

Royal Footsteps Along the Kona Coast



Corridor Management Plan
June 2011

Kona Kai 'Ōpua

*Ha'aheo Hawai'i i na Kona
Ka wai kau i ka maka ka `ōpua
Hualalai kau mai i luna
Ka heke ia o na Kona*

*He 'āina wela i'o o na Kona
E ka makani ahe olu wai
'O ka pa konane ahe kehau
I ka ili o ka malihini*

Hui:
*Hanohano
'O Kona kai 'ōpua i ka la`i
'O pua hinano i ka mālie
Wai na lai
Ka mako a 'ōpua
'A'ole no ahe lua a'e like aku ia
Me Kona kai 'ōpua
Ke kai ma'oki'oki
Ke kai malino a'o Kona`*

*Kona kai 'ōpua i ka la`i
'O pua hinano i ka mālie
Holo na wai a ke kehau
Ke na`u wai la nā kamali`i*

*Kāohi ana i ke kukuna lā
Ku`u la kolili i ka`ili kai
Pumehana wale ho`i ia 'āina
Aloha no kini a'o Ho`olulu*

*'A'ohe lua ia 'oe ke aloha
O ku`u puni o ka mea `owa
Ha`ina ka inoa o ku`u lani
No Liholiho no la inoa*

Proud is Kona of Hawai'i
The waters and thick clouds
Hualālai, the majestic mountain is high above
Kona is the best

This warm land
With the refreshing wind
The bright moonlight that
Beckons the visitors

Chorus:
Proud
The cloud banks over Kona's peaceful sea
Like the hinano flower
In the peaceful sea
The cloudbanks of Kona
Are incomparable, second to none
The cloudbanks of Kona
The streaked sea
The peaceful sea of Kona

The cloud bank over Kona's peaceful sea
Like the hinano flower in the calm
Where dusk descends with evening dew
The na`u is chanted by the playful children

Hold back the rays of the sun
The sun rays reflecting on the surface of the sea
Very warm is the land
Very loving the Ho`olulu progeny

Nothing compares to the love
O my beloved companion of all time
For my lovely chief, my last refrain
Liholiho, I praise your name

This mele (song) tells of a love affair between Liholiho (Kamehameha II) and a woman of rank. It sings of the places and activities of Kona and compares them to the deep emotions of love. Known as Kona of the tranquil seas, the opua or pink cumulus cloud formations that hang low are regarded as omens of good fortune and good weather. Hinano is the blossom of the male pandanus tree and was used as an aphrodisiac. Na`u is a game of Kona where the children chant "na`u" and hold their breath until the sun disappears. Ho`olulu was an ancient chief of Kona. (Source: http://www.huapala.org/Kona_Kai_Opua.html)

Today, the song "Kona Kai 'Ōpua" is a popular favorite with the local population. A local outrigger canoe club (one of the oldest in the state) shares the name. The Kona Kai 'Ōpua Canoe Club hosts the annual Queen Lili`uokalani Canoe Race that finishes at Kailua Pier (Site #01.)



(KV BID Map)

Royal Footsteps Along the Kona Coast Corridor Management Plan

Royal Footsteps Along the Kona Coast - Preface

Ali'i Drive, what's in a name?

To the unsuspecting motorist, travel along Ali'i Drive is a very pleasant seven mile coastal drive filled with scenic vistas, natural features and recreational opportunities.

But look a little closer and discover that these seven miles of roadway hold seven centuries of Hawaiian history and culture revealed in the archaeological sites that have survived over hundreds of years.

Ali'i, Hawai'i's royal class, were the ruler-caretakers of the islands. The great chiefs, through their strong genealogical connections, owned all the land in the areas they controlled. It was also their duty to communicate with the gods, seeking blessings of health and prosperity through fertile land and sea.

Royal centers were compounds selected by the Ali'i for their abundance of resources and recreation opportunities, with good surfing and canoe-landing sites being favored. Structures most likely included heiau (religious temples) and sacred areas, house sites for the Ali'i and their entourage of family and kahuna (priests).

Four of the seven ancient royal centers in use in Kona are located on what is now called Ali'i Drive: Kamakahonu (Site # S-1,) Hōlualoa (Site #12, Kahalu'u (Site # 19) and Keauhou (Site #S-3).

Our story begins with the oral traditions that tell us that in the time of Pa'ao, or by western calculations the 1300s, Chiefess Keolonahihi resided at the Hōlualoa Royal Center (Site #12).

Keolonahihi, reported to be either the daughter or niece of Pa'ao, is an essential link to the beginnings of old Hawai'i's kapu system – the religious, social and political structure introduced by Pa'ao which lasted for some 500 years until King Kamehameha II defiantly ended it in 1819 at the Kamakahonu Royal Center (Site #S-1).

Defending these old traditions, over 300 warriors lost their lives in the fierce Battle of Kuamo'o and are buried at Lekeleke (Site #25), the southern endpoint of Ali'i Drive.

In the early 1500s, 'Umi consolidated his reign by killing off other chiefs to become the sole ruler of Hawai'i Island. He then moved to Kona (Site #02,) where he was known as a benevolent chief, and during this time the Kahalu'u area grew in its political stature and religious significance.

Lonoikamakahiki, who also ruled during the 1500s, chose Kahalu'u and Keauhou for his residence and the seat of government. The Kahalu'u Royal Center (Site #19) included the ancient Hāpaiali'i Heiau (Site #21) that once stood for prayers, along with adjacent Ke'ekū heiau (Site # 21) and Makolea heiau (Site #22.) All have been recently restored.

In the 1600s, Keakealaniwahine, the great-great grandmother of King Kamehameha I, and her mother Keakamahana were Ali'i of the highest rank and they resided at the Hōlualoa Royal Center (Site #12). Alapa'inui and Kalani'ōpu'u, 1600s to 1700s, are also associated with several sites and heiau in the region.

The Kamehameha Dynasty ruled for nearly a century from the late 1700s to the late 1800s. During the late 1700s and early 1800s, King Kamehameha I, also known as Kamehameha the Great, was the first to unify the entire Hawai'i archipelago under a single rule.

In the final years of his life, Kamehameha I selected Kamakahonu (Site #S-1) as his residence and his rule established the first Capital of Hawai'i here from 1812 until his death in 1819. Shortly thereafter, the capital of the kingdom was moved from Hawai'i Island, never to return.

Archaeological features of these various sites, for the most part, remain in place along Ali'i Drive and signal their monumental importance in Hawai'i's history and culture.

There are many stories to share: of political intrigue, of love, of war, of triumph and of defeat. It was here, along Ali'i Drive, over centuries in time where chiefs of the highest rank walked.

And there are many, many more stories to tell, all along Ali'i Drive, including the coming of the first Christian missionaries who arrived in Kailua Bay in 1820 (Site #01) and began the transformation of Hawai'i through rapid religious conversion and Hōlualoa Bay where Kamehameha the Great learned to excel at surfing (Site #11).

Today, Ali'i Drive is a perfect setting for walking, running or biking, for the casual to competitive. Mile markers pace individual performance and guide exercisers along its level, picturesque course.

Historic Kailua Village also hosts renowned international sporting events (Hawaiian International Billfish Tournament, Ironman Triathlon Championship and Queen Lili'uokalani Long Distance Canoe Races.)

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.

Historic sites once covered much of the Kailua to Keauhou section of the Kona Coast. It is important for us to honor the Ali'i by maintaining, enhancing and interpreting the remaining ancestral inheritance.

By whatever means (vehicle, transit, bicycle or on foot,) following the footsteps of ancient royalty and embracing the scenic beauty, natural and archaeological features, historic sites, associated cultural traditions and recreational opportunities will give the traveler a greater appreciation and understanding of Hawai'i's past and sense of place in the world.

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**HISTORIC
HAWAI'I
FOUNDATION**

**2011
HISTORIC PRESERVATION
COMMENDATION**

Local Hawai'i Scenic Byway Committee

For community efforts resulting in the successful nomination of
"The Royal Footsteps Along the Kona Coast"
as a Hawai'i Scenic Byway.

No ka mālama'ana i nā mea Hawai'i
For the preservation of Hawaiian heritage


Michael J. O'Malley, President, Board of Trustees


Kiersten Faulkner, Executive Director



U.S. Senator Daniel K. Inouye and his wife Irene congratulating representatives of the Kailua Village Business Improvement District and the Local Byway Committee at the presentation of the Historic Hawai'i Foundation Historic Preservation Commendation - 2011

**Royal Footsteps Along the Kona Coast
Corridor Management Plan**

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

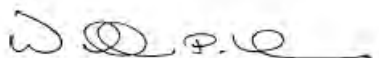
WHEREAS, Royal Footsteps Along the Kona Coast is a collaborative effort between the community, business and government to protect, preserve, restore, promote and share the extensive and extraordinary intrinsic qualities, particularly archaeological and cultural features, along the length of Alii Drive;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





2011 Pualu Award for Culture & Heritage

Royal Footsteps Along the Kona Coast was acknowledged by the Kona Kohala Chamber of Commerce with the Chamber's 2011 Pualu Award for Culture & Heritage.

The Culture & Heritage award is given to honor an individual or organization whose practices promote island traditions and preserves Hawai'i's multicultural heritage.

Since 1979, the Kona Kohala Chamber of Commerce has recognized outstanding individuals, businesses and non-profit organizations in West Hawaii through this award for their dedication and hard work in the community.

The Pualu Awards (literally meaning to work together) recognizes recipients for their outstanding commitment to the community.

"*Royal Footsteps Along the Kona Coast* is a collaborative effort between the community, business and government," said Kailua Village Business Improvement District President Eric von Platen Luder. "On behalf of the many people involved that played a role in Ali'i Drive's designation, I'm pleased to accept this award."

Local Scenic Byway Committee Members

Organization	Name	Representing
Ahuena Heiau Inc	Tommy Hickcox Ross Wilson	Cultural/civic organization
County of Hawai'i	Warren Lee Wally Lau Bobby Command	Road management agency Mayor's Office
Daughters of Hawai'i	Lolly Davis Sally Inkster Leinaala Benson	Cultural/civic organization
Destination Kona Coast	Marie Aquilar Iona Hughes	Tourism/business organization
DLNR, State Historic Preservation Division	Analu Josephides	State agency that oversees historic sites/cultural issues
Huggos Restaurant	Eric von Platen Luder	Property owner/business owner
Kailua Village Business Improvement District	Debbie Baker Monique Peacock Lynn Taube	Sponsoring Organization
Kamehameha Investment Corp	Valery O'Brien	Property owner/major developer
Kamehameha Schools	Dr. Greg Chun	Major Developer/Property Owner/ Cultural Institution
Kanuha Family	Dru Kanuha	Cultural representative
Kona Outdoor Circle	Dick Towle	Civic organization
Kona-Kohala Chamber of Commerce	Vivian Landrum	Tourism/business organization
Kuakini Hawaiian Civic Club	Gene Leslie	Cultural/civic organization
Office of Hawaiian Affairs	Kama Hopkins	Cultural institution
PATH	Bob Ward	Civic organization
Resident	Jim Moore	Ali'i Drive resident/ owner
Royal Order of Kamehameha I	Byron Moku	Cultural institution
Advisor/Consultant	Keahulani Kerr Nicole Lui Stephanie Donoho	Advisor/Consultant Advisor/Consultant County Research and Development/Advisor

Royal Footsteps Along the Kona Coast

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The FHWA requirements for a Corridor Management Plan are:

1. A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.
2. An assessment of the intrinsic qualities and their "context" (the areas surrounding them).
3. A strategy for maintaining and enhancing each of those intrinsic qualities.
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.
5. A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.
6. A plan for on-going public participation.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.

Royal Footsteps Along the Kona Coast Addresses these Issues in the following sections of the CMP:

Corridor maps are found at: Page ii; Chapter 3, Page 37; Chapter 5, Page 96; Chapter 6, Page 121; Chapter 6, Page 126 (Land Use Map;) Aerial image of the entire corridor length are at: Chapter 1, Page 6.

Chapter 2 describes general historical context along the corridor; Chapter 3 describes various points of interest along the corridor and the intrinsic qualities of these selected sites.

Chapter 7 describes the management measures to maintain and enhance the intrinsic qualities; Appendix E is a draft Interim Preservation Plan

Page ix lists the Scenic Byway Committee members; Chapter 4, Pages 93 & 94 list governmental agency involvement; Chapter 7, Page 137 lists entities with jurisdiction over the sites; Chapter 7, Pages 140 - 145 lists contemplated actions, jurisdiction and timeframe; Chapter 7, Page 146 - 149 identifies specific actions recommended by the Local Byway Committee

Chapter 7, Pages 140 - 145 lists contemplated actions, jurisdiction and timeframe; Chapter 7, Page 146 - 149 identifies specific actions recommended by the Local Byway Committee

Chapter 4, Page 86 notes ongoing actions, including public participation; Chapter 7, Pages 146 - 149 note Local Byway Committee action for ongoing public process

Chapter 5, Pages 98-107 summarize several safety reports related to the corridor; Appendix C is a 2003 Analysis; Appendix D is a 2007 Assessment; Appendix H maps crash data for 2009 and ambulance response crash data for 2007 - 2010

The FHWA requirements for a Corridor Management Plan are:

8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.

9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.

10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.

11. A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.

12. Plans of how the byway will be marketed and publicized.

13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.

14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors.

Royal Footsteps Along the Kona Coast Addresses these Issues in the following sections of the CMP:

Chapter 7, Pages 140 - 145 lists contemplated actions, jurisdiction and timeframe; Chapter 7, Page 146 - 149 identifies specific actions recommended by the Local Byway Committee

Chapter 7, pages 140 and 147 note the County is undergoing an encroachment study to identify intrusions into the byway, Chapter 5, Pages 106 & 107 note recent Planning Department requirements that serve to improve traveler experience along the corridor

Billboards are not permitted in Hawai'i County, Chapter 6, Page 131 notes signage and conformity with governmental sign regulations;

Chapter 6, page 127 notes an Interpretation and Signage Plan; County Sign Code regulates signage, Chapter 6, Page 131 notes signage and conformity with governmental sign regulations; Chapter 7, Pages 140 - 145 lists contemplated actions, jurisdiction and timeframe; Chapter 7, Page 146 - 149 identifies specific actions recommended by the Local Byway Committee (which includes signage)

Chapter 7 includes management and marketing for the intrinsic qualities along the corridor; specific Marketing recommendations are at Chapter 7, page 134

Chapter 5, Pages 107 - 117 note several road improvements along the corridor; Chapter 7, Pages 140 - 145 lists contemplated actions, jurisdiction and timeframe; Chapter 7, Page 146 - 149 identifies specific actions recommended by the Local Byway Committee, any road project should improve safety and experiences for travelers.

Chapter 6, page 127 notes the Interpretation and Signage plans; Chapter 7 includes management and marketing of the intrinsic qualities along the corridor

Introduction

Royal Footsteps Along the Kona Coast

To me (Kailua) is the most interesting town on the islands, brimful of history as it is. Further down the Kona coast is Keauhou, where there are enough grass houses to fill the eye for once, and where the coco palms are tall and old and beautiful.

Mabel Clare Craft Deering, *Hawai'i Nei*, 1898

A fun and funky seaside village, Kailua-Kona has the souvenir shops and open-air restaurants you'd expect in a major tourist hub, with the added bonus of a surprising number of historic sites. Except for the rare deluge, the sun shines year-round. Mornings offer cooler weather, smaller crowds, and more birds singing in the banyan trees; you'll see dozens of tourists and locals out running on Ali'i Drive, the town's main drag, by about 5 AM every day. Afternoons sometimes bring clouds and drizzly rain, but evenings are great for cool drinks, brilliant sunsets, and lazy hours spent gazing out over the ocean. Though there are better beaches north of the town on the Kohala Coast, Kailua-Kona is home to a few gems, including a fantastic snorkeling beach (Kahalu'u) and a tranquil bay perfect for kids (Kamakahonu Beach, in front of the King Kamehameha Hotel).

fodors.com, 2011

Mission:

Honor the Ali'i

Through experience and understanding, and, ultimately, greater appreciation and respect for Hawai'i's past and sense of place in the world, we honor the Ali'i.

Vision:

Ali'i Drive "Royal Footsteps Along the Kona Coast" is preserved and promoted in a manner that protects its intrinsic qualities and enhances residents' and visitors' understanding and appreciation of the archaeological, historic, cultural, natural, recreational and scenic resources of the corridor. The roadway serves as a vital seaside link between the communities along the route and provides a connection to the diverse resources in North Kona.

This *Royal Footsteps Along the Kona Coast* Corridor Management Plan (CMP) has been developed through an inclusive, broad-based collaboration between the Community, the Sponsor and Governmental Agencies to protect, preserve, restore, promote and share the extensive and extraordinary intrinsic qualities along the length of Ali'i Drive. It is a guide to call attention to and protect the area's significant archaeological, historic, cultural, natural, scenic and recreational resources.

An Introduction to the Scenic Byway and its Intrinsic Qualities

Royal Footsteps Along the Kona Coast covers the entire length of Ali'i Drive, seven miles of roadway and over seven centuries of Hawaiian Royalty archaeological, historic and cultural traditions that have shaped Hawai'i into what it is today.

The point-to-point Alii Drive byway corridor includes all lands along the makai (ocean) side of Alii Drive from the roadway to the shoreline and a 500' inland band parallel to the roadway along the mauka (mountain) side of Alii Drive (and all of Lekeleke Burial Grounds and Hōlualoa Royal Center).

Ali'i Drive showcases many examples of all six intrinsic qualities: archaeological, historic, cultural, natural, recreational and scenic. Yet it is its archaeological and historic features that merit statewide and national significance, as evidenced by several sites already placed on State and National Registers of Historic Places and National Landmark status.

These treasured places promote understanding of Hawai'i's heritage for residents and visitors alike. The archaeological and historic features found along Ali'i Drive are identified as its most important intrinsic qualities.

The seven miles of Ali'i Drive, along the shoreline connecting Historic Kailua Village to Keauhou, generally follows the ancient route of the *ala loa* foot trail. The ancient *ala loa* evolved into the Government Road system, and was later paved as the present-day Ali'i Drive.

Today, Ali'i Drive is a draw and destination unto itself. As noted, the significance of many of the archaeological and historic features along the corridor has been recognized nationally. The corridor offers one-of-a-kind features along its length; and, given the variety of intrinsic qualities along its path, the road draws people to it from diverse walks of life and locales, American and international.

Tourism (and visitor-related activities) is the major industry on the Island of Hawai'i and Kona. The North Kona district includes approximately 4,100 visitor units including hotels, resort condominiums, bed and breakfast operations and other transient units. The 1,900-acre Keauhou Resort area provides approximately 1,300 hotel and resort-condominium units. The corridor is well suited to accommodate visitors.

Because of its relatively flat terrain and mild climate, the coastal portions of the Kailua-Keauhou region along the Ali'i Drive corridor are well-suited for walking and bicycling. Ali'i Drive accommodates Kona's growing population and its visitors' increasing interest in outdoor sports such as jogging and bicycling.

Residents and visitors, venture forth. Steeped in history, evidenced by the extensive archaeological and historic features, this is a corridor that charts the course of Hawai'i's ruling Ali'i.

Intrinsic Qualities on the Royal Footsteps Along the Kona Coast

"Intrinsic" means something that belongs to a thing by its very nature that is within the essence of a thing. The Federal Highway Administration (FHWA), which administers the National Scenic Byways Program, requires a scenic byway to have at least one of six "intrinsic qualities."

Archaeological

Archaeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

Cultural

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food,

special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

Historic

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling and association.

Natural

Natural Quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

Recreational

Recreational Quality involves outdoor recreational activities directly in association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

Scenic

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape -- landform, water, vegetation and manmade development -- contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

These intrinsic qualities break into two clusters:

"Land" (Scenic, Natural and Recreational,) and

"People" (Historic, Cultural and Archaeological)

Sites along the roadway help tell the stories of the land (“āina”) and its people (“Ali’i”, royalty) from the earliest beginnings of Hawai’i to today.

Its archaeological and historic features merit statewide and national significance as evidenced by many sites already placed on State and National Registers of Historic Places or National Historic Landmarks.

These sites promote understanding of Hawai’i’s heritage for residents and visitors alike. These serve as the primary intrinsic qualities along the corridor.

The natural beauty of Hawai'i is a universally recognized characteristic and one of the most significant and valuable assets of this island and the district of Kona.

Natural beauty is a multifaceted resource. It is an aesthetic resource experienced by human perceptions and it is an economic resource, as evidenced by the scale of resort development and by visitor-related activities.

Specific site directional and interpretive signage is proposed. This will allow travelers to find the sites and then better understand the intrinsic qualities that exist at each site along the corridor.

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 along the length of Ali'i Drive.

Corridor Management Plan Organization

The CMP is divided into seven chapters and includes several appendices that further detail aspects of the CMP. Throughout the CMP, there are maps, photographs and historic images that highlight many of the intrinsic archaeological and historic qualities of selected sites along the corridor.

Chapter 1 of the CMP serves as a summary of the overall Corridor Program, discusses the Mission and Vision of the *Royal Footsteps Along the Kona Coast* corridor, and gives an introduction into the overall program.

Chapter 2 provides an Archaeological, Historic and Cultural summary of the region.

This chapter focuses on the byway's most significant Intrinsic Qualities – the extensive archaeological and historic features along the seven-mile length of Ali'i Drive.

But, there is more. There is also discussion on how following the footsteps of ancient royalty and embracing the scenic beauty, natural and archaeological features, historic sites, associated cultural traditions and recreational opportunities, gives the traveler a greater appreciation and understanding of Hawai'i's past and sense of place in the world.

Chapter 3 is dedicated to Identifying Key Sites along the corridor and lists their respective Intrinsic Qualities.

While Archaeological and Historic features are identified as the primary intrinsic qualities on the corridor, here the reader is introduced to many other features and sites that exemplify significant and unique Cultural, Natural, Scenic and Recreational intrinsic qualities, among and in addition to the Archaeological and Historic features. This section includes extensive mapping and photography, including many older images of the area, to help people "see" the various sites along the corridor.

Chapter 4 gives an overview statement on the Scenic Byway Program, lists the Goals and Objectives of the Scenic Byway Program, identifies the Sponsor (and includes some background and successes of that entity,) and discusses some of the Public Process that was included in the preparation of the CMP and the ongoing public process.

Chapter 5 is focused on Transportation Systems and Safety along the corridor.

Various active State, County and private planning, programs and entities are noted and recommendations from these to improve the utility of the corridor, including aesthetic qualities, are summarized. Multi-modal means of transportation are discussed, including vehicle, transit, bicycle and on foot. Recent Safety Analysis noting hazards and other concerns, as well as projects underway, or proposed, to address safety concerns along the corridor are included.

Chapter 6 sets the Regional, Geographic and Economic Setting of the corridor.

Highlights of the Hawai'i County long range planning documents for the region are included from the General Plan and Kona Community Development Plan. These not only include recommendations for transportation systems and safety, status and recommendations on archaeological, historic and cultural traditions, as well as scenic and recreational opportunities found in the local jurisdiction's planning framework. The Chapter also includes a status of the corridor, today.

Chapter 7 highlights the Management, Marketing and Implementation Strategies of the CMP.

The goals noted in the early stages of the CMP are listed with corresponding implementation strategies and actions. Story Themes for the specific featured sites, as well as overlapping stories and messages found along the corridor are suggested.

In addition, specific actions to enhance marketing and awareness of the corridor and its extensive list of archaeological, historical, cultural, natural, scenic and recreation intrinsic qualities are included. Wayfinding and interpretive on-the-ground signage is discussed, as well as utilization of technology ("There's an App for that") and other means of messaging and promotion.

A listing of various projects, actions and programs are posted in a matrix noting responsibilities, estimate costs, timeframes and benefits. Finally, there is a summary of the *Royal Footsteps along the Kona Coast* Consistency with the Scenic Byway Program Purpose and Objectives.

Appendices include a Glossary and Acronyms, recent Safety Analysis reports conducted for the County for Ali'i Drive, a draft Interim Preservation Plan, References and Statements of Support.



Aerial Image of the Royal Footsteps Along the Kona Coast Corridor (Kailua Village at top, Keauhou at bottom)
(Photo: Hawaiian Images Photography & Video)

Centuries of Hawaiian Royalty
Hauī ka Lani
(Fallen is the Chief)

A Prophecy of Keaulumoku (1716-1784) on the Rise of Kamehameha and his Overthrow of Keoua

*... Exalted sits the chief and from on high looks forth;
He views the island; far down he sees the beautiful lands below.
Much sought after, hoped for, the island as sought for is seen ...
Let him live forever. O let him live ...
Let the little chiefs under him live.
Let the father chiefs live under his protection,
Let the soldiers live who fought in former times,
Let the mass of people live - the common people ...
Kona sits undisturbed as in a calm.*



Kamehameha
(Art by Herb Kane)

Centuries of Hawaiian Royalty Along the Kona Coast

Royal Footsteps Along the Kona Coast covers the entire length of Ali'i Drive, seven miles of roadway and over seven centuries of Hawaiian Royalty archaeological, historic and cultural traditions that have shaped Hawai'i into what it is today.

For over a century these archaeological sites have held fascination – from the earliest written accounts by missionary William Ellis in 1823 to Bishop Museum's John Stokes first survey in 1906 to John Reinecke with his follow up survey for Bishop Museum in the late 1920s. In the 1950s, Henry E. P. Kekahuna recorded and mapped these sites. Since then, further studies, surveys and mapping have been completed for most sites of significance.

Ali'i Drive showcases many examples of all six intrinsic qualities and its archaeological and historic features merit statewide and national significance, as evidenced by several sites already placed on State and National Registers of Historic Places and National Landmark status. These sites promote understanding of Hawai'i's heritage for residents and visitors alike. These archaeological and historic features found along Ali'i Drive are identified as its most important intrinsic qualities; however, as you will see, the corridor has many extraordinary intrinsic qualities found nowhere else in the world.

This Chapter of the CMP is designed to give the reader some brief information and historical context on some common issues and features found along the Ali'i Drive corridor. These generally unrelated vignettes are to help the reader better understand the context of these issues, as well as help to see the importance many of the sites along Ali'i Drive played in the historical timeline and cultural activities in old Hawai'i. These summaries follow:

Resources in the Hawaiian Cultural Context

(The following, in part, is taken from Kumu Pono, Beckwith and NPS; further citations of these are in Appendix A-References.)

In Hawaiian culture, natural and cultural resources are one and the same. Native traditions describe the formation (literally the birth) of the Hawaiian Islands and the presence of life on, and around them, in the context of genealogical accounts.

All forms of the natural environment, from the skies and mountain peaks, to the watered valleys and lava plains, and to the shoreline and ocean depths are believed to be embodiments of Hawaiian gods and deities.

It was the nature of place that shaped the cultural and spiritual view of the Hawaiian people. "Cultural Attachment" embodies the tangible and intangible values of a culture - how a people identify with, and personify the environment around them. It is the intimate relationship (developed over generations of experiences) that people of a particular culture feel for the sites, features, phenomena, and natural resources etc., that surround them - their sense of place. This attachment is deeply rooted in the beliefs, practices, cultural evolution and identity of a people.

