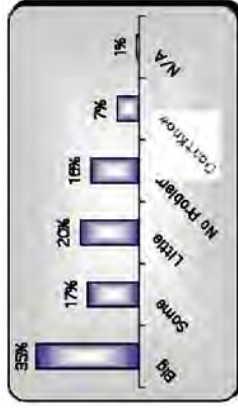
2. s. How do you rate CLEANLINESS/MAINTENANCE compared to your experience of Alii Drive?
 Cleanliness and maintenance do not appear to be a serious problem to all but 16 percent of those interviewed who see this issue as a big problem.



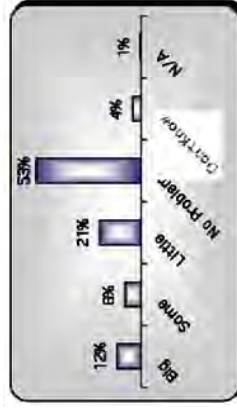
2. t. How do you rate INADEQUATE PARKING compared to your experience of Alii Drive?
 The majority of respondents (51 percent) see parking as a big problem, with another 42 percent seeing it as some problem (21 percent) or a little problem (21 percent)



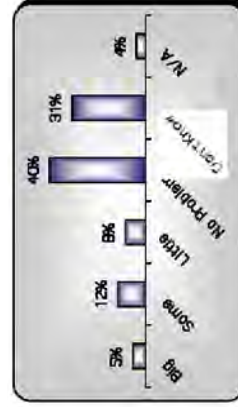
2. u. How do you rate AVAILABLE RESTROOMS compared to your experience of Alii Drive?
 The majority of respondents (72 percent) think that available restrooms are at the least a little problem, with 35 percent of those seeing it as a big problem.



2. v. How do you rate STREET FURNITURE compared to your experience of Alii Drive?
 The majority of interviewees do not see a problem with street furniture.

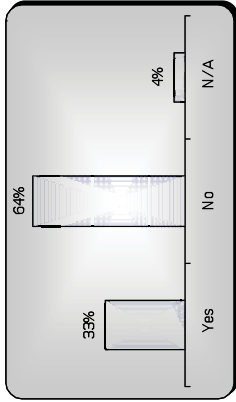


2. w. How do you rate PROSTITUTION compared to your experience of Alii Drive?
 Prostitution is not seen as a problem by 40 percent of the respondents, with 31 percent unaware of any problem.



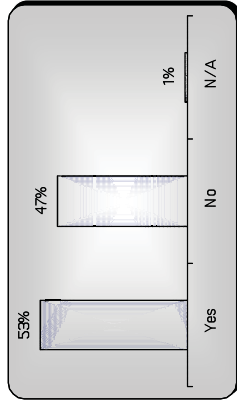
3. **In the past year, you have been the victim of a crime along Alii Drive?**

While the majority of respondents have not been a victim of crime along Alii Drive, a surprising 33 percent have experienced, shoplifting, theft, solicitation, vandalism, assault, and other such crimes.



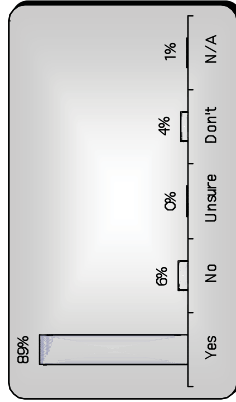
4. **Do you have a home or business along Alii Drive?**

An almost even split between those who owned a home or business (53 percent) and those who didn't (47 percent.)



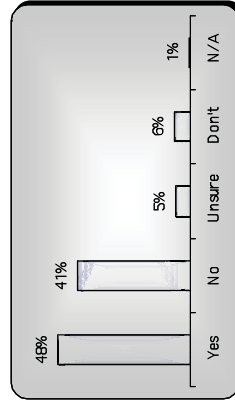
6. **Do you feel safe driving along Alii Drive in a car?**

Driving along Alii Drive is considered safe by an overwhelming majority of interviewees (89 percent.)



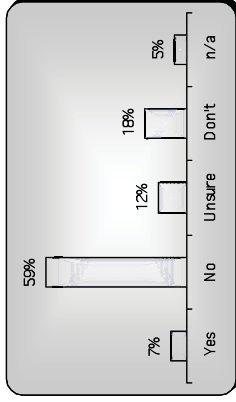
7. **Do you feel safe walking along Alii Drive?**

There is a split between those who feel safe while walking along Alii Drive (48 percent) and those who don't (41 percent).
The low percentage of those who don't walk along is understandable when considering that the survey was administered in a large part to those walking along Alii Drive.



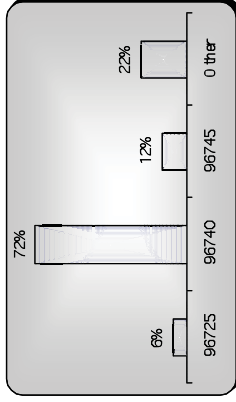
8. **Do you feel safe bicycling along Alii Drive?**

It is clear that the majority of respondents (59 percent) do not feel comfortable riding their bicycles along Alii Drive.



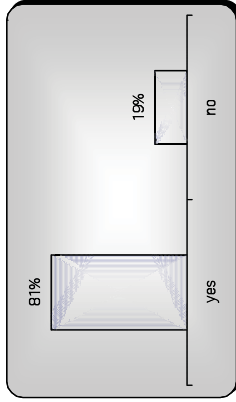
9. **What is your home zip code?**

The majority of respondents (72 percent) live in area of Kailua-Kona, in the 96740 zip code district.



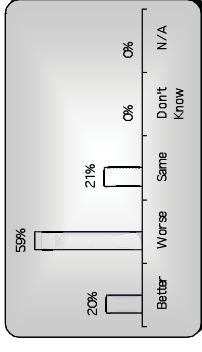
Additional Question:
Do you support the installation of three-way stop signs along Alii Drive at Royal Poinciana, Lunapule, and La'aloa?

This question was added at the request of then County Deputy Managing Director Peter Young after the survey had already been printed and administered to 68 percent of the total respondents. This question was asked verbally to the remaining respondents with a very clear wish to see stop signs at these intersections.



1. In general, would you say this area has become a _____ place to live/visit in the past years?
(Better – Worse – Same – Don't Know – N/A.)

Fifty-nine percent of the business owners surveyed think that Kailua-Kona has become a worse place to live, with only 20 percent seeing improvements.



2. How do you rate the typical community problems listed below compared to your experience of Alii Drive?

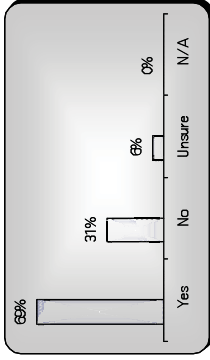
Business owners are most concerned by the homeless, with 86 percent citing this issue as important. Drugs and traffic are also top concerns at 84 and 80 percent, respectively.

	BIG	SOME	LITTLE	NO PROBLEM	DON'T KNOW	N/A
Homelessness	86	9	2	3	0	0
Drug trafficking	84	7	1	1	6	0
Traffic	80	13	4	4	0	0
Loitering	65	22	11	2	1	0
Inadequate Parking	61	18	16	5	0	0
Vandalism	55	23	19	3	1	0
Unsupervised kids	55	24	10	7	3	0
Crime	55	25	11	1	2	7
Noise	52	36	8	3	1	0
Trash	44	27	21	7	1	0
Congestion in shopping area	34	20	18	24	4	0
Graffiti	29	20	33	7	12	0
Available Restrooms	27	25	26	22	1	0
Street Furniture	26	10	45	17	2	1
Abandoned buildings	26	22	9	7	5	32
Schools	18	51	9	7	7	10
Prostitution	11	19	11	28	29	3
Cleanliness/Maintenance	11	26	20	44	0	0
Gang activity	7	48	16	22	5	1
Zoning Violations	5	9	19	54	12	1
Shopping	5	7	26	10	4	48
Residents	4	1	30	18	17	30
Overgrown lots/yards	4	20	20	43	5	8

BUSINESS OWNERS

3. **In the past year, you have been the victim of a crime along Alii Drive?**

Sixty-nine percent of shopkeepers along Alii Drive have been a victim of a crime. These include: Breaking and entering, theft, burglary, shoplifting, robbery, violence, radio stolen, panhandling, vandalism, theft, drunk & disorderly, solicitation, drugs sold daily outside shop.



4. **Do you have a home or business along Alii Drive?**

Ninety-five percent of the respondents were owners of the business, with 5 percent employees. Seventy-four percent rent and 26 percent own.

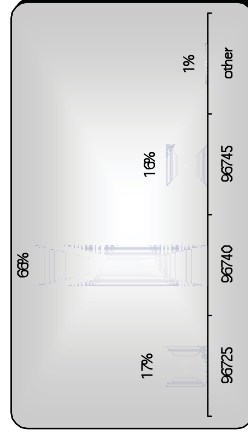
6. **Do you feel safe driving along Alii Drive in a car?**
 7. **Do you feel safe walking along Alii Drive?**
 8. **Do you feel safe bicycling along Alii Drive?**

The majority of business owners (94 percent) feel comfortable driving along Alii Drive, but conversely, the majority does not feel comfortable either walking (61 percent) or bicycling (76 percent.)

	YES	NO	UNSURE	DON'T	N/A
DRIVE	94	5	0	1	1
WALK	32	61	5	3	0
BICYCLE	3	76	1	17	3

9. **What is your home zip code?**

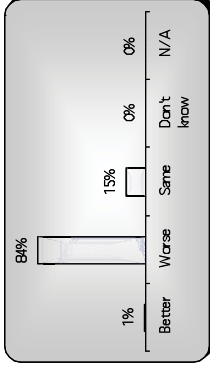
The majority of respondents (66 percent) who were business owners were from the 96740 zip code area



LOCAL RESIDENTS

1. **In general, would you say this area has become a _____ place to live/visit in the past years? (Better – Worse – Same – Don't Know – N/A.)**

Eight-four percent of residents surveyed think that Kailua-Kona has become a worse place to live, with only 1 percent seeing improvements.



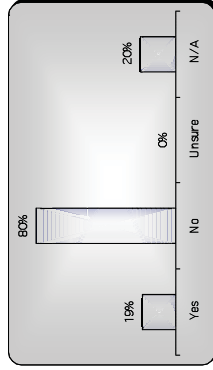
2. **How do you rate the typical community problems listed below compared to your experience of Alii Drive?**

Local residents are also most concerned with traffic with 80 percent of those interviewed seeing it as a big issue. The majority of respondents also see Noise and Drug trafficking as big issues with 68 percent and 51 percent, respectively.

	BIG	SOME	LITTLE	NO PROBLEM	DON'T KNOW	N/A
Traffic	80	12	6	2	0	0
Noise	68	18	10	3	1	0
Drug trafficking	51	32	6	2	7	1
Homelessness	48	17	25	6	3	0
Unsupervised kids	43	23	11	19	4	1
Schools	41	9	19	10	16	6
Crime	39	44	6	7	4	1
Congestion in shopping area	38	29	8	22	2	0
Available Restrooms	37	19	29	8	6	1
Vandalism	36	29	15	16	4	0
Inadequate Parking	36	20	27	15	1	1
Loitering	34	33	11	17	5	0
Graffiti	23	39	28	7	3	0
Gang activity	21	19	26	20	14	1
Overgrown lots/yards	15	19	14	45	6	0
Cleanliness/Maintenance	15	30	24	27	3	1
Trash	12	31	58	15	1	0
Street Furniture	12	11	16	53	6	2
Zoning Violations	11	12	31	29	15	1
Abandoned buildings	10	31	34	14	9	2
Shopping	6	21	46	21	6	1
Residents	5	6	15	64	10	1
Prostitution	4	11	7	25	48	5

3. In the past year, you have been the victim of a crime along Alii Drive?

Nineteen percent of local residents have been victims of crime along Alii Drive – citing such offences as auto damage, theft, assault, vandalism, purse snatching and car theft.



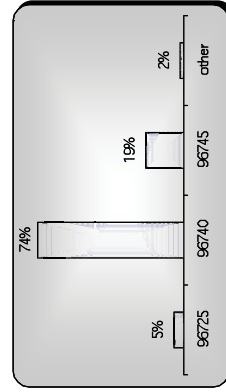
4. Do you have a home or business along Alii Drive?

Twenty-three percent of the local residents who responded to the survey own their home, with 76 percent renting, and 2 percent answering N/A.

	YES	NO	UNSURE	DON'T	N/A
DRIVE	83	8	0	8	1
WALK	43	40	6	11	1
BICYCLE	12	65	2	19	2

6. Do you feel safe driving along Alii Drive in a car?
7. Do you feel safe walking along Alii Drive?
8. Do you feel safe bicycling along Alii Drive?

The majority of local residents (83 percent) feel comfortable driving along Alii Drive, but the comfort level of walking is split with 40 percent stating they were not comfortable. An overwhelming majority (65 percent) is not comfortable riding their bicycles along Alii Drive.

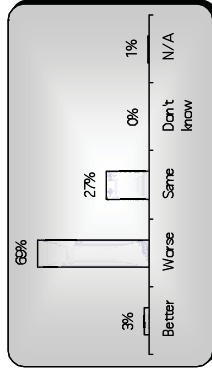


9. What is your home zip code?

The majority of respondents (74 percent) who were local residents were from the 96740 zip code area

1. In general, would you say this area has become a _____ place to live/visit in the past years? (Better – Worse – Same – Don't Know – N/A).

Sixty-nine percent of the visitors surveyed think that Kailua-Kona has become a worse place to live, with only 3 percent seeing improvements.



2. How do you rate the typical community problems listed below compared to your experience of Alii Drive?

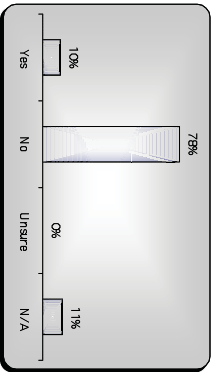
Visitors are most concerned with traffic with 95 percent of respondents citing this issue as a big problem and the other 5 percent citing it as some problem. Noise and inadequate parking were also considered a big problem by a significant number of visitors responding to the survey.

	BIG	SOME	LITTLE	NO PROBLEM	DON'T KNOW	N/A
Traffic	95	5	0	0	0	0
Noise	88	11	0	0	1	0
Inadequate Parking	74	18	8	0	1	0
Congestion in shopping area	57	7	27	3	7	0
Unsupervised kids	40	2	3	55	1	0
Available Restrooms	37	2	10	28	19	0
Gang activity	25	1	29	42	3	0
Homelessness	12	42	16	1	19	9
Loitering	11	36	24	3	25	1
Schools	4	7	0	0	87	3
Vandalism	4	15	8	4	59	9
Drug trafficking	3	5	7	0	86	0
Crime	2	11	17	49	19	2
Shopping	1	1	8	74	5	12
Trash	1	7	19	74	0	0
Overgrown lots/yards	1	4	0	1	89	6
Residents	1	1	16	71	11	0
Graffiti	1	3	12	64	20	0
Cleanliness/Maintenance	1	12	3	75	8	0
Abandoned buildings	0	2	13	1	67	17
Zoning Violations	0	1	3	0	95	1
Street Furniture	0	3	7	83	7	1
Prostitution	0	4	10	47	3	8

VISITORS

3. In the past year, you have been the victim of a crime along Aili Drive?

Ten percent of visitors responding to the survey were victims of crime along Aili Drive, with theft the number one offense.



4. Do you have a home or business along Aili Drive?

Ninety-nine percent of the respondents did not own a home or business along Aili Drive which echoes their status as visitors. One percent answered N/A.

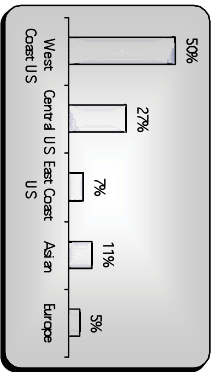
- 6. **Do you feel safe driving along Aili Drive in a car?**
- 7. **Do you feel safe walking along Aili Drive?**
- 8. **Do you feel safe bicycling along Aili Drive?**

The majority of visitors are comfortable driving along Aili Drive but the percentage lessens when it comes to walking. Most (57 percent) were unsure of conditions.