The epic "*Kumulipo*," a Hawaiian Creation Chant, was translated by Martha Warren Beckwith (1951). The "*pule*" (prayer) was given, in ca. 1700, at the dedication of the newborn chief known as Lono-i-ka-Makahiki (he is associated with Sites # 19 and 20.) Beckwith described the *pule* as:

The Hawaiian Kumulipo is a genealogical prayer chant linking the royal family to which it belonged not only to primary gods belonging to the whole people and worshiped in common with allied Polynesian groups, not only to deified chiefs born into the living world, the Ao, within the family line, but to the stars in the heavens and the plants and animals useful to life on earth, who must also be named within the chain of birth and their representatives in the spirit world thus be brought into the service of their children who live to carry on the line in the world of mankind.

One Hawaiian genealogical account, records that *Wakea* (the expanse of the sky-father) and *Papa-hanau-moku* (*Papa*, who gave birth to the islands) - also called *Haumea-nui-hanau-wawa* (Great *Haumea*, born time and time again) - and various gods and creative forces of nature, gave birth to the islands. *Hawai'i*, the largest of the islands, was the first-born of these island children.

As the Hawaiian genealogical account continues, we find that these same god-beings, or creative forces of nature who gave birth to the islands, were also the parents of the first man (*Haloa*), and from this ancestor all Hawaiian people are descended.

It was in this context of kinship, that the ancient Hawaiians addressed their environment, and it is the basis of the Hawaiian system of land management and use.

Timeline

(The following, in part, is taken from NPS, DLNR-SHPD Hibbard and HawaiiStateParks; further citations of these are in Appendix A-References.)

Since ancient *Hawai'i* did a spoken language, not written records, exact historical accounts are uncertain.

Hawai'i comprises the northern apex of the Polynesian Triangle, the name given an area in the central and eastern Pacific Ocean stretching from New Zealand on the south, to *Hawai'i* on the north, to *Rapanui* (Easter Island) on the east and encompassing several island groups. All of these populations are thought to be descended from a common ancestral society.

Ancient land districts on the island of *Hawai'i* consisted of *Puna*, *Hilo*, *Hamakua*, *Kohala*, *Kona*, and *Ka'u*, which were traditionally autonomous chiefdoms.

Current archaeological research indicates that from ca. A.D. 0-600 to the A.D. 900s, permanent settlement was in the windward areas of *Hawai'i* Island, where rainfall was sufficient for successful growing of crops near the shore, population gradually spread throughout these windward areas during these centuries.

At this time leeward areas, such as *Kailua Village* were visited to gather natural resources – quite notably fish. Some campsites in caves have been found dating to this period.

In the A.D. 900s, it appears that permanent settlement began to spread into leeward lands - initially focusing around embayments. *Kailua Village* with its bay is likely to have been an early settlement.



Polynesian Triangle

(http://www.motivation-tools.com/liki_tiki)

At this time, it is believed that people had their dwellings near the shore and cleared forest inland where rainfall was sufficient for the cultivation of taro. Trails would lead up to these inland farms. Population gradually spread in the area in ensuing centuries.

By the A.D. 1200s-1300s, it seems likely that Kona or parts of Kona had formed into a small settlement(s) with a ruler, local chiefs and commoners. Oral histories indicate that other settlements existed on the island, with Hilo and Hamakua (the later controlled by Waipi'o) and several in Kohala of note. Small national heiau were present at this time.

Most historians estimate that Pa'ao came to Hawai'i (reportedly from Tahiti) around A.D. 1300. He arrived with his warriors, priests (kahunas) and new rulers (ali'i). Pa'ao is credited as initiating and/or expanding the kapu system of social structure, religion and order in Hawai'i.

In the A.D. 1400s-1500s, the island became unified under the Pili line of rulers; based in Waipi'o on the Hamakua coast. In the time of the ruler 'Umi-a-Liloa, ca. A.D. 1490-1525, the Royal Center was moved from Waipi'o and Royal Centers in Kona became of importance.

'Umi, himself, was said to have had a primary center in Kailua Village with his residence near the place called Pa-o-'Umi. Succeeding Pili line rulers cycled their centers among a number of Kona residences and residences elsewhere on the island, with Kailua Village being one of these Royal Centers. The ruler Alapa'inui was in residence in Kailua when the Maui king began raiding Hawai'i Island in the mid-1700s.

Typically such Royal Centers contained the ruler's residence, residences of high chiefs, a major national heiau (which became increasing larger in size in the A.D. 1600s-1700s,) other heiau, and often a refuge area (pu'uhonua).

By the 1700s, the fields of Kona's communities had also intensified with greater populations and greater demands of the chiefs. In the higher rainfall zones inland, stones had been cleared out and stacked as walls, creating a formal, walled field area planted in taro and sweet potatoes and in breadfruit at lower elevations.

In lower elevations all the way to the shore, informal clearings, mounds and terraces were used to plant sweet potatoes; and on the forest fringe above the walled fields there were clearings, mounds and terraces which were primarily planted in bananas. A coastal trail connected the communities of northern Kona, approximating today's Ali'i Drive in the Kailua area.

In 1778, Captain James Cook became the first European to visit the Hawaiian Islands and named the archipelago the "Sandwich Islands" after the fourth Earl of Sandwich, the acting First Lord of the Admiralty.

At the time of Captain Cook's arrival at Kealahou Bay in 1779, Kamehameha was a military leader and high-ranking chief in the court of his uncle, Kalani'ōpu'u.

In 1782, shortly after European contact, the kingdom of Hawai'i fell into three competing kingdoms with the death of the ruler Kiwala'o.

Eventually, Kamehameha prevailed and reunified the Hawai'i kingdom and expanded its borders to include the entire island chain. In the years from 1782 until 1792, when Kamehameha unified Hawai'i Island, he often was in residence in Kailua Village that had become a port for foreign traders.

In the final years of his life, 1813-1819, Kamehameha returned to establish his residence in Kailua Village. (Site #S-1)

With Kamehameha's death in 1819, Liholiho (his son) and Ka'ahumanu (his widow) assumed control of the kingdom. Shortly thereafter, the capital of the kingdom was moved from Hawai'i Island, never to return.

In the absence of the king, high chief Kuakini (brother of Ka'ahumanu) was eventually appointed governor of Hawai'i Island and became an extremely powerful figure on the island. Kuakini resided primarily in Kailua Village. Here, the missionaries arrived in 1820, establishing a station where Kuakini and his many subjects lived.

After Kuakini's death in 1844, Princess Ruth Ke'elikolani (his son's widow) became Governor of Hawai'i (1855-1874). She moved the island's capital to Hilo, where it remains to this day.

Kailua Village did remain an economic center for northern Kona, with goods transported in from outlying areas (dried fish, salt) and shipped out to those areas. By the end of the century, large ranches had begun to form and ranching, along with coffee, came to dominate much of the economics of the area for the next 50 years.

Today, Kailua Village has become an urban tourist center, with a nearby international airport and numerous service businesses, ranging from car dealerships to restaurants to modern grocery stores to curio shops.

The Ali'i: Hawaiian Royalty

(The following, in part, is taken from Waters, Wikipedia & To-Hawaii; further citation in Appendix A-References.)

The focal point of Hawaiian social order and kapu was the ali'i, or royal class. From this highborn group came the ruler-caretakers of the islands. The Ali'i of Hawai'i achieved such envied status primarily through strong genealogical connections.

The great chiefs owned all the land in the areas that they controlled. They allocated control of portions of the land to their relatives and retainers, who then apportioned land to the commoners. This system of land tenure is similar to the feudal system prevalent in Europe during the Middle Ages.

On the death of one chief and the accession of another, lands were re-apportioned—some of the previous "owners" would lose their lands, and others would gain them. Lands were also re-apportioned when one chief defeated another, and re-distributed the conquered lands as rewards to his warriors.

It was the duty of the Ali'i to communicate with the Gods and institute ceremonial practices to appease them. The chiefs knew that if they ruled with righteousness and the people followed the kapus (religious restrictions) closely, the gods would bless them with health and prosperity through fertile land and sea.

There were many strata of chiefs, ranked in order of authority by genealogy. Often a chief's ranking could be identified by the colors and patterns in his ahu'ula (feathered cloak), kahili (staff of feathers), or mahiole (feathered helmet).

Rulers: Island of Hawai'i

(The following, in part, is taken from Kalakaua; further citation in Appendix A-References.)

Following is a list of the sovereigns of Hawai'i, with the dates and durations of their several governments, from the eleventh to the nineteenth century. It embraces only the rulers of the island of Hawai'i, who eventually became the masters of the group. Until the reign of Kalani'ōpu'u, which began in 1754, the dates are approximate:

Pili'ka'aiea (Pili or Pili'auau)	1095 to 1120
Kukohau	1120 to 1145
Kani'uhi	1145 to 1170
Kani'pahu	1170 to 1195
Kalapanaku'io'iomoa (Kalapana)	1195 to 1220
Kahaimoelea	1220 to 1260
Kalaunui'ohua	1260 to 1300
Kuaiwa	1300 to 1340
Kahoukapu	1340 to 1380
Kauhola-nuimahu	1380 to 1415
Kihanuilulumoku (Kiha)	1415 to 1455
Liloa	1455 to 1485
Hakau-a-Liloa (Hakau)	1485 to 1490
'Umi-a-Liloa ('Umi)	1490 to 1525

Keali'iokaloa	1525 to 1535
Keawe-nui-a-'Umi (Keawenui)	1535 to 1565
Ka'ikilani'ali'iwahine'opuna (Ka'ikilani) and Lono-i-ka-makahiki	1565 to 1595
Keakealani-kane	1595 to 1625
Keaka-mahana	1625 to 1655
Keakealani-wahine	1655 to 1685
Keawe-i-Kekahiali'iokamoku (Keawe) and Kalanikauleleiaiwi	1685 to 1720
Alapa'inui-a-Kauaua (Alapa'inui)	1720 to 1754
Kalani'ōpu'u-a-Kaiamamao (Kalanii'ōpu'u)	1754 to 1782
Kamehameha I	1782 to 1819
Kamehameha II - Liholiho	1819 to 1824
Ka'ahumanu regency	1824 to 1833
Kamehameha III - Kauikeaouli	1833 to 1854
Kamehameha IV - Alexander Liholiho	1854 to 1863
Kamehameha V - Lot	1863 to 1872
Lunalilo	1872 to 1873
Kalākaua	1874 to 1891
Lili'uokalani	1891 to 1893

Hawaiian Dynasties

(The following, in part, is taken from To-Hawaii and Angelwind; further citations of these are in Appendix A-References.)

When Kamehameha I unified the islands under a single rule, dynasties emerged and references of “King” and “Queen” were given to these new monarchies. The Kamehameha Dynasty ruled for nearly a century from the late 1700s to the late 1800s, while the Kalākaua Dynasty ruled from 1874 to 1893. Each dynasty visited, lived and ruled along Ali'i Drive. These Ali'i monarchs continued to rule Hawai'i until Queen Liliuokalani was forced out of rule and the Hawaiian Monarchy was overthrown.

Kamehameha Dynasty



King Kamehameha I

Kamehameha I, Kamehameha the Great (1758-1819)

Born in North Kohala on the Big Island, Kamehameha united all the major islands under one rule in 1810. Kamehameha I is associated with many of the sites along the corridor, most significant were the Royal Centers at Kamakahonu and Hōlualoa. (Sites #S-1, 11, 12)



Kamehameha II,
Liholiho

Kamehameha II, Liholiho (1796-1824)

The son of Kamehameha and his sacred wife Keopuolani, Liholiho overthrew the ancient kapu system by allowing men and women of the court to eat at the same table (Site #S-1.) At the same time, he announced that the heiau (temples) should be destroyed. This led to the Battle of Kuamo'o (Site #25.)



Kamehameha III,
Kauikeaouli

Kamehameha III, Kauikeaouli (1813-1854)

Born in Keauhou (Site #S-4), the younger brother of Liholiho had the longest reign in Hawaiian history. He was 10 years old when he was proclaimed king in 1825 under a regency with Ka'ahumanu, his father's favorite queen, Kamehameha III ruled during a time of great transition in Hawaii's history.



Kamehameha IV,
Alexander Liholiho

Kamehameha IV, Alexander Liholiho (1834-1863)

The nephew of Kauikeaouli, Alexander Liholiho was the grandson of Kamehameha I. He ascended to the throne after the death of his uncle in December of 1854.



Kamehameha V,
Lot Kapuaiwa

Kamehameha V, Lot Kapuaiwa Kamehameha (1830-1872)

Four years older than his brother Kamehameha IV, Lot would also rule for just nine years. Lot Kamehameha did not name a successor, which led to the invoking of the constitutional provision for electing kings of Hawai'i.



William Charles
Lunalilo

William Charles Lunalilo (1833-1874)

The grandson of a half-brother of Kamehameha I, Lunalilo defeated David Kalākaua in 1873 to become the first king to be elected. He offered many amendments to the Constitution of 1864, such as abolishing the property qualifications for voting.

Kalākaua Dynasty



David Kalākaua

David Kalākaua (1836-1891)

Kalākaua was the first king in history to visit the United States. "The Merry Monarch" was fond of old Hawaiian customs, and he attempted to restore the people's lost heritage. King Kalākaua and Queen Kapi'olani remodeled Hulihe'e Palace (Site #03) and used it as a summer cottage



Queen Liliuokalani

Queen Lydia Kamakaeha Kaolamali'i Lili'uokalani (1839-1917)

In 1891, upon the death of her brother, King Kalākaua, Queen Lili'uokalani succeeded to the throne. Queen Lili'uokalani was the last monarch of the Hawaiian Islands.

Kapu – The Hawaiian Religious, Political and Social Structure that Lasted for 500-years

(The following, in part, is taken from NPS and Waters; further citations of these are in Appendix A-References.)

Pa'ao (ca 1300,) from Tahiki (Tahiti,) is reported to have introduced a religious and political code in old Hawai'i, collectively called the kapu system.

The social order of old Hawai'i was defined by very strict societal rules, do's and don'ts. This intricate system that supported Hawai'i's social and political organization directed every activity of Hawaiian life, from birth through death, until its overthrow by King Kamehameha II (Liholiho).

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.

Kekuaokalani, Liholiho's cousin, opposed the abolition of the kapu system and assumed the responsibility of leading those who opposed its abolition. These included priests, some courtiers and the traditional territorial chiefs of the middle rank.

Kekuaokalani demanded that Liholiho withdraw his edict on abolition of the kapu system. Kamehameha II refused. The two powerful cousins engaged at the final Hawaiian battle of Kuamo'o; the king's better-armed forces, led by Kalanimoku, defeated the last defenders of the Hawaiian gods, of their temples and priesthoods.

The burial ground of the fallen warriors of the battle of Kuamo'o is at Lekeleke (Site #25) at the southern terminus of the present day Ali'i Drive.

This changed the course of Hawaiian civilization and made way for the transformation to Christianity and westernization.

Royal Centers Along the Kona Coast

(The following, in part, is taken from NPS, DLNR, Kumu Pono and Keauhou Resort; further citations of these are in Appendix A-References.)

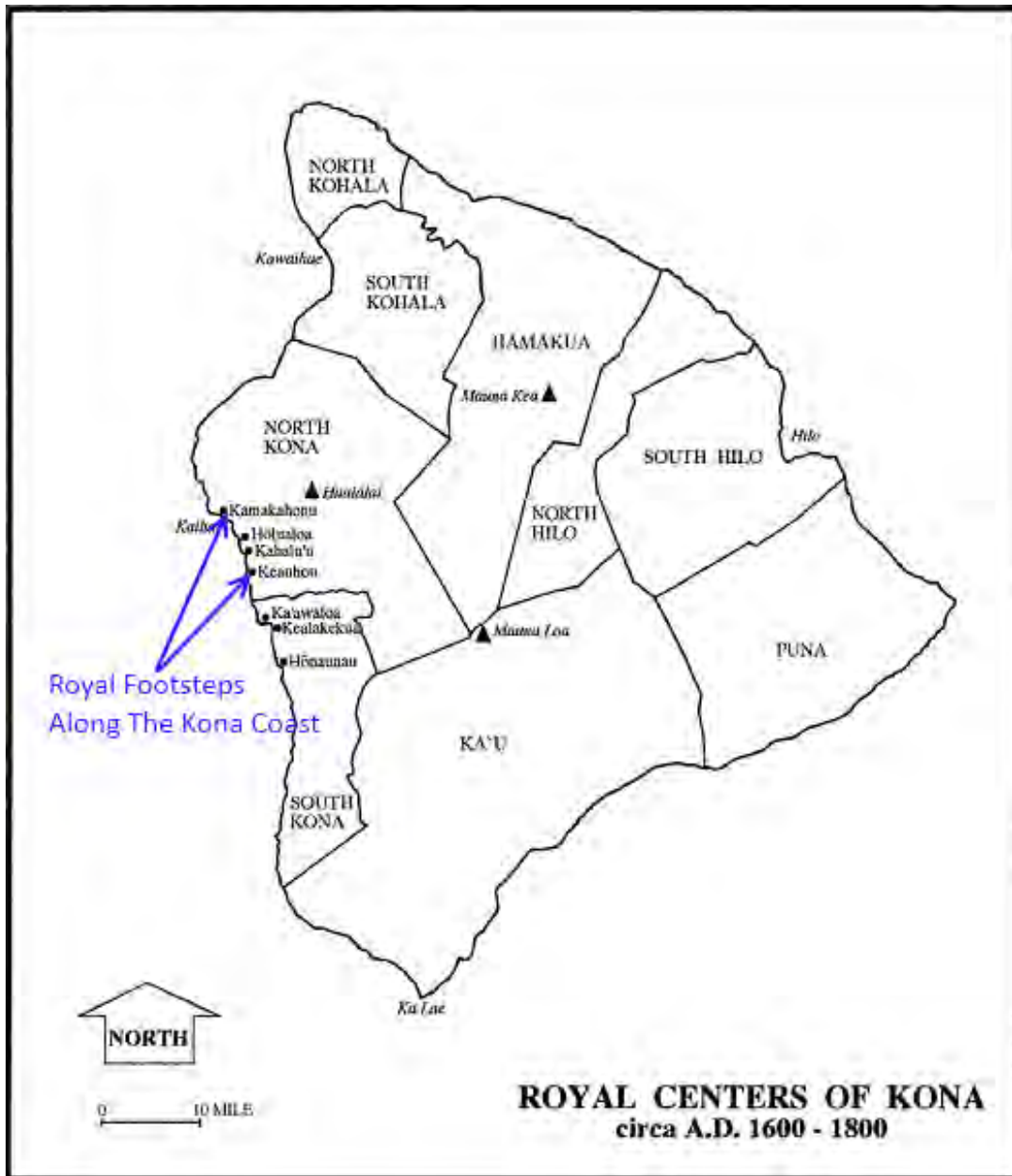
In the centuries prior to 1778, several large and densely populated Royal Centers were located along the shoreline between Kailua and Hōnaunau.

According to archaeological reports and cultural traditions, there were seven Royal Centers in use in Kona and four that existed along what is now Ali'i Drive on the Kona Coast, circa A.D. 1600-1800:

1. Kamakahonu, Kailua - Occupied by Kamehameha I between 1813 and 1819. (Site #S-1)
2. Hōlualoa - Area with numerous heiau and good surf. Associated with Keolonahihi in the ca. 1300, Keakamahana and Keakealaniwahine in ca. 1600 and Kamehameha I in the 18th Century. (Sites #11 and 12)
3. Kahalu'u - Complex of multiple heiau surrounding Kahalu'u Bay (Site #17, 19, 20, 21 and 22).
4. Keauhou - This area is noted for the largest hōlua slide in Hawai'i called Kaneaka (Site #24), the surfing area called Kaulu, and numerous heiau. (Sites S-3 and 23)

The Royal Centers were areas selected by the ali'i for their residences and ali'i often moved between several residences throughout the year. The Royal Centers were selected for their abundance of resources and recreation opportunities, with good surfing and canoe-landing sites being favored.

Structures associated with the Royal Centers include *heiau* (religious structures) and sacred areas, house sites for the ali'i and the entourage of family and *kahuna* (priests), and activity areas for burial, bathing, games, recreation, and crafts. Much of this archaeology is still evident along Ali'i Drive.



(DLNR Map)

1. Kamakahonu Royal Center at Kailua Bay (Site #S-1)

Kamakahonu Royal Center at Kailua Bay 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.

Kamakahonu (which literally means eye of the turtle) was the location of multiple heiau known collectively as ‘Ahu’ena, originally said to have been built by either Liloa or his son Umi-a-Liloa during the sixteenth century, was reconstructed and rededicated by Kamehameha I in the early nineteenth century.



Kamehameha at Kamakahonu
(Art by Herb Kane)

During Kamehameha's use of this compound, reportedly 11 house structures were present. These included his sleeping house, houses for his wives, a large men's house, storehouses and 'Ahu'ena heiau.

'Ahu'ena Heiau was a Hale O Lono heiau used by Kamehameha as an important heiau concerned with success of crops, and it was also used for the training of Liholiho as a future heir and for many political purposes. As the residential area of Kamehameha for a number of years, this site is extremely significant. Indeed, it is a National Historic Landmark.

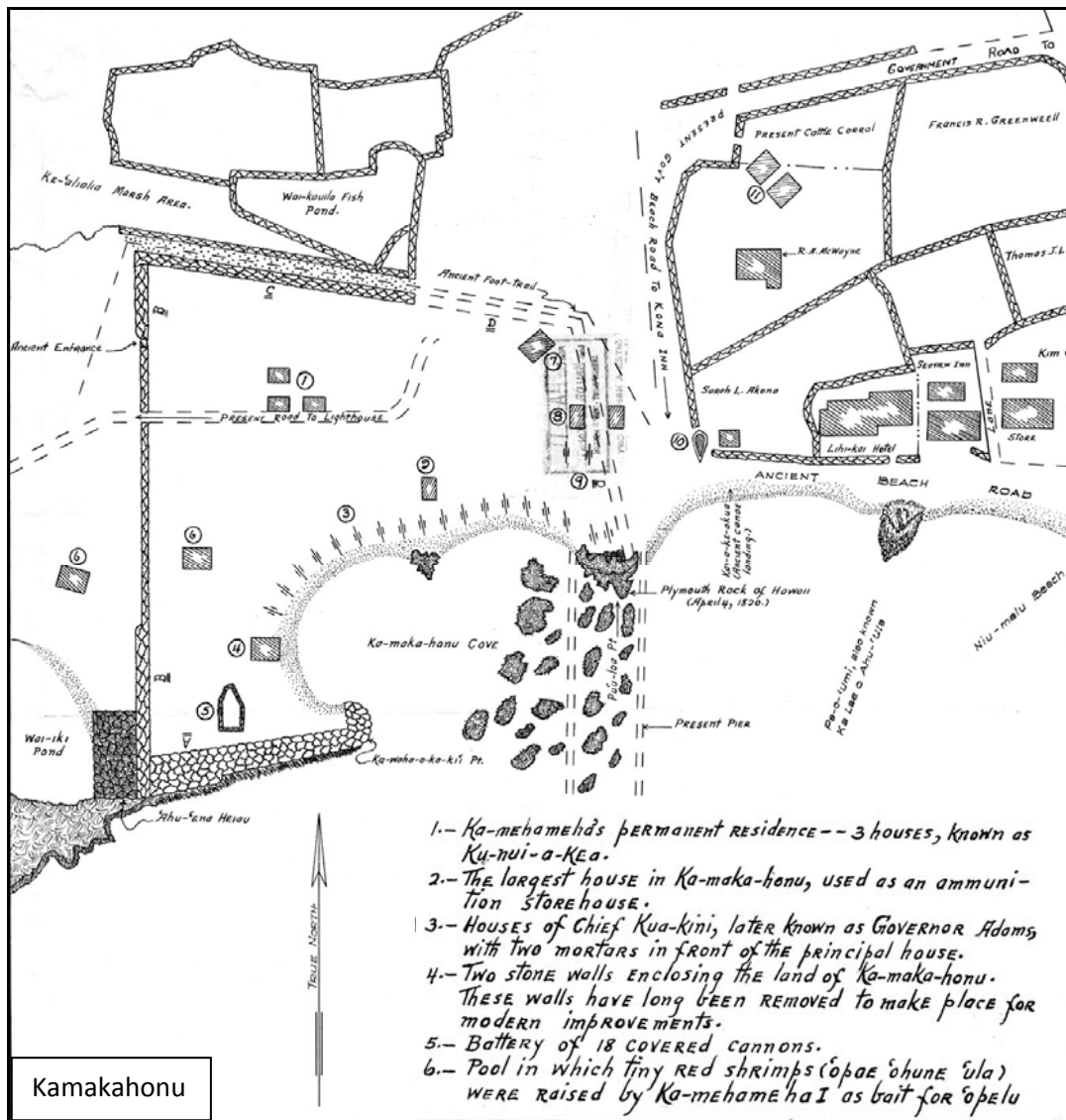
Upon Kamehameha's death, a mortuary house was built, which held his remains until they were taken and hidden away. After Liholiho's departure from Hawai'i Island in 1820, the high chief Kuakini, who served as Governor of Hawai'i for many years, resided here until 1837, when he had Hulihe'e (Site # 03) built and moved there.

By the late 1800s, Kamakahonu was abandoned.

Today, three reconstructed structures are present on the seaward beach of the property (all reconstructed in the 1970s and recently refurbished) – 'Ahu'ena heiau, the mortuary house's platform, and an additional structural platform. These structures are set aside in a covenant agreement between the State's Historic Preservation Division and the current hotel owners.

Kamakahonu became the backdrop for some of the most significant events in the early nineteenth-century history of the Hawaiian Kingdom.

It is here that in 1819, just six months after Kamehameha's death, the heir to Kamehameha I, Liholiho, chose to ignore certain kapu. Liholiho's actions symbolically and officially marked the end of the kapu system.