	YES	NO	UNSURE	DON'T	N/A
DRIVE	86	7	1	6	0
WALK	68	22	10	10	0
BICYCLE	0	4	57	21	19

9. What is your zip code?

The majority of visitors who responded (84 percent) were from the United States, with (50 percent) of those from the West Coast. The majority of overseas visitors came from Asian countries (11 percent).



VISUAL ASSESSMENT

DELIVERY TRUCKS BLOCKING SIDEWALKS



NO LEGAL LOADING ZONE ON PALANI ROAD



EYE SORE - NEWSPRINT STANDS NEAR BASIL'S



POWER LINES IN TREES & POTENTIAL PEDESTRIAN HAZARD WITH NARROWING OF SHOULDER IN FRONT OF KONA MARKET PLACE



BARRIERS TO PEDESTRIAN SAFETY NEAR EMMA'S SQUARE (BY ABC STORE - MAUKA-SIDE)



**NARROW PEDESTRIAN/BIKE AREA MAUKA OF
HALE HALAWAI**



**MAKAI-SIDE OF ALII HAS NO SHOULDER SPACE FOR
BICYCLE USE NEAR HALE HALAWAI**



LIMITED SIGHT DISTANCE AT ROYAL KONA RESORT



FIRST REDUCE SPEED SIGN HEADING IN KAILUA VILLAGE FROM THE SOUTH, BY TRES HOMBRES



LIMITED SIGHT DISTANCE AT LUNAPULE RD



LACK OF PROPER INGRESS AND EGRESS AT ROYAL SEA CLIFF, ALII VILLA, KONA SHORES, KONA SEA RIDGE, SEA VILLAGE, SUNTERRA, KONA LUANA, KONA TIKI HOTEL AND KONA HAWAIIAN VILLAGE



KONA TIKI HOTEL



KONA HAWAIIAN VILLAGE

**NARROW BRIDGE NORTH OF POWER POLE #14
AND SOUTH OF 1 ½ MILE MARKER – PEDESTRIAN
AND BIKE CONCERNS**



**NARROW BRIDGE NORTH OF POWER POLE #14
AND SOUTH OF 1 ½ MILE MARKER – PEDESTRIAN
AND BIKE CONCERNS
BICYCLIST RAY ROSENTHAL KILLED AT THIS SPOT
APRIL 2002**



IMPROPER SIGNAGE AT ALII LANI MAY BE CONFUSING



LACK OF PEDESTRIAN INGRESS/EGRESS AT CONDO UNITS



LIMITED SIGHT DISTANCE AT ROYAL POINCIANA



TWO ILLEGALLY PARKED CARS NEAR HOLUALOA BAY



THREE PEOPLE HAVE DIED AT THE BLIND CURVE IN FRONT OF
HOLUALOA BAY VILLA
NOTE THE MEMORIAL ON THE TELEPHONE POLE



ILLEGALLY PARKED CAR AT KONA BALI KAI



PEDESTRIAN DEATH AT THE BLIND CURVE AT KONA BALI KAI



INADEQUATE SPACE FOR STREET SIDE PARKING
AT KAHULUI BAY POINT (MILE MAKER 4)



TELEPHONE POLE AND LINE CONCERNS

CURVED OR TORQUED POLES



CRISS-CROSSED LINES



LINES IN TREES



LINES IN TREES



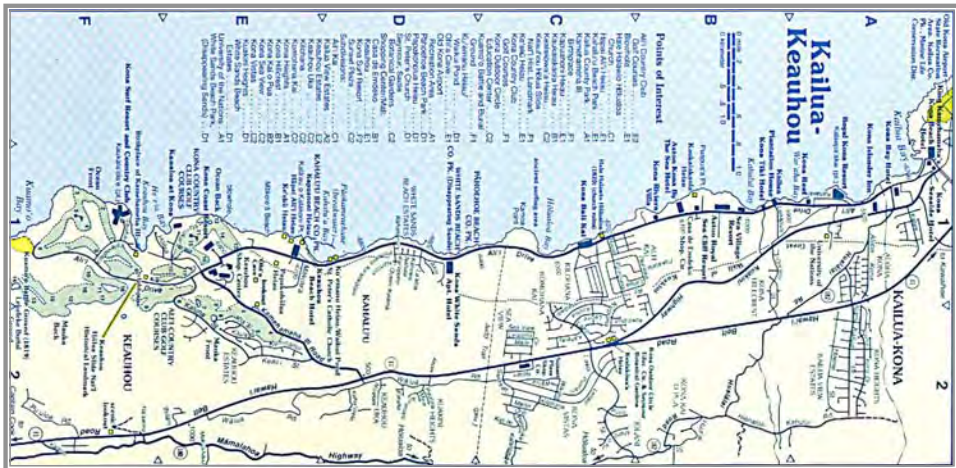
COMMENTS/ INITIAL RECOMMENDATIONS

SHORT-TERM

- ❑ INCREASE VISIBILITY OF PARKING AREAS IN KAILUA VILLAGE TO LET VISITORS KNOW WHERE TO PARK
- ❑ PAINT 15 MPH SPEED LIMIT SIGNS ON THE ROAD AT WALUA ROAD (HEADING NORTH) AT THE INTERSECTION OF PALANI ROAD (HEADING SOUTH) TO BETTER DRAW ATTENTION TO THE REDUCTION IN SPEED.
 - ❑ INSTALL A 3-WAY STOP AT ROYAL POINCIANA DRIVE
- ❑ REDUCE THE SPEED LIMIT TO 25 ALONG ALII DRIVE SOUTH OF KAILUA VILLAGE

LONG-TERM

- ❑ REMOVE PEDESTRIAN BARRIERS AT EMMA'S SQUARE ACROSS FROM HULIHE`E PALACE (THIS COULD BE SHORT-TERM)
 - ❑ WIDEN THE BRIDGE NEAR MILE MARKER 1.5
- ❑ IDENTIFY AND CONSTRUCT OFF STREET PARKING POCKETS AND LOTS AT SURF SPOTS



MAP OF ALII DRIVE

SURVEY AREA - 6-MILE LENGTH OF ALII DRIVE FROM KAILUA VILLAGE TO KEAHOHU

Royal Footsteps Along the Kona Coast

Appendix

D - Traffic Assessment Report for Ali'i Drive - 2007

Traffic Assessment Report



Alii Drive

Prepared For
County of Hawaii
Department of Public Works

Prepared By
Wilson Okamoto
Corporation
February 2007

TRAFFIC ASSESSMENT REPORT FOR ALII DRIVE

Prepared for:
County of Hawaii
Department of Public Works, Traffic Division
108 Railroad Avenue
Hilo, HI 96720

Prepared by:
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
WOC Ref. #7585-01

February 2007

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I. INTRODUCTION

A. Purpose of Study

The purpose of this study is to assess existing traffic conditions along Alii Drive in Kona on the island of Hawaii to determine if traffic signal systems are warranted at four intersections, as well as, provide a qualitative assessment of several other potential improvements in the vicinity. The four intersections assessed in this report are the intersections of Alii Drive with Hualalai Road, Lunapule Road, Royal Poinciana Drive, and Kaloiopapa Street.

B. Scope of Study

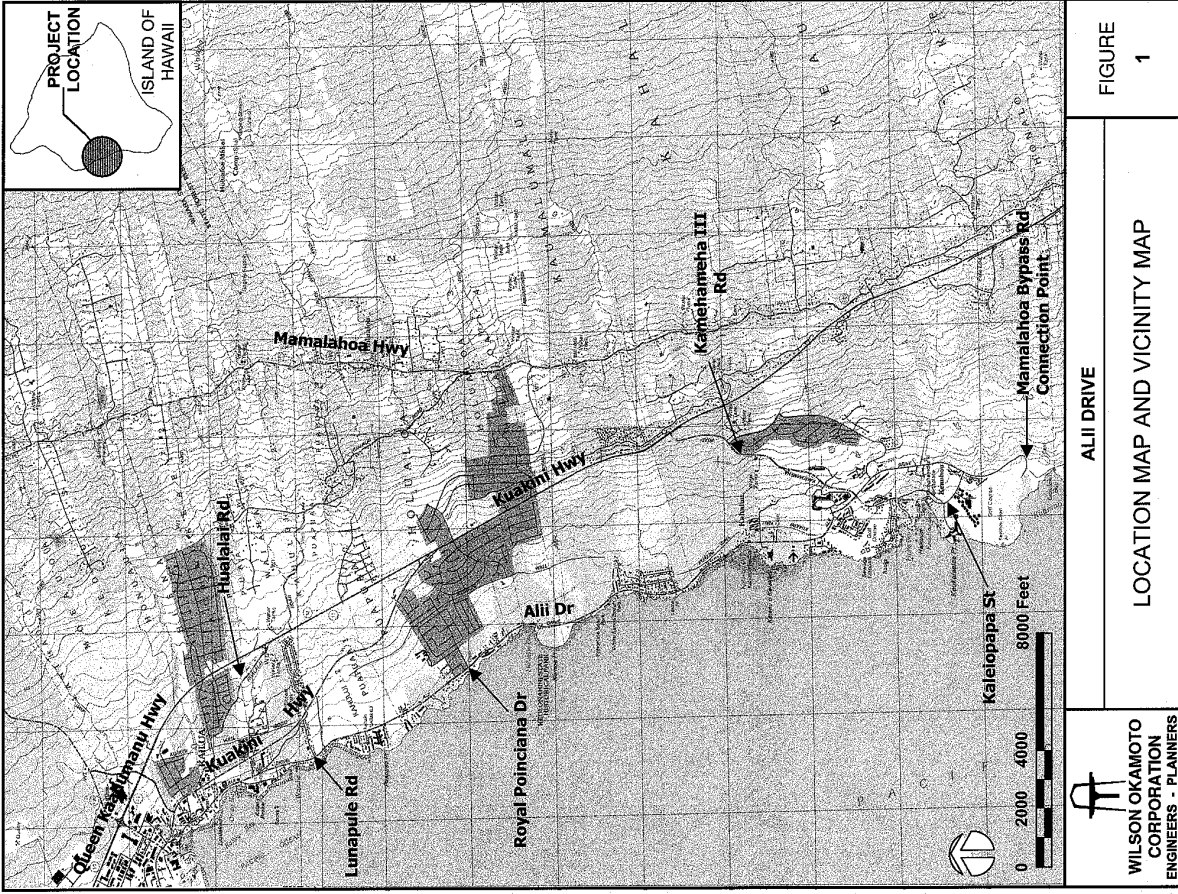
This report presents the findings and conclusions of the traffic assessment, the scope of which includes:

1. Description of the area roadway system.
2. Evaluation of existing traffic operations along Alii Drive.
3. Determination if the existing traffic conditions warrant the installation of a traffic signal systems at four intersections along Alii Drive.
4. Analysis of projected traffic operations along Alii Drive.
5. Qualitative assessment of circulation alternatives in the vicinity.
6. Recommendation of improvements, if appropriate, that would alleviate existing traffic operating conditions.

II. EXISTING TRAFFIC CONDITIONS

A. Area Roadway System

Alii Drive serves as an additional north-south route along the western coastline of the island of Hawaii between Kailua-Kona and Keauhou providing access to the residential, commercial, and resort properties along its alignment (see Figure 1). Within the study area, Alii Drive is a predominantly two-lane, two-way County of Hawaii roadway generally oriented in the north-south direction. Near the northern terminus of Alii Drive, this roadway intersects Hualalai Road. At this all-way stop controlled intersection, the northbound approach of Alii Drive has one channelized lane that serves through and right-turn traffic movements while the southbound approach has one lane that serves left-turn and through traffic movements. Hualalai Road is a predominantly two-lane, two-way County of Hawaii roadway generally



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oriented in the east-west direction that serves as a connector roadway between Alii Drive and Queen Kaahumanu Highway. At the intersection with Alii Drive, the Hualalai Road approach has one lane that serves left-turn and right-turn traffic movements.

South of the intersection with Hualalai Road, Alii Drive intersects Lunapule Road. At this two-way stop controlled intersection, the northbound approach of Alii Drive has one lane that serves through and right-turn traffic movements while the southbound approach has one lane that serves left-turn and through traffic movements. Lunapule Road is a predominantly two-lane, two-way County of Hawaii roadway generally oriented in the east-west direction that serves as a connector roadway between Alii Drive and Waihua Road. At the intersection with Alii Drive, Lunapule Road has one flared lane that serves left-turn and right-turn traffic movements.

Further south, Alii Drive intersects Royal Poinciana Drive. At this two-way stop controlled intersection, the northbound approach of Alii Drive has one lane that serves through and right-turn traffic movements while the southbound approach has one lane that serves left-turn and through traffic movements. Royal Poinciana Drive is predominantly a two-lane, two-way County of Hawaii roadway generally oriented in the east-west direction that provides access to adjacent residential neighborhoods. At the intersection with Alii Drive, Royal Poinciana Drive has exclusive turning lanes.

At the southern end of the study area near its terminus, Alii Drive intersects Kaieoiapa Street. At this two-way stop controlled intersection, the northbound approach of Alii Drive has one lane that serves left-turn and through traffic movements while the southbound approach has one lane that serves through and right-turn traffic movements. Kaieoiapa Street is a predominantly two-way, two-lane roadway generally oriented in the east-west direction that provides access to adjacent resort properties.

B. Traffic Volumes and Conditions

I. General

a. Existing Traffic Count Data

The traffic count data utilized in this study was obtained from the County of Hawaii. This data consists of 24-hour mechanical count surveys at intersections of Alii Drive with Hualalai Road, Lunapule Road, Royal Poinciana Drive, and Kaieoiapa Street. In addition, pedestrian count data surveys were conducted at these intersections between the morning peak hours of 9:00 AM and 12:00 PM, and the afternoon peak hours of 4:00 PM and 6:00 PM. Appendix A includes the existing traffic count data.

b. Capacity Analysis Methodology

The highway capacity analysis performed in this study is based upon procedures presented in the "Highway Capacity Manual", Transportation Research Board, 2000, and the "Highway Capacity Software", developed by the Federal Highway Administration. Additional analysis, simulation, and modeling were performed using the "Synchro" software developed by Trafficware of Albany, California. The analysis is based on the concept of Level of Service (LOS).

LOS is a quantitative and qualitative assessment of traffic operations. Levels of Service are defined by LOS "A" through "F"; LOS "A" representing ideal or free-flow traffic operating conditions and LOS "F" unacceptable or potentially congested traffic operating conditions. The LOS definitions are included in Appendix B.

"Volume-to-Capacity" (v/c) ratio is another measure indicating the relative traffic demand to the road carrying capacity. A v/c ratio of one (1.00) indicates that the roadway is operating near or at capacity. A v/c ratio of greater than 1.00 indicates that the traffic demand exceeds the road's carrying capacity.

2. Existing Peak Hour Traffic

a. General

Figures 2 and 3 show the existing AM and PM peak hour traffic volumes and traffic operating conditions along Alii Drive within the study area. The morning peak hour of traffic generally occurs between 8:00 AM and 9:00 AM while the afternoon peak hour of traffic generally occurs between the hours of 4:00 PM and 5:00 PM. Although the peak hours of traffic generally occur around the same time periods at each of the study intersections, the absolute commuter peak hour time periods for each intersection may differ slightly as shown in Table 1.

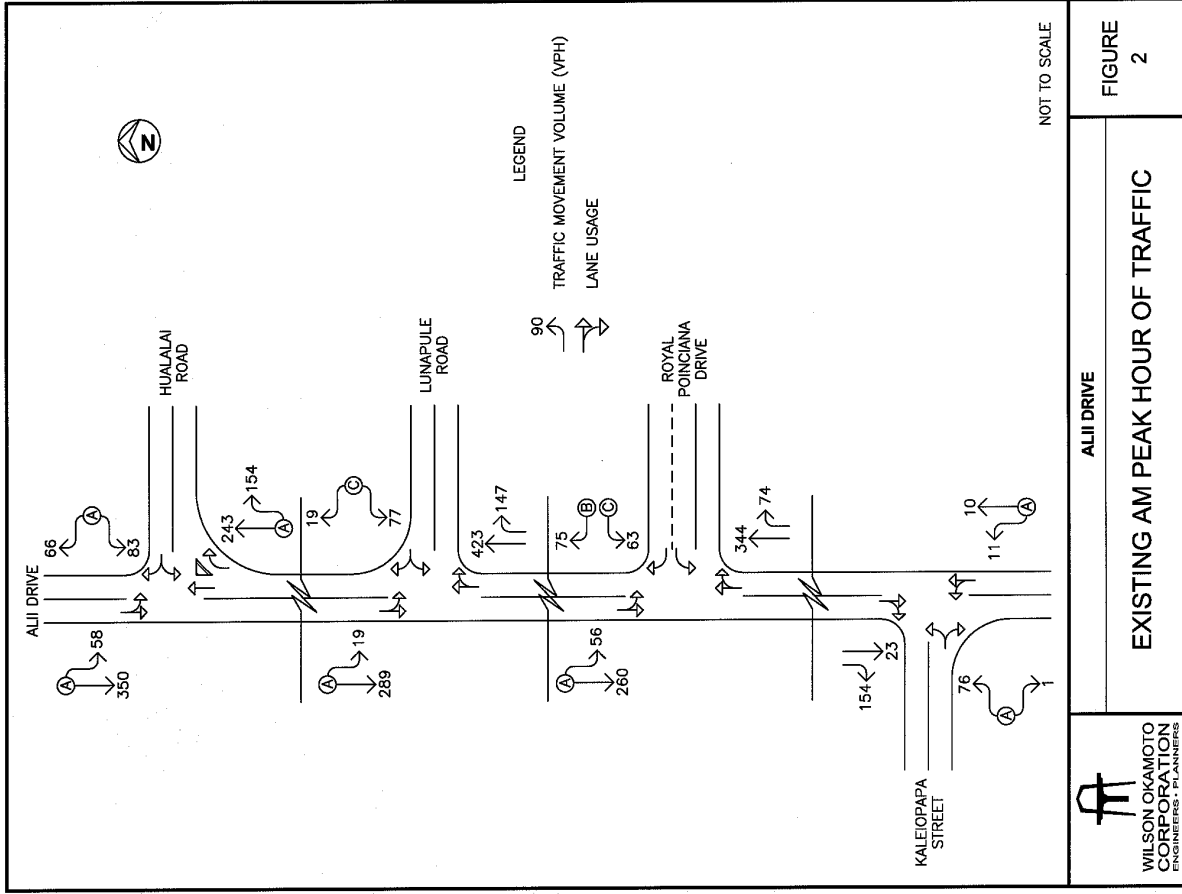
Table 1: Peak Hours of Traffic

Intersection	AM Peak	PM Peak
Alii Dr/Hualalai Rd	8:00 AM – 9:00 AM	4:00 PM – 5:00 PM
Alii Dr/Lunapule Rd	8:00 AM – 9:00 AM	4:00 PM – 5:00 PM
Alii Dr/Royal Poinciana Dr	8:00 AM – 9:00 AM	4:00 PM – 5:00 PM
Alii Dr/Kaleiopapa St	7:00 AM – 8:00 AM	4:00 PM – 5:00 PM

The analysis is based on the above absolute commuter peak hour time periods for each intersection. LOS calculations are included in Appendix C.

b. Alii Drive and Hualalai Road

At the intersection with Hualalai Road, the Alii Drive approaches carry 397 vehicles northbound and 408 vehicles southbound during the AM peak hour of traffic. During the PM peak hour of traffic, the overall traffic volume is slightly higher with 552 vehicles traveling northbound and 340 vehicles traveling southbound. Both approaches of Alii Drive operate at LOS "A" and LOS "B" during the AM and PM peak periods, respectively.



EXISTING AM PEAK HOUR OF TRAFFIC

ALII DRIVE

FIGURE 2

The Hualalai Road approach of the intersection carries 149 vehicles westbound during the AM peak period. During the PM peak period, the traffic volume is higher with 263 vehicles traveling westbound. The Hualalai Road approach operates at LOS "A" and LOS "B" during the AM and PM peak periods, respectively.

c. Alii Drive and Lunapule Road

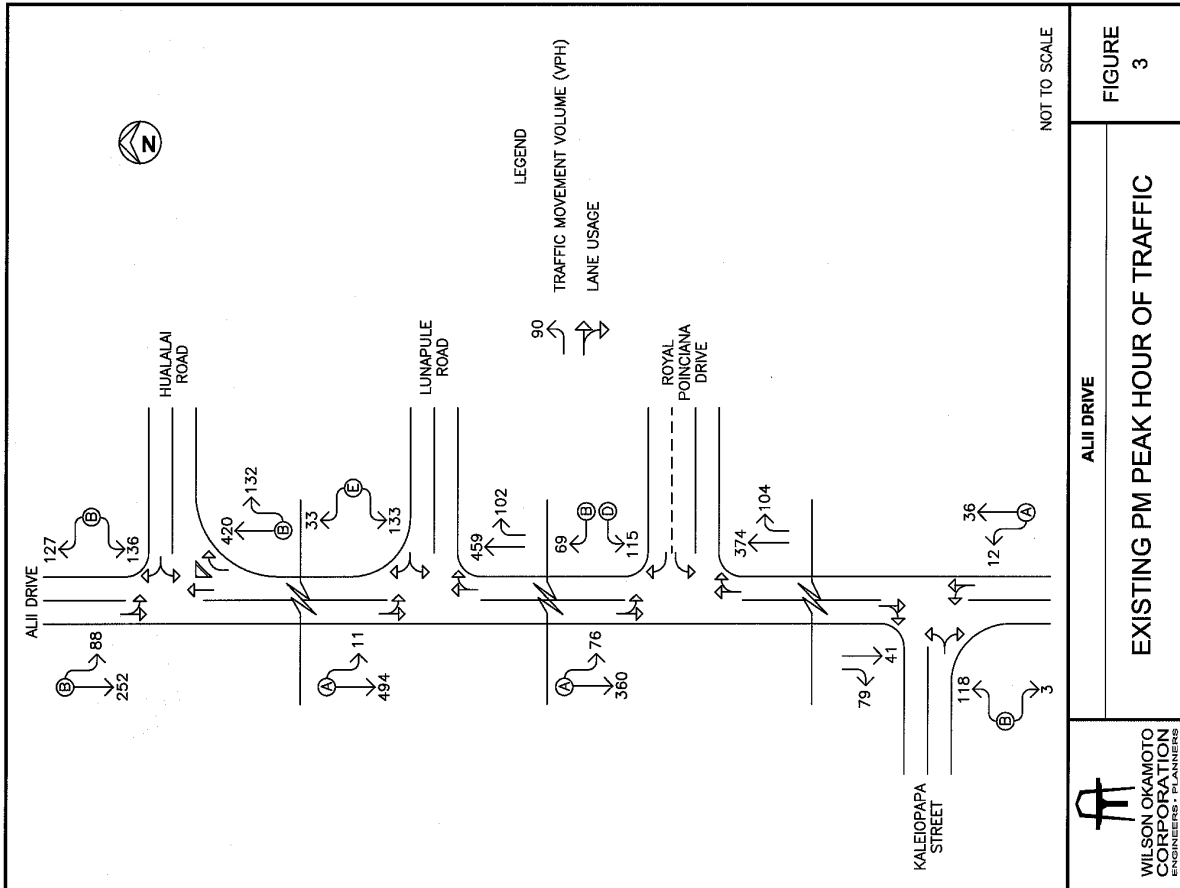
At the intersection with Lunapule Road, the Alii Drive approaches carry 570 vehicles northbound and 308 vehicles southbound during the AM peak period. During the PM peak period, the overall traffic volume is higher with 561 vehicles traveling northbound and 505 vehicles traveling southbound. The critical traffic movement on the Alii Drive approaches is the southbound left-turn and through traffic movement which operates at LOS "A" during both peak periods.

The Lunapule Road approach of the intersection carries 96 vehicles westbound during the AM peak period. During the PM peak period, the traffic volume is higher with 166 vehicles traveling westbound. This approach operates at LOS "C" and LOS "E" during the AM and PM peak periods, respectively.

d. Alii Drive and Royal Poinciana Drive

At the intersection with Royal Poinciana Drive, the Alii Drive approaches carry 418 vehicles northbound and 316 vehicles southbound during the AM peak hour of traffic. During the PM peak hour of traffic, the traffic volumes are higher with 478 vehicles traveling northbound and 436 vehicles traveling southbound. The critical traffic movement on the Alii Drive approaches is the southbound left-turn and through traffic movement which operates at LOS "A" during both peak periods.

The Royal Poinciana Drive approach of the intersection carries 138 vehicles westbound during the AM peak period. During the PM peak period, the traffic volume is slightly higher with 184 vehicles



traveling westbound. The left-turn traffic movement on this approach operates at LOS "C" and LOS "D" during the AM and PM peak periods, respectively, while the right-turn traffic movement operates at LOS "B" during both peak periods.

e. Alii Drive and Kaleiopapa Street

At the intersection with Kaleiopapa Street, the Alii Drive approaches carry 21 vehicles northbound and 177 vehicles southbound during the AM peak period. During the PM peak period, the overall traffic volume is slightly less with 48 vehicles traveling northbound and 120 vehicles traveling southbound. The critical traffic movement on the Alii Drive approaches is the northbound left-turn and through traffic movement which operates at LOS "A" during both peak periods.

The Kaleiopapa Street approach of the intersection carries 77 vehicles westbound during the AM peak period. During the PM peak period, the traffic volume is higher with 121 vehicles traveling westbound. This approach operates at LOS "A" and LOS "B" during the AM and PM peak periods, respectively.

III. PROJECTED TRAFFIC CONDITIONS

A. General

Kuakini Highway serves as a major collector roadway through Kailua-Kona and along the western coastline of the island of Hawaii between Palani Road and Mamalahoa Highway. North of the intersection with Kuakini Highway, Mamalahoa Highway serves as an additional north-south route to Kuakini Highway and Queen Kaahumanu Highway and transitions to the main collector roadway along the coastline south of the Kuakini Highway intersection. There is currently a high volume of traffic along this corridor with localized areas of heavy congestion during the peak periods of traffic.

The Mamalahoa Bypass Road is a newly constructed two-lane, two-way roadway generally oriented in the north-south direction between the southern terminus of Alii Drive near the Keaunohu-Kona Golf Course in Keaunohu and Halekii

Street in Kealakua and will be extended further south to Captain Cook in the future. This roadway is currently not available for public use, but once opened to vehicular traffic it should provide an alternate route along the coastline allowing motorists to bypass currently congested areas.

B. Traffic Reassignment

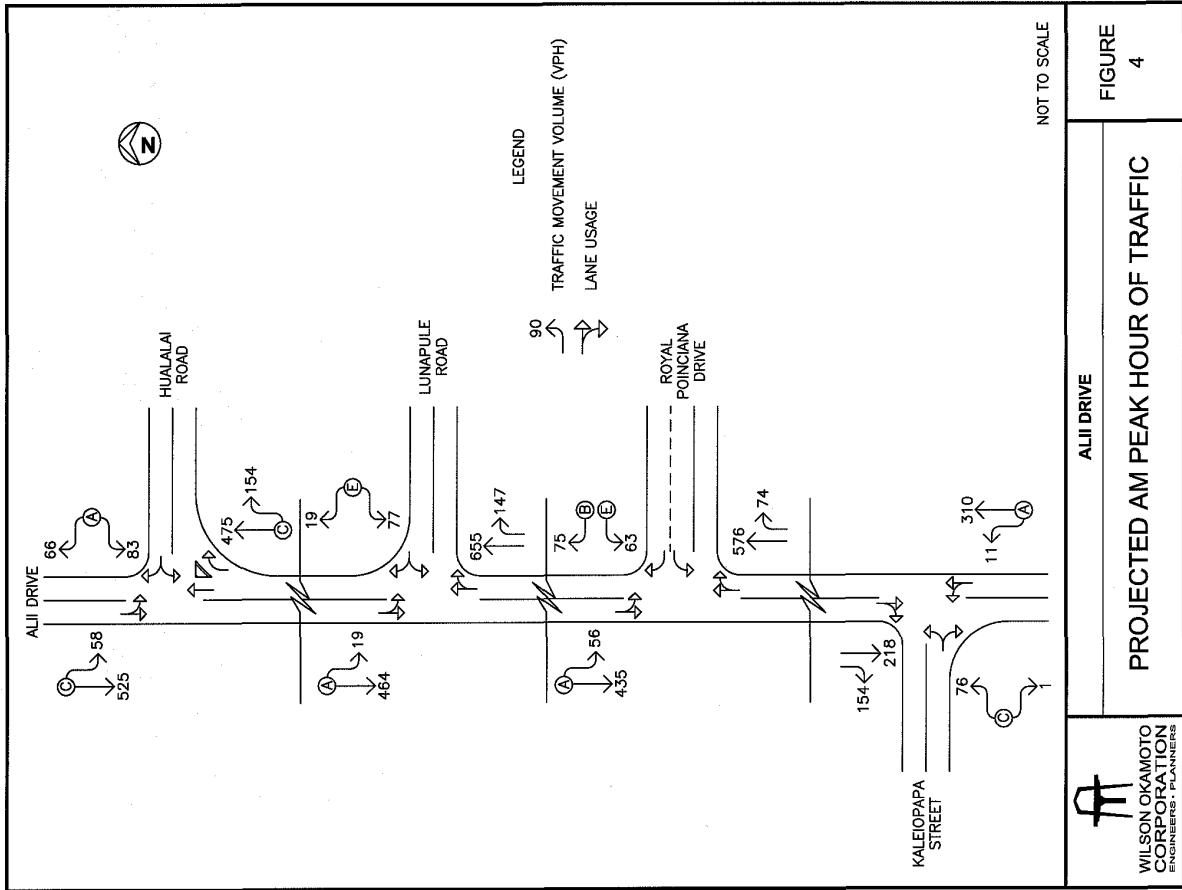
As described in the "Traffic Assessment Report for the Mamalahoa Bypass Road" dated June 2006, a portion of the existing trips along Kuakini Highway and Mamalahoa Highway are expected to utilize the Mamalahoa Bypass Road instead. As such, based upon the existing distribution of population in Kona and the relative convenience of accessing the Bypass from the surrounding areas, 33% of the trips currently utilizing Kuakini Highway and Mamalahoa Highway between Kailua and Kealakua were rerouted along the proposed Mamalahoa Bypass Road. These vehicles were conservatively assumed to access Alii Drive from the Bypass Road and travel through the study intersections.

C. Total Traffic Volumes With Bypass

The projected AM and PM peak hour traffic conditions with the Mamalahoa Bypass Road are shown on Figures 4 and 5, and summarized in Table 2. The existing operating conditions are provided for comparison purposes. LOS calculations are included in Appendix D.