(Kekahuna Map, 1950s – Bishop Museum)

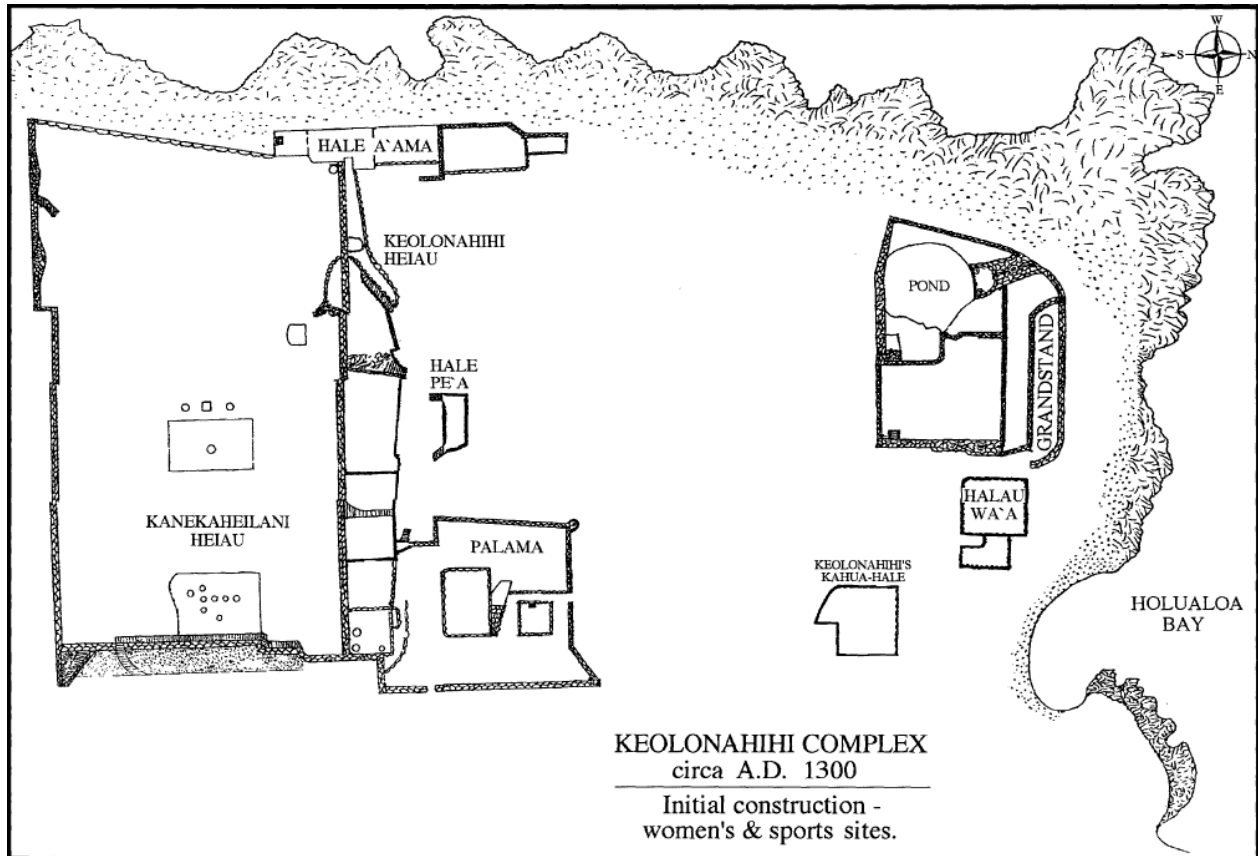
2. Hōlualoa Royal Center at Hōlualoa Bay (Site #12)

Traditional histories record the lands of Keolonahihi in Hōlualoa as a chiefly residence and Royal Center during the reign of at least five consecutive generations of paramount ali'i (high chiefs) in the dynastic line of Hawai'i Island.

Three major occupation sequences have been identified based on the association with various ali'i: A.D. 1300 (Keolonahihi), A.D. 1600 (Keakamahana and Keakealaniwahine), and A.D. 1780 (Kamehameha I).

Oral traditions suggest that the Hōlualoa Royal Center was constructed as early as A.D. 1300 by the Chiefess Keolonahihi and her husband, Aka. Keolonahihi was either the daughter or niece of Pa‘ao who is credited as initiating and/or expanding the kapu system.

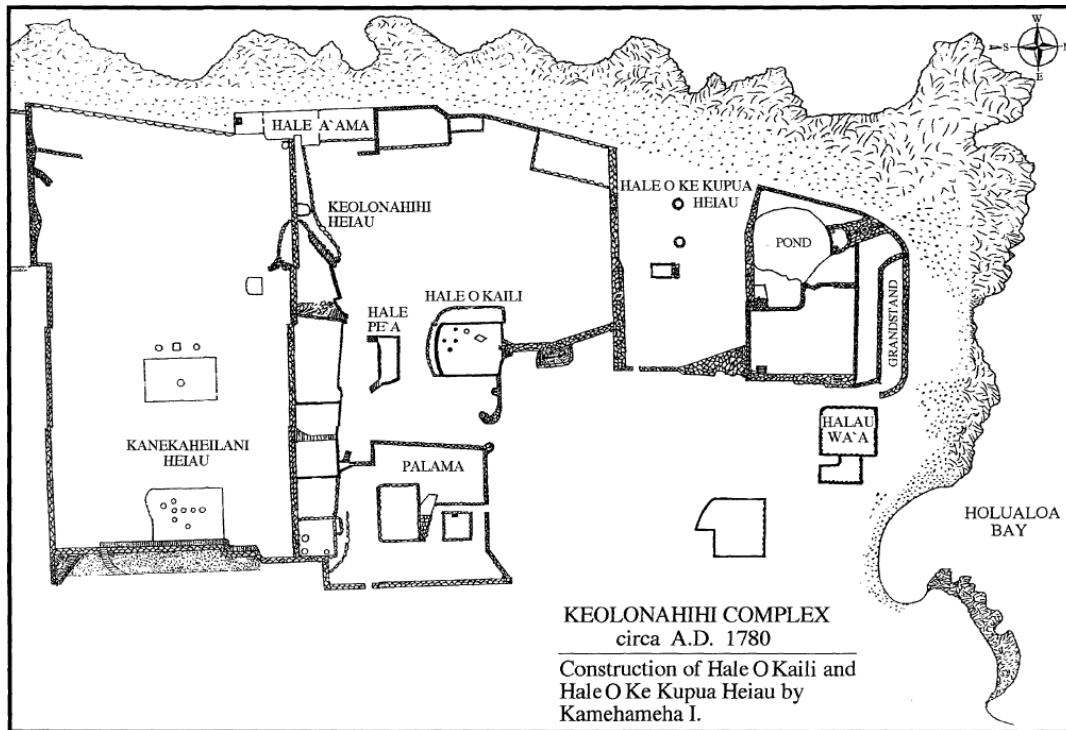
Much of the site’s history relates to the occupation of the Royal Center by Chiefess Keakamahana and her daughter, Chiefess Keakealaniwahine, in the 17th Century. These two women were the highest-ranking ali‘i of their dynastic line and generation.



(Map Prepared by DLNR-State Parks)

Kamehameha lived with his mother Kekuiapoiwa II and his guardians, Keaka and Luluka, at Pu‘u in Holualoa during the rule of Kalani‘ōpu‘u. At Holualoa, Kamehameha learned to surf and excel in board and canoe surfing (circa 1760s to early 1770s.)

The Hōlualoa Royal Center was split into two archaeological complexes when Ali‘i Drive was constructed in the 1800s. The parcel *makai* (seaward and west) of Ali‘i Drive consists of 12 acres and has been set aside for preservation and designated Keolonahihi State Historical Park. The 16.4-acre parcel on the *mauka* (inland and east) side of Ali‘i Drive is referred to as Keakealaniwahine’s Residence, and this parcel was included into the State historical park.



(Map Prepared by DLNR-State Parks)

3. Kahalu'u Royal Center at Kahalu'u Bay (Sites # 17, 19, 20, 21 and 22)

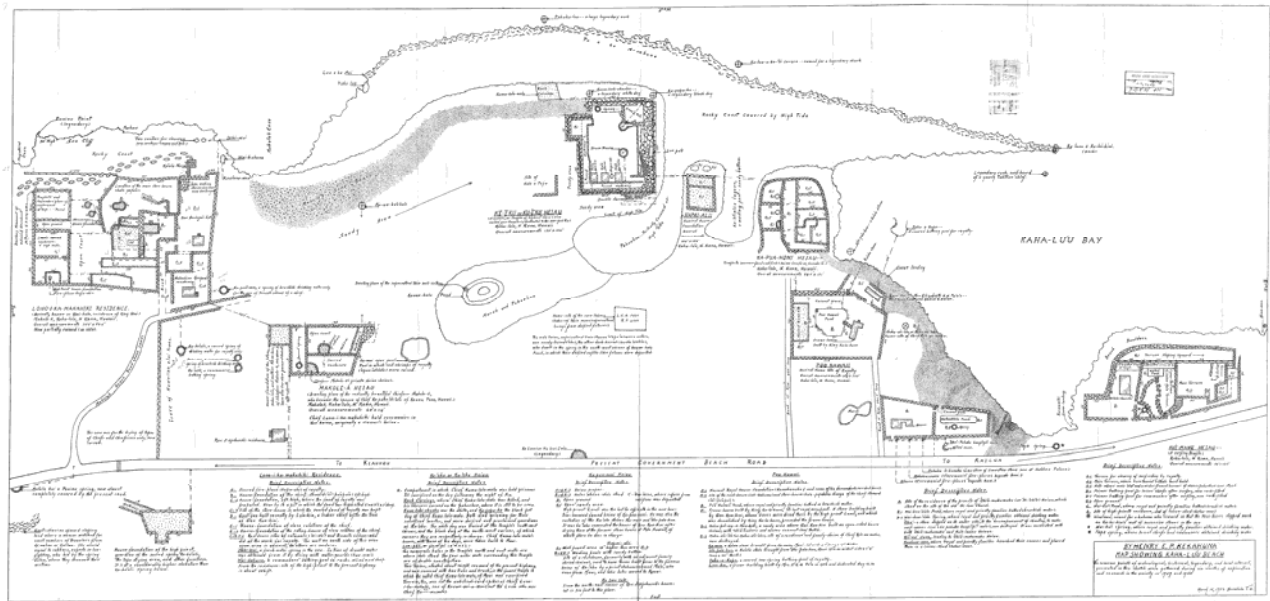
Kahalu'u ahupua'a was the location of another famous prehistoric Royal Center. It was a residence of Lonoikamakahiki ca. 1640-1660, and the oral histories specifically note its use by Alapa'inui, Kalani'ōpu'u and Kamehameha — successive rulers from 1740-1760 on. The focus of this center was Kahalu'u Bay, a sand fringed bay.

The ruler's residence was on the south end of the bay by a natural pond, and a number of large heiau encircled the bay. High chiefs' residences undoubtedly were nearby and some were in Keauhou ahupua'a just to the south.

In Kahalu'u, eight major heiau are still present near the shore. Restoration work several heiau have been completed.

Ke'ekū heiau (Site #21) was said to have been one in which human sacrifices were offered, and it also served as a pu'uhonua, built by Lonoikamakahiki. Outside the entrance to the heiau and towards the southwest are a number of petroglyphs.

One hundred feet away, also extending offshore the restored Hāpaiali'i Heiau (Site #21). Information suggests that Hāpaiali'i Heiau was built by Ma'a. Carbon dating indicates the heiau was built on a smooth pāhoehoe lava flow sometime between 1411 and 1465.



(Kekahuna Map, 1950s – Bishop Museum)

One hundred or so feet north of Hāpaiali'i Heiau is Kapuanoni Heiau, a temple dedicated to agricultural and fishing success. Just behind Kapuanoni is the Keauhou Beach Hotel, and on its landscaped grounds on the south edge of Kaha-luu Bay is a pond — Po'o Hawai'i — where the ruler's residence is said to have been located. No surface architecture survives of the ruler's residence.

Mākole'ā Heiau (Site #22,) (also known as Ke'ekupua'a,) is located 600 feet from the sea, on the same tidal flat as Hāpaiali'i Heiau and Ke'ekū Heiau and has also been restored.

Other heiau encircle the bay. The foundation of another luakini, 'Ōhi'amukumuku (Site #20) — used in the time of Kalani'ōpu'u and Kamehameha, is present at the head of the bay within a ruined churchyard. Heiau of 'Ōhi'amukumuku was built by Alapa'i or Lonoikamakahiki, and was a Heiau for human sacrifices.

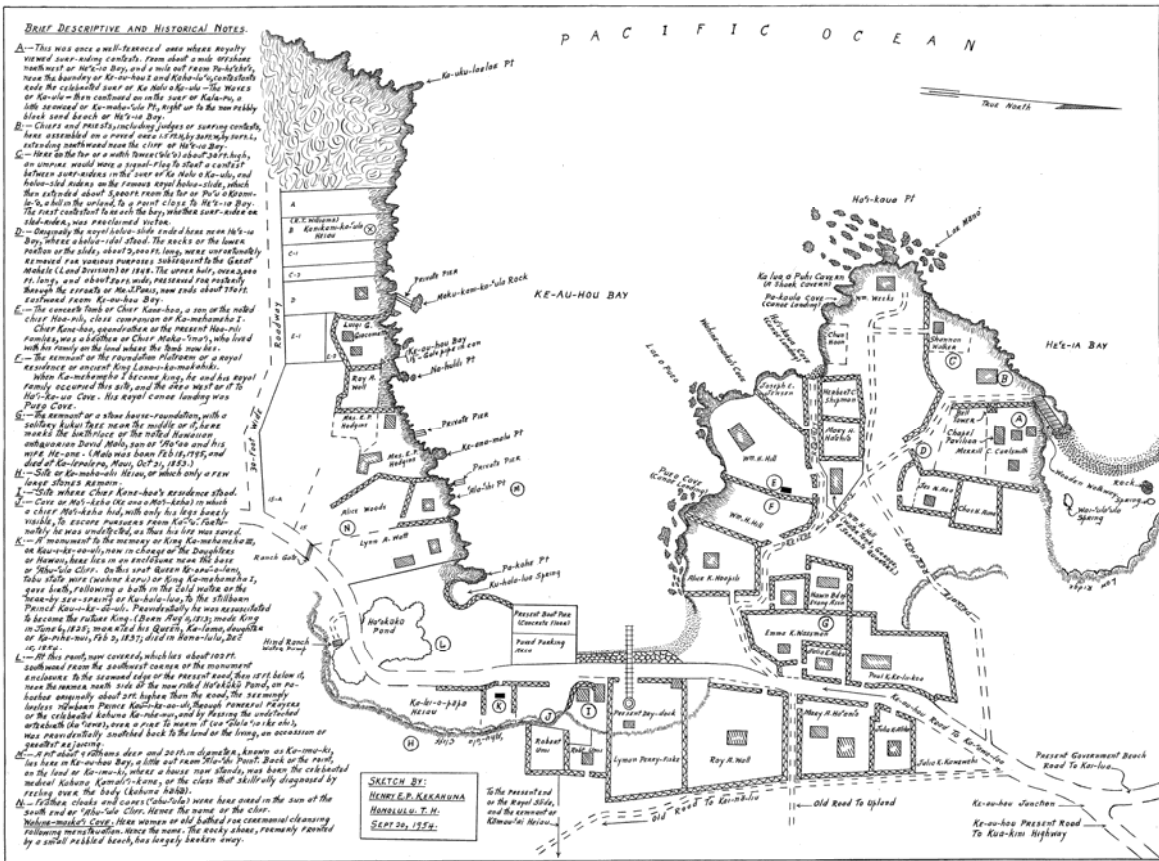
Ku'emanu (Site #17), a large surfing heiau, overlooking the surf break at Kaha-luu Bay is on the north edge of the bay.

4. Keauhou Royal Center at Keauhou Bay (Sites #S-3, 23, 24, 25 and S-4)

The primary archaeological feature of Keauhou was Kaneaka, (Site #24) its monumental Hōlua Slide. Called Kāneaka, the Keauhou slide is the longest (over one-half mile) and largest hōlua sled run ever built by the Hawaiians, large enough to accommodate two parallel racers. The volume of stone used in its construction dwarfs that of the largest known temple platforms, making it in fact the largest surviving structure from ancient Hawai'i.



(Photo from Keauhou Resort- Site #24)



(Kekahuna Map, 1950s – Bishop Museum)

Another Keauhou site is the birthplace of Kauikeaouli (Kamehameha III, Site #S-4). Kauikeaouli, stillborn, was revived and went on to become Kamehameha III (ca. 1814-1854), the last son of Kamehameha I to rule Hawai'i.

Ascending the throne at just eleven years old, Kamehameha III reigned during a time of tremendous transition. Born during the traditions of the ancients, he witnessed the overthrow of the kapu system in 1819 that made way for the transformation to Christianity and westernization.

The final Hawaiian battle of *Kuamo'o* defeated the last defenders of the Hawaiian gods, their temples and priesthoods. Here, at *Lekeleke* Burial Grounds, lay the remains of the fallen warriors (Site #25).

Heiau - Hawaiian Temples

(The following, in part, is taken from NPS; further citation in Appendix A-References.)

Hawaiians had many kinds of temples invoking peace, war, health, or profitable fishing and farming. These structures ranged in complexity from single houses surrounded by a wooden fence to stone-walled enclosures containing several houses 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 dedicated to Lono, at which offerings of pigs, vegetables and kapa hopefully guaranteed rain and agricultural fertility and plenty; and the large sacrificial government war temples, luakini, upon whose altars human lives were taken when assurance of success in combat was requested or when there was a very grave state emergency, such as pestilence or famine.

Oral traditions trace the origin of Hawaiian luakini temple construction to the high priest Pa'ao, who arrived in Kona in the late-thirteenth century. He introduced several changes to Hawaiian religious practices that affected temple construction, priestly ritual and worship practices.



(Lithograph of drawing of Ahu'ena Heiau sketched by Choris in 1816 – Wikimedia Commons) (Site #S-2)

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. Though temple worship was primarily an affair of the royalty, the whole land depended upon the effectiveness of these rituals.

At the time of European contact, a multitude of temples still functioned in the islands, and early visitors noted many of these:

They [the Hawaiians] have many temples, which are large enclosures, with piles of stones heaped up in pyramidal forms, like shot in an arsenal, and houses for the priests and others, who remain within them during their taboos. Great numbers of idols, of the most uncouth forms, are placed round within, in all directions: to these they offer sacrifices of hogs, cocoa nuts, bananas, and human victims: the latter are criminals only; formerly, prisoners of war were sometimes sacrificed.

(William Shaler, "Journal of a Voyage between China and the North-Western Coast of America, Made in 1804,")

Ala Loa - Hawaiian Trail Systems

(The following, in part, is taken from NPS; further citation in Appendix A-References.)

Throughout the years of late prehistory, A.D. 1400s - 1700s, and through much of the 1800s, transportation and communication within the Hawaiian kingdom was by canoe and by major trail systems. The major trails linked the 600 or so ahupua'a of the kingdom's six districts on Hawai'i Island. These districts were Kohala, Hāmākua, Hilo, Puna, Ka'ū, and Kona. Today, the ancient districts remain with the exceptions that Kohala, Kona and Hilo each have two parts, north and south.

Although the canoe was a principal means of travel in ancient Hawai'i, extensive cross-country trail networks enabled gathering of food and water and harvesting of materials for shelter, clothing, medicine, religious observances and other necessities for survival.

Ancient trails, those developed before western contact in 1778, facilitated trading between upland and coastal villages and communications between ahupua'a and extended families. These trails were usually narrow, following the topography of the land. Sometimes, over 'a'ā lava, they were paved with waterworn stones ('alā or pa'alā).

Along the Kailua to Keauhou Coastal Trail as Described by William Ellis in 1823

(The following, in part, is taken from Ellis; further citation in Appendix A-References.)

On July 18, 1823, Ellis and his missionary companions traveled via the ala loa or ancient foot trail near the coast. There are a number of documentary resources (i.e. Māhele records, journal accounts, and survey documentation) that place the ancient ala loa in the vicinity of the "Government Road", now known as Ali'i Drive.

Along the seven-mile stretch of land between Kailua to Keauhou, Ellis counted 610 houses and 19 heiau, and estimated the uplands contained another 100 houses. Allowing five persons to a house, Ellis and his companions estimated that there were 3,550 persons in the area. Ellis' narratives provide readers with further descriptions of the communities through which the group passed; he notes (segments of text relating to the coastal area:)

Leaving Kairua (Kailua), we passed on through the villages thickly scattered along the shore to the southward.. The country around looked unusually green and cheerful, owing to the frequent rains, which, for some months past, have fallen on this side of the island. Even the barren lava,

over which we travelled, seemed to veil its sterility beneath frequent tufts of tall waving grass, or spreading shrubs and flowers.

At 2 pm we reached Horuaroa (Hōlualoa), a large and populous district.

Our road now lay through a pleasant part of the district, thickly inhabited, and, ornamented occasionally with clumps of kou trees. Several spots were pointed out to us; where the remains of heiaus belonging to the late king Tamehameha (Kamehameha) were still visible.

From Kahalu‘u to Keauhou, Ellis, in 1823, notes a lava flow and a stepping stone path to Keauhou:

We passed another large heiau, and travelled about a mile across a rugged bed of lava, which had evidently been ejected from a volcano more recently than the vast tracts of the same substance, by which it was surrounded. It also appears to have been torn to pieces, and tossed up in the most confused manner by some violent convulsion of the earth, at the time it was in a semi-fluid state. There was a kind of path formed across the most level part of it, by large, smooth, round stones brought from the seashore and placed three or four feet apart. By stepping from one to the another of these, we passed over the roughest piece of lava we had seen.

Evolution of the *Ala Loa*

(The following, in part, is taken from NPS; further citation in Appendix A-References.)

In the later years of the Hawaiian monarchy, the need to define and protect Hawaiian trails and roadways was recognized, particularly in support of native tenants living in remote locations. Often these native tenants' lands were surrounded by tracts of land held by single, large landowners who challenged rights of access.

In 1892, Queen Lili‘uokalani and the Legislature of the Kingdom of Hawai‘i signed into law an “Act Defining Highways, and Defining and Establishing Certain Routes and Duties in Connection Therewith,” to be known as The Highways Act, 1892.

Through this act, all roads, alleys, streets, ways, lanes, courts, places, trails and bridges in the Hawaiian Islands, whether laid out or built by the Government or by private parties were declared to be public highways; ownership was placed in the Government.

Ahupua‘a Land Management System

(The following, in part, is taken from Kumu Pono, NPS, Dieter Mueller-Dombois and Soehren; further citations of these are in Appendix A-References.)

The first chief to unite the island of Hawai‘i was ‘Umi-a-Liloa with his court located in Waipi‘o Valley, Hamakua. ‘Umi subsequently moved the seat of power from the windward to the leeward side of the island at Kailua Village with his residence near the place called Pa-o-‘Umi (Site #02).

The traditional land use in the Hawaiian Islands evolved from shifting cultivation into a stable form of agriculture. Stabilization required a new form of land use. It is widely believed ‘Umi a Līloa, the ruler of the Island of Hawai‘i, was the first ruler to create the ancient Hawaiian ahupua‘a land division, according to a chiefly management system, nearly 600 years ago.

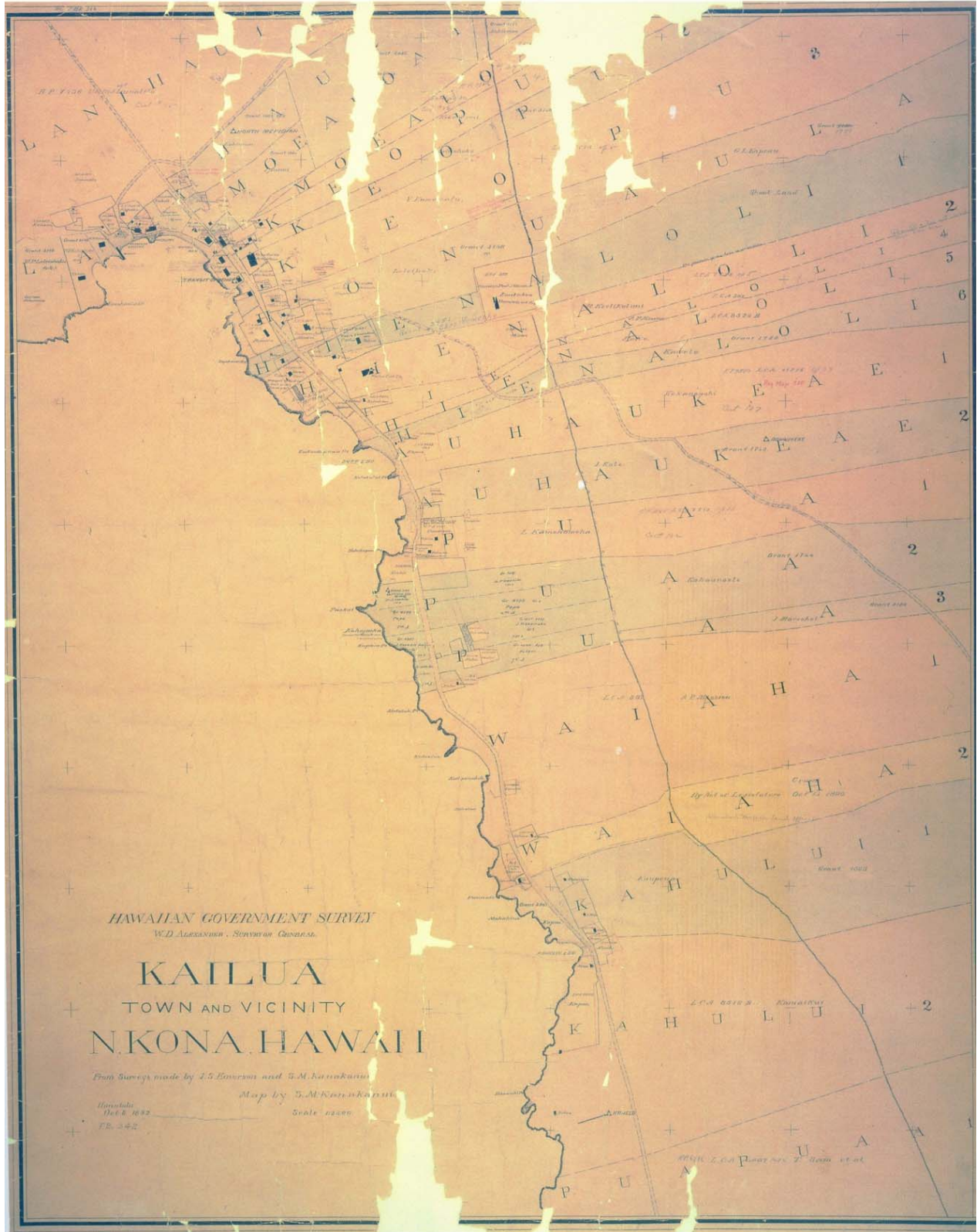
When studying the cultural setting in Hawai‘i, it is important to focus on the ahupua‘a. These land units generally extended from the mountain to the sea and contained most of the resources that a settlement would require for its subsistence, distributed at various elevations.

As historian Marion Kelly has said, the ahupua‘a “was the basic land unit, most common and most closely related to the religious and economic life of the people.”

In the term *ahupua‘a*, the words *ahu* (stone altar or stone mound) and *pua‘a* (pig), are combined. The *pua‘a* was a carved wooden image of a pig head (a form of Lono.) These stone altars served as border markers and deposition places for offerings to the agricultural god *Lono* and a high chief (*ali‘i nui*), who was the god’s representative.

Ahupua‘a along the Royal Footsteps Along the Kona Coast (north to south):

Ahupua‘a Name	Translation of the Name
Lanihau	cool heaven
Moeauoa	current going in various directions
Keōpu	the bunching together
Honuaula	red land
Hienaloli	resembling loli (slug)
Auhaukeae	the penalty tax
Pua‘a	pig
Wai‘aha	gathering water
Kahului	the winning
Puapua‘a	piglet
Hōlualoa	long hōlua track or sled
Kaumalumalu	to overlook faults of others
Pahoehoe	smooth type of lava
La‘aloa	very sacred
Kapala‘alaea	stained with red ochre
Kahalu‘u	diving place
Keauhou	the new era or current
Honalo	to conceal



Moffat (Kanakanui Map - 1892)



(USGS Quadrangle Map - 1924)

Writing the Hawaiian Language

(The following, in part, is taken from Spaulding and Ballot; further citations of these are in Appendix A-References.)

Hawaiian was only 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 twelve-letter Hawaiian alphabet, with which we are familiar today, was not adopted in the beginning. It was only until 1826, when printing had been in progress more than four years that the alphabet finally crystallized into its present form. Until that time nearly all the English letters were in use.

The first printing press at the Hawaiian Islands was imported by the American missionaries and landed from the brig *Thaddeus*, in April 1820 (the same initial missionary group that landed in Kailua Bay (Site #01 and established the Mokuaikaua Church (Site #04.) It was not unlike the first used by Benjamin Franklin and was first used in Hawai'i on January 7, 1822, in Honolulu. This was certainly the first printing at the Hawaiian Islands and probably the first on the shores of the North Pacific Ocean.