Table 2: Existing and Projected Traffic Operating Conditions With Mamalahoa Bypass Road

Intersection/ Roadway Segment	Critical Traffic Movement		AM		PM	
	Exist	w. Bypass	Exist	w. Bypass	Exist	w/ Bypass
Alii Dr/Hualalai Rd	Westbound	LT-RT	A	A	B	B
	Northbound	TH-RT	A	C	B	F
	Southbound	LT-TH	A	C	B	D
Alii Dr/Lunapule Rd	Westbound	LT-RT	C	E	E	F
	Southbound	LT-TH	A	A	A	A
Alii Dr/Royal Poinciana Dr	Westbound	LT RT	C B	E B	D C	F C
	Southbound	LT-TH	A	A	A	A
Alii Dr/ Kaleiopapa St	Eastbound	LT-RT	A	C	B	C
	Northbound	LT-TH	A	A	A	A



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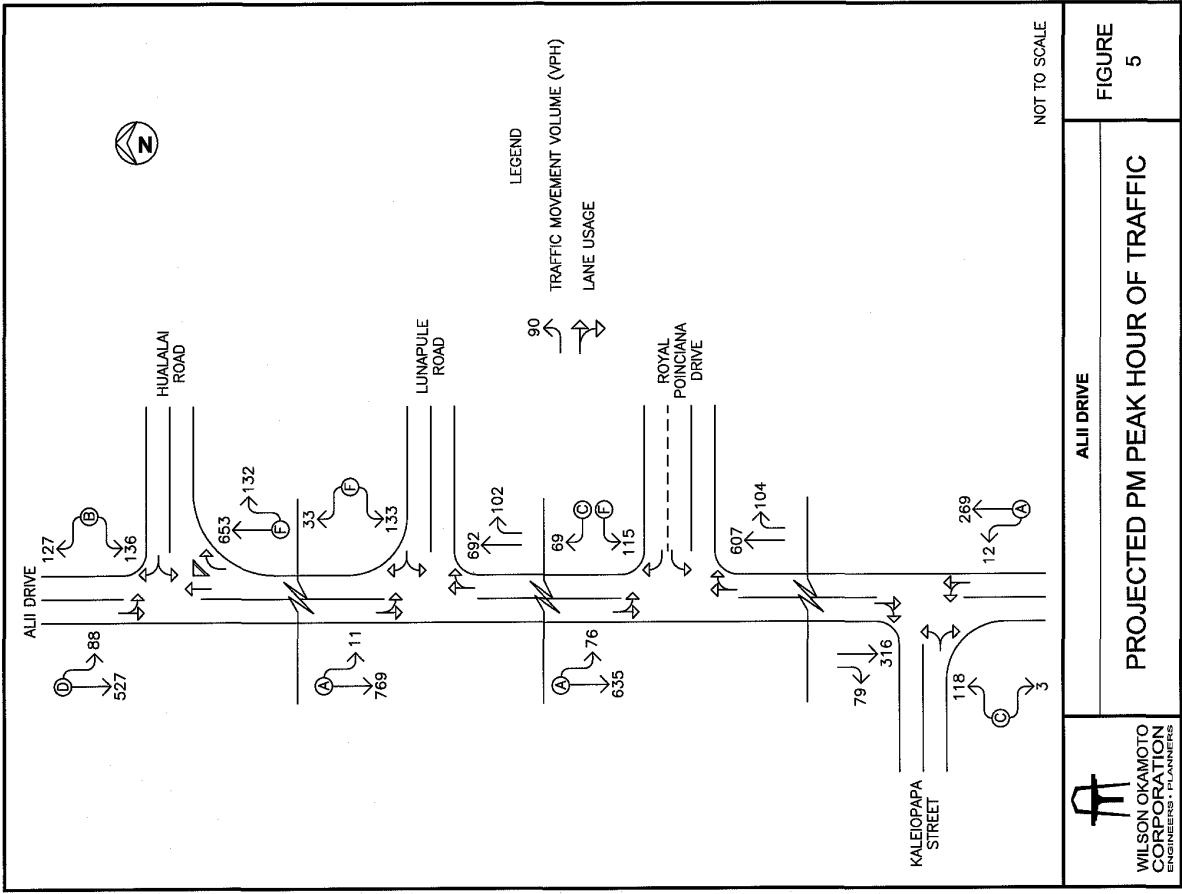
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ALI I DRIVE

PROJECTED AM PEAK HOUR OF TRAFFIC

FIGURE 4



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ALI I DRIVE

PROJECTED PM PEAK HOUR OF TRAFFIC

FIGURE 5

With the proposed Mamalahoa Bypass Road, traffic operations at the study intersections along Alii Drive are expected to deteriorate from existing conditions due to the increase in traffic along that roadway. The traffic movements at the intersection of Alii Drive with Hualalai Road are expected to operate at LOS "C" or better during the AM peak period and LOS "F" or better during the PM peak period while those at the intersections with Lunapule Road and Royal Poinciana Drive are expected to operate at LOS "E" or better during the AM peak period and LOS "F" or better during the PM peak period. Similarly, the traffic movements at the intersection with Kaleiopapa Street are anticipated to operate at LOS "C" or better during both peak periods.

IV. TRAFFIC SIGNAL WARRANTS

A. General

The installation of a traffic signal at an intersection may be justified by one or more of the eight warrants outlined in the "Manual on Uniform Traffic Control Devices for Streets and Highways," Millennium Edition (MUTCD). These warrants take into account factors such as eight-hour vehicular volumes (Warrant 1), four-hour vehicular volumes (Warrant 2), peak hour volumes (Warrant 3), pedestrian volumes (Warrant 4), the presence of a school crossing or coordinated signal system (Warrants 5 and 6), crash experience (Warrant 7), and other characteristics of the roadway network (Warrant 8). The volume of pedestrian traffic at the study intersections was relatively low during the peak periods at the intersections of Alii Drive with Lunapule Road, Royal Poinciana Drive, and Kaleiopapa Street, and the intersection of Alii Drive with Hualalai Road is currently an all-way stop controlled intersection providing pedestrians opportunities to cross both streets. As such, the applicable Warrants 1, 2, and 3 are assessed in this study to determine if a traffic signal system is warranted.

B. Warrant 1

Warrant 1, the "Eight-Hour Volume Warrant," consists of two conditions that may justify the installation of a traffic signal at an intersection where vehicles experience high traffic delay due to large volumes of intersecting traffic during any eight hours of an average day. The first condition is the "Minimum Vehicular

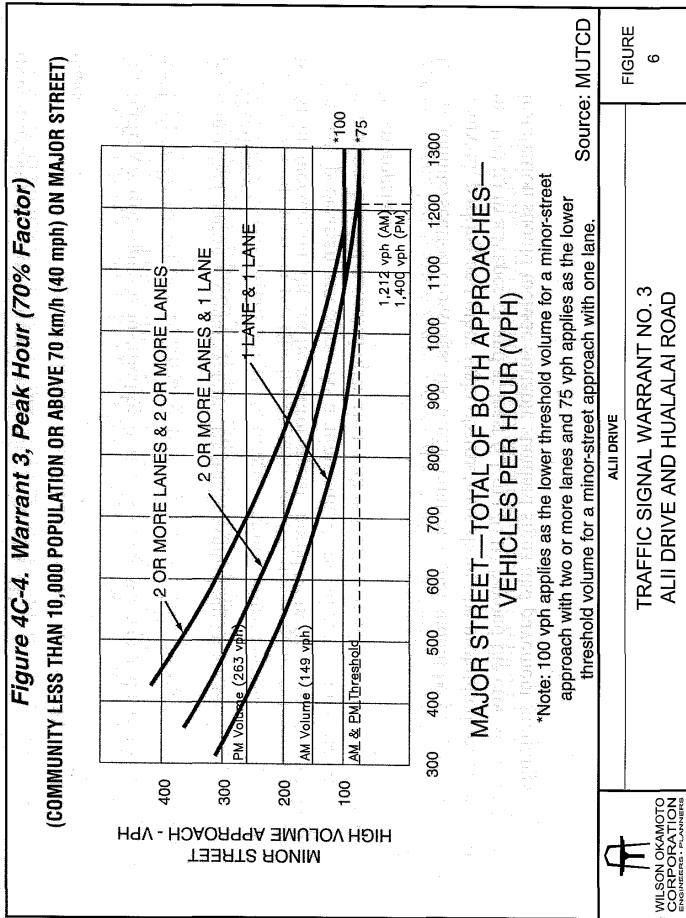
Volume Condition" and the second is the "Interruption of Continuous Traffic Condition." Warrant 1 can be satisfied either by meeting the thresholds shown in the 70% columns of either condition of Table 4C-1 of the MUTCD or by meeting the thresholds shown in the 56% columns for both conditions of Table 4C-1 of the MUTCD. Under projected conditions with the Mamalahoa Bypass Road, the traffic volumes entering all four study intersections meet the thresholds during any eight hours of the day and, as such, satisfy Warrant 1 (see Appendix E).

C. Warrant 2

Warrant 2, the "Four-Hour Volume Warrant," consists of several conditions that may justify the installation of a traffic signal at an intersection where vehicles experience high traffic delay due to large volumes of intersecting traffic during any four hours of an average day. One of the conditions is based upon the relationship between the traffic volumes along the major and minor street. If the traffic volumes along the minor street exceed the thresholds shown in Figure 4C-2 of the MUTCD, a traffic signal system may be warranted. Under projected conditions with the Mamalahoa Bypass Road, the traffic volumes entering all four study intersections meet the thresholds during any four hours of the day and, as such, satisfy Warrant 2 (see Appendix F).

D. Warrant 3

Warrant 3, the "Peak Hour Warrant," consists of several conditions that may justify the installation of a traffic signal at an intersection where vehicles experience high traffic delay due to large volumes of intersecting traffic during the peak hour periods. One of the conditions is based upon the relationship between the traffic volumes along the major and minor streets. If the traffic volumes along the minor street exceed the thresholds shown in Figure 4C-4 of the MUTCD, a traffic signal system may be warranted. Under projected conditions with the Mamalahoa Bypass Road, the traffic volumes entering the intersections of Alii Drive with Hualalai Road, Lunapule Road, and Royal Poinciana Drive are higher than the thresholds during both peak hours of traffic and, as such, satisfy Warrant 3 (see Figures 6 to 8). The traffic



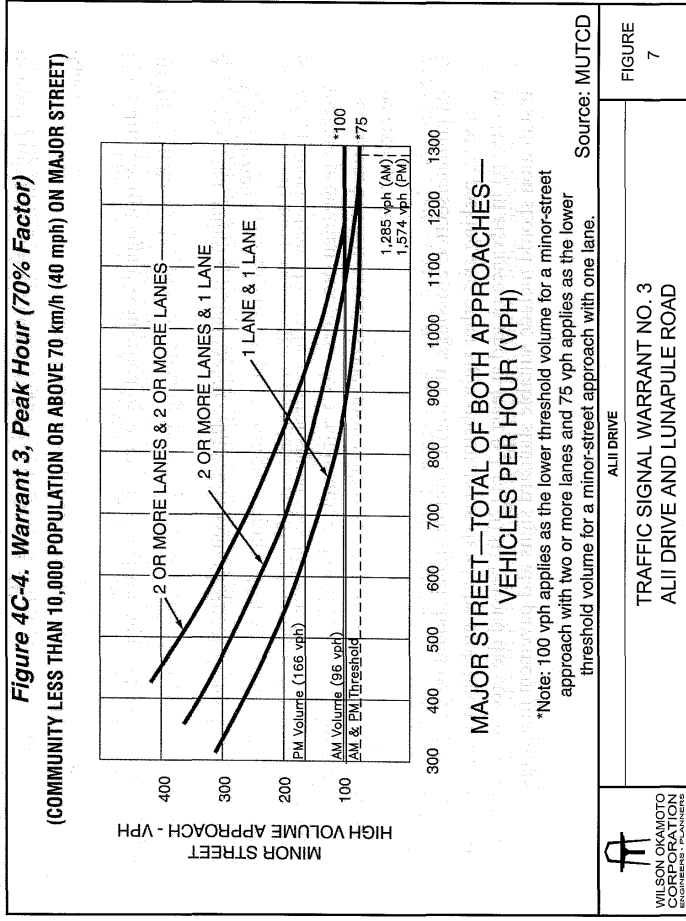
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ALI DRIVE
 ALI DRIVE AND HUALALAI ROAD

TRAFFIC SIGNAL WARRANT NO. 3

FIGURE 6

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ALI DRIVE
 ALI DRIVE AND LUNAPULE ROAD

TRAFFIC SIGNAL WARRANT NO. 3

FIGURE 7

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volumes entering the intersection of Alii Drive with Kaleiopapa Street are lower than the thresholds and, as such, do not satisfy Warrant 3 (see Figure 9).

V. PROJECTED TRAFFIC CONDITIONS WITH BYPASS AND SIGNALS

Traffic volumes at the intersections of Alii Drive with Hualalai Road, Lunapule Road, and Royal Poinciana Drive are high enough to satisfy Warrants 1, 2, and 3 under projected conditions with the Mamalaha Bypass Road and, therefore, may be considered for traffic signal system installation. At the intersection with Kaleiopapa Street, traffic volumes are high enough to satisfy Warrants 1 and 2 and, therefore, may also be considered for traffic signal system installation. Traffic signal systems are generally expected to improve projected traffic conditions at those intersections as shown in Table 3. The existing and projected with bypass (without signals) operating conditions are provided for comparison purposes. LOS calculations are included in Appendix G.

Table 3: Existing and Projected With Bypass (Without and With Signals) Traffic Operating Conditions

Intersection	Critical Traffic Movement	AM		PM		
		Exist	Proj w/out Signals	Exist	Proj w/out Signals	
Alii Dr/ Hualalai Rd	Westbound	LT-RT	A	C	B	B
	Northbound	TH-RT	A	C	B	F
Alii Dr/ Lunapule Rd	Westbound	LT-TH	A	C	B	D
	Northbound	TH-RT	C	E	C	F
Alii Dr/Royal Poinciana Dr	Westbound	LT-TH	A	A	A	A
	Northbound	TH-RT	A	A	A	A
Alii Dr/ Kaleiopapa St	Westbound	LT-TH	C	E	C	D
	Northbound	TH-RT	B	B	C	C

With the installation of traffic signal systems at all four study intersections, traffic operations are expected to improve from projected with bypass (without signals) conditions. The traffic movements at the intersections of Alii Drive with Hualalai Road, Lunapule Road, and Royal Poinciana Drive are anticipated to operate at LOS "C" or better during both peak periods. Similarly, the traffic movements at the intersection with Kaleiopapa Street are

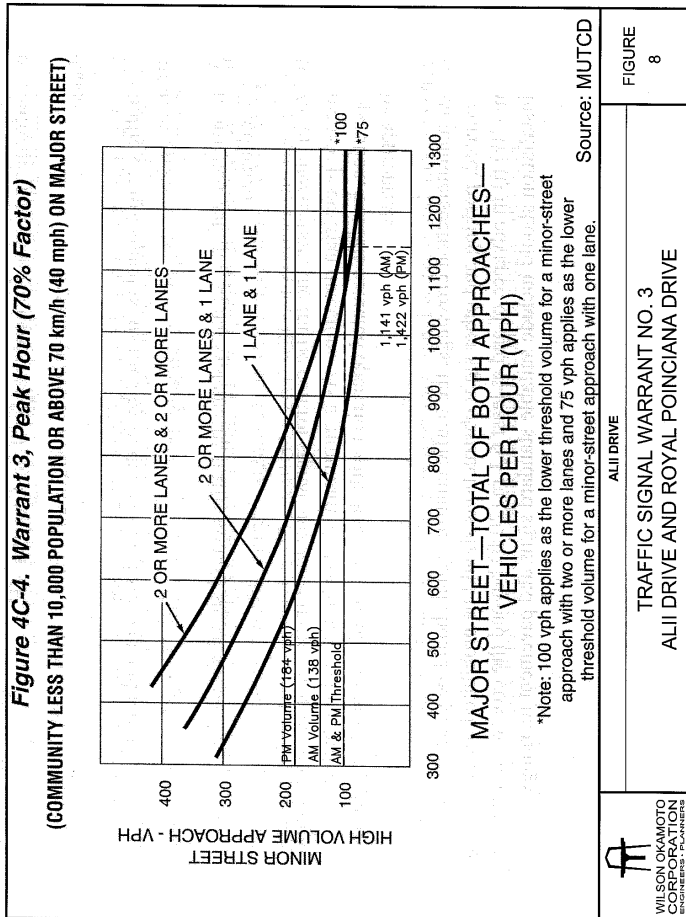


FIGURE 8

anticipated to operate at LOS "C" or better during the AM peak period and LOS "B" or better during the PM peak period.

VI. OTHER CONSIDERATIONS

A. General

In addition to considering the installation of traffic signal systems along Alii Drive, the County of Hawaii is also exploring other improvements in the vicinity to alleviate existing conditions along that roadway. These improvements include the following:

- Utilization of Kamehameha III Road to reduce northbound traffic demands
- Adjusting the regulatory posted speed limit
- Construction of a two-way left-turn center lane along the length of Alii Drive
- Construction of turn lanes/pockets at major intersections

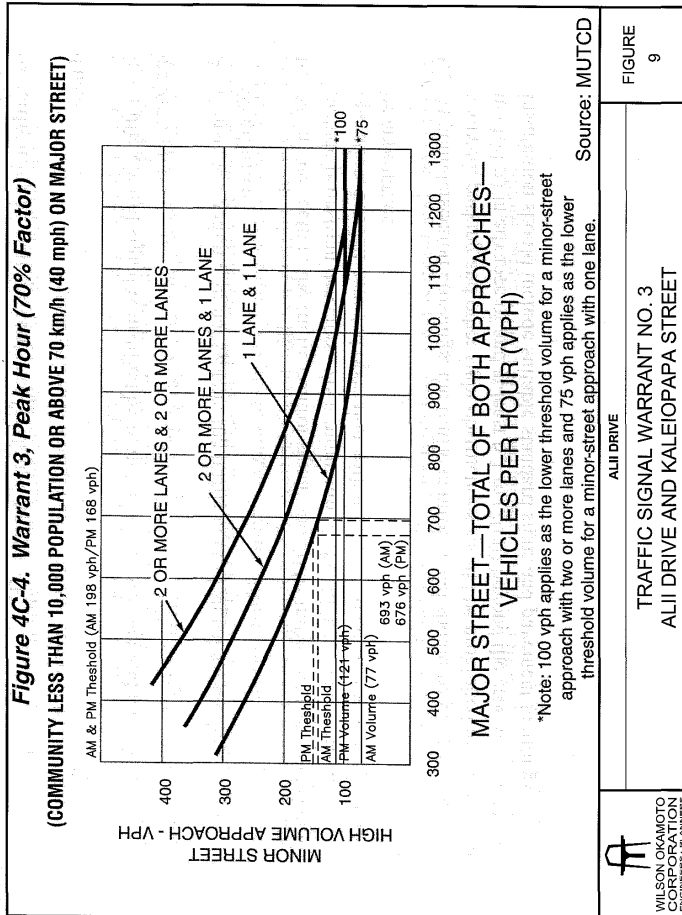
Qualitative assessments of the improvements under consideration are included in the following sections.

B. Kamehameha III Road

The Mamalahoa Bypass Road will provide an alternate route to Alii Drive from Mamalahoa Highway. Consequently, traffic along Alii Drive is expected to increase once the Bypass is available for public use. However, signage at the intersection of Alii Drive with Kamehameha III Road could be utilized to minimize these increases by diverting a portion of this traffic onto Kamehameha III Road and, ultimately, Kuakini Highway. However, the increase in vehicular traffic along Kamehameha III Road could impact traffic operations at the intersection of Kamehameha III Road and Kuakini Highway.

C. Posted Speed Limit

The regulatory posted speed limit, and therefore design speed, along a roadway directly impacts the allowable horizontal and vertical alignment, and sight distances, and indirectly impacts vehicular travel time. However, since vehicular speeds along local roadways such as Alii Drive are typically limited by close intersection spacing rather than the posted speed limit, adjusting the posted speed limit along Alii Drive would probably have a minimal impact on traffic operations along that roadway. In addition, since traffic signal warrants are based primarily on



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vehicular and pedestrian volumes, adjusting the posted speed limit would also have a minimal impact on the analysis of those warrants.

D. Two-Way Left-Turn Center Lane

The provision of a two-way left-turn center lane along the length of Alii Drive should help the progression of traffic along that roadway. This lane would allow through vehicles to proceed along the roadway unimpeded by turning vehicles. However, the existing pavement width may not be sufficient to provide this lane in some sections so the roadway may need to be widened at those locations provided that there is adequate right-of-way.

E. Turn Lanes/Pockets

The provision of turn lanes or pockets at major intersections along Alii Drive should help the progression of traffic along that roadway. These lanes/pockets would allow through vehicles to proceed through these major intersections unimpeded by turning vehicles. However, the existing pavement width may not be sufficient to provide these lanes/pockets at some locations so the roadway may need to be widened at these locations provided that there is adequate right-of-way.

VII. RECOMMENDATIONS AND CONCLUSION

Traffic operations along Alii Drive were assessed to determine if traffic signal systems were warranted at four locations as outlined in the "Manual on Uniform Traffic Control Devices for Streets and Highways," Millennium Edition (MUTCD). The projected traffic volumes at the intersections with Hualalai Road, Lunapule Road, and Royal Poinciana Drive are high enough to satisfy Warrants 1, 2, and 3 and, as such, these intersections may be considered for traffic signal system installation. At the intersection with Kaleiopapa Street, traffic volumes are high enough to satisfy Warrants 1 and 2 and, therefore, may also be considered for traffic signal system installation. In addition, several other potential improvements in the vicinity were assessed to determine if their implementation would improve existing traffic conditions along Alii Drive. Of these, the provision of a two-way left-turn center lane or turning pockets/lanes at major intersections would have the most significant impact on traffic flow along Alii Drive. However, there are pavement and right-of-way width issues associated with these improvements that need to be addressed prior to implementation.

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Appendix

E - Interim Preservation Plan (Draft)

Royal Footsteps Along the Kona Coast Interim Preservation Plan (Draft)

Cultural and historic resources are tangible and intangible aspects of cultural systems that are valued by or representative of a given culture, or that contain information about a culture. Such resources are finite and non-renewable and include but are not limited to sites, structures, districts, objects and historic documents associated with, or representative of, peoples, cultures, and human activities and events, either in the past or in the present. Cultural and historic resources can also include the primary written and verbal data for interpretation and understanding of those resources.

"The basic premise of Cultural Resource Management is that cultural resources [like natural resources] are nonrenewable and are becoming increasingly endangered by activities which modify the landscape" (McGimsey and Davis 1977:22).

Federal, state, and local laws require the mitigation of adverse impacts on cultural resources. Cultural resources management involves a delicate balance between caring for one's history and cultural past and the long-term benefits of preservation planning and the immediate needs of today.

Through a program of preservation and conservation, one strives to maintain the integrity of a site and the values (cultural, environmental, aesthetic and scientific) which contribute to its significance. The long-term maintenance, curation and protection of resources are goals of a carefully designed preservation plan/interpretive program.

The proposal here is to address interim actions, prior to formal preservation and restoration plans for each of the respective historic properties. This plan is designed to minimize impacts to the historic properties, while long-term plans are prepared, considering that public visitation to the sites is contemplated.

Likewise, the involvement of native Hawaiian community members and area residents in the formulation stages of the long-term preservation plan and their long-term involvement in the preservation interpretive processes is important to the success of preservation and restoration efforts.

Regulatory Background and Mitigation Requirements

Regulatory oversight of historic preservation compliance for falls under Chapter 6E-8, Hawaii Revised Statutes (HRS), which covers the review of the effects of projects on historic properties (since many of these historic properties are on state-owned land. This interim historic preservation mitigation plan has also been developed in accordance with the provisions of the implementing regulations at Hawai'i Administrative Rules (HAR) 13-275-8 on mitigation, and HAR 13-279, on archaeological monitoring.

Anticipated Finds

In view of the prior archaeological findings discussed in the Corridor Management Plan, it is anticipated that pre-contact and/or historic properties that have not been identified in past studies may be present within one or more portions of the various site areas. These can include isolated artifacts; archaeological sites such as shrines, house sites, heiau, etc; buried deposits; buried human remains; etc.

Extent of Archaeological Monitoring

If any ground disturbing activity is to take place, a qualified archaeologist will conduct on-site monitoring of all ground-disturbing activities potentially extending into previously undisturbed ground. Activities to be monitored include excavations and grading activities, as well as activity that occurs in previously disturbed and undisturbed areas.

Cultural Monitoring

A cultural monitor will work in conjunction with the archaeological monitor at all times and in all places or situations where on-site archaeological monitoring is required. Presently, there are no statutory or regulatory mandates for cultural monitors, nor are there any recognized policies or guidelines that set out standards for cultural monitoring. However, it is recommended that cultural monitoring be conducted, along with an archaeological monitor, during any ground disturbing work, under the following protocols:

- It is expected that the cultural monitor will be present on-site at all times that archaeological monitor is present.
- Individuals who are selected to be cultural monitors should have appropriate backgrounds in order to serve as a cultural monitor and as a resource person for cultural matters. Such individuals should also be able to serve as mediators among the stakeholders.
- The cultural monitors who are hired/volunteer should not be affiliated with the archaeological firm that is hired to provide monitoring support.
- In addition to providing direct oversight of ground disturbance activities, the cultural monitor will be expected to maintain regular records of attendance and activity on the job site.
- The cultural monitor will be expected to provide the Project Sponsor and DLNR-SHPD with a report of activities and findings, if any, on a regular basis.

A detailed protocol and plan for cultural monitoring during ground disturbing activities will be developed and adopted prior to the beginning of any ground disturbing work.

Pre-Ground Disturbing Conference

Before works begins, the on-site archaeological and cultural monitors will explain to the entire crew what materials may be encountered and the procedures to follow if archaeological materials are found, as well as the role of the archaeological monitor. At this time it will be made clear that the archaeological monitor must be on-site for all flagged ground-disturbing activities and that the archaeological monitor has the authority to stop work *immediately*, if necessary.

Additional steps during the pre-construction phase may also include having the archaeological monitor flag the limits of ground disturbance prior to the start of work in order to indicate clearly the areas that are off-limits to construction equipment and personnel.

Short-term Preservation Measures

It is the goal of short-term preservation measures to physically identify sensitive archaeological, historic and/or cultural resources and provide them with adequate preservation buffers to ensure their preservation during phases of construction.

Interim preservation buffers will be designated with brightly colored construction fencing, four to six feet in height and/or other visible markers. Interim preservation will be ensured by adopting the following general protective measures (preservation buffer zones and treatment recommendations are based on the outcome of community discussions):

Overall Site Protection – Known Historic Properties

- All known historic properties and preservation areas will be plotted accurately on plans prior to the initiation of any grading, grubbing and/or other ground disturbing activities;
- Ground disturbing activity will not be allowed to occur within the protective buffer zones. Buffer zones will be identified and mapped around all site perimeters. Installation of the preservation buffer zones will be supervised by an archaeologist(s); DLNR-SHPD will be notified when buffers zones are set in place.
- Explicit notification of people involved in any ground disturbing activities as to the nature and location of the preservation zones, the significance of the buffer zones, and the color and meaning of any site marking and/or buffer zone fencing;
- On-site monitoring will also ensure that ground disturbing activities and use of equipment do not adversely affect the cultural sites;
- The protective buffer zone will remain in place until ground disturbing activities are completed, then the interim preservation buffer markers and/or fencing will be removed and long term preservation measures will be implemented;
- No stones may be removed from within the preservation zones..

Treatment of Cultural Materials

If any archaeological materials are encountered during ground disturbing activities, work will be stopped immediately in that area and the monitoring archaeologist will investigate the nature of the discovery. If an intact cultural layer, living surface, structural components (e.g., foundations), archaeological sub-surface features (e.g., hearths, pits, postholes, etc), artifacts, charcoal, or midden deposits/trash pits are encountered, then the following actions will be taken:

- Selected, sorted charcoal samples from discrete fire features will be collected for the possibility of radiocarbon analysis (particularly if the charcoal appears in a prehistoric context).
- Bulk samples of midden material will be collected, such as shell, bones, etc.

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Interim Preservation Plan (Draft)

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- All prehistoric artifacts will be collected
- All historic artifacts will be collected unless large trash or refuse pits are encountered, in which case only diagnostic samples will be taken, such as bottle and ceramic bases containing maker's marks
- Standard documentation will be carried out, including scale maps, profiles, photographs, detailed soil and provenience descriptions, and interpretation
- Photographs of excavations will be included in the monitoring report even if no historically significant sites are documented during the monitoring field work.

Treatment of Human Remains

In compliance with Chapter 6E-43, should any burial remains be inadvertently discovered as a result of work or exposed through natural processes, work will immediately stop in the area that the archaeologist determines could contain related material and DLNR-DOCARE, DLNR-SHPD and the Hawaii County Medical Examiner, via the Hawaii County Police Department, will be notified immediately of the find.

No further work will take place in that locale - including screening of back dirt, cleaning and/or excavation of the burial area, or exploratory work of any kind - unless explicitly requested by SHPD. Disposition of any identified remains will be determined on a case-by-case basis in consultation with DLNR-SHPD (the HIBC), and individuals with familial ties to area.

During the period of ground disturbing activity, no construction or land modification activities, other than appropriate landscaping, interpretation and maintenance will occur within the designated preservation zones, with the exception of tree removal if trees have been damaged by natural causes. Where the existing introduced plants will not impact the cultural sites, the trees will be left in place.

Halting of Excavation Activity

The archaeological and/or cultural monitor(s) have the authority to halt further ground disturbing activity in the vicinity of the find, so that the mitigation measure to protect the archaeological features can be carried out. The independent archeological and cultural monitors will make it clear to all personnel/volunteers that the archaeologist and cultural monitors have the authority to halt work when it is deemed appropriate.

Laboratory Work

Artifacts will be cataloged and analyzed, along with any samples of midden materials that have been collected. Charcoal and other datable materials will be submitted for dating analysis, provided samples were collected *in situ* from prehistoric contexts that show no signs of intermixing with historic materials; e.g., charcoal obtained from distinct fire features in solely pre-contact deposits.

In the event of human remains being encountered, as noted above all work will stop in the vicinity until DLNR-SHPD authorizes resumption of activity. DLNR-SHPD, in consultation with the Hawaii Island Burial Council, will determine if it is appropriate to remove and relocate any human remains encountered. If

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DLNR-SHPD authorizes removal of the human remains, the archaeological monitor will remove and inventory the remains in accordance with Hawaii Administrative Rules 13-300, and the remains will be stored temporarily at the DLNR-SHPD Hawaii Island office until re-interment plans are finalized.

Report Preparation

The archaeological and cultural monitors will compile daily monitoring logs. These logs will minimally include a description of daily activities, sites or features cleared and recorded, personnel on-site, problems encountered, and corrective action taken. Reports will be filed as appropriate with the SHPD detailing any new sites or features identified within the project area boundaries, if necessary and appropriate.

Following completion of monitoring fieldwork and any required laboratory analyses, a draft archaeological and cultural monitoring report will be prepared and submitted to DLNR-SHPD for review. The archaeological monitor will submit a final archaeological monitoring report after receiving any comments on the draft report. Should burials and/or human remains be identified, other letters, memos, and/or reports be requested by the History and Culture Branch of SHPD or other parties, they will be provided in accordance with applicable statutes and regulations.

Collections Archiving

All burial remains and associated materials will be given to the SHPD Hawaii Island office for curation until re-interment plans are finalized. Non-burial materials will be stored temporarily at SHPD's facilities until an appropriate curation facility is available on Hawaii.

Long-term Preservation Recommendations

Following completion of ground disturbing, preservation, restoration or other activities, long-term preservation treatments, including site stabilization, landscaping, interpretation and monitoring will begin. The long-term maintenance, curation and protection of resources are the goals of a carefully designed preservation-interpretation plan.

It is through interpretation that local communities and island visitors alike will gain a better understanding of and awareness of the unique and fragile nature of Hawaii's resources. Awareness will in turn foster an environment for the protection and preservation of the resources. Concerns for long-term preservation include:

- Documentation of Site Conditions and perimeters for future references in documenting site stability and/or evolution.
- The Project Sponsor will work with community members and DLNR-SHPD in compiling an archival catalogue of site conditions and treatments. The catalogue will serve as the "control" for monitoring reviews which may be conducted by DLNR-SHPD, County Departments and the site stewards. The catalogue will be housed with DLNR-SHPD, the offices of the appropriate Hawaii County Department(s) and appropriate community stewardship group.
- Monitoring Site Integrity - determining and assigning maintenance schedules for landscaping and litter control, and monitoring level of pedestrian impact and/or inappropriate site uses.

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- Site Interpretation - Interpretive signs that identify the preservation sites at appropriate (unobtrusive) locations will provide: the feature type; SHP number; a cultural overview-site history; and a statement about the sensitive nature of archaeological sites.

Visitation to the cultural sites will be limited to appropriate uses; i.e., cultural observances as practiced by native practitioners, and Hawaiian cultural interpretive programs. For general viewing, the sites will be visible from the public access areas.

Landscaping and Grounds Maintenance

Where the existing vegetation will not impact the cultural sites, the vegetation will be left in place. In areas where inappropriate vegetation should be cleared to foster site preservation and enhance view planes, no plants will be pulled out by the roots, instead they will be cut to the surface level and spot treated with a poison approved by DLNR-SHPD, so as not to impact any possible subsurface remains. Additionally, appropriate native vegetation may be planted around the preservation site buffers.