The development of the written Hawaiian language in the early part of the nineteenth century was started by the Protestant missionaries who arrived in Hawai'i, starting in 1820. A committee of some of these missionaries (Hiram Bingham, C. S. Stewart and Levi Chamberlain) worked on the development of the Hawaiian alphabet.

On July 14, 1826, the committee prepared a final report to the American Board of Commissioners for Foreign Missions titled "Report of the committee of health on the state of the Hawaiian language." After considerable review, the twelve letters *A, E, I, O, U, H, K, L, M, N, P* and *W* ended up as the Hawaiian alphabet. The report is signed by Hiram Bingham and Levi Chamberlain.

The adoption of their findings definitely settled the Hawaiian alphabet as we have it now. (Convention has established the *v* pronunciation in some words, but no addition has been made to the alphabet and the letter is still written as *w*. Likewise, many both say and write *taro* and *tapa*, instead of *kalo* and *kapa*, but these words have been naturalized in the English language.)

The alphabet of 1826 has stood the test of time.

Surfing - The Sport of Royalty – Hawai'i's Gift to the World of Sports

(The following, in part, is taken from Hawai'i Commemorative Quarter Commission and Finney; further citations of these are in Appendix A-References.)

Although no one knows for sure exactly where and when surfing began, there is no doubt that over the centuries the ancient sport of "he'e nalu" (wave-sliding) was absolutely perfected, if not invented, by the Kings and Queens of Hawai'i, long before the 15th century A.D.



Early Explorers Found "The Hawaiian Sport of Surf Playing" to Be a National Pastime.
(Bishop Museum Archive)

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 men and women who challenged the big waves. Kamehameha I excelled at surfing at Hōlualoa Bay (Site #11.) Surfing continues to be a popular recreational pastime and sport in Hawai'i today.

As former Hawai'i State governor, George Ariyoshi, stated, "Those of us fortunate to live in Hawai'i are extremely proud of our state and its many contributions to the world. Surfing certainly is one of those contributions. It is a sport enjoyed by men, women and children in nearly every country bordering an ocean. Surfing was born in Hawai'i and truly has become Hawai'i's gift to the world of sports."

Canoe – Principal Means of Travel

(The following, in part, is taken from NPS and Malo; further citations of these are in Appendix A-References.)

The canoe was a principal means of travel in ancient Hawai'i. Canoes were used for interisland and inter-village coastal travel, while trails within the ahupua'a provided access between the uplands and the coast. There is archaeological evidence of canoe landings along the Ali'i Drive.

Throughout the years of late prehistory, A.D. 1400s - 1700s, and through much of the 1800s, transportation and communication within the Hawaiian kingdom was by canoe and by major trail systems. Most permanent villages initially were near the sea and sheltered beaches, which provided access to good fishing grounds as well as facilitating canoe travel between settlements.



(Art by Herb Kane)

Today, like surfing, canoe paddling and racing are popular recreational and competitive sports. The popular Queen Lili'uokalani Long Distance Outrigger Canoe Races is the world's largest long distance outrigger canoe race; its finish line is at Kailua Pier (Site #01)

Banyan Trees in Historic Kailua Bay

(The following, in part, is taken from Bezona; further citation in Appendix A-References.)

In 1882, Queen Kapiolani brought four trees to Kona. Two were reportedly cuttings from a banyan tree at Iolani Palace where they had been presented by royals from India. One banyan was planted at Hulihee Palace (Site #03) and later, in 1906, the Maguire family transplanted one that now stands near the entrance to Kailua Pier (Site #01).

The other two trees were Moreton Bay Figs. One was planted at Holualoa Bay to mark the site where canoes were blessed and launched (Site #10) and it recently met its demise. The second was a gift from the Queen to Alexander Burgess and he planted it fronting his beach house – the present site of the Banyan Court Mall (Site #01.)



Banyan Tree at Hulihe'e Palace (Site #03)
(<http://www.flickr.com/photos/myg/4056924884>)

Points of Interest: Royal Footsteps Along the Kona Coast

This Chapter of the Corridor Management Plan highlights points of interest along Ali'i Drive. A total of thirty different sites and features are noted.

Twenty-five of these are specific sites directly along the corridor; four are identified as "side trips," as they are in the corridor, but not on Ali'i Drive. Finally, there are references to ahupua'a markers, the geographic boundary markers that identified land units from the historic Hawaiian times.

The listing of sites is in a north to south orientation and is grouped together; these are followed by the side trips, also in a north to south listing, then notations on the ahupua'a markers.

As noted, many of the sites are significant archaeological and historic features, recognized on the State and National Registers.

Themes of Archaeology/Historic Preservation in Kona

Archaeological features and historic sites once covered much of the Kailua to Keauhou section of the Kona Coast. With the urbanization of the area, this pattern has changed.

Historic preservation laws did not come into place until the early 1970s. Development prior to that time was focused in the core of Kailua Village and mostly seaward of Ali'i Drive. This development proceeded without archaeological survey and many historic sites were destroyed in these years, with records being only brief survey work.

Since the early 1970s, most developments have been preceded by archaeological surveys, and in the late 1980s, these increased in number and quality with a resurgence of development. Only a few areas in Kailua Village lack survey at this point.

New archaeological surveys are finding some house sites, temporary camps (in caves and in small surface shelters), burials and informal fields inland of Ali'i Drive, which date to the A.D. 1200s-1700s.

The State Historic Preservation Division's policy is to preserve the best examples of sites in a region related to different themes.

A theme being preserved in northern Kona is that of Royal Centers. At Hōlualoa, the Historic District and heiau are part of the Keolonahihi State Historical Park and the royal residential area of the ruler Keakamahana and her daughter, the ruler Keakealaniwahine, is owned by the State.

The Royal Center theme is also reflected at Kailua Village for parts of Kamehameha's residence at Kamakahonu (restored in the 1970s on the grounds of the King Kamehameha's Kona Beach Hotel. Kamakahonu is a National Historic Landmark. The structures remaining include 'Ahu'ena heiau, which has a reconstructed thatched building on it, and the mortuary platform of Kamehameha.

Royal Centers are also found at Kahalu'u and Keauhou. In these areas, extensive restoration has occurred in the past couple of years on several of the heiau. Another theme relates to the time of Kuakini, the dynasty that followed the Kamehameha dynasty.

Hulihe'e Palace was built for Kuakini in 1837. This structure is restored and run by the Daughters of Hawai'i. Under Kuakini's sponsorship, the missionaries' first stone church (Mokuaikaua) was constructed in 1837, directly across the road from the palace.

Historic Preservation Planning

Historic preservation planning needs for future development and for general planning related to historic preservation primarily fall into two areas for Kailua Village.

Because of the importance of the Kailua area, it is vital that future development be preceded by archaeological inventory survey to determine if important (significant) historic sites are present.

If such sites are present, then mitigation will be needed before development. This might take the form of archaeological data recovery - more intensive archaeological work to recover the basic information from the sites and better interpret Kailua's history.

Such interpretation will help better present the history of the area to Kailua's residents and schoolchildren, as well as to visitors. Mitigation might also take the form of preservation.

Interpretive preservation might be needed for any elite housing sites that are found (as part of the Royal Center theme), for sites related to the theme of Kuakini's time or for sites related to the time of the late 1800s and early 1900s.

The Kailua Village community at large must be aware of the needs to keep the important archaeological and historical sites maintained and well interpreted.

As a tourist center, this is doubly important, for visitors come to see historic sites and activities of the Hawaiian culture, as well as the sun and scenic natural environment.

State historic preservation laws are found in Chapter 6E of the Hawai'i Revised Statutes. The main federal laws that are used often in historic preservation include the following:

Law	Acronyms	Focus
National Historic Preservation Act	NHPA	Section 106 consultations and National Register nominations
Native American Grave Protection and Repatriation Act	NAGPRA	Preservation and protection of human bones, and associated artifacts
Archaeological Resources Protection Act	ARPA	Vandalism and other criminal activity

The following list notes several of the sites on the State and National Registers. Following that are summaries of the points of interest along Ali'i Drive and their intrinsic qualities.

Intrinsic Qualities at Various Points of Interest Along Ali'i Drive

Following is a summary chart noting the various Points of Interest Along Ali'i Drive and the Intrinsic Qualities for each site.

Site	Royal Footsteps Sites	Archaeological	Historic	Cultural	Scenic	Recreational	Natural
1	Kailua Seawall				✓	✓	
2	Pa o 'Umi	✓					
3	Hulihe'e Palace		✓	✓			
4	Mokuaikaua Church		✓				
5	Hale Halawai					✓	
6	Ōneo Bay				✓	✓	
7	Wai'aha Beach Park				✓	✓	
8	Kahului				✓		
9	Hale Halawai O Hōlualoa	✓	✓		✓		
10	Puapua'a					✓	
11	Hōlualoa Bay		✓		✓	✓	
12	Hōlualoa Royal Center	✓	✓				
13	Judd Trail	✓	✓				
14	Pāhoehoe Beach Park				✓	✓	
15	La'aloa Bay Beach Park	✓			✓	✓	✓
16	La'aloa Bay	✓			✓	✓	
17	Ku'emanu Heiau	✓			✓		
18	St Peter's Catholic Church		✓		✓		
19	Kahalu'u Bay Beach Park	✓			✓	✓	
20	Helani Church/ Ōhi'amukumuku Heiau	✓	✓	✓			
21	Hāpaiali'i Heiau & Ke'ekū Heiau	✓	✓				
22	Mākole'ā Heiau	✓					
23	Heritage Corridor Overlook				✓		
24	Royal Holua Slide	✓					
25	Lekeleke Burial Grounds	✓					
S-1	Kamakahonu Royal Center at Kailua Bay	✓	✓	✓	✓		
S-2	Ahu'ena Heiau	✓					
S-3	Keauhou Royal Center at Keauhou Bay	✓	✓		✓	✓	
S-4	Kamehameha III Birthsite		✓				
	Ahupua'a Markers	✓		✓			

List of Sites and Notation of Those on State and National Registers

Site	Royal Footsteps Sites	Existing Jurisdiction	State Register (date)	National Register/Landmark (date)	Archaeological Site Number
01	Kailua Seawall	County Public Works/ (DLNR-Pier)			
02	Pa o 'Umi	DLNR			
03	Hulihe'e Palace	DLNR/Daughters of Hawaii	02/21/81	05/25/73	10 28 7001
04	Mokuaikaua Church	Mokuaikaua Church	01/12/78	10/03/78	10 28 7231
05	Hale Halawai	County Parks			
06	Ōneo Bay	County Public Works			
07	Wai'aha Beach Park	County Parks			
08	Kahului Bay	County Public Works			
09	Hale Halawai O Hōlualoa	DLNR/Living Stones Church	11/26/86	06/05/87	10 37 7234
10	Puapua'a	County Parks/Kona Bali Kai			
11	Hōlualoa Bay	County Public Works			
12	Hōlualoa Royal Center	State Parks/Betty Kanuha Foundation	11/02/77 08/02/03	07/14/83 06/08/05	10 37 2059 10 37 23661
13	Judd Trail	Na Ala Hele/Royal Alii PUD			
14	Pāhoehoe Beach Park	County Parks			
15	La'aloa Bay Beach Park	County Parks			
16	La'aloa	County Parks			
17	Ku'emanu Heiau	County Parks			
18	St Peter's Catholic Church	St Peters Catholic Church			
19	Kahalu'u Bay Beach Park	County Parks		12/27/74	10 37 4150 *
20	Helani Church/ Ōhi'amukumuku	Mokuaikaua Church			
21	Hāpaiali'i & Ke'ekū Heiau	Keauhou Resort		12/27/74	10 37 4150 *
22	Makolea Heiau	Keauhou Resort		12/27/74	10 37 4150 *
23	Heritage Corridor Overlook	Keauhou Resort			
24	Royal Hōlua Slide	Keauhou Resort		12/29/62	10 37 1669
25	Lekeleke Burial Grounds Ahupua'a Markers	Keauhou Resort/Royal Order of Kamehameha I		08/13/74	10 37 1745
S-1	Kamakahonu	King Kamehameha Hotel	07/17/93	12/29/62	10 27 7002
S-2	Ahuena Heiau	King Kamehameha Hotel/ Ahuena Inc	07/17/93	12/29/62	10 27 7002
S-3	Keauhou Bay	Keauhou Resort			
S-4	Kamehameha III Birthsite	Keauhou Resort/ Daughters of Hawaii	01/13/78	07/24/78	10 37 4383

* Part of the Kahalu'u Historic District (District w/multiple sites)



(Kailua Village BID – Map)

Royal Footsteps – Site – 01

Kailua Seawall

Intrinsic Qualities: Scenic, Recreational

(The following, in part, is taken from DLNR and DLNR-SHPD Hibbard; further citations of these are in Appendix A-References.)

The entry to Historic Kailua Village begins on Ali'i Drive where its oceanfront promenade offers sweeping vistas of Kailua Bay, from Kamakahonu and Kailua Pier to Hulihe'e Palace. This expanse holds significant archaeology, legendary treasures and historical sites.

A small beach is a fragment of a series of much larger white sand beaches that once lined the entire bay, making this area a favorite fishing, surfing, swimming and canoeing spot for early Hawaiians. That white sand still exists under the asphalt pavement and concrete seawall first built in 1900 and subsequently rebuilt after World War II.

The ancient Royal Center at Kamakahonu, which served as Hawai'i's first capital, where King Kamehameha ruled the kingdom from 1812-1819, once supported a compound of hale (thatched houses), fishponds and farm plots. (Site # S-1)

Kailua Pier has anchored the village since the early 1900s. Once the center of transportation and shipping where paniolo (Hawaiian cowboys) loaded cattle, Kailua Pier now serves as a hub for ocean activities and gathering place for fishing and ocean recreation enthusiasts, whether charter boat fishing, whale watching, undersea exploration, cruises, snorkeling and/or other pastimes.



Kailua Seawall (Local Byway Committee photo)

Today, the bay and pier host multiple and diverse community and sporting events.

The popular *Queen Lili'uokalani Long Distance Outrigger Canoe Races* are the world's largest long distance outrigger canoe races. The *Hawaiian International Billfish Tournament* has held its annual event here since 1959.

Signage marks the start and finish line of the *Ironman Triathlon World Championship* where every October over 1,700 athletes electrify the crowds watching this grueling swim-bike-run long distance event.



Photo: John Fischer, About.com

Royal Footsteps – Site - 02

Pa o 'Umi

Intrinsic Qualities: Archaeological

(The following, in part, is taken from Soehren, DLNR-SHPD Hibbard and bishopmuseum.org; further citations of these are in Appendix A-References.)

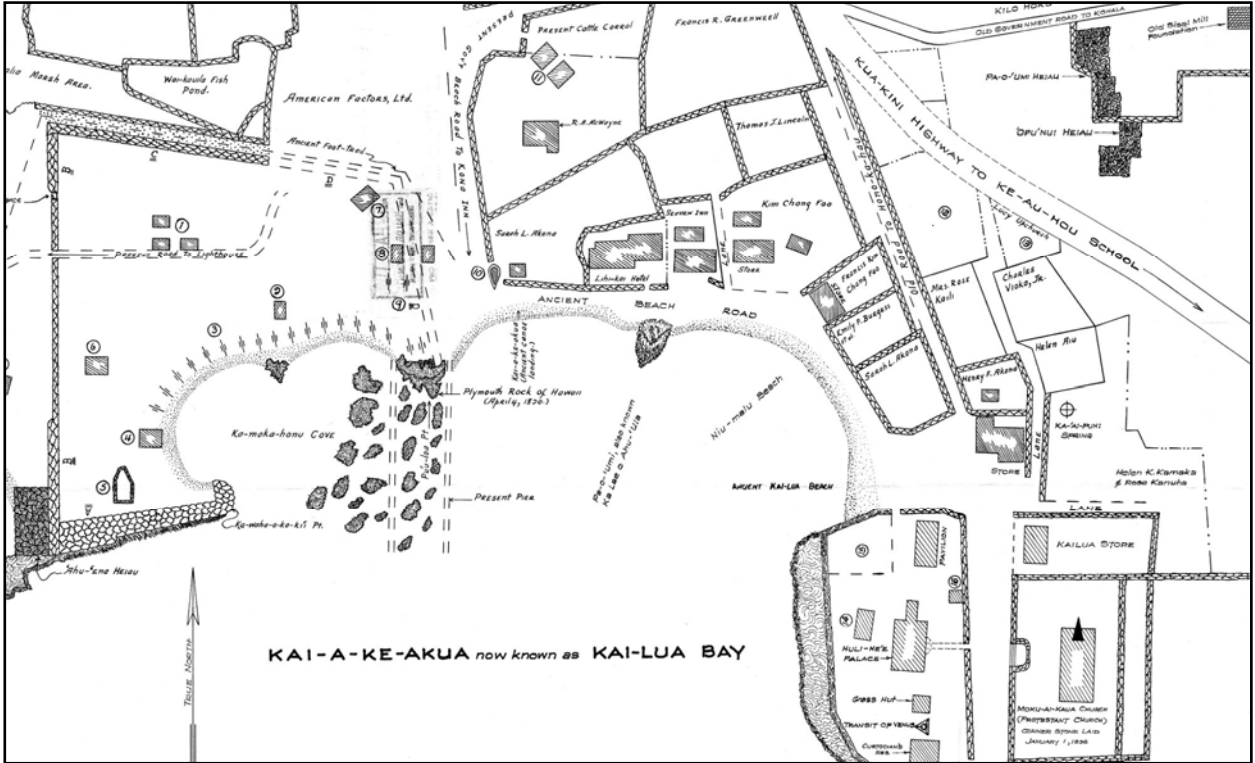
Pa o 'Umi is the small point of land near the middle of Kailua Seawall, located between Kamakahonu and Hulihe'e Palace. It marks the location of the landing and residence of the ruler 'Umi-a-liloa ('Umi) (ca. AD 1490-1525.) Modern seawall and road construction has covered most of Pa o 'Umi.

'Umi fought the Kona chief Ehunuikaimalino and united the island of Hawai'i. He then moved the Royal Center from Waipi'o to Kailua; Royal Centers in Kona became of importance.

'Umi, himself, was said to have had a primary center in Kailua with his residence near the place called Pa-o-'Umi. Succeeding Pili line rulers cycled their centers among a number of Kona residences and residences elsewhere on the island, with Kailua Village being one of these Royal Centers.



Pa-o-'Umi (Young Family Photo - 1928)



(Kekahuna Map - Bishop Museum)

Royal Footsteps – Site - 03

Hulihe'e Palace

Intrinsic Quality: Historic, Cultural

(The following, in part, is taken from Deering and Kona Historical Society; further citations of these are in Appendix A-References.)

Hulihe'e Palace is Kona's only existing royal palace and one of three palaces in the United States. (The other two are 'Iolani Palace and Queen Emma's Summer Palace, both on O'ahu.) Hulihe'e, built in 1838, was the gracious residence of Governor John Adams Kuakini and a favorite retreat for Hawai'i's royalty.

The Palace was constructed by foreign seamen using lava rock, coral, koa and 'ōhi'a timbers. Kuakini oversaw the construction of both Mokuaikaua Church and Hulihe'e Palace and these landmarks once shared a similar architectural style with exposed stone.

After Kuakini's death in 1844, Hulihe'e became a favorite retreat for members of the Hawaiian royal family.



(Photo from Library of Congress)

Flanked to the north by Niunalu and to the south by Kiope Fish Pond, Hulihe'e Palace was also the site of the observation of the Transit of Venus (when the planet Venus crosses between the Earth and the Sun) in 1874 by British astronomers, one of the most important astronomical observations of the 19th century (helping to calculate the distance between the Sun and the Earth.)

Extensive remodeling by King Kalākaua and Queen Kapi'olani in 1884 transformed the original structure to suit the Victorian tastes of the late 19th century (with stucco and plaster, widened lanai, and much to the interior décor.)



(Hulihe'e Palace; Photo Wikimedia Commons)

Now maintained as a museum by the Daughters of Hawai'i, Hulihe'e Palace contains a fine collection of ancient Hawaiian artifacts, as well as ornate furnishings that illustrate the lifestyle of the Hawaiian nobility in the late 19th century. Hulihe'e Palace is a poignant reminder of Kailua's past as a favorite royal residence.



(Concert at Hulihe'e; Photo: Kailua Village BID)

National Register of Historic Places:

Hulihe'e Palace

(added 1973 - Building - #73000653) Ali'i Dr., Kailua-Kona
 Historic Significance: Person, Architecture/Engineering
 Architect, builder or engineer: Kuakini, John Adams
 Architectural Style: No Style Listed
 Historic Person: Kalakaua, King David
 Significant Year: 1844, 1884, 1838
 Area of Significance: Architecture, Politics/Government
 Period of Significance: 1825-1849, 1850-1874, 1875-1899
 Owner: State (Cared for by the Daughters of Hawai'i)
 Historic Function: Domestic
 Historic Sub-function: Single Dwelling
 Current Function: Recreation and Culture
 Current Sub-function: Museum

Royal Footsteps – Site - 04

Moku‘aikaua Church

Intrinsic Quality: Historic

(The following, in part, is taken from Kona Historical Society, mokuaikaua.org and National Register; further citations of these are in Appendix A-References.)

This stone and mortar building, completed in 1837, is the oldest Christian church in the state of Hawai‘i. Likely built of stones taken from a nearby Hawaiian *heiau* and lime made of burned coral, it represents the new western architecture of early 19th-century Hawai‘i and became an example that other missionaries would imitate.

The original grass hale church that was built in 1823 but destroyed by fire in 1835 and the present structure was completed in 1837. Moku‘aikaua takes its name from a forest area above Kailua from which timbers were cut and dragged by hand to construct the ceiling and interior.

Congregationalist missionaries from Boston crossed the Atlantic Ocean, rounded Cape Horn, aboard the Brig Thaddeus. A replica of the Thaddeus is in Moku‘aikaua Church. On the morning of the 4th of April, 163 days from Boston, the Congregational Protestant missionaries, led by Hiram Bingham, aboard the Thaddeus, came to anchor off the village of Kailua. They came ashore at “Plymouth Rock” of Hawai‘i, where Kailua Pier now stands. Christian worship has taken place near this site since 1820.



(Mokuaikaua Church; Photo Wikimedia Commons)

There were seven couples sent by the American Board of Commissioners for Foreign Missions to convert the Hawaiians to Christianity. Two Ordained Preachers Hiram Bingham and his wife Sybil and Asa Thurston and his wife Lucy; Two Teachers, Mr. Samuel Whitney and his wife Mercy and Samuel Ruggles and his wife Mary; A Doctor, Thomas Holman and his wife Lucia; A Printer, Elisha Loomis and his wife Maria; A Farmer, Daniel Chamberlain, his wife and five children. The Thurstons remained in Kailua while their fellow missionaries went to establish stations on other Hawaiian islands.

With the permission of Liholiho (Kamehameha II), the missionaries built a grass house for worship in 1823 and, later, a large thatched meetinghouse. With the help of Governor Kuakini, missionary Asa Thurston directed the construction of the present Moku'aikaua Church, then the largest building in Kailua. Its massive size indicates the large Hawaiian population living in or near Kailua at that time.



(http://gohawaii.about.com/od/bigislandsights/ss/mokuaikaua_3.htm)

Moku'aikaua Church is a large stone church centered in a small level lot near the center of Kailua. Its high steeple stands out conspicuously and has become a landmark from both land and sea during its 135 years of service. Its spire is shingled and there are bartizans at the top of the rectangular base. The central core of the steeple is polygonal with alternating sections of wide and narrow clapboard. The wider sections are articulated with louvered arches. The 48 by 120 feet lava rock and coral mortared church is capped with a gable roof. Construction beams are made from 'ōhi'a wood. Pieces of the wooden structure were joined with 'ōhi'a pins. The spanning beams are fifty feet long and are made from 'ōhi'a timbers. Corner stones were set in place 20 to 30 feet above the ground.

National Register of Historic Places:

Mokuaikaua Church

(added 1978 - **Building** - #78001015) Off HI 11, Kailua-Kona

Historic Significance: Event, Architecture/Engineering

Architect, builder or engineer: Unknown

Architectural Style: No Style Listed

Area of Significance: Architecture, Religion

Period of Significance: 1825-1849

Owner: Private

Historic Function: Religion

Historic Sub-function: Religious Structure

Current Function: Religion

Current Sub-function: Religious Structure



(Young Family Photo - 1928)



Model of the Thaddeus

(http://gohawaii.about.com/od/bigislandsights/ss/mokuaikaua_4.htm)

Royal Footsteps - Site - 05

Hale Halawai

Intrinsic Quality: Recreation

Hale Halawai means “meeting house” and serves as a community meeting facility under the County Parks and Recreation program.



Hale Halawai building replaced the old Kailua Court House in 1960.
(Local Byway Committee Photo)

Hale Halawai Civic Center (County) – Rocky shoreline and seawall. Fishing, picnicking, surfing. Pavilion, restrooms, public parking across the street and Police substation. Hazardous footing, currents and waves.

Royal Footsteps – Site - 06

Ōneo Bay

Intrinsic Quality: Scenic, Recreational

Scenic panoramic views of the shoreline and seasonal surfing. Favorite place for residents and visitors to enjoy Kona’s famous sunsets.



Ōneo Bay (Local Byway Committee Photo)

Hawai'i County is planning pedestrian, landscaping, and scenic view improvements along this stretch of Ali'i Drive that include: Undergrounding of the utility poles provide enhanced facilities for pedestrians and extension of the seawall will provide enhanced space for pedestrian and bicyclists, which would improve safety for those using the narrow stretch of Ali'i Drive.

Royal Footsteps – Site - 07

Wai'aha Beach Park

Intrinsic Qualities: Scenic, Recreational

(The following, in part, is taken from Frazer, tommorey.com and konafriends.com; further citations of these are in Appendix A-References.)

Wai'aha, a strip of white sand beach, just on the outskirts of Kailua Village, is a County Beach Park. It is also known as Honl's, after the name of the family who lived in the home on the site. It is a popular surf spot, especially with bodyboarders.



(Local Byway Committee photo)

Wai'aha is home to the annual Malama Wai'aha (Honl's) Roots Bodyboard contest. The contest was formed to honor the "birth-beach and the birthplace" of modern bodyboarding. Tom Morey was living in the house that once stood on the beach at Wai'aha in July 1971 when he made his first bodyboard ("boogie board") prototype.



(<http://www.tommorey.com>)

According to Tom Morey's son, Sol Morey, "the first boogie board was created in 1971 in order to surf shallower breaks that couldn't otherwise be enjoyed. The surf at our Hawai'i rental on the Kailua coast was where it began with the shaping and sealing of the foam to form the first boogie." Tom Morey, a traditional surfboard builder/shaper, used an electric carving knife and a household iron, whittled some scrap polyethylene foam into a small rectangular mat, covered it with newspaper and hit the swells in front of his home on the Big Island of Hawai'i. With it, the sport of bodyboarding started in 1971 in Hawai'i. (Prior to 1971, bodyboards were made from wood or fiberglass and foam and called paipo boards.)

Royal Footsteps – Site - 08

Kahului Bay

Intrinsic Quality: Scenic

Nicknamed Tiki's after the adjacent small hotel (Kona Tiki Hotel,) lovely ocean vista. Pull out on the mauka (inland) side of Ali'i Drive.