If landscaping is to be done within the general vicinity of these sites, it is recommended that it be in keeping with the native and/or existing vegetation of the area. A variety of native Hawaiian coastal plants (as identified in historic literature and seen in similar coastal environmental zones) may be used for this task.

General Site Maintenance

It is recommended that waste receptacles be situated at several locations away from the preservation area buffers and in locations near parking areas. Waste receptacles are to be placed in such a way so as not to detract from the view planes to the sites, yet still be identifiable as waste receptacles. The waste receptacles could be heavy duty covered metal bins held in place between chain secured cemented pipes, or enclosed in wooden stone enclosures. If metal bins are used, they should be painted in a color which blends in with the natural tones of the surrounding grounds.

The County of Hawaii will establish a site maintenance monitoring schedule for maintenance of and collection from these receptacles as well as coordinate the general landscaping, trail, and signage maintenance (waste receptacles to be checked on a daily schedule).

In order to ensure culturally sensitive, long-term site maintenance and site protection, the project Sponsor and County of Hawaii will develop a program that informs grounds and maintenance staff of the requirements for site preservation. Among the topics to be addressed in the informational program are:

- Training of maintenance personnel in appropriate maintenance techniques and of appropriate uses/visitation at the sites (No picnicking, camping, playing, removing of sand, dirt, or stones; etc., at/or from sites). Personnel (employee or volunteer) will be informed of who to call when inappropriate activities are observed;
- Landscaping maintenance;
- Waste receptacle maintenance and collection;

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- Maintenance of interpretive exhibits;
- Site condition monitoring and notifying DLNR-SHPD and appropriate County Departments of changes in site conditions.

Implementation of Interpretive Programs

This plan proposes that the Project Sponsor, County of Hawaii, community stewardship groups and other appropriate entities manage a passive interpretive program for preservation areas. This plan suggests that the interpretive messages include:

- brief archaeological site descriptions and appropriate graphics;
- legendary and/or historic references;
- cultural site protection law citations; and
- personal safety statements.

Periodic site visits, to be conducted by DLNR-SHPD and County departments, will confirm compliance with regulations and requirements for treatment of the preservation sites.

Indirect Mitigation

Several forms of indirect mitigation will be carried out in conjunction with the preservation and restoration of the various sites in the *Royal Footsteps Along the Kona Coast*. Most importantly, the Program will implement a Cultural and Natural Resources Training Program that will require all people (employed or volunteer) associated with the program implementation to be trained annually regarding the potential impact to cultural and archaeological resources and the measures to prevent such impact.

The content of the training program will be determined by the Project Sponsor, in cooperation with DLNR-SHPD. Both the archaeological and cultural monitors will have the authority to enforce the tenets of this training. The training program will include but not be limited to the following content:

- Impart an understanding of region's cultural landscape, including cultural practices, historic properties and their vulnerability to damage.
- Provide guidance and information on respectful and sensitive behavior and activities while in the summit region.
- Make clear that any disturbance of a historic property is a violation of Chapter 6E11, HRS, and punishable by fine and/or confiscation of equipment. All other applicable statutes and regulations pertaining to the protection of historic properties, including isolated artifacts and human burials, will also be explained during such training.

The training program will be reviewed regularly and updated, as need.

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Appendix

F - Interpretive Content: Royal Footsteps Story Themes

Interpretive Content: Royal Footsteps Story Themes

Stories are the core of the marketing program. Each of the sites identified on the *Royal Footsteps Along the Kona Coast* have their own interesting and important stories to tell, whether they are about the archaeological, historic, cultural, natural, scenic or recreational qualities at these sites, or combination of these intrinsic qualities.

However, there are many more stories to tell along the Kona Coast that give the traveler a better understanding of the place they are in, its past and its future. Below are just a few of these broader story themes:

Archaeological/Historic

Numerous archaeological and historic features are found along Ali'i Drive corridor.

The name says it all, "Ali'i Drive" - seven miles of roadway, seven centuries of royal tradition

In the centuries prior to 1778, several large and densely populated royal and high Royal Centers were located along the shoreline between Kailua and Honaunau. According to archaeological reports and cultural traditions, there were seven Royal Centers in use in Kona that existed along the Kona Coast, circa A.D. 1600-1800. Four of these Royal Centers are on the *Royal Footsteps Along the Kona Coast*:

Kamakahonu, Kailua (site #S-1) - Occupied by Kamehameha I between 1813 and 1819

Hōlualoa (site #12) - Associated with Keolonahihi in the ca 1300, Keakamahana and Keakealaniwahine in ca. 1600 and Kamehameha I in the 18th Century

Kahalu'u (site #19) - Complex of multiple *heiau* surrounding Kahalu'u Bay with a traditional breakwater; named for the chiefess Kahalu'u and Keauhō (site #23) - This area is noted for the largest *hōlua* slide in Hawai'i, the surf and numerous *heiau*

Heiau

Formalized worship took place in *heiau*, or temples. These structures ranged in complexity from single houses surrounded by a wooden fence to the massive open-air temples with terraces, extensive stone platforms and numerous carved idols in which ruling chiefs paid homage to the major Hawaiian gods.

There were two major orders of *heiau*: the agricultural or economy-related ones; and the large sacrificial government war temples, *luakini*.

Erecting temples was the prerogative and responsibility of the *ali'i*; for only they could command the necessary resources to build them, to maintain the priests, and to secure the sacrifices that were required for the rituals.

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Home of Hawai'i's first King, unifier of the archipelago

Kamakahonu Royal Center at Kailua Bay (site #S-1) was the residential compound of Kamehameha I from 1813 until his death in 1819. It had previously been the residence of a high chief, and it was undoubtedly a residential area back into the centuries prior to European contact. During Kamehameha's use of this compound, reportedly 11 house structures were present and included 'Ahu'ena helau (site #S-2).

First Capital of Hawai'i

When Kamehameha unified the entire Hawai'i archipelago under a single dynasty he returned to establish his residence in Kailua Village (site #S-1), which served as the capital of the unified archipelago from 1813-1819. Shortly thereafter, the capital of the kingdom was moved from Hawai'i Island, never to return.

Cultural

Kapu System – "beginning" and end

Pa'ao (ca 1300) is reported to have introduced a religious and political code in old Hawai'i, collectively called the kapu system. This set forth a strict social structure. Oral traditions suggest that the Hōlualoa Royal Center (site #12) was constructed as early as A.D. 1300 by the Chiefess Keolonahihi. Keolonahihi is reported to be either the daughter or niece of Pa'ao and therefore a link to the beginnings of the kapu (however, Pa'ao resided primarily in north Hawai'i.)

Following the death of Kamehameha I in 1819 (site #S-1), King Kamehameha II (*Liholiho*) declared an end to the *kapu* system (site #S-1). In a dramatic and highly symbolic event, Kamehameha II ate and drank with women, thereby breaking the important eating *kapu*. A battle between Liholiho and his cousin, Kekuaokalani, who opposed abolition of the kapu was held at Kuamo'o (site #25).

All of this occurred along Ali'i Drive: Keolonahihi; Kamehameha's death; Liholiho's abolition of the Kapu and the subsequent battle of Kuamo'o. The kapu system, the traditional Hawaiian religious, political and social structure, lasted for 500-years.

Challenges in developing a written Hawaiian language

Hawaiian was a spoken language in old Hawai'i. Before the Hawaiian language was reduced to writing, English-speaking persons spelled Hawaiian proper names phonetically to the best of their ability.

The initial Christian missionary group that landed in Kailua Bay in 1820 (site #01) brought with them the first printing press in Hawai'i; they worked to develop the written languages and they printed the first documents in Hawaiian. The printers were constantly clamoring, for example, for more "k's. A glance at the dictionary shows that about one-fifth of the words in the Hawaiian language begin with k, so the perplexities of the printers may easily be understood.

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Coming of the missionaries, 1820

Some confuse the timeline and suggest it was the missionary influence that caused the end of the kapu system in Hawai'i. Liholiho abolished the kapu system shortly after the death of Kamehameha in 1819 (site #S-1). The first Christian missionaries arrived after the abolition of the kapu system on April 12, 1820 (site #01).

Mayflower-1620 to North East; Thaddeus-1820 from North East

200-year Coincidence? In 1620, the Pilgrims arrived at Plymouth Rock on the *Mayflower*. Two hundred years later, the missionaries, sailing aboard the *Thaddeus*, arrived in Kailua, having left their homes in northeastern United States; at what is referred to as the "Plymouth Rock of Hawai'i" (site #01, where the Kailua Pier now stands.)

State motto – respect for the land, the ocean, the environment and each other

The State motto: *Ua mau ke ea o ka ʻāina I ka pono* (the life of the land is perpetuated in righteousness" was given by Kaulikeaoli (Kamehameha III), born in Keaouhou (site #S-4). It is generally claimed that it became the motto of the Kingdom of Hawai'i when King Kamehameha III spoke the words on July 31, 1843.

Such righteousness, or "pono," respects and celebrates the host culture and indigenous people of Hawai'i, as well as the native Hawaiian language. The state motto also conveys mutual respect for the land, the ocean, the environment and each other

Recreation

Hōlua sledding

The most dangerous sport practiced in Hawai'i was hōlua sliding. The primary archaeological feature of Keaouhou was its monumental Hōlua Slide (site #24), a stone ramp nearly one mile in length that culminated at He'eia Bay. This is the largest and best-preserved hōlua course, used in the extremely dangerous toboggan-like activity restricted to the ali'i.

Surfing - Sport of Royalty – Hawai'i's gift to the world of sports

When Captain Cook arrived in Hawai'i, surfing was deeply rooted in many centuries of Hawaiian legend and culture. Place names had been bestowed because of legendary surfing incidents. The *kahuna* intoned special chants to christen new surfboards, to bring the surf up and to give courage to the surfer who challenged the big waves. There are many popular surf sites along Ali'i Drive. In fact, Kamehameha I learned and excelled at surfing at Hōlualoa Bay (site #11).

As former Hawai'i State governor, George Ariyoshi, stated, "Surfing was born in Hawai'i and truly has become Hawai'i's gift to the world of sports."

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Ironman Triathlon

The world's most prestigious one-day endurance event, the Ironman Triathlon Championship is hosted in Kona with the start and finish along Ali'i Drive in the heart of Kailua Village (near site #01).

Hawaiian International Billfish Tournament

Starting in 1959 and running continuously since, the Hawaiian International Billfish Tournament, the *Grandfather of all Big Game Fishing Tournaments*, gets underway every summer at Kailua Pier (site #01). Passionate fishing teams from around the world gather in search of the prized Pacific Blue Marlin. In a decade-long effort to make the tournament more environmentally friendly, nearly 90% of the catches are tagged and released.

The world's largest long distance canoe race

The Queen Lili'uokalani Long-Distance Canoe Races are traditionally held over the Labor Day weekend to mark the Queen's birthday. 1,500 paddlers, in crews from Hawai'i, the US mainland and around the world enter this world-class event at Kailua Bay (site #01).

7-miles of level terrain for walking, running or biking

Ali'i Drive is an excellent setting for casual walking, running or biking. It is generally level and winds along the picturesque Kona Coast. Mile markers help pace individual performance.

Scenic

Kona's scenic contrasts

The lands of Kona range from stark, black, dry coastal desert to cool, cloudy upcountry where glossy green coffee, macadamia nuts, tropical fruit, and a riotous profusion of flowers cover the steep, jagged slopes. The drive along Ali'i Drive is a passage of diversity. Beautiful views and sweeping vistas make for pleasant drives; turn a corner and you move quickly from a strong lava flow shoreline to crystal clear white sand beaches, then quickly back again. Look up to Hualalai overshadowing the coast to lush, green forests and farms.

Sunsets – green flash

Kona is famous for its "green flash" sunsets. As light passes from the vacuum of space into the atmosphere, which acts like a prism, it slows down and causes the light to bend or refract towards the surface of the earth. The atmosphere causes blue light to be scattered more than red or green - the reason why the sky appears blue - so light from the 'green image' - the 'green flash' - will normally be the last thing you see as the sun disappears below the horizon.

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Natural

"Magic Sands"

La`aloa (site #15) is also referred to as White Sands, Magic Sands and Disappearing Sand. As a naturally recurring process, during periods of high surf, usually during the winter months, violent wave action will wash away the sand down to bare rock within twenty-four hours, causing the beach literally to disappear overnight. When the heavy surf subsides, normal wave action and ocean currents will slowly move the sand from the offshore reservoirs and redeposit it onshore. The periodic flushing of this body of sand as it is moved offshore and onshore keeps it free of debris and very white.

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Appendix

G - Institutional Partners Meetings

**Institutional Partners Meetings
(Communications (Peter Young))**

Throughout the process, multiple telephone conversations and e-mails; in addition, these face-to-face meetings/discussions

- 07-23-10 Wally Lau, County Deputy Managing Director
Bobby Command, Mayor's Executive Assistant
- 07-27-10 Warren Lee, County Director of Department of Public Works
- 08-16-10 Kari Benes, Traffic Safety Coordinator, EMS & Injury Prevention System Branch, State Department of Health
- 08-17-10 Hawaii County Cabinet Meeting (Wally Lau, Deputy Managing Director; Margaret Masunaga, Deputy Planning Director; Bob Fitzgerald, Director of Parks & Recreation; Darryl Oliveira, Fire Chief; Sam Kawamoto, Police District Commander; Ken Van Bergen, Open Space Coordinator, Finance Department; Laverne Omori, Research and Development; Stephen Arnett, Director of the Office of Housing and Community Development; Dora Beck, Department of Environmental Management)
- 08-17-10 Bobby Lindsey, State Office of Hawaiian Affairs, Trustee; Kama Hopkins, Aide to Bobby Lindsey, OHA
- 08-17-10 Peoples Advocacy for Trails Hawaii (Laura Dierenfield, Executive Director; Ann Peterson; Bob Ward)
- 08-18-10 Dan Quinn, State Director of the Division of State Parks (DLNR)
- 09-13-10 Aric Arakaki, Rick Gmirkin and Ida Hanohano; Ala Kahakai National Historic Trail
- 09-15-10 Margaret Masunaga, Deputy Planning Director, and Deanne Bugado, Kona Planning staff
- 09-20-10 Jay Ignacio, President of Hawaii Electric Light Company (HELCO)
- 09-20-10 Warren Lee, County Director of Department of Public Works
- 09-20-10 Ron Thiel, Head of Traffic, County Department of Public Works
- 09-20-10 Noelani Wittington, Outreach Coordinator, County Department of Public Works

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Appendix

H - Crash Data

2009 Crash Data from Police and Hawaii County Public Works

The Police Department and County of Hawaii cooperate on crash data related to incidents occurring across the island. Following is mapping of reported crashes along Alii Drive during 2009. The images are arranged in segments in a north to south orientation along Alii Drive. (Numbers indicate Police Report #)

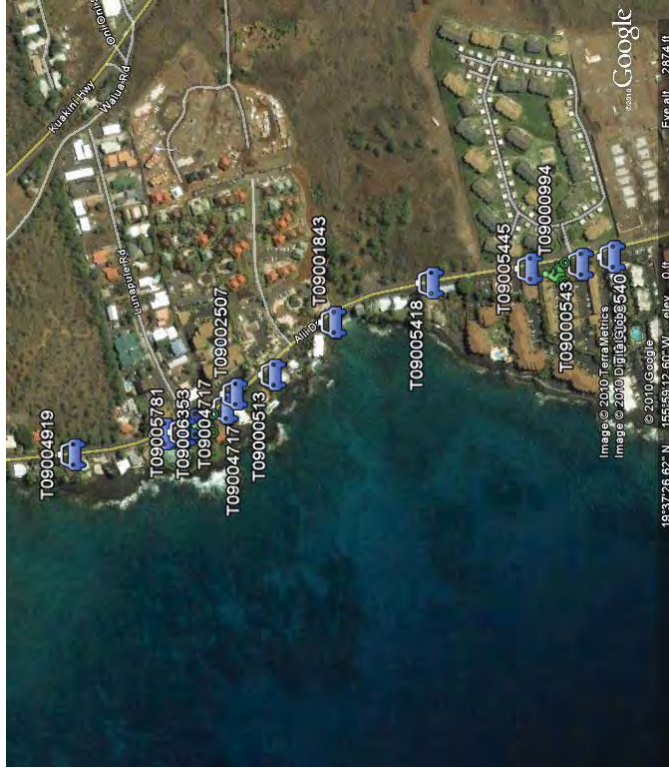
Kailua Pier to Oneo Bay



Coconut Grove to Kona Reef



Lunapule to Kona Ali'i



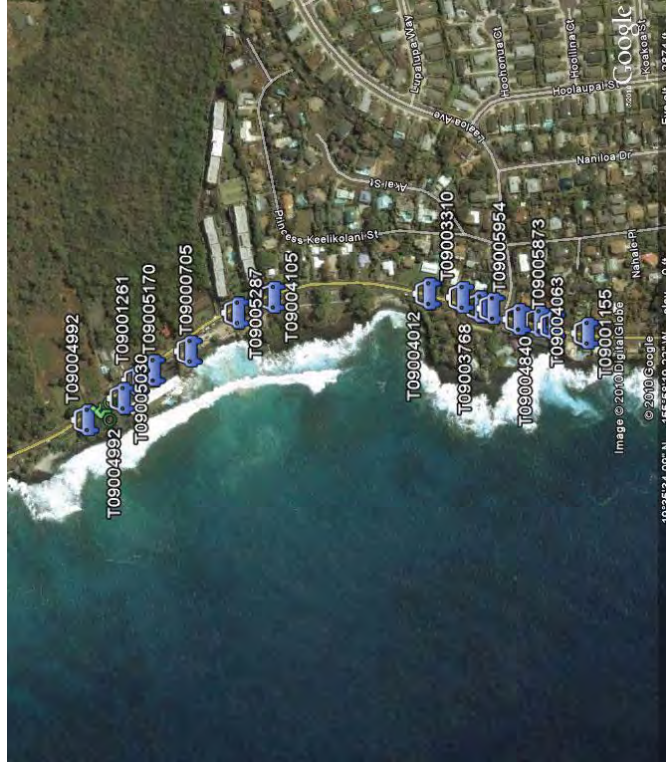
Casa de Emdeko



Kona Bali Kai



La'aloa



Kahalu'u to Keauhou



Traffic Safety Review - Crashes Along Ali'i Drive Requiring Ambulance Response (2007-2010)

The Department of Health, EMS & Injury Prevention System Branch, assembles data concerning crashes along highways that involve ambulance response. The following images illustrate data collected from 2007 through July 31, 2010 along Ali'i Drive and include ambulance responses for vehicle, bicycle and pedestrian accidents over that time period. The images are arranged in segments in a north to south orientation along Ali'i Drive. Following these summary images, more detailed images note some of the areas of concern along the roadway.

Kailua Seawall to Royal Kona Resort



Lunapule Road to Casa de Emdeko



Casa de Emdeko to Puapua



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Holualoa to La'aloa



La'aloa to Kahaluu



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Keauhou Bay



A few areas of concern are evidenced in the data, primarily Oneo Bay, Lunapule Road, Royal Poinciana, and La'aloa. In general, accidents with ambulance responses were more on a case by case basis along the entire roadway and not "concentrated" as in these four examples. Following area images focused on these areas, noting the incidents occurring at these locations from 2007 through July 31, 2010:

Oneo Bay



Note the multiple vehicle and pedestrian accidents and single bicycle accident in this area that had ambulance responses.

Lunapule Road



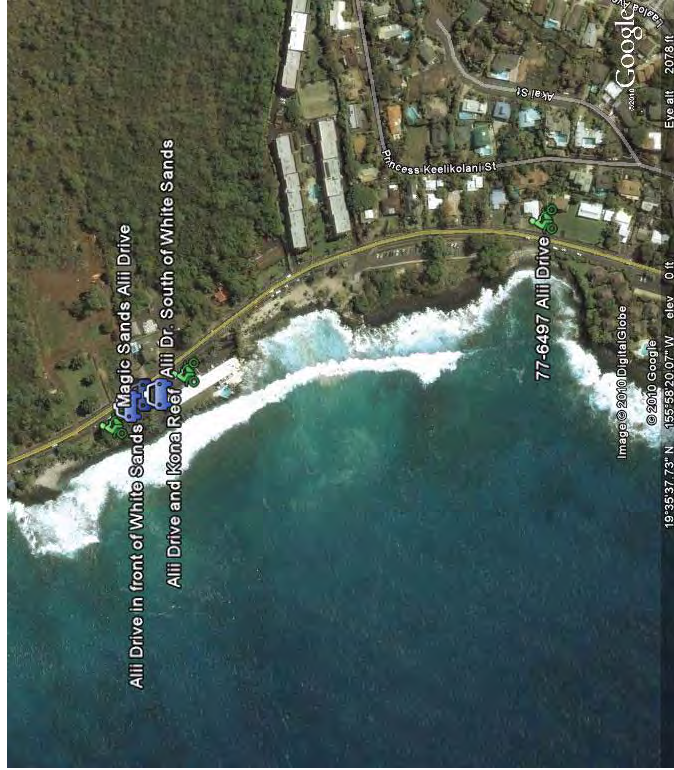
Note the multiple bicycle and vehicle accidents at the Alii Drive – Lunapule Road intersection.

Royal Poinciana Drive



Multiple vehicle and bicycle accidents occurred at the Alii Drive – Royal Poinciana Drive intersection from 2007 through July 31, 2010.

La`aloa



Note the multiple bicycle and vehicle accidents at La`aloa.

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Appendix

I - Public Access to Shoreline Along Ali'i Drive

**Public Access to Shoreline Along Ali'i Drive
(Information provided from County of Hawai'i Public Access Website)**

Hawai'i's natural beauty ranks among the best in the world. As one travels along Ali'i Drive and experiences the extensive and extraordinary intrinsic qualities on the Royal Footsteps Along the Kona Coast travelers will, obviously, been drawn to the shoreline.

While there are numerous places where Ali'i Drive fronts the shoreline, there are also many places where either private properties and/or development limit the access to the shoreline.

Gaining legal and safe access to Hawai'i's mountain and shoreline areas can be challenging. Residents and visitors often request information that will help them plan their outdoor activities. Not only do they want to know where the publicly available accesses are, but also what they can expect once they get there.

In 1996 the County of Hawai'i adopted Chapter 34 of the Hawai'i County Code which outlines procedures for the provision of public access when lands are subdivided into six or more lots or parcels. Chapter 34 further directs the Planning Department to work with other governmental agencies to compile information on the locations of shoreline and mountain areas that are accessible to public use. (<http://co.hawaii.hi.us/countycode.html>)



Representative signage noting locations of Shoreline Public Access

The following are a series of maps and access descriptions developed by Hawai'i County, running from Kailua in the north to Keauhou in the south, noting the various designated Shoreline Public Access points along Ali'i Drive and the Royal Footsteps Along the Kona Coast. (Not all access points are noted in the following; this is a representative sample of public access points.)



(County of Hawai'i Shoreline Public Access map.)

1. **Old Kona Airport Park (County)** – Rocky shoreline, tidal pools with some white sand, low cliffs. Fishing, swimming, hiking, picnicking, sports. Parking, restrooms, showers, pavilions, playgrounds. Sports facilities are part of the park, such as a gym, skating rink, swimming pool, tennis courts, soccer and baseball fields. Hazardous footing, currents and waves. State Park gate is open 7 a.m. to 8 p.m. (Near, but not on corridor.)
2. **Coastal Trail in Front and South of Old Kona Airport** – Rocky shoreline, tidal pools with some white sand, low cliffs. Fishing, swimming, hiking scuba diving. Parking, restrooms, showers at the Old Kona Airport Park. Hazardous footing, currents and waves. The area is a Marine Life Conservation District. (Near, but not on corridor.)
3. **Three (3) Shoreline Accesses in Lanihau and Kona Bay Estates** – Rocky shoreline, tidal pools with some white sand. Fishing, swimming, hiking. Most direct access to "Baby Pond" (a large tidal pool) is through Kona Bay Estates and ocean-side of a baseball field and football field. The area is a Marine Life Conservation District. (Near, but not on corridor.)

4. **Kamakahonu Beach** – White sand beach next to Kailua Pier and King Kamehameha's Kona Beach Hotel. Swimming. Restrooms (open 7:00 a.m. to 6:45 p.m.) and showers nearby at Kailua Pier. No on-site parking.
5. **Kailua Bay and Pier (State)** – Some white sand at the base of man-made walls. Fishing, swimming, Restrooms, showers, boat ramp (permit required). No on-site parking. Hazardous footing, waves, currents and boat traffic. (This is the swim start for the Ironman Triathlon World Championship.)
6. **Kona Inn Shopping Village** – Low oceanfront seawall and lawn. Picnicking. Restrooms. No on-site parking. Hazardous footing, currents and waves.
7. **Hale Halawai Civic Center (County)** – Rocky shoreline and seawall. Fishing, picnicking, surfing. Police substation, pavilion, restrooms, public parking across the street. Hazardous footing, currents and waves.
8. **Waterfront Row** – Access through shopping complex to rocky shoreline and short concrete walkway to Hale Halawai Civic Center. Fishing. Underground parking, as well as parking across the street. Hazardous footing, currents and waves.
9. **Kona Reef Condominium** – Rocky shoreline and hike to white sand beach. Hiking, fishing, swimming, popular adjacent surf spot at Wai'aha Bay, commonly called "Honl's." Limited parking along Kahakai Road adjacent to condominium. Hazardous footing, currents and waves.
10. **Wai'aha Bay (Honl's Beach) (County)** – White sand beach and rocky shoreline. Swimming, fishing, popular surf spot, commonly called "Honl's." Parking, restrooms, and showers across the street. Hazardous footing, currents and waves. Open from sunrise to 30 minutes after sunset.



Representative example of public access signage at road corridor



(County of Hawai'i Shoreline Public Access map.)

1. **Kona Makai Condominium** – Rocky shoreline. Fishing. Walk along the north side of condominium complex. Limited parking along Ali'i Drive. No facilities. Hazardous footing, currents and waves.
2. **Kona by the Sea Condominium** – Rocky shoreline. Fishing, surfing. Parking in condominium parking lot. No facilities. Old salt water pool is hazardous with poor water quality and circulation. Hazardous footing, currents and waves.
3. **Ali'i Pointe Subdivision** – Rocky shoreline. Fishing, hiking along shoreline. Foot access starts at entrance to Ala Kala Condominium, south of Ali'i Pointe Subdivision. Limited parking along Ali'i Drive. No facilities. Hazardous footing, currents and waves.
4. **Hale Kai O Kona Condominium** – Rocky shoreline and small, white sand pockets with tidal ponds. Fishing, hiking along shoreline, swimming. Limited parking along Ali'i Drive. No facilities. Hazardous footing, currents and waves.

Images Along Representative Shoreline Public Access

View Down Access Way



View as You Approach Shoreline



View at the Shoreline



5. **Hale Halawai O Holualoa Church** – Rocky shoreline. Fishing, hiking along shoreline, picnicking, parking, picnic tables. Hazardous footing, currents and waves.

6. **Puapua a (Banyan's)** – Coral rubble beach. Fishing, surfing. Limited parking along Ali'i Drive. Portable toilet. Hazardous footing, currents and waves.

7. **Holualoa Bay** – Rocky shoreline. Fishing, popular for surfing. Parking along Ali'i Drive. No facilities. Hazardous footing, currents and waves.

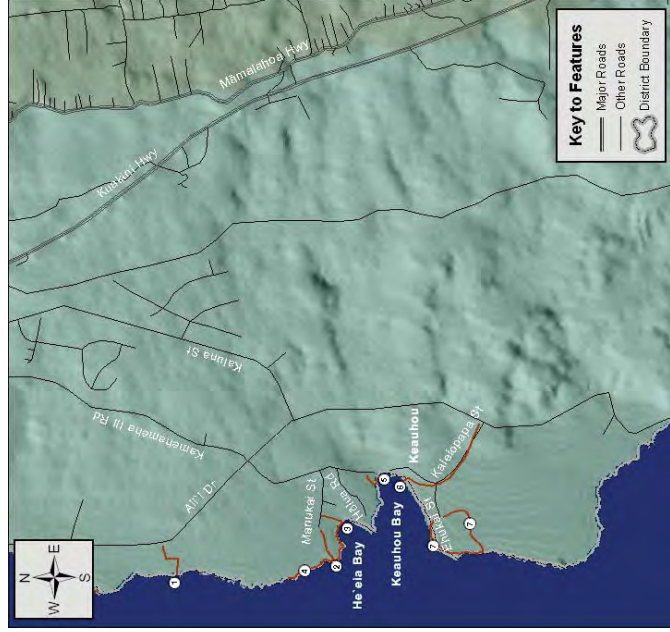


(County of Hawai'i Shoreline Public Access map.)

1. **'Alohi Kai Subdivision Shoreline Access** - Rocky shoreline. Culturally sensitive area. Fishing, hiking along shoreline. Limited parking along Ali'i Drive. No facilities. Hazardous footing, currents and waves.

2. **Pahoehoe Beach Park (County)** – Coral rubble beach and rocky shoreline. Fishing, picnicking, parking along Ali'i Drive, portable toilet, showers, ADA accessible paths, picnic tables and benches. Hazardous footing, currents and waves.

3. **La'aloa Beach Park** (also known as "Disappearing Sands, White Sands and Magic Sands Beach Park") (County) – White sand beach and rocky shoreline. Swimming, surfing. Parking, restrooms, showers, drinking water, lifeguards. Hazardous footing, currents and waves. Gate open 7 a.m. to 8 p.m.
4. **Kahalu'u Beach Lots Subdivision** – Rocky shoreline and tidal ponds. Fishing. Limited parking along Ali'i Drive. No facilities. Hazardous footing, currents and waves.
5. **Kahalu'u Beach Park** (County) – Sand and rocky shoreline. Swimming, surfing, picnicking, snorkeling. No kayaking allowed. Parking, ADA accessible restrooms and pavilion, showers, drinking water, picnic tables, lifeguards. Hazardous footing, currents and waves. Beach open 6 a.m. to 11 p.m. Gate to parking lot open 7 a.m. to 11 p.m.
6. **Keauhou Beach Resort** – Rocky shoreline with tidal pools and low cliffs. Fishing, hiking along shoreline to the south. No on-site parking. No facilities. Hazardous footing, currents and waves.



Royal Footsteps Along the Kona Coast
Corridor Management Plan
Public Access to Shoreline Along Ali'i Drive
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1. **Keauhou-Kona Surf and Racquet Club** – Rocky shoreline and cliffs. Fishing, hiking along shoreline to the north. Limited parking along Ali'i Drive and short walk to shoreline through Club. No facilities. Hazardous footing, currents and waves. Open 6 a.m. to 8 p.m.
2. **Kanaloa at Keauhou** – Rocky shoreline and cliffs. Fishing, hiking along shoreline to north and south (to He'eia Bay). Parking at end of Manukai Street. Obtain directions from entrance gate to condominium for foot access to shoreline trail. No facilities. Hazardous footing, currents and waves.
3. **He'eia Bay** – Boulder and pebble beach, rocky shoreline. Swimming, surfing, hiking along shoreline to the north. Parking at end of Manukai Street and short hike to bay. No facilities. Hazardous footing, currents and waves.
4. **Coastal Trail From He'eia Bay to Kanaloa at Keauhou** - Rocky shoreline and cliffs. Fishing, hiking along shoreline to the north. Parking at end of Manukai Street. No facilities. Hazardous footing, currents and waves. Can get to trail either through the He'eia Bay or Kanaloa at Keauhou accesses. Trail ends at golf course north of Kanaloa.
5. **Keauhou Bay Park** – Private park with small pebble beach. Fishing, kayaking, picnicking. Parking, restrooms, shower, picnic tables. Hazardous boat traffic, footing, currents and waves. Open sunrise to sunset. Within the Keauhou Bay Fisheries Management Area.
6. **Keauhou State Boating Facility** (State) – Boat ramp, pier, short nature trail. No swimming around ramp and pier. Fishing, kayaking. Limited parking, ADA accessible restrooms. Hazardous boat traffic, footing, currents and waves. Within the Keauhou Bay Fisheries Management Area.
7. **Sheraton Keauhou Bay Resort and Spa** – Rocky shoreline with high cliffs on south side. Ocean more accessible on north side. Hiking, fishing. Parking. No facilities. Hazardous footing, currents and waves. Look for shoreline public access signs which guide people through the hotel structure near the shoreline.