(Local Byway Committee photo)

Royal Footsteps – Site - 09

Hale Halawai O Hōlualoa

(Also known as **Living Stones Church**)

Intrinsic Qualities: Archaeological, Historic, Scenic

(The following, in part, is taken from National Register, Kona Historical Society and DLNR; further citations of these are in Appendix A-References.)



(Photo: Wikimedia Commons – W Nowicki)

Hale Halawai O Hōlualoa is a historic church, also known as **Living Stones Church**; the Hōlualoa Stone Church is located on the North shore of Hōlualoa Bay in the Kona District on the Big Island of Hawai'i. The name means "Meeting house near the long slide."

The stone church structure was built entirely by native Hawaiians under the direction of John D. Paris. The carpenters and stonemasons were all taught by Rev. Paris. The structure is one of a very few restorable stone structures from this time period, 1850-55, representing the small, family (ohana) type church.

The coral stone for lime came from the ocean and was dried on the beach then burned with wood from the mountain and ground to powder for lime mortar. The sand came from the beach and ocean floor. The timbers were dragged from the mountain forests by 50 - 100 men women and children from as far as 8 - 10 miles.

The site along the beach has an old canoe landing, three papa konane boards, petroglyphs and a salt evaporation dish cut into the lava flow; also possible, the outline of an old heiau and some prehistoric

graves on the North side of the church structure. The old cemetery on the South end of the church contains 26 obvious graves some dating to the very first Hawaiian Christians who were converted to Christianity by the mission team on the brig Thaddeus who arrived in Kailua Village in April 1820.

Hale Halawai O Hōlualoa is significant both historically and architecturally. First, it belongs to a class of coral lime and lava stone structures that are very rare, especially in a good condition. Prehistoric use of the property is significant due to the old graves, papa konane boards (3), salt evaporation bowl cut into the lava, petroglyphs, baptismal pond and the remains of an old heiau.

Historically the site is important as follows: On April 1, 1820, a Hawaiian couple was on their way to meet the Thaddeus that was moving in the afternoon breeze to anchor at the Kailua Bay. They had heard that the Thaddeus was bringing to Hawai'i the "Torch of Life". As the couple was coming across Hōlualoa Bay, the woman, Keliikauikeheana began to experience the onset of labor. Her husband, Kawaikoolihilihi, beached the canoe at the canoe landing on the site and helped his wife with the birth of baby boy. They called him Kaea and went on to meet the Thaddeus. When they reached the Thaddeus and the missionaries, the company went back to the site of the birth and held worship services there for the site was thought to be blessed. These were some of the early converts.

By 1825, Kaea or Joseph Adam (Akamu) was attending Sunday school at the site. The records show a midweek Bible Study and prayer meeting was being attended in 1835 with Joseph Adam becoming a deacon of the church in 1843. Victoria Kamakau was allotted the site in 1848 at the great Mahele and in some manner the Congregational Church was given the right to build a stone church on the site. Under the supervision of Rev. John D. Paris, the stone structure was finished and dedicated in 1855. Joseph's father and mother are buried in the adjacent cemetery, Joseph was himself laid to rest next to his parents in 1914 after being a deacon for the church for about 50 years.

The site was added to the state register of historic places on November 26, 1986 as site 10-37-7234 and the national register on June 5, 1987 as site 87000794. Hawai'i Conference Foundation leases the land from the state. The church grounds are currently used for several events each week, often on the lawn right on the edge of the ocean. When approving a lease for the site in 1986, the state included a provision that the property be open for public use.

National Register Summary:

Hale Halawai O Hōlualoa

(added 1987 - Site - #87000794)

Also known as Hōlualoa Meeting House; Ali'i Dr., Kailua-Kona

Historic Significance: Event, Architecture/Engineering

Architect, builder or engineer: Paris, Rev. John D.

Architectural Style: No Style Listed

Area of Significance: Architecture, Religion

Period of Significance: 1850-1874

Owner: State

Historic Function: Funerary, Religion

Historic Sub-function: Cemetery, Religious Structure

Current Function: Vacant/Not In Use (at time of listing)

Royal Footsteps – Site - 10

Puapua'a

(Also known as Banyans Surf Site)

Intrinsic Qualities: Recreational

Puapua'a, the ancient name for this area not in common use today, is a popular local surf spot that once served as a canoe landing. It is also referred to as "Banyans" because a large banyan tree once stood near the shore at this spot. (see Chapter 2, page 31)

For the expert surfer with shallow reefs and urchins.

No facilities.



(Local Byway Committee photo)

Limited on-street parking, the County recently leased a nearby site and will be adding some off-street parking.

Royal Footsteps – Site - 11

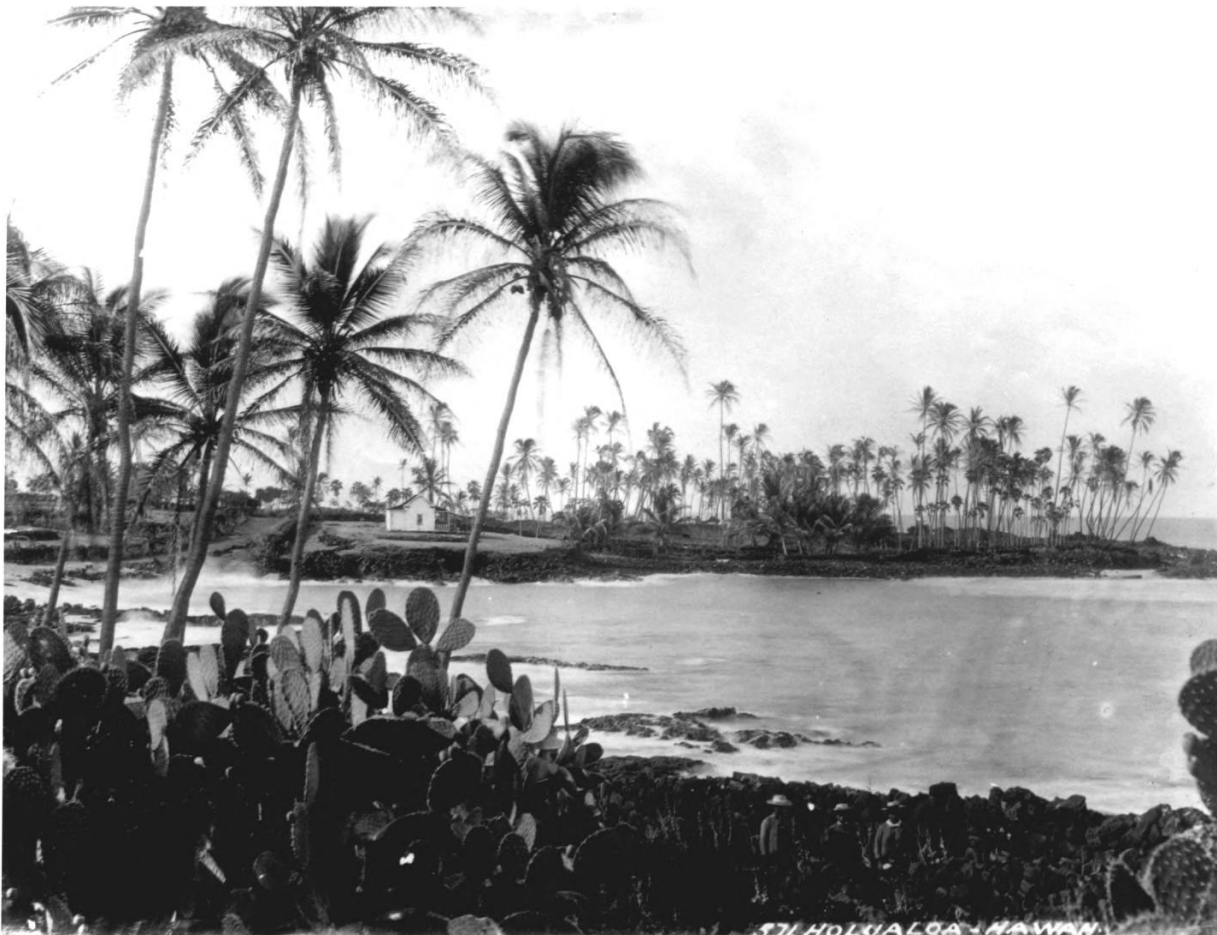
Hōlualoa Bay

Intrinsic Qualities: Historic, Scenic, Recreational

The surf spot off Kamoā Point (on the south) within Hōlualoa Bay accommodates skill levels ranging from beginner to expert depending on wave height. Oral traditions suggest King Kamehameha I learned to excel in board and canoe surfing in these very waters.

Stunning bayfront views along this wide open stretch of roadway. Hōlualoa surf spot is also known as “Lyman’s,” referring to the family who lived on the north point of the bay.

Parking pull out located on mauka (inland) side of roadway. No facilities.



(Hōlualoa Bay - Kamoā Point, Kona circa 1890; Photo: Wikimedia Commons)

Royal Footsteps – Site - 12

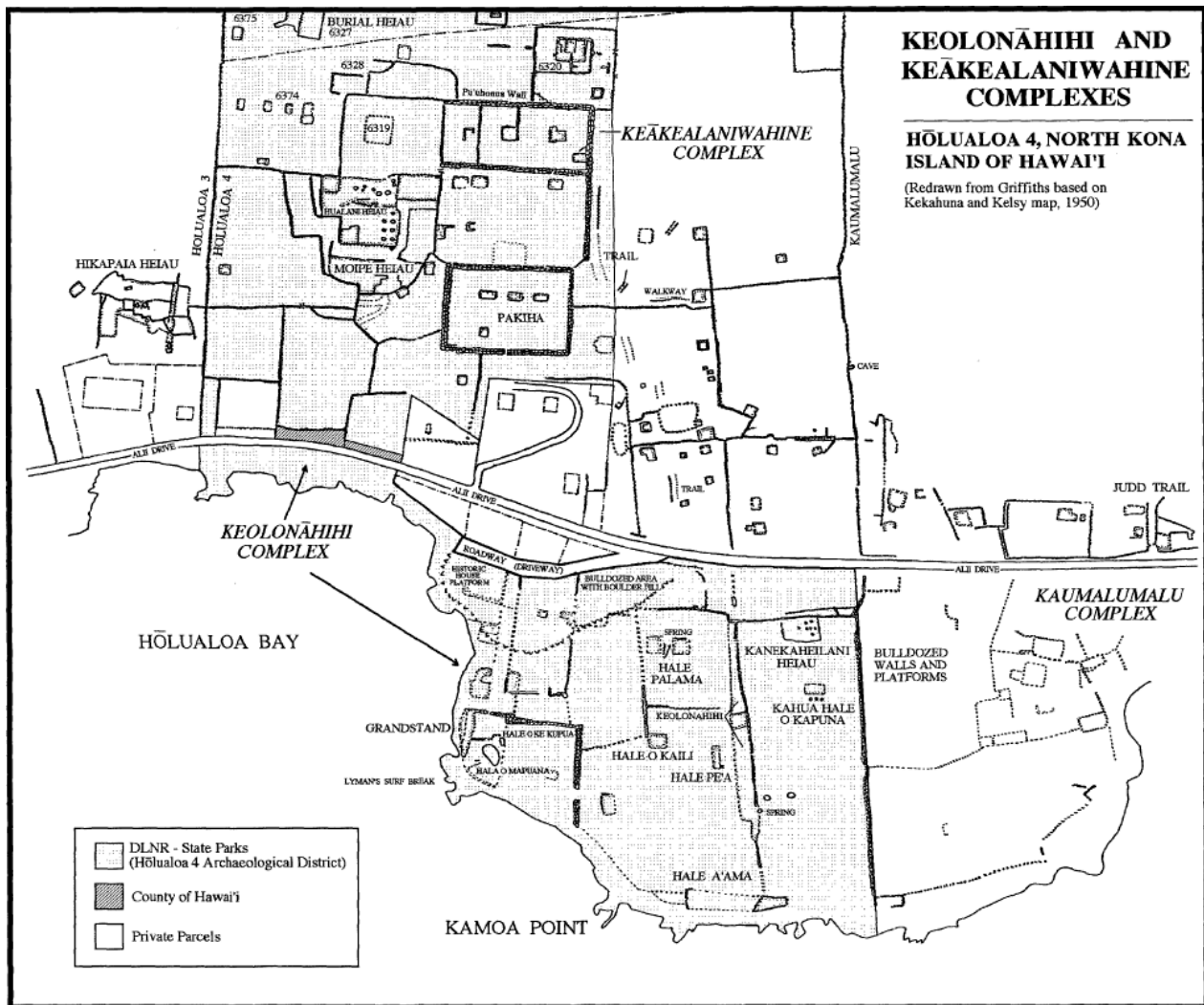
Hōlualoa Royal Center

Intrinsic Qualities: Archaeological, Historic

(The following, in part, is taken from DLNR and National Register; further citations of these are in Appendix A-References.)

The Hōlualoa Royal Center includes Kamoā Point/Keolonahihi Complex, Keakealaniwahine Residential Complex and Kaluaokalani. The Hōlualoa Royal Center was split into two archaeological complexes when Ali'i Drive was first constructed in the 1800s. Purchased by the State of Hawai'i in 1980, the 12-acre parcel makai (seaward) of Ali'i Drive has been designated as Keolonahihi State Historical Park. The sites here are mostly religious, including five heiau and a pu'uhonua (place of refuge). Keakealaniwahine's Residence, the 16-acre mauka parcel with its 28-recorded archaeological sites, was donated later to the historical park. This complex contains many religious sites, including three heiau.

There are no improvements and the areas are not open for public visitation.



(DLNR Map, Based on Kekahuna Map - Bishop Museum)

Hōlualoa 4 Archeological District

Also known as **Kamoa Point-Keolonahihi Complex** (10-37-2059) Ali'i, Kailua-Kona

(added 2005 - District - #05000542)

(State Site No. 50-10-37-23.661)

Historic Significance: Information Potential, Architecture/Engineering, Person, Event

Architect, builder or engineer: Keolonahihi

Architectural Style: No Style Listed

Historic Person: Keolonahihi, et.al.

Area of Significance: Religion, Historic-Non-Aboriginal, Engineering, Pacific-Islander, Politics/Govmnt

Cultural Affiliation: Native Hawaiian

Period of Significance: 1499-1000 AD, 1749-1500 AD, 1900-1750 AD

Owner: State

Historic Function: Domestic, Funerary, Religion

Historic Sub-function: Graves/Burials, Multiple Dwelling, Religious Structure

Current Function: Landscape

Current Sub-function: Park



(Ruins of perimeter wall at Hōlualoa Royal Center; Photo Wikimedia Commons)



(Coastal wall formation; photo: Betty C. Kanuha Foundation)

Royal Footsteps – Site - 13

Judd Trail

Intrinsic Qualities: Archaeological, Historic

(The following, in part, is taken from County of Hawai'i PUD app.; further citations of these are in Appendix A-References.)

The Judd Trail (State Site # 50-10-37-6343) was constructed between 1849 and 1859 and was intended to link the Kona area with Hilo by the most direct route possible. Its construction was abandoned when portions of the trail were covered by a lava flow in 1859. Construction of the trail was overseen by Garrit Parmely Judd and Kinimaka and carried out using prison laborers. The Judd Trail was used for cattle transport, as well as access to upland farming and coastal resources.

The remains of the Judd Trail currently consist of a pair of bi-faced core filled walls running parallel to one another beginning near the edge of Ali'i Drive and extending approximately 30-m. At the *makai* end of the trail (at Ali'i Drive) there is a dilapidated wooden gate situated between two short L-shaped extensions of the stonewalls.

With regards to the public's access to the trail, representatives of Na Ala Hele have recommended that an interpretive sign be placed at the trailhead along Ali'i Drive as well as a sign restricting public access due to safety concerns. The Judd Family agreed and has requested that the walls along the first 30m of the trail be restored.



view facing northeast

Exterior of the Gate at the Makai End of the Judd Trail (Photo: Royal Ali'i Planned Unit Development – FEA)

Royal Footsteps – Site - 14

Pāhoehoe Beach Park

Intrinsic Qualities: Scenic, Recreational

(The following, in part, is taken from Clark; further citation of this is in Appendix A-References.)

Pāhoehoe Beach Park, located in the land division of Pāhoehoe and occupies a small, narrow parcel of shoreline property shaded with trees.

A wide trail leads south from Kailua, passing through a pretty stretch of country, near the beach, and through many villages. In the past, there were many heiaus here. The villages are in order, north to south, Kahului, Kaumalumu, Pāhoehoe, and La'aloa. *The Island of Hawai'i*, Henry Kinney, 1913

A serene county park with picnic and portable restroom facilities. Ocean access is via coral rubble and rocky shore.



(Local Byway Committee photo)

The park is frequented primarily by picnickers and fishermen. Facilities include picnic tables, portable toilets and parking.

Pāhoehoe Beach Park offers good snorkeling for advanced divers, with its ancient lava flows and beautiful coral reefs. There are no lifeguards on this beach.

Royal Footsteps – Site - 15

La'aloa Bay Beach Park

(Also known as White Sands, Magic Sands or Disappearing Sands)

Intrinsic Qualities: Archaeological, Scenic, Recreational, Natural

(The following, in part, is taken from Clark and County of Hawai'i; further citations of these are in Appendix A-References.)

La'aloa is popular beach park for residents and visitors. During periods of high surf, usually during the winter months, 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.

Archaeological features on the south point (makai of the parking area) include *Haukalua heiau* and burial site; a stone platform (possibly a *kahua hale*, or housesite foundation); a canoe landing (identified through oral history interviews); a spring; a *papamu* (Hawaiian checker board); *poho palu* (bait mortars); and a *Ku'ula* (ancient fishing deity stone).

This park borders Ali'i Drive. Facilities include restrooms, showers, a lifeguard tower and a parking lot. A coconut grove in the back shore provides some shade for sunbathers and picnickers. A shallow sand bar that fronts the entire beach slopes gently to the deeper waters offshore, providing a swimming area.



(Haukalua heiau Photo: Young)

Note the natural (seasonal) Sand ... No Sand "magic" at La'aloa

Sand:



(Photo: Wikimedia Commons – W Nowicki)

No Sand:



(Photo: Wikimedia Commons – W Nowicki)

Royal Footsteps – Site - 16

La'aloa Bay

(also identified as Hopoe Bay)

Intrinsic Qualities: Archaeological, Scenic, Recreational

(The following, in part, is taken from County of Hawai'i and lovingthebigisland.com; further citations of these are in Appendix A-References.)

A small cove on the south side of the parking lot, serves as an entry point for snorkelers and divers who pursue beautiful coral gardens, wild underwater topography (caves and canyons) and many reef fish. Although there is limited sand and the entry is over a rocky beach and somewhat awkward, snorkeling in this little bay is relatively easy for even beginners.

Perhaps one of the most significant historic references associated with La'aloa (by association with the identified place names, is found in the early writings of Kamakau and Malo. It is reported that the *kaula* (seer prophet) Kapihe prophesied (in the c. 1770s) the rise of Kamehameha I, his unification of the islands under one rule, and the overthrow of the ancient religious and *kapu* system. In this great prophesy are referenced the lands of Hōlualoa and Kuamo'o at Ma'ihī, and those lands between these two *ahupua'a* (including La'aloa). Their reference can only be taken as one that demonstrates the importance of this land in the period of history being described. Kamakau recorded:

Kapihe the seer prophesied in the presence of Kamehameha and said ... There shall be a long *malo* reaching from Kuamo'o to Hōlualoa. The islands shall come together, the tabus shall fall. The high shall be brought low, and the *low* shall rise to heaven." The prophesy was fulfilled when the battle was fought at Kuamo'o for the downfall of the ancient tabus [in 1820]. Hōlualoa was the *long malo* uniting the kingdom from Kahiki to Hawai'i.



Local Byway Committee photo)

Royal Footsteps – Site - 17

Ku'emanu Heiau

Intrinsic Qualities: Archaeological, Scenic

(The following, in part, is taken from Warshaw and Hawai'i Commemorative Quarter; further citations of these are in Appendix A-References.)

Ku'emanu Heiau overlooks Kahalu'u Bay and is associated with surfing. Its terraces provided excellent vantage points and its adjacent Waikui Pond was convenient for chiefs to bathe after an ocean outing.

Ku'emanu Heiau is located on the north side of Kahalu'u Bay, between Ali'i Drive and the sea. The platforms are well built of waterworn stones and have a very attractive appearance. All supporting walls and pavements, terraces and platforms solidly and neatly built of large, smooth, beach-worn stones.

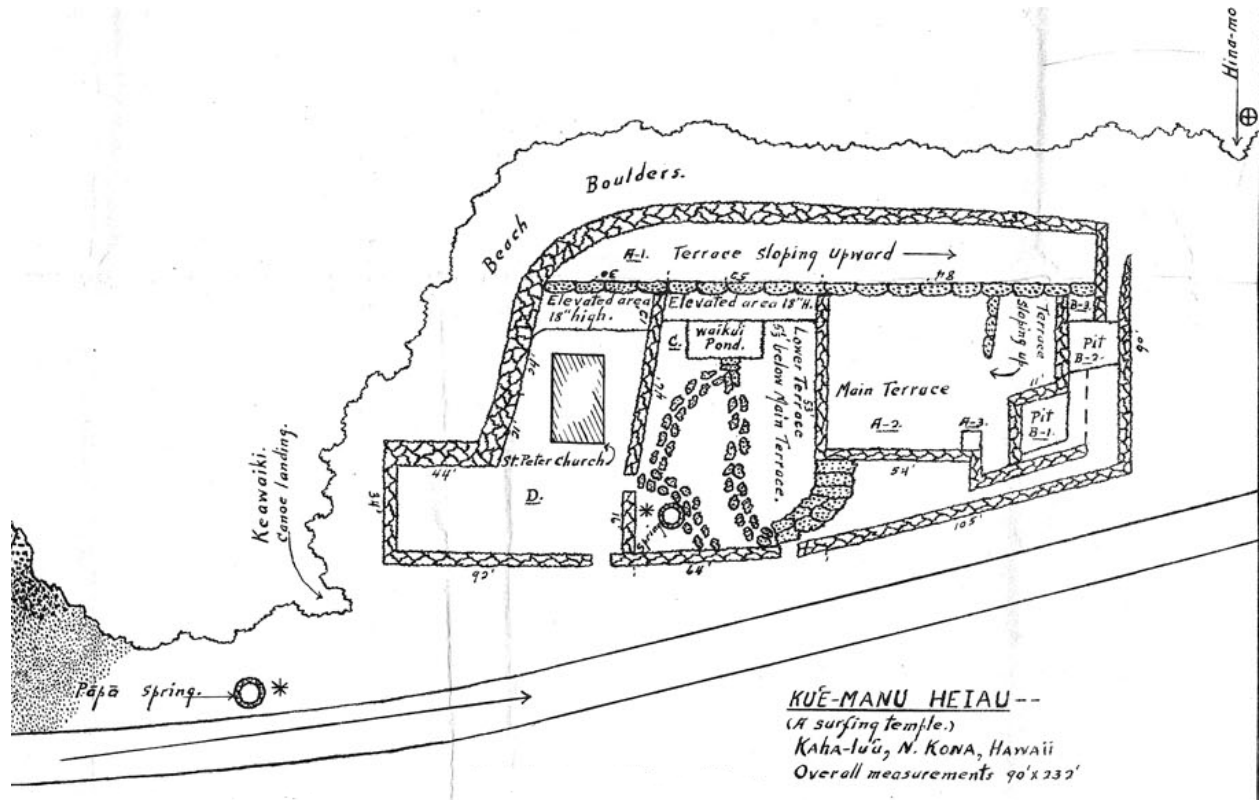
Surf still breaks offshore of Ku'emanu Heiau, directly in front of the heiau. The stone terraces are so aligned that from the upper level, spectators might easily watch surfers riding waves less than one hundred yards away.



(Photo: Young)

As former Hawai'i State governor, George Ariyoshi, stated, "Those of us fortunate to live in Hawai'i are extremely proud of our state and its many contributions to the world. Surfing certainly is one of those contributions. It is a sport enjoyed by men, women and children in nearly every country bordering an ocean. Surfing was born in Hawai'i and truly has become Hawai'i's gift to the world of sports."

This heiau is part of the greater Kahalu'u and Keauhou Historic Area of heiau and other archaeological features.



(Portion of Kekahuna Map - Bishop Museum)

Royal Footsteps – Site - 18

St. Peter's by the Sea Catholic Church

Intrinsic Qualities: Historic, Scenic

(The following, in part, is taken from Kona Historical Society; further citation of this is in Appendix A-References.)

Immediately adjacent to Ku'emanu is St. Peter's Catholic Church, one of Hawai'i's smallest, yet most picturesque churches (also known as the Little Blue Church).

Built in 1880, St. Peter's Church has survived over 100 years thanks to its small size and the devotion of its congregation. It originally stood about one mile north of its present site on a parcel of land near La'aloa Beach (Site #16), commonly known as Magic Sands Beach.

In 1912, the church was dismantled and carried piece by piece to its present site at Kahu'u. Donkeys and strong members of the congregation did the heavy work. In 1938, Father Benno, of St. Michael's, added the porch and belfry to the original structure. Since then, St. Peter's has been pushed off its foundation by two separate tsunami (seismic waves.)



(Photo: Wikimedia Commons – W Nowicki)

The church sits upon what is said to be the former residence of the *kahuna* (priest) of Ku'emanu Heiau (Site #17.)

Royal Footsteps – Site - 19

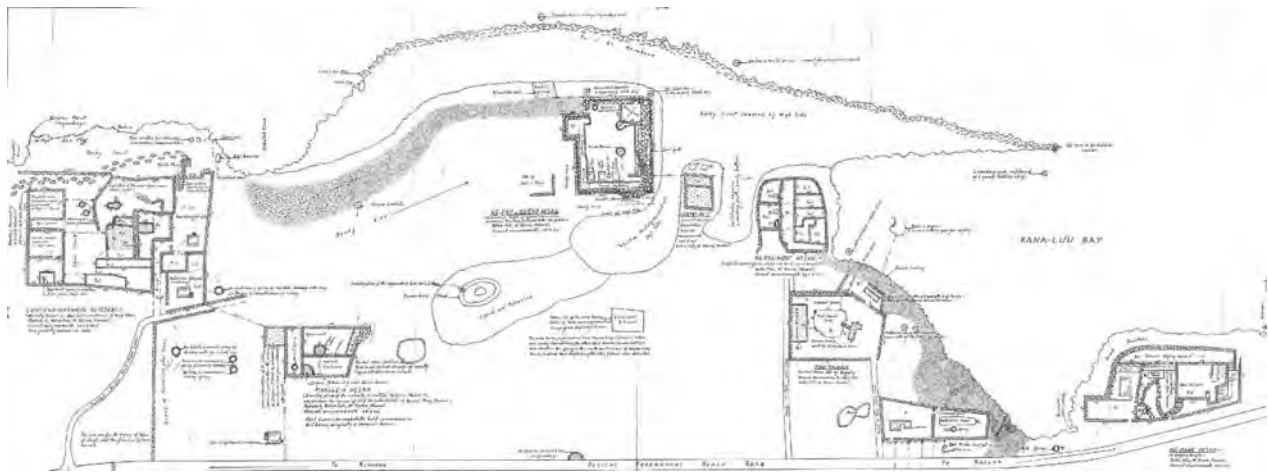
Kahalu‘u Bay Beach Park

Intrinsic Qualities: Archaeological, Scenic, Recreational

(The following, in part, is taken from Kona Historical Society, NPS, Historic Register, Clark, Kohala Center and Keauhou Resort; further citations of these are in Appendix A-References.)