Royal Footsteps Along the Kona Coast
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Royal Footsteps Along the Kona Coast

Appendix

J - Statements of Support

COUNTY OF HAWAII

Congratulations

Hawaii Scenic Byway: Royal Footsteps Along the Kona Coast

WHEREAS, the mission of "Hawaii Scenic Byway: Royal Footsteps Along the Kona Coast" is to honor the alii; and

WHEREAS, the Kailua Village Business Improvement District and the Local Byway Committee successfully undertook the arduous challenge of designating the seven-mile Alii Drive as a Hawaii Scenic Byway; and

WHEREAS, the diverse and inclusive committee prepared a Hawaii Scenic Byway Corridor Management Plan for Alii Drive through a broad-based, intergovernmental, cooperative planning process; and

WHEREAS, the The Hawaii Department of Transportation approved the nomination and has designated Royal Footsteps Along the Kona Coast as the state's second Hawaii Scenic Byway; and

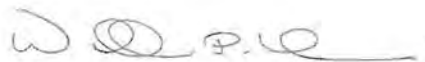
WHEREAS, Royal Footsteps Along the Kona Coast is a collaborative effort between the community, business and government to protect, preserve, restore, promote and share the extensive and extraordinary intrinsic qualities, particularly archaeological and cultural features, along the length of Alii Drive; and

WHEREAS, Royal Footsteps Along the Kona Coast covers seven miles of roadway and over seven centuries of archaeological, historic and cultural traditions that have shaped Hawaii into what it is today; and

WHEREAS, Royal Footsteps Along the Kona Coast will enhance residents' and visitors' understanding and appreciation of the corridor;

Now, therefore, I, Billy Kenoi, Mayor of the County of Hawaii, do hereby congratulate the Kailua Village Business Improvement District and the Local Byway Committee for their hard work and continued success in the implementation of the Hawaii Scenic Byway: Royal Footsteps Along the Kona Coast.

IN WITNESS WHEREOF, I have hereunto set my hand and caused The Seal of the County of Hawaii to be affixed. Done this 16th day of March, 2011, in Kailua-Kona, Hawaii.



Billy Kenoi
Mayor
County of Hawaii



William P. Kenoi
Mayor



Randall M. Kurohara
Director

Laverne R. Omori
Deputy Director

County of Hawaii

DEPARTMENT OF RESEARCH AND DEVELOPMENT

25 Aupuni Street, Room 1301 • Hilo, Hawaii 96720-4252
(808) 961-8366 • Fax (808) 935-1205
E-mail: chresdev@co.hawaii.hi.us

January 27, 2011

Debbie Baker, Executive Director
Kailua Village Business Improvement District
75-5751 Kuakini Hwy #202
Kailua-Kona, HI 96740

RE: Royal Footsteps Along the Kona Coast Corridor Management Plan

Dear Ms. Baker:

Congratulations on securing state scenic byway designation for Ali'i Drive, and for working so quickly and diligently to solidify the community's wishes for future projects in the Royal Footsteps Along the Kona Coast Corridor Management Plan. We're delighted that you continue to spearhead this important program in partnership with the Hawai'i Department of Transportation as well as stakeholders from government, business, the non-profit community and residents on the Local Byway Committee. We're proud to have been a partner with you during that process.

As you've so clearly articulated in the Corridor Management Plan, we are truly blessed to have a scenic byway on our island that provides such strong connections to not just one, but all six of the intrinsic qualities highlighted in the scenic byways program (scenic, recreational, cultural, archaeological, natural, and historic). We too feel that Ali'i Drive is a very special place and heartily support your pursuit of nomination at the national level.

As visitors and residents explore the corridor from Kailua Pier to Keauhou, they'll have an opportunity to discover the depth and breadth of what makes Ali'i Drive so unique. We look forward to working with you on this important initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "Randall M. Kurohara".

Randall M. Kurohara
Director

sd



Alii Sir Joseph Spencer, KGCK
Aliiimoku



www.royalorderofkamehameha.org

Alii Sir Alike Desha, KCK
Kakaolelo



**OFFICE OF THE KAKAOLELO
MOKU O KONA**

P.O. Box 1872
Kailua Kona, Hawaii 96745

May 20, 2011

To Whom It May Concern,

This letter is being supplied on behalf of the Royal Order of Kamehameha I, Moku O Kona, Chapter 7, Heiau O Ahuena.

Among the many purposes of the Order is to preserve and perpetuate the ancient culture, customs, and traditions of Hawaii. Members of the Order are descendants of the fallen warriors who are buried at Lekeleke. Our role is to be the Kahu (caretaker) of the area, maintain the sanctity & solemnness of this sacred area and provide education experience of the area to na kamalii (children).

Lekeleke is the southern end point of Alii Drive, *Royal Footsteps Along the Kona Coast*. We are pleased that Alii Drive has achieved Hawaii Scenic Byway status and that through implementation of the Corridor Management Plan, Lekeleke and so many other cultural and historical sites of significance along the seven-mile byway will be preserved for future generations. The importance of these efforts undertaken by Kailua Village Business Improvement District and the Local Byway Committee cannot be overemphasized, mahalo.

"E nai wale no oukou, i kuu pono aole i pau."

"Strive to pursue my unfinished good deeds."

Kamehameha I

Sincerely,


Alii Sir Alike Desha, KCK
Kakaolelo O Kona



The Betty C. Kanuha Foundation, Inc.

Tax ID # 99-0353703
76-6242 Plumeria Rd.
Kailua-Kona, Hawaii 96740

May 27, 2011

Aloha,

The Betty C. Kanuha Foundation Inc. is writing this letter in support of the efforts being made towards Ali'i Drive's designation as a Hawaii Scenic Byway. Our foundation applauds the efforts by the Kailua Village Business Improvement District, the local Byway Committee and the community stakeholders who have spent their time furthering this important designation.

Having been approved by the Board of Land and Natural Resources to be the curator of Keolonahihi State Historic Park, the founders of The Betty C. Kanuha Foundation Inc. have long been advocates of protecting the rich history and cultural assets along Ali'i Drive, an integral part of our mission.

This designation will encourage visitors and our community to explore the sites along Ali'i Drive and learn about the history of this place.

Our support and congratulations go out to the Hawaii Scenic Byway Program, Royal Footsteps Along the Kona Coast and the Corridor Management Plan.

Mahalo,

A handwritten signature in black ink that reads "Dru Kanuha". The signature is written in a cursive style with a long horizontal line extending to the right.

Dru Kanuha
Foundation Board Member



Ahu'ena Heiau Inc.

"We exist to Preserve, Maintain, and Steward, Ahu'ena Heiau"

May 19, 2011

Aloha,

I am pleased to provide this letter in support of the tireless efforts of the Kailua Village Business Improvement District and the Local Scenic Byway Committee.

Their collaboration with the local community helped to fast-track Ali'i Drive's recent designation as the second Scenic Byway in Hawaii. I applaud their efforts.

As their work continues on the Scenic Byway's Corridor Management Plan, we are encouraged that the public is recognizing many of cultural and historical sites along Ali'i Drive beginning with Ahu'ena Heiau on the north end and culminating with the Lekeleke Burial Ground on the south end. This much deserved recognition will help all of us to ultimately preserve and protect these historical sites along Ali'i Drive.

The motto of Ahu'ena Heiau Inc. is *Malama I Ko Kakou Ho'olina* (Preserving Our Past).

We appreciate that Kailua Village Business Improvement District's project, *Royal Footsteps Along the Kona Coast* helps preserve the past for Ahu'ena Heiau and for all the cultural treasures found along the Scenic Byway.

Mahalo,

Tommy Hickcox

Chair, Board of Directors

AHU'ENA HEIAU, INC. • 75-5660 Palani Road, Kailua Kona, HI 96740

As a living piece of history, we encourage viewing and picture taking of the heiau only. Always available for use by Hawaiian, Civic and cultural groups for ceremonies at lele area. For other groups and inquiries in all other matters please call, (808) 329-2911 ext. 6970

QUEEN EMMA SUMMER PALACE
2913 PALI HIGHWAY
HONOLULU, HAWAII 96817
TELEPHONE (808) 595-6291
FAX (808) 595-4395

Daughters of Hawai'i

HULIHE'E PALACE
75-5718 ALI'I DRIVE
KAILUA-KONA, HAWAII 96740
TELEPHONE (808) 329-1877
FAX (808) 329-1321

May 20, 2011

To Whom It May Concern:

I am pleased to offer this letter of support on behalf of the Daughters of Hawai'i. The Daughters of Hawai'i was founded "to perpetuate the memory and spirit of old Hawai'i and of historic facts, and to preserve the nomenclature and correct pronunciation of the Hawaiian language."

The Daughters of Hawai'i was one of the first organizations in Hawai'i to recognize the importance of historical preservation. Since the early 1900's it has been distinguished for preserving the Queen Emma Summer Palace in Honolulu and Hulihe'e Palace in Historic Kailua Village, restoring them with original royal furnishings. The Daughters continue to operate and maintain these palaces as their principal activity.

To all members of the Daughters of Hawai'i and to visitors, residents and future generations yet to come, the efforts of Kailua Village Business Improvement District and the Local Byway Committee to secure Scenic Byway designation for Ali'i Drive is to be heralded.

The monumental task was effectively achieved through community inclusivity and hard work. With implementation of the Corridor Management Plan, we know others join with us in congratulating KVBID in their desire along with ours to share and preserve Hawaii's rich history.

Mahalo,

Lolly Nostage Davis

Lolly Davis

Daughters of Hawai'i



May 19, 2011

To whom it may concern;

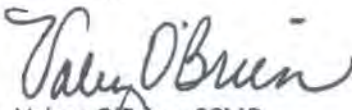
On behalf of Keauhou Investment Corporation I am pleased to supply this letter supporting Hawaii's newest Scenic Byway, Alii Drive, *Royal Footsteps Along the Kona Coast*, and its Corresponding Corridor Management Plan.

Protecting the rich history and preserving and bringing thoughtful attention to the many cultural Sites along this seven mile stretch of coastline is crucial so that today and for generations to come, visitors and residents can enjoy and appreciate the legacy of the Kona to Keauhou corridor.

Efforts by Kailua Village Business Improvement District and the Local Byway Committee to Achieve Scenic Byway designation and their continued work on and implementation of the Corridor Management Plan are valiant and to be applauded.

We encourage and are grateful for their work and appreciate the opportunity to express our MAHALO!

Sincerely,


Valery O'Brien, SCMD
Marketing Director

KAMEHAMEHA INVESTMENT CORPORATION

ADMINISTRATION:	567 South King Street, Suite 121	Honolulu, Hawaii 96813-3036	Telephone (808) 521-1408	Facsimile (808) 599-3952
KONA OFFICE:	78-6740 Makolea Street	Kailua-Kona, Hawaii 96740-2472	Telephone (808) 322-0088	Facsimile (808) 322-2075
WEBSITE:	www.keauhou-resort.com			



75-717 Kuaʻāini Hwy, Suite 208
Kailua-Kona, HI 96740
Phone: 329-1758 Fax: 329-8564
www.Kona-Kohala.com info@kona-kohala.com

May 23, 2011

To Whom It May Concern:

The Kona-Kohala Chamber of Commerce (KKCC) represents over 550 business members and is the leading business advocacy organization on the west side of Hawaiʻi Island. KKCC also actively works to enhance the environment, unique lifestyle and quality of life in West Hawaiʻi for both residents and visitors alike.

What has been accomplished by the Kailua Village Business Improvement District and the Local Byway Committee in achieving designation of Alii Drive, *Royal Footsteps Along the Kona Coast*, as a Hawaii Scenic Byway, is in complete alignment with our Mission and Vision and will further promote and enhance West Hawaii.

Having witnessed first hand the collaboration leading up to the designation, I am excited about the continued Corridor Management Plan process and the positive effects it has and will continue to have on this community.

I fully support recognition of the Kailua Village Business Improvement District and the Local Byway Committee for their achievements.

Mahalo for your consideration,

A handwritten signature in cursive script that reads "Vivian Landrum".

Vivian Landrum
President / CEO



George Reed
General Manager
Sheraton Keauhou Bay
Resort & Spa

May 18, 2011

To Whom It May Concern:

Sheraton Keauhou Bay Resort & Spa is pleased to send this letter in support of the efforts made for the Corridor Management Plan and Alii Drive's designation as a Hawaii Scenic Byway.

Our visitors may never know the time and effort required for Alii Drive, *Royal Footsteps Along the Kona Coast*, to become a Hawaii Scenic Byway nor may they ever know the work that continues for the Corridor Management Plan. But when visitors stop at one of the many cultural sites along the way, when they look out at the ocean as they traverse the roadway, their visit to our island is enhanced because of that experience.

I applaud the work that has been done by Kailua Village Business Improvement District and the Local Byway Committee and congratulate them on their efforts.

Warm Regards,

George Reed
General Manager



SHERATON KEAHOHU BAY
RESORT & SPA
70121 Kailua Street
Kailua-Kona, HI 96740

Tel: 808-933-2000
Fax: 808-933-2000

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KING KAMEHAMEHA'S

KONA BEACH HOTEL

May 17, 2011

To whom it may concern;

On behalf of King Kamehameha's Kona Beach Hotel I am pleased to offer this letter supporting Hawaii's newest Scenic Byway, Alii Drive, *Royal Footsteps Along the Kona Coast*, and the Corridor Management Plan.

Protecting and showcasing the area's rich history and cultural sites is important for generations of residents and visitors today and into the future. The Scenic Byway designation and implementation of the Corridor Management Plan go a long way towards helping in that regard.

King Kamehameha's Kona Beach Hotel is at Kamakahonu Bay, home of the Ahuena Heiau. This hotel has a vested interest in the success of the Corridor Management Plan. We are pleased by the progress made and commend Kailua Village Business Improvement District and the Local Byway Committee for their efforts.

Sincerely,



Jak Hu
General Manager



March 1, 2011

State Scenic Byways Coordinator

Hawaii Department of Transportation

869 Punchbowl Street

Planning Branch, Room 301

Honolulu HI 96813

Aloha:

Kona Outdoor Circle continues to support Kailua Village Business Improvement District's Scenic Byways Nomination for Alii Drive – *Royal Footsteps Along the Kona Coast*. This corridor possesses one of the most concentrated arrays of archeological, historical and cultural sites found anyway in the Hawaiian islands. It's designation as a scenic byway would facilitate the communities continuing efforts to support the roadway's safety, tourist and cultural aspects.

I have been pleased to be a member of the Local Byways Committee since its inception and have actively participated in the development of the Corridor Management Plan, a plan we wholeheartedly support.

We urge the Department of Transportation to support the submission of this nomination to the appropriate federal agencies.

Mahalo,

Richard Towle

President

Kona Outdoor Circle

76-6280 Kuakini Highway

Kailua-Kona, HI 96740

Kona Outdoor Circle
76-6280 Kuakini Hwy. Kailua Kona, HI 96740
www.konaoutdoorcircle.org
koc@konaoutdoorcircle.org

Phone: 808.331.2426
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Keeping Kona clean, green and beautiful since 1948



DESTINATION KONA COAST
PO BOX 2850
KAILUA-KONA, HI 96740
808-329-6748

May 1, 2011

Letter of Support

To Whom It May Concern:

Destination Kona Coast is pleased to submit this letter supporting the Hawaii Scenic Byway Program – Royal Footsteps Along the Kona Coast- Corridor Management Plan. This Plan has been especially important to the Kailua Village patrons, both visitors and resident. The Royal Footsteps Along the Kona Coast exemplifies the very important historical and cultural sites in our community. Destination Kona Coast is pleased to be among the members of the committee who established this program. The process and preparation of field work was completed with extreme care for historic and cultural sites. The Kailua Village Business District has done a remarkable job coordinating this program.

Alii Drive has a rich history which will now be showcased for all to enjoy. Destination Kona Coast is proud to support the endeavors of the Royal Footsteps Along the Kona Coast.

We wish this Corridor Management Plan continual success.

Aloha,

Linda Zabolski
President
Destination Kona Coast