The ahupua‘a of Kahalu‘u, which takes its name from a chiefess of high rank, served as the Royal Center of several Hawaiian Ali‘i. It was a residence of Lonoikamakahiki ca. 1640-1660, and the oral histories specifically note its use by Alapa‘inui, Kalani‘ōpu‘u and Kamehameha — successive rulers from 1740-1760 on. The focus of this center was Kahalu‘u Bay, a sand fringed bay.

The ruler’s residence was on the south end of the bay by a natural pond called Po‘o Hawai‘i, and a number of large *heiau* encircled the bay. High chiefs’ residences undoubtedly were nearby and some were in Keauhou *ahupua‘a* just to the south. Several major *heiau* are still present near the shore.



(Kekahuna Map, Bishop Museum)

Two reconstructed sites, King Kalākaua’s Beach House and the thatched Hālau of High Chief Kuakini, are located on the grounds of the Keauhou Beach Resort Hotel, adjoining the Kahalu‘u Bay Beach Park. Po‘o Hawai‘i, a brackish water pond, is adjacent to the Kalākaua House. Nearby, two kū‘ula (stone gods to attract fish) are named for the places on Maui from where they were brought in double-hull canoes centuries ago.

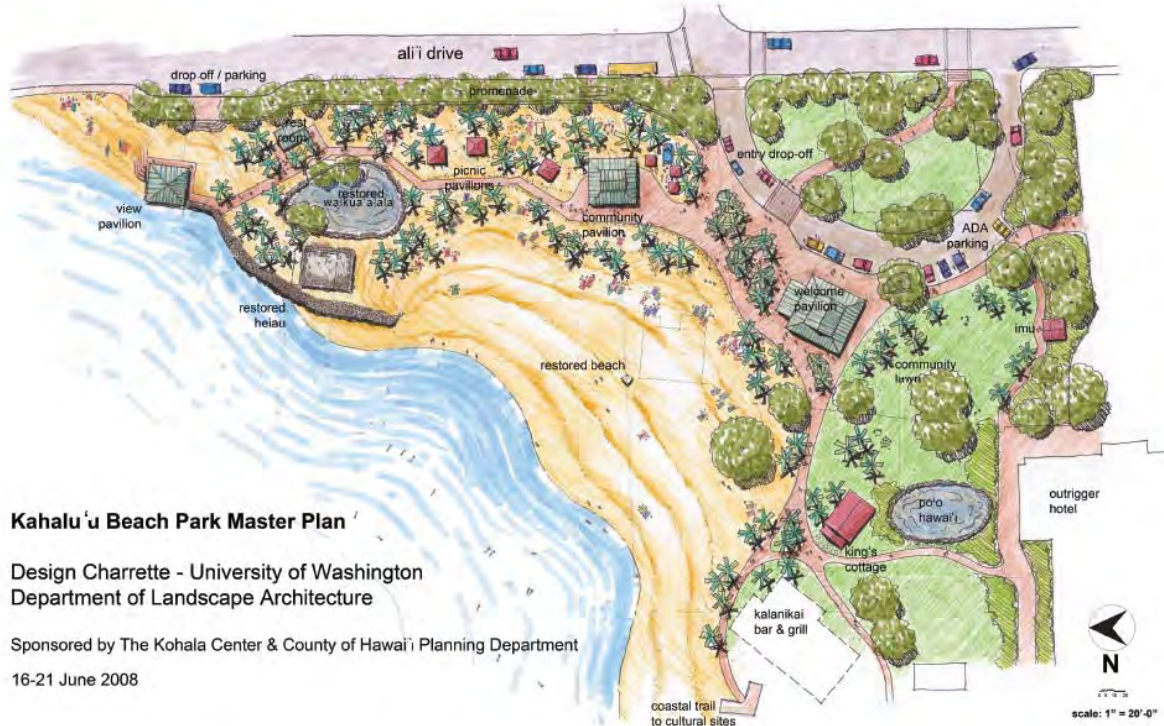


King Kalākaua’s Beach House (photo: Keauhou Resort)

Probably the most striking feature on the shoreline is the ruin of the great breakwater that once entirely enclosed Kahalu'u Bay and Kealialia, the tidal lagoon *makai* of the Keauhou Beach Hotel. Known as Paokamenehune, the "menehune breakwater," the structure originally formed a semicircle, 3,900 feet long. Most of the huge boulders of which it was constructed have been scattered by the endless battering of high surf, storm waves and tsunamis.

Kahalu'u Beach Park became an official county park in 1953 and is one of the most popular swimming and snorkeling sites in the district of Kona.

Kahalu'u Beach Park lies along Ali'i Drive. Facilities include picnic pavilions, restrooms, showers, drinking water, a lifeguard tower and a parking area.



(Conceptual Master Plan for Kahalu'u Bay Beach Park Proposed by The Kohala Center)

Kahalu'u Historic District

(added 1974 - District - #74000713) Address Restricted, Hōlualoa

Historic Significance: Information Potential

Area of Significance: Agriculture, Religion, Art, Engineering, Politics/Government, Prehistoric

Cultural Affiliation: Hawaiian

Period of Significance: 1749-1500 AD

Owner: Private

Historic Function: Agriculture/Subsistence, Domestic, Funerary, Recreation And Culture, Religion

Historic Sub-function: Agricultural Fields, Ceremonial Site, Graves/Burials, Village Site, Work Of Art (Sculpture, Carving, Rock Art)

Current Function: Agriculture/Subsistence, Domestic, Landscape, Landscape, Recreation And Culture

Current Sub-function: Hotel, Park, Street Furniture/Object, Work of Art (Sculpture, Carving, Rock Art)

Royal Footsteps – Site - 20

Helani Church –‘Ōhi’amukumuku Heiau

Intrinsic Qualities: Archaeological, Historic, Cultural

(The following, in part, is taken from Kona Historical Society, Keauhou Resort and Kumu Pono; further citations of these are in Appendix A-References.)

Ruins of the old Helani Church lava rock and coral lime mortar walls (built in 1861 by Rev. John D. Paris) still stand.

As was often the custom, churches were constructed atop sites that once featured heiau and Helani Church was built atop the former ‘Ōhi’amukumuku Heiau.

As the population moved inland, a new Helani Church was constructed at a higher elevation still used by the congregation today.



(Photo: Wikimedia Commons)

Traditionally believed to have been built by the gods, this *heiau* was rededicated by High Chief Lonoikamakahiki to gain strength to defeat the invading Maui chief, Kamalalawalu, in the 16th century. Repaired over time by Kalani'ōpu'u and was lastly repaired by Kamehameha.

The heiau stood on rising ground, and in a position to command the village.

Royal Footsteps – Site - 21

Hāpaiali'i Heiau and Ke'ekū Heiau

Intrinsic Quality: Archaeological, Historic

(The following, in part, is taken from Keauhou Resort, KIC and Kumu Pono; further citations of these are in Appendix A-References.)

Hāpaiali'i Heiau

Bishop Museum Catalogue: 50-Ha-D4-2; State of Hawai'i Catalogue: 3817

Heiau of Hāpaiali'i, land of Kahalu'u, North Kona. Located on the beach 1000 feet south of Kahalu'u Bay.

Using modern-day technology coupled with ancient techniques, restoration of *Hāpaiali'i Heiau* was completed in December 2007. Experts in the Hawaiian art of *uhau humu pōhaku* (dry stack masonry) have rebuilt the massive stone platform. The *heiau* was for prayers only.



Hāpaiali'i Heiau

(Photo Keauhou Resort)

Ke'ekū Heiau

Information suggests that this *heiau* was built by Ma'a, a *kahuna* of Maui, who left for Kaua'i later. It was said to be much older than Ke'ekū Heiau. The period of Ma'a was said to be later than that of Pa'ao. Carbon dating indicates the *heiau* was built on a smooth *Pāhoehoe* lava flow sometime between 1411 and 1465.

Ke'ekū Heiau

Bishop Museum Catalogue: 50-Ha-D4-3; State of Hawai'i Catalogue: 3818

Heiau of Ke'ekū, land of Kahalu'u, North Kona. Located 150 feet southwest of Hāpaiali'i Heiau.

Ke'ekū Heiau is an imposing, heavy-walled enclosure surrounded on the west, north, and east by the sea at high tide. On the west and north, the walls reach a height of 10 and 11 feet, respectively, measured from the outside. From the inside, the four walls range in height from 6 to 6.5 feet, the same as the outside of the east and south walls... Restoration work on *Ke'ekū Heiau* has been completed.

Tradition indicates that, after building it, Lonoikamakahiki attacked Kamalalawalu, king of Maui, who had invaded Hawai'i, and that after defeating Kamalalawalu, Lonoikamakahiki offered him as a sacrifice at Ke'ekū ... the spirits of his grieving dogs, Kauakahi'oka'oka and Kapapako, are said to continue to guard this site. ...Outside the entrance to the *heiau* and towards the southwest are a number of petroglyphs on the *pāhoehoe*. One of them is said to represent Kamalalawalu.



(Photo Keauhou Resort)

During restoration, it was discovered that the heiau also served as a solar calendar. On the winter solstice, from a spot directly behind the temple's center stone, the sun sets directly off the southwest corner of the heiau; at the vernal equinox, the sun sets directly along the centerline of the temple and at summer solstice, it sets off the northwest corner.

Kamehameha Investment embarked on a monumental restoration campaign to reconstruct the venerable Hāpaiali'i and Ke'ekū heiau and to complete research on nearby Kapuanoni heiau. The team began moving stones on July 25, 2007. With the exception of the finishing layer, all of the stone used in its restoration was recovered from the surrounding area.

Royal Footsteps – Site - 22

Mākole‘ā Heiau

(also known as Ke‘ekūpua‘a Heiau)

Intrinsic Quality: Archaeological

(The following, in part, is taken from Keauhou Resort and Kumu Pono; further citations of these are in Appendix A-References.)

Mākole‘ā Heiau (also known as *Ke‘ekūpua‘a*,) is located 600 feet from the sea, on the same tidal flat as *Hāpaiali‘i Heiau* and *Ke‘ekū Heiau*. The backwater that nearly encircles Ke‘ekū Heiau at high tide does not quite reach Mākole‘ā.



(Keauhou Resort)

Bishop Museum Catalogue: 50-Ha-D4-5; State of Hawai‘i Catalogue: 3819

Heiau of Mākole‘ā, land of Kahalu‘u, North Kona

The information was that the *heiau* had been built (or consecrated) by Lonoikamakahiki and that it was used for prayers in general. The heiau has been restored.

Royal Footsteps – Site - 23

Heritage Corridor Overlook

Intrinsic Quality: Scenic

Pull out alongside Ali'i Drive includes an incredible view of the coast and an interpretive sign explaining the archaeological and historical significance of the lands of Kahalu'u and Keauhou.



(Local Byway Committee photo)

Royal Footsteps – Site - 24

Royal Hōlua Slide

Intrinsic Quality: Archaeological

(The following, in part, is taken from Keauhou Resort, Kekahuna, National Register and Kona Historical Society; further citations of these are in Appendix A-References.)

The primary archaeological feature of Keauhou was its monumental Hōlua Slide, 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.

The remains are about 1290 feet long of the original that was over 4000 feet long. When in use, it was covered in dirt and wet grass to make it slippery. Contestants reached treacherous speeds on their narrow sleds by adding thatching and mats to make the hōlua slippery. When the waves were large, crowds would gather on a stone platform at He'eia Bay to watch as hōlua contestants raced against surfers to a shoreline finish. A portion of the hōlua is visible on Ali'i Drive, directly mauka (inland) of the golf clubhouse entrance.



(Photo: Keauhou Resort)

Notes from the Kekahuna Map:

The starting point is a narrow platform paved level, succeeded by a slightly declined crosswise platform 36-feet long by 29-feet wide and is followed by a series of steep descents that gave high speed to the hōlua sleds.

Great care seems to have been exercised in the building of this huge relic of the ancients. Practically the whole slide is constructed of fairly large 'a'ā rocks, filled in with rocks of medium and small-sized 'a'ā. The base walls on the north and south vary in height according to the contour of the land. The width of the runway varies considerably.

The length of the slide, measured through the middle from the present lower end, is 3,682-feet. It may have extended about 3,000-feet farther, as it is said that in ancient days the now missing lower part extended along the point north of Keauhou Bay nearly to the Protestant open chapel by beautiful He'eia Bay. On completion of their slides the chiefs would have their close attendants (kahu) transport them and their surfboards by canoe to a point about a mile offshore and a little to the north, from where they would ride in He'eia on the great waves of the noted surf of Kaulu.

Keauhou Hōlua Slide

(added 1966 - **Structure** - #66000290) Also known as **HASS-50-HA-D3-2** Keauhou

Historic Significance: Information Potential
Area of Significance: Prehistoric
Cultural Affiliation: Hawaiian
Period of Significance: 1000-500 AD, 1499-1000 AD
Owner: Private
Historic Function: Recreation and Culture
Historic Sub-function: Outdoor Recreation
Current Function: Landscape
Current Sub-function: Underwater

Royal Footsteps – Site - 25

Lekeleke Burial Grounds

Intrinsic Qualities: Archaeological

(The following, in part, is taken from Keauhou Resort, Ellis and NPS; further citations of these are in Appendix A-References.)

Following the death of Kamehameha I in 1819, King Kamehameha II (*Liholiho*) declared an end to the *kapu* system.

Forty years had passed since the death of Captain Cook at Kealakekua Bay, during which time it became increasingly apparent to the chiefly classes that the *kapu* system was breaking down; social behavior was changing rapidly and western actions clearly were immune to the ancient Hawaiian *kapu* (taboos). Kamehameha II sent word to the island districts, and to the other islands, that the numerous heiau and their images of the gods be destroyed.

Kekuaokalani (Kamehameha II's cousin) and his wife Manono opposed the abolition of the *kapu* system and assumed the responsibility of leading those who opposed its abolition.

Kekuaokalani demanded that Kamehameha II withdraw his edict on abolition of the *kapu* system. Kamehameha II refused. The two powerful cousins engaged at the final Hawaiian battle of *Kuamo'o*, the king's better-armed forces, led by Kalanimoku, defeated the last defenders of the Hawaiian gods, of their temples and priesthoods.



(Photo: Wikimedia Commons)

Here, at *Lekeleke* Burial Grounds, lay the remains of more than 300 warriors. Gaze upslope and see the terraced burials that mark this moment in history.

Royal Footsteps – Site – S-1

Kamakahonu Royal Center at Kailua Bay

Intrinsic Qualities: Archaeological, Historic, Cultural, Scenic

(The following, in part, is taken from Kona Historical Society, National Register and County of Hawai'i; further citations of these are in Appendix A-References.)

Kamakahonu Royal Center at Kailua Bay 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. (See Chapter 2, page 17)



(Local Byway Committee photo)

Kamakahonu, Residence of King Kamehameha I

(added 1966 - Site - #66000288) On NW edge of Kailua Bay, N and W of Kailua Wharf, Kailua-Kona

Historic Significance:	Person, Information Potential
Historic Person:	Kamehameha I
Significant Year:	1815
Area of Significance:	Social History, Politics/Government, Prehistoric
Cultural Affiliation:	Hawaiian
Period of Significance:	1800-1824
Owner:	State
Historic Function:	Domestic, Religion
Historic Sub-function:	Religious Structure, Single Dwelling
Current Function:	Commerce/Trade, Domestic, Recreation and Culture
Current Sub-function:	Business, Hotel, Outdoor Recreation

Royal Footsteps – Site – S-2

Ahu'ena Heiau

Intrinsic Qualities: Archaeological

(The following, in part, is taken from Kona Beach Hotel, hawaiiweb.org, historickailuavillage.org and Ellis; further citations of these are in Appendix A-References.)

Reconstructed by King Kamehameha the Great between 1812-1813, the Ahu'ena Heiau is on the register of National Historic Landmarks as one of the most important of Hawai'i's historic sites. In the heiau or ancient temple, the dominant temple image was of Kalaemoku, a chief deified for his healing of acute diseases. Carved upon Kalaemoku's helmet was a perched bird. Other images in the heiau were of ancestral gods with whom Kamehameha maintained close rapport for the benefit of his kingdom.

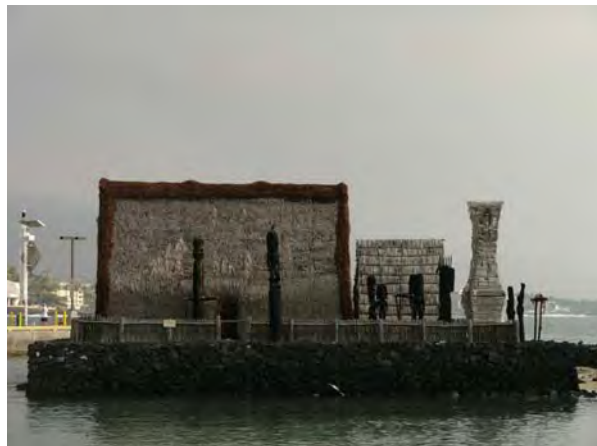
This was the center of political power in the Hawaiian kingdom during Kamehameha's golden years and his highest advisors gathered at Ahu'ena Heiau nightly. Many descriptions and illustrations of the impressive Ahu'ena Heiau, the religious temple that served Kamehameha, were done by early voyagers. The distinctive anu'u (oracle tower) indicated a heiau of ruling chiefs.



Lithograph of drawing of Ahu'ena sketched by Choris in 1816 – Wikimedia Commons

As the King returned to Kailua in 1812, Kona was suffering from famine. Kamehameha directed his attention towards food production and care of the land. He dedicated Ahu'ena Heiau to Lono, god of healing and prosperity of the land. It was also used for the training of Liholiho as a future heir and for many political purposes.

Ahu'ena was rebuilt in the 1970s as an accurate 2/3 scale model replica and continues to be restored and maintained.



(Ahu'ena Heiau; Photo: Wikimedia Commons)

Royal Footsteps – Site – S-3

Keauhou Royal Center at Keauhou Bay

Intrinsic Qualities: Archaeological, Historic, Scenic, Recreational

Ocean access at Keauhou Bay is superb and, just as boats use it today, canoe landings once dotted the shore. The royal canoe landing of King Kamehameha I was located at Pueo Cove. Nearby lies the tomb of Chief Kanehoa, son of noted Chief Hoapili and a close companion of the King. The birth site of David Malo, the distinguished Hawaiian antiquarian born in the late 1700s, is just a bit inland.

Near the head of the bay is Moikeha Cave where legend has it that Chief Moikeha once hid from enemies pursuing him from the District of Kau. He saved his life by hiding his legs in a high pocket of the cave where he could not be seen. (See Chapter 2, page 22)



(Local Byway Committee photo)

Royal Footsteps – Site – S-4

Kamehameha III (Kauikeaouli) Birthsite

Intrinsic Qualities: Historic

Kamehameha III, also known as Kauikeaouli, was the son of Kamehameha I and high chiefess Keōpūolani. He was ruler of the Kingdom of Hawai‘i for thirty years from 1825-1854.

The precise date of Kauikeaouli's birth is a matter of uncertainty, but many have settled on March 17, 1814.

The site of his birth is at the head of Keauhou Bay, marked by a boulder.

Kauikeaouli was under seven years of age when the first missionaries arrived in 1820, and was only ten years of age upon the sailing of his brother, King Liholiho, for England in 1823, and whose death in England July 14, 1823, made him at this tender age the nominal sovereign of the land.



(Photo Wikimedia Commons)



Kauikeaouli Birthsite is owned and cared for by the Daughters of Hawai‘i
(Local Byway Committee photo)

Ahupua'a Markers Noting Ancient Land Division and Management System

(The following, in part, is taken from Soehren, Mueller-Dombois and scihi.hawaii.edu; further citations of these are in Appendix A-References.)

The traditional land use in the Hawaiian Islands evolved from shifting cultivation into a stable form of agriculture. Stabilization required a new form of land use.

It is widely believed 'Umi a Liloa, the ruler of the Island of Hawai'i, was the first ruler to create the ancient Hawaiian land division, according to a chiefly management system, nearly 600 years ago.

This was the *ahupua'a* land use system, which consisted of vertical landscape segments from *mauka* (upland) to *makai* (toward to ocean) and contained most of the resources that a settlement would require for its subsistence, distributed at various elevations.

Prior to 1848, the common people never owned land. Tenants cultivated smaller crops for family consumption, to supply the needs of chiefs and provide tributes.



In the term *ahupua'a*, the words *ahu* (stone altar or stone mound) and *pua'a* (pig) are combined. The *pua'a* was a carved wooden image of a pig head (representing Lono).

These stone altars served as border markers and deposition places for offerings to the agricultural god *Lono* and a high chief (*ali'i nui*), who was the god's representative.

(Images note recently installed ahupua'a markers in Kahalu'u and Keauhou (Photos: Young)

Scenic Byways Program - Management Plan Process

The State of Hawai'i Department of Transportation (HDOT) Scenic Byways Program is for:

- roads that tell a special story;
- roads with outstanding intrinsic qualities that need recognition or protection; and
- roads that will benefit from a coordinated strategy for tourism and economic development

According to HDOT, the Hawai'i Scenic Byways Program is designed to complement the National Scenic Byways Program, a nationwide effort to identify, promote, manage and invest in roadways that are the most significant in their region.

Scenic byways are roads that provide us with access to extraordinary qualities that singly, or in combination, identify the route as a very special experience. According to the FHWA, a scenic byway is a public road that has special scenic, historic, recreational, cultural, archeological and/or natural qualities, and that has been formally recognized as a byway through legislation or some other official declaration. A byway can include nearly any type of road or highway - and is not limited by functional classifications or widths of cross-sections.

The HDOT Hawai'i Scenic Byways Program manages scenic byways by designating the byway and managing the corridor. The vision and mission of the Hawai'i Scenic Byways Program is similar to that of the national program.

- **Vision**
To create a distinctive collection of American roads, their stories and treasured places.
- **Mission**
To provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret and promote the intrinsic qualities of designated Byways.

The Director of the HDOT designated Alii Drive's Royal Footsteps Along the Kona Coast as a Hawaii Scenic Byway on October 11, 2010.

Designation as a Hawai'i Scenic Byway does not change or limit the existing responsibility or authority of any state, county or other agency that makes decisions affecting the road or its surroundings. Designation of a byway does not restrict the maintenance or reconstruction of a highway needed to meet the traffic needs of the communities it serves, the safety improvements that help protect the motorist and non-vehicular user of the highway, or the recreational needs of the tourist and residents in the corridor. It does not in itself establish or imply greater regulation or funding, but instead coordinates and makes more effective the use of regulations and funding sources already in place.

A Hawai'i Scenic Byway has the potential to be considered for designation by the United States Department of Transportation as a National Scenic Byway or All-American Road:

- National Scenic Byway criteria are defined by the FHWA. Roads so designated have "at least one of six intrinsic qualities;" and
- All-American Road criteria are defined by the FHWA. Roads so designated have "at least two of six intrinsic qualities," are destinations unto themselves, and accommodate conventional tour buses.

For each Hawai'i Scenic Byway, a Corridor Management Plan (CMP) is prepared by the Scenic Byway Sponsor in cooperation with Local Byway Committee and with assistance potentially available from the Hawai'i Scenic Byways Program and the National Scenic Byways Program.

National Scenic Byway Designations

National Scenic Byways designations recognize roads that exhibit one or more six core *intrinsic qualities* -- scenic, natural, historic, recreational, archaeological or cultural -- contributing towards a unique travel experience.

To be considered for designation as a National Scenic Byway, a road must possess characteristics of regional significance within at least one of the intrinsic quality categories.

Corridor Management Plan (CMP)

Ali'i Drive's Royal Footsteps Along the Kona Coast holds a large number of archaeological and historic sites of national significance. It is our belief that *Ali'i Drive's Royal Footsteps Along the Kona Coast* is a compelling destination where travelers will learn Hawaii's history in a beautiful setting that is within easy reach.

This Corridor Management Plan (CMP) has been developed by our communities along this scenic byway. It outlines how we propose to protect and enhance our byway's intrinsic qualities and defining character.

The Local Byway Committee identified and discussed intrinsic qualities, reviewed current roadway conditions and maintenance plans, explored visitor needs and expectations, and discussed how to promote the byway, while protecting its outstanding features.

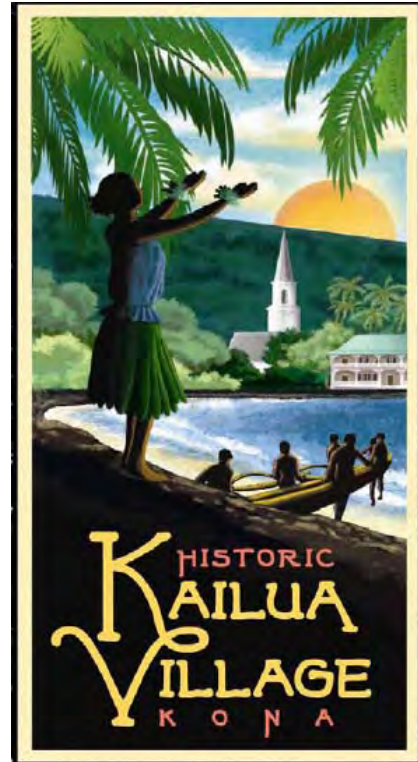
This CMP was developed through strong community participation and support. KVBID, the sponsoring organization for *Ali'i Drive*, and the Local Byway Committee represent the interests of the broader community, support the designation of Scenic Byway status and have endeavored (with additional input from the public) to prepare this CMP.

Kailua Village Business Improvement District, Inc (KVBID) - Sponsor

Kailua Village Business Improvement District, Inc. (KVBID), a 501 (c) 3 organization, is a collaborative effort between business, government and District residents to develop and implement creative solutions to improve the cleanliness, attractiveness, community and economic vibrancy of Historic Kailua Village. District taxpayers are assessed according to property tax valuations and these assessments return directly to KVBID to fund programs and improvements.

Authorized under Hawai'i County Code §35, KVBID was established by County Ordinance 07-171 in December 2007. Operations of the District are overseen by the 17-member board of directors. Four of the 17 board members are appointed (the others are elected by the District members): 1) County Director of Public Works, 2) County Director of Finance, 3) Mayor or Mayor's designee, and 4) Council member of the District.

An executive director administers day-to-day operations and seven board committees oversee the strategic initiatives of KVBID. KVBID committees provide for a collaborative planning effort among board members, District taxpayers and the public.



KVBID Organizational Mission and Vision

Mission: *“Our mission is to make Historic Kailua Village a model sustainable community that is a better place to invest, work, live and play.”*

Vision: *To work cooperatively to improve and maintain the physical appearance and aesthetics of public rights of way, open spaces, and parks, by increasing cleanliness and security, so to attract long-term sustainable business and community activity in Historic Kailua Village.*

The KVBID is committed to promoting Historic Kailua Village as a model sustainable community. KVBID's vision of sustainability for Historic Kailua Village includes:

- *Economic Sustainability:* Support local businesses and promote Historic Kailua Village as a place to invest, work, live and play.
- *Environmental Sustainability:* Support the use of renewable resources and the protection of our environment.
- *Social Sustainability:* Promote programs and services to care for the people that live and work in Historic Kailua Village in a balanced manner.
- *Cultural Sustainability:* Promote awareness and education of cultural resources and practices.

KVBID Programs and Services

Existing programs and services include clean and safe initiatives and landscape maintenance. Clean and safe initiatives including security patrols, janitorial services and landscape maintenance began in 2008. A Master Communications and Branding Plan was initiated in 2009.

Placemaking accomplishments that contribute to KVBID's goal to *Malama Kailua*:

- Daily security patrols, janitorial services and landscape maintenance enhance Village experience
- New rubbish receptacles installed
- New interpretive signs installed
- New publication racks installed
- Kailua Village landscape palette updated to encourage use of native plants and discourage invasive species
- Strategic Plan adopted
- Community visioning underway for improvements to Kailua Playground, Kuakini Highway and Alii Drive
- Kailua Kalikimaka holiday season festivities and décor
- Wayfinding branded graphics

The KVBID strategic planning committee is developing a course of action for special projects that would enhance and improve the quality of the village experience for residents and visitors.

Existing and Future programs and services will likely include:

- Expanded landscape maintenance services
- Landscape improvements
- Lighting improvements
- Streetscape furnishings
- Signage within the District
- Marketing and community outreach
- Kokua Kailua - Sustainable community program
- Branding our Environment with Lighting, Landscape & Signage Design and Implementation
- Continuing to Improve Cleanliness, Security & Maintenance
- Partner with HPD: Camera Surveillance Systems
- Placemaking – Seating in Public Spaces
- Parking Initiatives
- Broaden outreach –expand database
- Seek additional grant opportunities
- Kau Kau Kailua Restaurant Week
- Add More Special events

KVBID Achievements and Successes

- KVBID was established by County Ordinance 07 171 on December 11, 2007. The District received its first funding in February 2008.
- KVBID launched 'clean and safe' initiatives in Kailua Village, including: security patrols on bicycles and roving vehicular patrols; janitorial services including daily sweep crews to clean sidewalks, planters, streets and public restrooms; and landscape maintenance along sections of Kuakini Highway and Ali'i Drive.

- KVBID installed trash receptacles throughout the Village. Funding for the trash receptacles was secured through a grant.
- KVBID has partnered with several other local organizations to sponsor Kokua Kailua events, which are a popular event for residents, visitors and merchants. Ali'i Drive is closed to traffic and open to pedestrians for a Village Stroll during the monthly Kokua Kailua, which features Hawaiian music, arts, shopping and food.
- KVBID assisted with securing grant funding for the Hawai'i Police Department that funded the installation of 16 high-def security cameras at known hot spots throughout the village to help deter graffiti and other crimes in the area.
- KVBID partnered with the Hawai'i Tourism Authority to bring additional grant monies to Historic Kailua Village as part of HTA's natural resources grant program. Interpretive information focuses on cultural heritage sites and appropriate care of ocean resources around Kailua Bay.
- KVBID has developed a communications master plan that looks at the big picture in integrating a branded environment for Historic Kailua Village.
- KVBID is working towards providing short-term parking solutions in the village, and supported the fast-tracking of a homeless shelter in the District.

Kailua Village Business Improvement District (KVBID) May Seek Management of Kailua Pier

Kailua Village BID is considering a direct negotiation for the management and long-term lease or management agreement, at nominal rent, of the Kailua Pier and adjoining State land. Discussions with the state are on-going. This public-private partnership provides many and diverse benefits to both entities.

Kailua Pier has been the Kailua Village focal point since the early 1900s and continues to be extremely active with recreational use, commercial use, launch ramp and cruise ship tendering.



KVBID Board of Directors

Debbie Baker – KVBID Executive Director, Current Events

Officers:

Eric von Platen Luder – KVBID President, Huggo's

Lynn Taube – KVBID Vice President, Holualoa Companies

Monique Peacock – KVBID Treasurer, KVBID

Vivian Landrum, KVBID Secretary; Kona-Kohala Chamber of Commerce

Directors:

Marie Aguilar, Kailua Village Merchants Assn

Mattson Davis, Kona Brewing Company

Glennon Gingo, Clark Commercial Group

Michele Otake, Queen Lili`uokalani Trust

Nancy Sakamoto, CBRE Kona Commons

Angel Pilago, County Council

Gary Hogan, Hawaiian Hotels & Resorts

Byron Moku, Hokulia

Jim Moore, Resident

John Shackelford, West Hawaii Today

Riley Smith, Lanihau Properties, LLC

Nancy Crawford, Director of Finance, County of Hawai`i

Warren Lee, Director of Public Works, County of Hawai`i

KVBID Organizational Committee Structure

Program Services Committee

Placemaking Committee

Finance Committee

Public-Private Partnership Committee

Governance Committee

Marketing/Special Events Committee

Strategic Planning Committee

The Corridor Management Plan Work Plan and Public Involvement

A diverse and inclusive local byway committee was formed to prepare a Corridor Management Plan (CMP) through a broad-based, intergovernmental, cooperative planning process.

As outlined under the Hawai'i Scenic Byway Program, this is a *voluntary* process designed to build a consensus involving all levels of government, individuals and private interests. The CMP serves as the road map for protecting and enhancing the intrinsic qualities of the proposed byway.

The process of developing this context sensitive CMP has included inventorying and assessing the intrinsic qualities found along Ali'i Drive, identifying potential threats to these intrinsic qualities, analyzing public safety, developing management measures and soliciting public input. The work of creating the CMP was carried out by the sponsoring organization, Kailua Village Business Improvement District (KVBID), in partnership and with oversight from the Local Byway Committee (LBC).

Members of the LBC are responsible for representing the interests of their constituencies, attending LBC and public meetings, updating their organizations/communities and contributing to project tasks. The LBC also draws upon the expertise of stakeholders and community representatives.

The process by which the CMP was developed consisted of several distinct phases: Organization, Data Gathering, Developing Recommendations and an Implementation Plan, and Creating the Corridor Management Plan. The following summarizes the Activity of the Local Byway Committee (A-D).

A - Organization

Members of the Local Byway Committee (LBC) were invited to participate in accordance with Hawai'i Scenic Byways guidelines, and the group convened as a whole, as well as in smaller groups of LBC members. The LBC identified and contacted additional stakeholders and relevant county, state and federal agencies/officials as appropriate whose input was solicited in creating the CMP. All meetings of the LBC were open to the public.

Task A.1: Designation of Members of the Local Byway Committee and Convene the Committee

The byway's sponsoring organization, KVBID, formally invited members to join the LBC and met on a regular schedule.

LBC agendas, sign-in sheets and meeting summaries were maintained. Meeting summaries were provided to LBC members and all other interested parties. Beginning in 2011, agendas and meeting summaries were posted to the KVBID website.

The LBC sought the knowledge of known lineal and cultural descendants from the various ahupua`a along Ali'i Drive to help define and interpret historic and cultural sites. The LBC also drew upon additional community members and government officials who have expertise as advisory consultants for specific tasks in this Work Plan.

Schedule: First meeting of the LBC convened on July 23, 2010. Multiple meetings followed.



Meeting of the Local Byway Committee (Local Byway Committee Photo)

B - Data Gathering through Inventory and Assessment leading to Site Evaluation and Ranking

Through the LBC, an inventory and analysis of the scenic byway corridor documented resources contributing to the intrinsic qualities and their context, and identified threats or conditions that may detract.

Task B.1: Corridor Delineation

The LBC conducted corridor analysis physical/visual field surveys with prior consultation from the State Scenic Byways Coordinator to verify proper methodology. KVBD undertook an Institutional Survey. From these field surveys, the LBC produced an inventory of the byway's resources and documented and assessed how these resources contribute to the intrinsic qualities. Visual, physical and institutional criteria and survey methodology provided by Hawai'i Scenic Byways Program were used in the analysis of corridor segments.

Schedule: The LBC met as a group and in subcommittees made up of LBC members, from August – September 2010 to define the corridor.

Task B.2: Byway Safety Analysis

LBC gathered data on existing roadway conditions, safety and accident records, traveler facilities and documented problem areas including traffic congestion issues related to tourism to identify any correctable faults. This effort was conducted in consultation with police, county transportation agencies and community stakeholders. Context sensitive measures and changes in design standards identified in preliminary recommendations will consider potential impacts to the corridor.

Schedule: This activity was conducted from August – October 2010

Achievement


- Two elements of the CMP: 1) A general review of safety and accident record of the byway and a report on existing roadway conditions; and 2) A discussion of design standards relating to proposed roadway modifications and their possible affect on the intrinsic qualities of the corridor.



Local Byway Committee Team Conducting Site Inspection/Evaluation (Local Byway Committee Photo)

Task B.3: Organize and Hold a Public Meeting

The proposed delineation of the corridor, the resource inventory field surveys, institutional survey and the byway safety analysis were presented at a public workshop where stakeholders commented on the process and made preliminary recommendations for protecting and enhancing the intrinsic qualities. KVBID and the LBC organized and held the public workshop to introduce the Corridor Management Planning process and presented opportunities for public participation, results of the resource inventory field surveys, proposed corridor boundary and byway safety analysis. Public input was gathered on intrinsic qualities along the byway. The meeting also provided an opportunity for stakeholders and the public to discuss how the byway’s intrinsic qualities can be preserved, protected, enhanced and promoted. After incorporating feedback and addressing any concerns expressed from the public, site ratings were evaluated, ranked by segment and noted on the corridor map by the LBC.



A LO H A

Kailua Village Business Improvement District

Royal Footsteps Along the Kona Coast

HAWAII SCENIC BYWAY PROGRAM


Community Open House
Friday, November 5
4:00 – 5:00 p.m.
King Kamehameha Kona Beach Hotel Ballroom

Share Information & Learn More About Alii Drive
and this Exciting Initiative

4:00 – 4:30 DISPLAYS & GENERAL INFORMATION
4:30 – 4:45 LEARNING SESSION
4:45 – 5:00 COMMUNITY INPUT

This informal format encourages active
public participation. We hope to see you there.

kailuavillage@gmail.com



The mission of the Kailua Village Business Improvement District is to make Kailua Village a model sustainable community that is a better place to invest, work, live and play. KVBID is working cooperatively to improve and maintain the physical appearance and aesthetics of public right of ways, open space and parks, increase cleanliness and security, and attract long term sustainable business and community activity in Kailua Village.

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Schedule: November 2010

Achievement

- An informed and engaged public and additional parties identified as stakeholders.

Task B.4: Evaluate and Rank Sites

LBC rating teams reviewed completed physical, visual and institutional surveys, and evaluated and compared findings. Comments received from the public meeting were also thoughtfully considered. Corridor map was updated.

Schedule: October - November 2010

Achievement

- A final corridor boundary proposal and map identifying the location and features of the intrinsic qualities found along the byway.

Photos of Public Meeting (Local Byway Committee Photos:)



C - Developing a Recommended Management Strategy and Implementation Agenda

Input gathered by the LBC and furnished by the public provided the basis for crafting management measures that preserve, protect, enhance and promote the byway. The LBC adopted general policies and objectives for the CMP. The LBC used feedback gathered from the public and corridor analysis documentation in consultation with County DPW and HDOT to draft recommended strategies for managing the byway. Members of the LBC shared these draft documents with their constituencies and communities to gather additional feedback. Final draft recommendations were prepared for public comment, County DPW and HDOT review.

Task C.1: Develop CMP Policies, Objectives and Management Measures

LBC drafted policies, objectives and management measures to guide the CMP including:

- Maintaining and enhancing intrinsic qualities
- Development and preservation considerations
- Accommodating traffic and a signage plan
- Accommodating commerce and convenience of user facilities
- Marketing the byway
- Resource interpretation plan
- Visitor experience
- Ongoing public participation with a plan developed in consultation with State Scenic Byways

Schedule: November 2010 – ongoing



KVBID, Local Byway Committee and Community Members at the Blessing and Celebration of State Designation of the Corridor as a Hawai'i State Scenic Byway

Task C.2: Develop Implementation Agenda

The LBC developed a comprehensive listing of specific responsibilities in the implementation of the CMP, enforcement description, and continuing progress review mechanisms.

Schedule: November 2010 – ongoing

Task C.3: Funding

The LBC considered provisions to develop funding arrangements to implement the CMP in consultation with County DPW and HDOT.

Schedule: November 2010 – ongoing

D - Develop the Corridor Management Plan

The LBC reviewed all sections of the draft CMP and supporting material, including official endorsements, commitment to implementation from LBC members, agencies and named organizations. A first draft of the full CMP was reviewed by the LBC and HDOT, and a final draft was presented at a public meeting in 2011. The CMP was also posted online and large-format maps were created for public displays. Public input was documented. The final CMP was submitted to local officials for review and approval, and once final, was published.

Task D.1: LBC/HDOT Review of Draft CMP

The draft CMP was reviewed by the LBC, Hawai'i Department of Transportation and its consultants prior to presentation and distribution.

County and State Leadership Involvement/Interaction

Following are summaries of the involvement and interaction with various County and State Agencies in the preparation of the Corridor management Plan.

<u>County Department</u>	<u>Lead Person</u>	<u>Areas of Assistance</u>
Mayor's Office	Billy Kenoi, Mayor Wally Lau, Deputy Managing Director Bobby Command, Executive Assistant	Assistance in overall coordination with all County agencies, participation on local byway committee
Public Works	Warren Lee, Director Ron Thiel, Traffic Division Chief (Agency in control with responsibilities for Ali'i Drive)	Safety records and analysis, new project information
Planning	Bobby Jean Leithead-Todd, Director Margaret Masunaga, Deputy Director April Surprenant, Long Range Planning Mgr Deanne Bugado, Planner 5, Kona	Assistance in getting planning information, new projects
Police	Randy Apele, Major, West Hawai'i Region Sam Kawamoto, Kona District Commander	Assistance in coordinating interaction with Police Dept.
Fire	Darryl Oliveira, Fire Chief	Review/comment on issues affecting needs of the dept.
Finance	Nancy Crawford, Director Ken Van Bergen, Land Agent	Land ownership records Proposed land acquisitions
Research and Development	Randy Kurohara, Director Laverne Omori	Background information on County (economic, social)
Environmental Management	Ivan Torigoe, Deputy Director Dora Beck, Wastewater Division Chief	Availability for expanded public uses around infrastructure
Transit	Tom Brown, Administrator	Existing and planned mass transit facilities/service
Parks and Recreation	Bob Fitzgerald, Director	Existing and planned park facilities
Civil Defense	Quince Mento, Administrator	Emergency preparedness and needs along corridor
Housing	Steve Arnett, Administrator	Existing and planned housing facilities
Water	Milton Pavao, Manager	Availability of expanded public uses around infrastructure



Institutional Meeting with County Department Leadership (Local Byway Committee Photo)

<u>State Department</u>	<u>Lead Person</u>	<u>Areas of Assistance</u>
Department of Land and Natural Resources		
Chairperson's Office	William Aila, Chairperson Guy Kaulukukui, Deputy Director	Assistance in overall coordination with all the Department
State Parks	Dan Quinn, State Parks Administrator Curt Cottrell, Deputy Administrator Dean Takebayashi, Island District Manager	Existing and planned park facilities
State Historic Preservation	Theresa Donham, Acting Administrator Coochie Cayan, Cultural Division Chief	Archaeological and Cultural information support
Land Division	Russell Tsuji, Division Administrator	State land information
Department of Health		
EMS & Injury	Kari Benes, Traffic Safety Coordinator Prevention System Branch	Crash data along Ali'i Drive
Federal Agencies		
NPS Ala Kahakai National Historic Trail	Aric Arakaki and Rick Gmirkin	Ala Loa/Ala Kahakai Information

Transportation Systems and Safety Analysis

As an integral part of this Corridor Management Plan, we look at the status of the road corridor, safety issues/concerns and prior planning and proposals for improvements along the roadway. Ultimately, this review leads to recommendations and actions that are included in Chapter 7, Management, Marketing and Implementation Strategies in this Corridor Management Plan.

Several traffic analysis reports are included in this review, as well as activities of various community groups and committees reporting to governmental agencies. Prior to reviewing these activities/recommendations, we provide a brief summary of the status of Ali'i Drive today.

Ali'i Drive Today

The County of Hawai'i, Department of Public Works has the responsibility to maintain and operate the County's roadway system. Today, Ali'i Drive (Route 186) in the North Kona District of the island of Hawai'i is a two-lane, two-way County of Hawai'i continuous roadway that begins in Historic Kailua Village, generally follows along the coast, and ends in Keauhou, Kona, approximately seven miles to the south.

The seven miles of Ali'i Drive, along the shoreline connecting Kailua Village to Keauhou, approximately follows the ancient route of the *ala loa* trail. The ancient *ala loa* was modified into the Government Road system, and later paved as the present-day Ali'i Drive. The County of Hawai'i completed Ali'i Drive in the late-1930s.

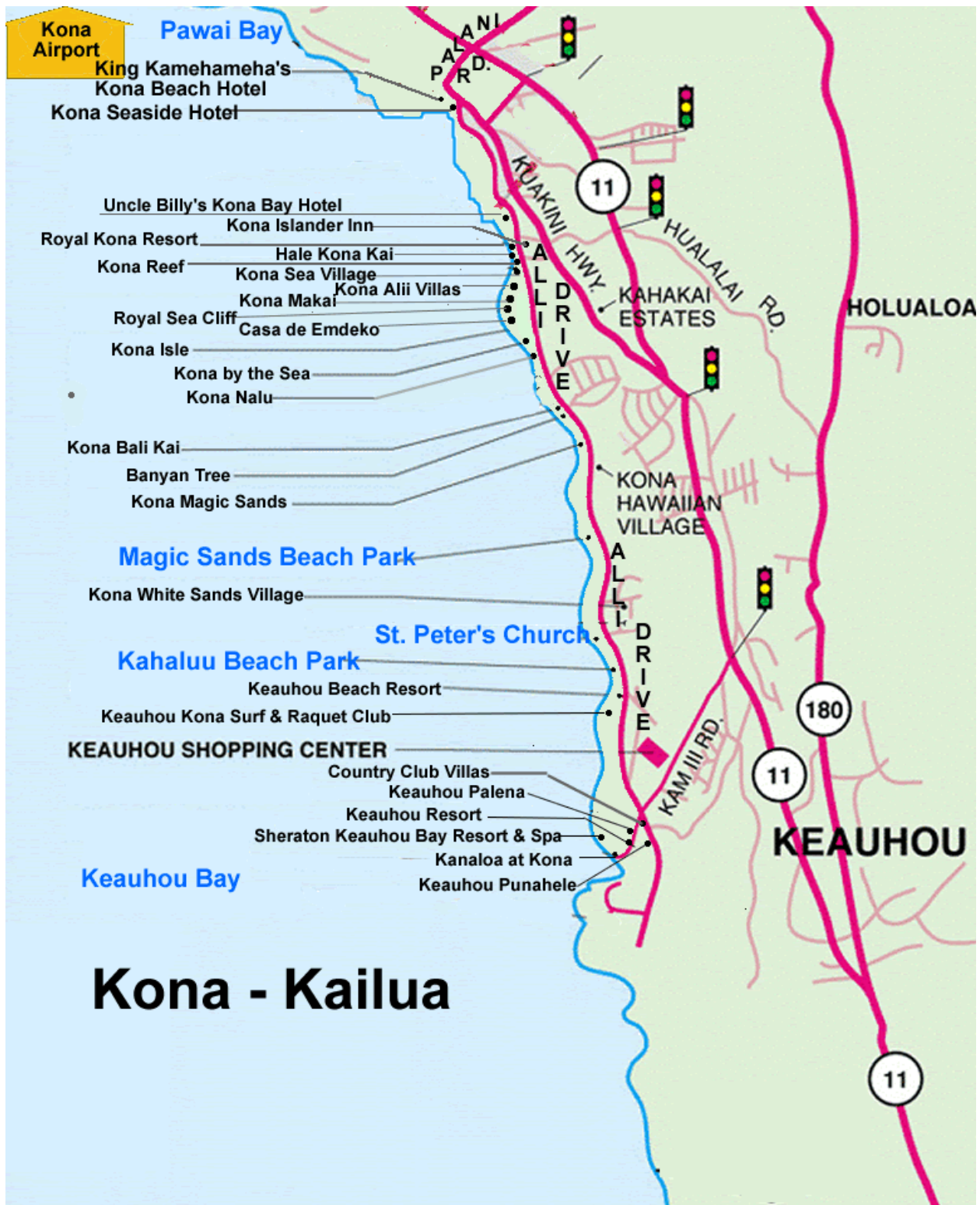
The coastal strip between Keauhou and Kailua Village contains two fundamentally different types of development. The first is moderate-density single-family residences; the second is medium- to high-density apartment, condominium and resort hotel units. The viability of the area for both uses depends on the transportation services provided by the road network. Hence, Ali'i Drive is a unifying, rather than a divisive facility.

Most of the visitor facilities along the North Kona coast are served by it, making the road a key element in the local economy. Local residents and visitors use the road to reach retail, commercial, resort, recreational, residential and other areas of special interest.

Travelers can easily follow the route, as it is point-to-point with no gaps. Travelers access Ali'i Drive from Palani Road (Highway 190) (intersecting with Queen Kaahumanu Highway 19 and Queen Ka'ahumanu extension Highway 11) in the north, or from the south via Kamehameha III Road (intersecting with Kuakini Highway 11). It is approximately 7 miles, or 15-20 minutes, from Kona International Airport.

Ali'i Drive is a two-lane collector street with an approximately 20 to 24-foot wide pavement and 8-foot wide shoulders within an approximate 50-foot right-of-way. There are no known restrictions or mandatory seasonal closures.

Slower posted speed limits of between 15 and 35 mph along the route enable motorists to enjoy scenic and natural qualities along the way. Parking on roadway shoulders can affect traffic safety for pedestrians and cyclists.



Visitor Accommodations along Ali'i Drive
<http://www.hawaiiivacationhvc.com/map-kona-kailua.htm>

Based on historical data, traffic along Ali'i Drive is growing at approximately 4-percent annually. When judged over its entire length, the available traffic crash data does not suggest that Ali'i Drive has particularly high accident rates. However, a disproportionately high percentage of the accidents appear to occur in and around Kailua Village. Graphic representations of these crashes noted on maps are included as Appendix H of this CMP.

This is believed to be due to the high concentration of intersecting roads and driveways. As development continues to spread outward from Kailua Village and the amount of congestion on Ali'i Drive increases, it is to be expected that the incidence of crashes on segments which now have relatively low crash rates may also rise. However, it is worth noting that the relatively low speeds possible on the existing roadway means that most crashes result only in damage to vehicles and roadside property rather than serious injury.

Many residents use the road to commute to work, avoiding peak commute hours of 7:30 – 8:30 a.m. and 4:30 – 5:30 p.m. may prove beneficial. There are heavy weekday commercial trash collection operations from 4:30 to 6:30 a.m.

Building a Transit System

A transportation system is developing along Alii Drive – with both public and privately supported routes.

The County runs nine buses a day going north and south on Ali'i Drive. All are ADA compliant and all carry front mounted double bicycle racks. Currently, passengers ride on the County buses for free (with nominal \$1.00 fees for bicycles, large luggage or packages - surfboards are not permitted.)

In addition to the Hawai'i County service, the Keauhou Trolley-Honu Express shuttle service is undertaken by area businesses. The shuttle makes six round trips from Keauhou through the Historic Kailua Village throughout the day, starting from 9 am to 8 pm, can accommodate up to 44 passengers. It is popular with visitors and local residents.



Honu Express (Keauhou Resort Trolley)

(<http://www.cottage.forestnursery.com/location.html>)

The KVBID (Local Sponsor) is a partner and sponsor of the Honu Shuttle.

General Review and Analysis of Existing/Proposed Design, Safety and Accident History

Several governmental agencies and community-represented advisory committees focus on transportation systems and traffic safety in Hawai'i County. The results of their oversight include:

1. Hawai'i Strategic Highway Safety Plan (2007 - 2012)
2. Governor's Traffic Initiatives
3. Disability and Communication Access Board
4. County Highway Safety Council
5. Kona Traffic Safety Committee
6. Hawai'i County Bicycle and Pedestrian Advisory Committee
7. County Transportation Needs Noted in the General Plan and Kona CDP
8. Kona Community Development Plan (Kona CDP) Action Committee Priorities
9. Ali'i Drive Community Action Team
10. Traffic Assessment Report for Ali'i Drive – Summary (2007)
11. 2009 Crash Data from Police and Hawai'i County Public Works
12. Crashes Along Ali'i Drive Requiring Ambulance Response (2007-2010)
13. New Development along Ali'i Drive and County of Hawai'i Recommendations
14. Other Proposed Road Related Projects Affecting Ali'i Drive

During the CMP preparation process, the Local Byway Committee reviewed these reports. A brief discussion on these agencies/committees and how their activities affect Ali'i Drive follows.

1. Hawai'i Strategic Highway Safety Plan (2007 - 2012)

The Hawai'i Department of Transportation spearheaded the development of this five-year Strategic Highway Safety Plan through a collaboration that involved traffic safety, public safety and public health experts from government and community agencies statewide.

The Hawai'i Strategic Highway Safety Plan employs research conducted by the National Cooperative Highway Research Program and the American Association of State Highway and Transportation Officials. The latter developed a list of emphasis areas related to roadway safety. Hawai'i stakeholders used these areas as the starting point for development of this Strategic Highway Safety Plan.

After much discussion and deliberation, seven emphasis areas that were particularly pertinent and pressing in Hawai'i were identified:

1. Aggressive Driving
2. Impaired Driving
3. Occupant Protection
4. Pedestrian and Bicyclists
5. Motorcycle and Moped Safety
6. Facility Design (Roadway and Intersection Operations)
7. Data and Safety Management

The state plan is intended to provide overall guidance and direction to the many public agencies and community organizations that are concerned with highway safety. The Local Byway Committee has taken these recommendations as guidance to their ultimate priority recommendations.

2. Governor's Traffic Initiatives

Among other traffic safety measures, former Governor Lingle called attention to traffic safety gaps by proposing legislation that would:

- Protect pedestrians in crosswalks
- A graduated license bill for teenage drivers
- Increased penalties for excessive speeding
- Tougher penalties for those who buy or give alcohol to those under 21
- Banning private use of remote-control devices that allow a driver to change a traffic signal from red to green

It is anticipated that legislation initiatives will continue to surface over the next several years. New legislative proposals will continue to be considered and monitored for Royal Footsteps through it Local Byway Committee and continuing oversight.

3. Disability and Communication Access Board

The Board was created to provide for more efficient coordination of State efforts to comply with disability access and civil rights laws through outreach and voluntary compliance. The Board has rulemaking responsibilities for administrative rules for facility access, communication access and accessible parking.

The Board stated goals related to transportation issues to achieve full inclusion for people with disabilities (approximately 20% of our population.) Accessible parking is a primary goal of this Board and several accessible parking spaces have already been independently mapped within Historic Kailua Village.



4. County Highway Safety Council

Established under Chapter 286-6, HRS, the County Highway Safety Council advises the mayor on matters relating to highway safety. This Council, made up of County departmental leadership and community members, serves as a Countywide forum to address issues and recommend traffic and safety actions.

Future proposals advanced by the Royal Footsteps Local Byway Committee will be developed with collaboration from the County Highway Safety Council.

5. Kona Traffic Safety Committee

The Kona Traffic Safety Committee (KTSC) represents the people who live in and commute through North and South Kona communities and is comprised of volunteer participants from the North and South Kona Districts. KTSC is one of three active traffic safety committees in the County of Hawai'i.

KTSC works directly with government entities by providing recommendations about the traffic safety impacts of pending development applications and about how road development policies affect traffic safety issues.

Future proposals advanced by the Royal Footsteps Local Byway Committee will be developed with collaboration from the KTSC.

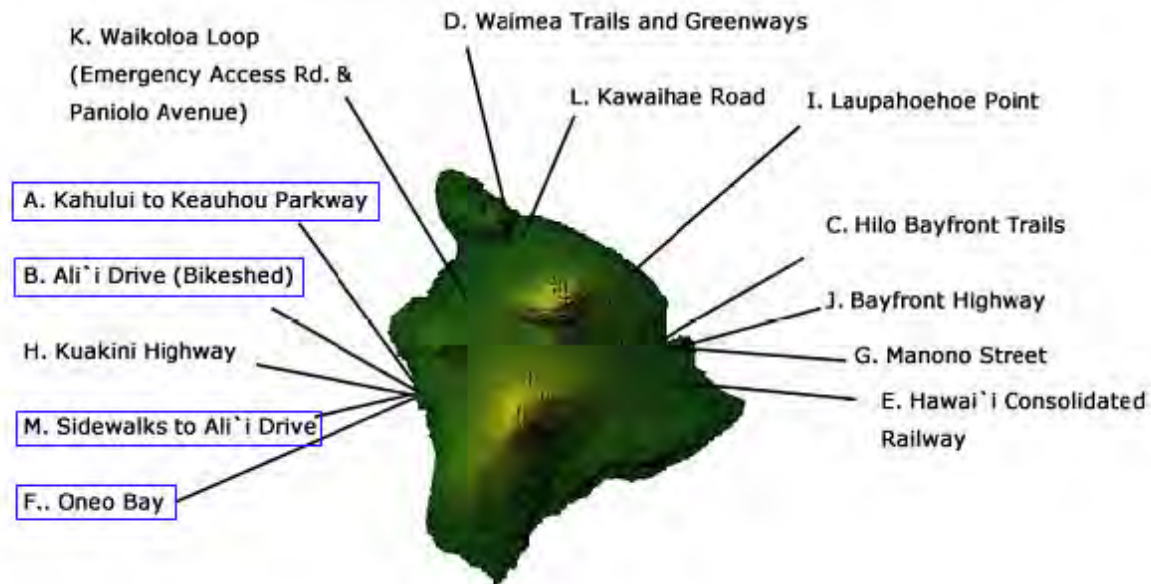
6. Hawai'i County Bicycle and Pedestrian Advisory Committee

As reported in the committee's 2007 Hawai'i County Annual Report, four of the Committee's top ten priorities are on or near Ali'i Drive:

1. (A on the list) Kahului to Keauhou Parkway (Ali'i Drive to Kuakini Highway) This is a new north-south road that parallels Ali'i Highway and is intended to take regional traffic off Ali'i Drive.
2. (B on the list) Ali'i Drive – Bikeshed (Ali'i Highway to Walua Road) This roadway represents one of the most unique assets of the Kona Coast. In the County's original 1979 Bike Plan, it was the top priority for West Hawai'i. It is the sole access to the County's four urban beach parks and 2 dozen shoreline access points including major surfing, fishing and shore diving points.
3. (F on the list) Oneo Bay (Walua Road to Hualalai Road) This area remains a prime tourist destination and one of the heaviest traveled pedestrian routes with low quality facilities and many potential hazards. Included in this project proposal is the Nani Kailua extension between Ali'i Drive and Kuakini Highway.
4. (M on the list) Sidewalks to Ali'i Drive. There are varieties of design solutions that can provide safer pedestrian access for thousands of residents and visitors to reach what should be one of the premier pedestrian facilities in West Hawai'i.

These projects are noted on the following map from the Annual Report:

Map of Top Projects



7. County Transportation Needs Noted in the General Plan and Kona CDP

According to the Hawai'i County General Plan and the Kona Community Development Plan, the island is faced with an increasing demand for the development of new transportation facilities and systems. Over the past three decades, a number of major transportation projects have been completed, while many others are in the planning stage.

Much of the current construction, however, is either expansion or improvement of existing systems of facilities. A sizable portion of the new construction either planned or underway is but an incremental part of a long-range program.

The major traffic arteries serving the North Kona district are the Hawai'i Belt Highway connecting Kona with South Kohala and Ka'u, the Queen Ka'ahumanu Highway, the Kuakini Highway connecting Kailua with the mauka Keauhou area, and Ali'i Drive serving the shoreline areas between Kailua and Keauhou.

Ali'i Drive is the only access to areas along the shoreline between Kailua and Keauhou. Mauka-makai access between the Mamalahoa Highway and the Queen Kaahumanu Highway is provided by Kaiminani Drive, Hina Lani Drive and Palani Road.

Widening, improving and extending major north-south arterials, as well as increasing connectivity between and within existing and future development are necessary to enhance mobility in Kona. A series of east-west (mauka-makai) collector roads linking the regional north-south facilities must also be provided for added circulation and to further reduce the reliance upon the regional facilities.

Other major strategies called for include:

1. **Mass Transit.** A major expansion of the County's public mass transit service in Kona would provide significant alternatives to individual automobile use.
2. **Multi-Modal Transportation.** Taking advantage of Kona's consistently mild climate, a network of interconnected bike lanes, trails and sidewalks within and outside road right-of-ways would provide a healthy and green alternative to automobile use.
3. **Transit-Oriented Development (TOD).** The development of compact, mixed-use villages that would integrate housing, employment, shopping and recreation opportunities. Villages would be designed around transit stations/stops that would reduce the need for daily trips and financially support the expanded transit system.
4. **Multi-Purpose Design.** Beyond getting us from one place to another, our transportation corridors are major public spaces that must safely accommodate uses other than vehicular travel.
5. **Safety and Aesthetic Qualities.** Safety and aesthetic qualities need to play a larger role in improving existing and designing future roadways, in order to contribute to Kona's quality of life and tourism appeal.

8. Kona Community Development Plan (Kona CDP) Action Committee Priorities

The Kona CDP Action Committee recommends the following capital expenditure (CIP) project priorities requiring preliminary budget development. The Royal Footsteps Local Byway Committee evaluated these and other proposals and identified their own priorities (these are identified in Chapter 7.)

Makai Arterial Parkway – multiple phases of improvements and new construction extending from Napoopoo Junction to Kealakehe Parkway. [A total of 8 segment phases; 3 segment phases apply to Ali'i Drive area] Consider FHWA funding designation as an Arterial

- (c) Kahului to Keauhou Parkway (Ali'i Highway – Lako Street) 60% Cross-section: (2) travel lanes, (2) shoulders, (1) sidewalk (mauka), (1) S-U Path (makai) [STIP];
- (d) Kahului to Keauhou Parkway (Lako Street- Kuakini Highway) 60% Cross-section: (2) travel lanes, (2) shoulders, (1) sidewalk (mauka), (1) S-U Path (makai) [STIP] defer Queen Ka'ahumanu Extension leg [STIP];
- (e) Kuakini Highway (Kahului to Keauhou Parkway – Hualalai Road) widening, complete EA, intersection configuration design [FHWA, STIP];

Mauka-Makai Collectors – Series of connecting roads to improve circulation, reduce delay, improve emergency access and increase transportation choices. [Five segment phases]

- (a) Nani Kailua (Ali'i Drive – Kuakini Highway) complete EA, Planning, design roundabout or direct through traffic away from Ali'i Drive, reconfigure Walua Road intersection;
- (b) Puapua'anui Street (Ali'i Drive – Queen Ka'ahumanu Extension) Preliminary engineering, EA, Planning, Land acquisition, and Design;
- (c) Lako Street (Ali'i Drive - terminus) complete Land acquisition, Design;
- (d) La'aloa Avenue (Ali'i Drive –terminus) complete Design, Construct improvements; (terminus – Kuakini Highway) complete Land acquisition, Design;
- (e) Connector 9 (Ali'i Drive – La'ela'e) Preliminary engineering, EA, Planning, Land acquisition, and Design.

Ali'i Drive Corridor Retrofit - Improvement project with multiple stages and phases extending from Mamalahoa Highway bypass to Old Airport. [A total of 6 segment phases; 4 segment phases apply to Ali'i Drive area]

- (c) (Palani Road - Hualālai Road), Ali'i Drive multimodal improvements, Esplanade, Traffic/Pedestrian management or roundabout, Sarona Road - paved for multimodal access, Kakina Lane - paved for multimodal access, Roundabout and "great lawn" (Ali'i Dr to ocean);
- (d) (Hualalai Road - Nani Kailua Extension), Ali'i Drive multimodal improvements, Esplanade, Walkway (along Ali'i Drive - mauka), Remove utility poles in Ali'i Drive, Kahakai Road - paved for multimodal access, Roundabout at Nani Kailua extension;
- (e) (Nani Kailua Extension - Ali'i Highway), Bike Lane (5.5-foot wide) both sides (raised), Walkway (5-foot wide) except at parks (raised), Integrate Walua Road into roundabout, Shared-Use Path (Kahakai Road to Wai'aha Park), Shared-Use Path (routed through beach parks), Parking restricted - except at parks (raised), Sidewalks connecting side streets to Ali'i Drive;
- (f) (Ali'i Drive - Māmalahoa Highway Bypass), Bike Lane (5.5-foot wide) on curbed sections, Shoulder Bikeways - open section (both sides), Sidewalks on Kamehameha III to Keauhou Bay, Shared-Use Path (along mauka side).

The Kona CDP Action Committee recommends the following projects using operating expenditures.

The first two projects can be completed in 15 to 36 months once the preliminary work as noted has been completed. The final program, "Walkways & Sidewalks," is an ongoing program and should consist of a minimum annual budget reserve from the Highway Fund or the General Fund.

- Ali'i Drive Transit Enhancement – Establish designated stop times and locations, pullouts where required, updated maps with stops and schedules, route numbers, accurate signage, shelters (or shade). Some funding has already been allocated through the Mass Transit Agency grants for shelters and signage.
- Transit Service Enhancements – Develop GPS based interactive route planning and numbered route arrival estimate tool, system map with stops index, revenue system with rate structure, and monthly smart pass. This project will provide benefits for the entire county once it has been installed and data is integrated.
- Walkways & Sidewalk program – Develop database, design standards, funding sources, priority system for retrofit walkways. Include raised crosswalks and other improvements allowed under ADA (28CFR part 36). This project will provide benefits for the entire county once standards have been completed and adopted.

9. Ali'i Drive Community Action Team

In 2002, the Hawai'i County Prosecuting Attorney's Office Community Empowerment Organization, in cooperation of the County Police Department, established the Ali'i Drive Community Action Team. The Community Action Team focused on pedestrian, bicycle and vehicular safety along the Ali'i Drive corridor.

A survey of nearly 1,000 Kona residents, business and visitors was taken and issues/concerns were summarized in a report called "*Ali'i Drive Survey*" in 2003. In addition, several recommendations were

made that were considered important to improve the safety and quality of life for those using Ali'i Drive. The issues are summarized here; the full report is attached in the Exhibits section of the CMP.

Status of the projects is listed below and have been noted and reviewed as part of this CMP:

Short-Term

- Increase visibility of parking areas in Kailua Village to let visitors know where to park (underway)
- 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. (done)
- Install a 3-way stop at Royal Poinciana Drive (done)
- Reduce the speed limit to 25 along Ali'i Drive south of Kailua Village

Long-Term

- Remove pedestrian barriers at Emma's Square across from Hulihe'e Palace (Site #03)
- Widen bridge near mile marker 1.5 (planning is underway for this bridge replacement -Site #08)
- Identify and construct off street parking pockets and lots at surf spots (a parking lot at Puapua'a (Banyan's Surf spot is moving forward with lease, design and bonding process.) (Site #10)

10. Traffic Assessment Report for Ali'i Drive – Summary (2007)

Hawai'i County had a Traffic Assessment Report prepared for Ali'i Drive in 2007. The study assessed existing traffic conditions and projected increases along Ali'i Drive in Kona on the island of Hawai'i 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 only four intersections assessed were the intersections of Ali'i Drive with Hualālai Road, Lunapule Road, Royal Poinciana Drive, and Kaleiopapa Street. The full report (not including all the traffic data sheets) is in the Appendix Section of this CMP.

Several interim safety improvements have been completed along Ali'i Drive (2009). These include all-way stops at various points along the corridor, as noted below:

These actions changed the traffic pattern from a "T" intersection with through traffic along Ali'i Drive, to all-way stops at Lunapule Road, Royal Poinciana Drive and Kaleiopapa Street.

For the past year, as an initial phase of addressing safety concerns, these intersections have had all-way stops at each intersection.

Signalization at Hualālai Road, Lunapule Road, Royal Poinciana Drive and Kaleiopapa Street

The County is now working on the next phase of safety improvements for Ali'i Drive and will soon be installing permanent traffic signalization at Hualalai Road, Lunapule Road, Royal Poinciana Drive and Kaleiopapa Street (as noted in the Traffic Assessment Report for Ali'i Drive (2007)).

These intersections were also noted in the Department of Health data summaries as areas of concern with higher number of crashes with ambulance response.

The Local Byway Committee recommends that the effectiveness of All-way Stops, Compact Urban Roundabouts or Small Traffic Circles be further analyzed prior to implementing the proposed signalization at Hualalai, Lunapule and Royal Poinciana, and all other roadway intersections with Ali'i Drive.



Present All-Way Stop at Hualalai Road



Present All-way Stop and Royal Poinciana



Present All-Way Stop at Lunapule Road



Present All-way Stop at Kaleiopapa with Signals Installed and Recently Activated

11. 2009 Crash Data from Police and Hawai'i County Public Works

The complete list of 2009 crashes involving automobiles, pedestrians, bicycles and motorcycles on Ali'i Drive were reviewed and plotted on maps. This data was provided by the Hawai'i County Police Department through the County Department of Public Works and was reviewed by the Local Byway Committee.

The graphic representations of these crashes are included as Appendix H of this CMP. Several areas were identified that had greater number of crashes: vicinity of Hualalai to Oneo Bay, Lunapule Street, Royal Poinciana and La'aloa area.

12. Crashes Along Ali'i Drive Requiring Ambulance Response (2007-2010)

In addition to all crash data, 2007-2010 Department of Health records were reviewed that noted crashes on Ali'i Drive that required ambulance response. The graphic representations of these crashes are included in as Appendix H of this CMP.

Similar to the overall crash data, the Local Byway Committee determined several areas were identified that had greater number of crashes: vicinity of Hualalai to Oneo Bay, Lunapule Street, Royal Poinciana and La'aloa area.

13. Proposed Developments along Ali'i Drive and County of Hawai'i Recommendations

The fast-growing North Kona District is the center of the visitor industry and real estate development that power the economy of the island. As the area grows, the added traffic created by these projects could affect the travelers' experiences along the corridor. Likewise, as the developments occur, there may be opportunities that the developments assist in mitigating impacts.

There are many public and private projects being planned at any given time, the details of which often change daily in response to market conditions and the regulatory process. The descriptions below are meant to provide some context for development occurring in the area south of Kailua Village.

Close to Kailua Village, a 67-unit condominium project is proposed on Ali'i Drive next to the Coconut Grove Market Place. The KPC Villages project, which received rezoning approval in 2006, will include a 13,000 sq. ft. commercial area. Planned new development includes roadway infrastructure projects.

Sunstone Kona LLC is proposing a 46-acre condominium project on the mauka side of Ali'i Drive that will contain 289 housing units and 45,765 square feet of commercial space. The Kona Sea Crest project includes construction of another mauka-makai connector road between Ali'i Drive and Kuakini Highway.

Royal Ali'i LLC has a proposal to develop a 19-lot, gated subdivision on Ali'i Drive, south of Kailua Village, on 5.943 acres of land zoned for single-family residential use. The project site has residential zoning and similar developments are nearby. Road access would be from a single driveway on Ali'i Drive.

The County Planning Commission in 2007 granted developer D-Bar Ranch a Special Management Area permit for 108 units to be located mauka of the Kona Magic Sands subdivision. This property is now owned by the Kingman Trust and the County is purchasing it under its Open Space program.

Further to the south, Kona Heights LLC has proposed to build two subdivisions with a total of 267 lots. The development, announced to the public in January 2008, would include Laipala Makai, which would be located above Ali'i Drive along the proposed route of the Ali'i Parkway, and Laipala Heights, which would be mauka of Laipala Makai and abutting Kuakini Highway. (Not yet started)

Further yet to the south, the Kamehameha Investment Corporation, the development arm of Kamehameha Schools, is planning 1,700 more housing units in its Keauhou Resort.

Various governmental agencies review and approve new developments. The review includes consideration for residential and commercial proposals and their impact on the road, pedestrians,

private and commercial traffic, and safety issues related to the various users along the road. The Local Byway Committee will continue to monitor these and other new developments.

County Permit Requirements on Recent Development Proposal

Upon review of the proposed Royal Ali'i project, the Department of Public Works (DPW) recommended that Ali'i Drive be widened to a 60-foot right of way, as indicated in the General Plan. The DPW further recommended that the applicant provide a widened shoulder along the Ali'i Drive frontage extending to the right-of-way property line in the interest of providing parking for the shoreline public access makai of the project and pedestrian and bicyclist safety.

The following mitigation measures were required as a condition of Special Management Area Use Permit for the project. Several of these conditions help to improve safety and experience for users along the corridor (i.e. through increased setbacks, shoulder widening and signage.) The County typically includes similar types of conditions on subsequent permit applications.

Permit SMA-05-000007 and will be undertaken as part of the project:

- The applicant will provide a 5-foot wide road widening setback along the Ali'i Drive frontage and dedicate it to the county at no cost upon request by the Department of Public Works, in order to meet concerns related to pedestrian and bicycle safety.
- The applicant shall provide a widened shoulder along the Ali'i Drive frontage, extending to the right-of-way property line, if required by, and meeting with the approval of, the Department of Public Works.
- The applicant will provide pavement-widening, transitions, signs and markings, drainage improvements and relocation of utilities, as required by the Department of Public Works.
- The applicant will install streetlights, signs and markings meeting with the approval of the Department of Public Works, Traffic Division.
- Access to Ali'i Drive, including the provision of adequate sight distances, shall meet with the approval of the Department of Public Works.

14. Other Proposed Road Related Projects Affecting Ali'i Drive

The Local Byway Committee is also aware of and continues to monitor other proposed road projects that could affect Ali'i Drive:

- Ke Ala o Keauhou
- Ali'i Drive Improvements Along Oneo Bay
- La'aloa Avenue Extension
- Lako Street Extension
- Nani Kailua Extension
- Grand Ali'i (a PATH supported project)

These projects have been identified as priority projects that address traffic circulation/congestion, traffic safety, aesthetics and multi-modal transportation concerns.

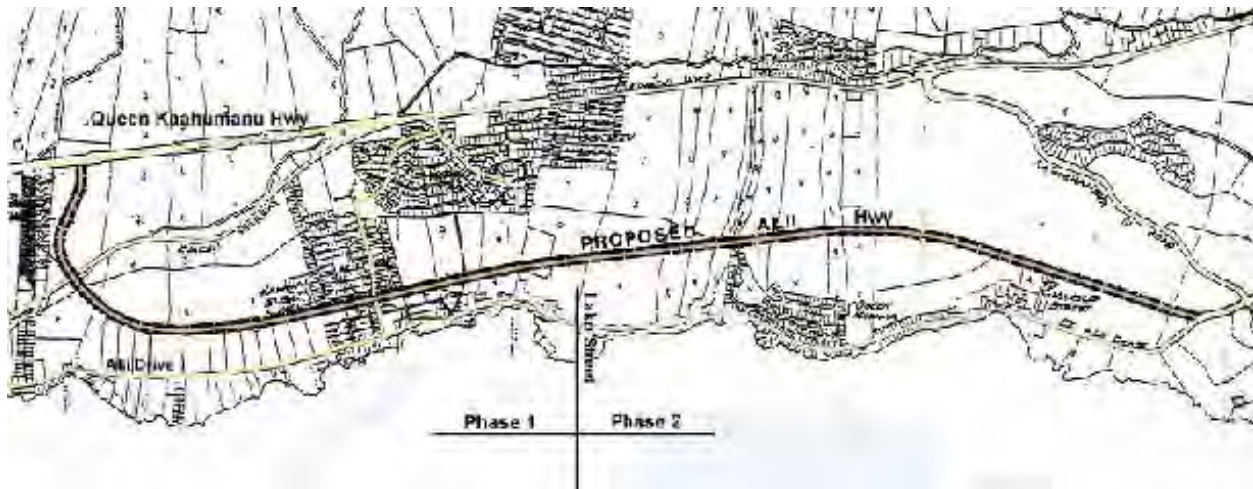
These projects have been planned as the result of ongoing review of needs and priorities for the region. These are the likely list of projects in the near future in this area. Following are brief descriptions of these projects:

Ke Ala o Keauhou

(Ali'i Parkway, Ali'i Highway, Kahului-Keauhou Parkway)

Ke Ala o Keauhou is a proposed 4.5-mile, 2-lane road, with bike and pedestrian paths, between Ali'i Drive and Kuakini Highway from the vicinity of Hualalai Road (north) to Keauhou (south.) While the Parkway will be a limited access road, there is a signalized, channelized intersection proposed in the alignment at Ali'i Drive-Keauhou (south end.)

The construction is proposed in two phases, with the approximate 2 ½-mile south section of the road (from Lako Street extension to Keauhou) to be constructed first.



Plans for a road in the general corridor running from the proposed Lako Street extension to Keauhou date back to 1958; cultural surveys date to the early 1970s, with as many as 19 or 20 various surveys completed in the 36 years since.

The county did begin construction on the highway in 2004, but the discovery of human remains stopped the project. Since then, the county has spent years discussing potential burial treatment plans with the Hawai'i Island Burial Council and cultural and lineal descendants.

The council reached an agreement in 2007, conditional upon a county offer to send surveyors to the site again to re-examine the entire right-of-way.

Ali'i Drive Improvements along Oneo Bay

The purpose of the Ali'i Drive Improvements at Oneo Bay project (from Hualalai Road on the north to Walua Road on the south, a distance of about 2,440 feet) is to provide pedestrian, landscaping, and scenic view improvements along Ali'i Drive from Hualālai Road to Walua Road. Improvements are needed to enhance driver and pedestrian movements to this area of Kailua Village, and to maintain the public health and welfare for the residents of this area of the County. This project is at Site # 06.

While making vehicular travel (private and commercial) more convenient and safer, these improvements also reduce intrusions and foster safety of pedestrians and other non-vehicular users along the road.

Undergrounding of the utility poles provide enhanced facilities for pedestrians and extension of the seawall will provide enhanced space for pedestrian and bicyclists, which would improve safety for those using the narrow stretch of Ali'i Drive. In addition to the landscaping enhancements, benches would be placed in a semi-circular layout and set back from the walkway to allow an unobstructed passage along the walkway.

A new 10-foot wide walkway is planned to accommodate pedestrians and bicyclists. The walkway space would be designed to American with Disabilities Act (ADA) requirements. A railing would be added along the entire length of the improvement to meet ADA and County of Hawai'i code requirements.

Preliminary Construction Cost Estimate

Improvement	Estimated Cost
Phase 1	
Electrical conversion	\$4,800,000
Phase 2	
New Gravity Seawall and sidewalk (*)	\$3,599,500
Landscape enhancements	\$180,000
TOTAL	\$8,579,500

(*) Excludes contractor mobilization/demobilization costs.





ALII DRIVE IMPROVEMENTS ALONG ONEO BAY HUALALAI ROAD TO WALUA ROAD

CHARACTER SKETCH ENHANCEMENT PLAN

FIGURE
2-6



©2005 Hawaiian Images Photography & Video

La'aloa Avenue Extension

The La'aloa Avenue extension will provide a connector route between Ali'i Drive and Kuakini Highway. A 2006 County Council Resolution stated that the County will design and build the La'aloa connector road. This project is near Site #16)

The need for additional mauka-makai connectors to reduce traffic and provide additional commercial routes serving Ali'i Drive has long been recognized and continues to be an important community livability issue. Ali'i Drive serves as the primary access for the residents, hotels, resort homes and condominiums and associated development of urban Kailua Village to Keauhou, the major visitor accommodation area on the island. There are currently no mauka-makai connectors between Kuakini Highway and Ali'i Drive along the 3.5 miles between Royal Poinciana Drive and Kamehameha III Road. When completed, it will become the fourth connector road from Ali'i Drive.

Both the *Hawai'i County General Plan* and the *Keahole to Honaunau Regional Circulation Plan* (Hawai'i County Planning Dept. 2002) recognize a crucial need for mauka-makai connectors that would reduce congestion, maintain the ambience of scenic Ali'i Drive, and allow motorists to get to their destinations safely and efficiently.

Project Summary:

- Project will build approximately 1700 LF of a two lane roadway
- Widen the existing La'aloa Avenue roadway
- Provide bike lanes and sidewalks
- Install a signalized Intersection with turning lanes at the Kuakini Highway
- Add turning & storage lanes at the intersection with Ali'i Drive

Taking into account all these factors, the County of Hawai'i considers the project purposes as:

- Provide access between Ali'i Drive and Kuakini Highway on La'aloa Avenue;
- Construct a roadway and intersections that provide acceptable Levels-of-Service for current and future levels of traffic on La'aloa Avenue and its intersections;
- Enhance the transportation network of the Kailua to Keauhou area;
- Be consistent with the *Hawai'i County General Plan* (Hawai'i County 2005), in which the project is listed as a recommended improvement;
- Provide an alternative evacuation route for tsunami or emergencies on Ali'i Drive;
- Design cross-sections that take into account the characteristics of the neighborhoods through which the road passes;
- Utilize design and structural measures to achieve traffic calming;
- Accommodate all modes of travel, locating pedestrian and bike facilities such that connections beyond this project are not precluded;
- Include consideration of direct property access for adjacent landowners; and
- Maintain a high quality of life and historical/neighborhood identity.

Community benefits include:

- Reduce traffic congestion
- Substantially reduce emergency response time for Police, Fire, and medical services
- Provide a fourth tsunami evacuation route
- Increase overall traffic safety for the area
- No scenic resources, rare ecosystems or threatened or endangered species would be affected
- Effects to historic sites would be mitigated through data recovery and interpretation
- Design addresses motor vehicle, pedestrian and bicyclist safety through appropriate cross-sections and traffic calming devices on both the existing and extension sections

Estimated Construction Cost \$17,000,000.00

Estimated Land acquisition cost \$900,000.00

Planning & Design Cost \$1,530,905.00



Map and schematics for the La'aloa Avenue Extension
(County of Hawai'i)

Lako Street Extension

The need for additional mauka-makai connectors to reduce traffic along Ali'i Drive has long been recognized and continues to be an important community livability issue. The Lako Street extension will provide an additional mauka-makai connector route between Ali'i Drive and Kuakini Highway providing improved access, alternative commercial route, enhanced mobility and an additional emergency vehicle route. This project is at Hōlualoa Bay (Site #11)

The existing portion of Lako Street traverses through a residential neighborhood while the extension traverses important cultural sites. As such, the roadway should serve its proposed multimodal transportation functions while protecting cultural sites, addressing pedestrian and vehicular safety, and enhancing/improving quality of life for nearby residents.

The County of Hawai'i is proposing to construct an extension of Lako Street from its current terminus to Ali'i Drive.

Lako Street Extension Road Characteristics

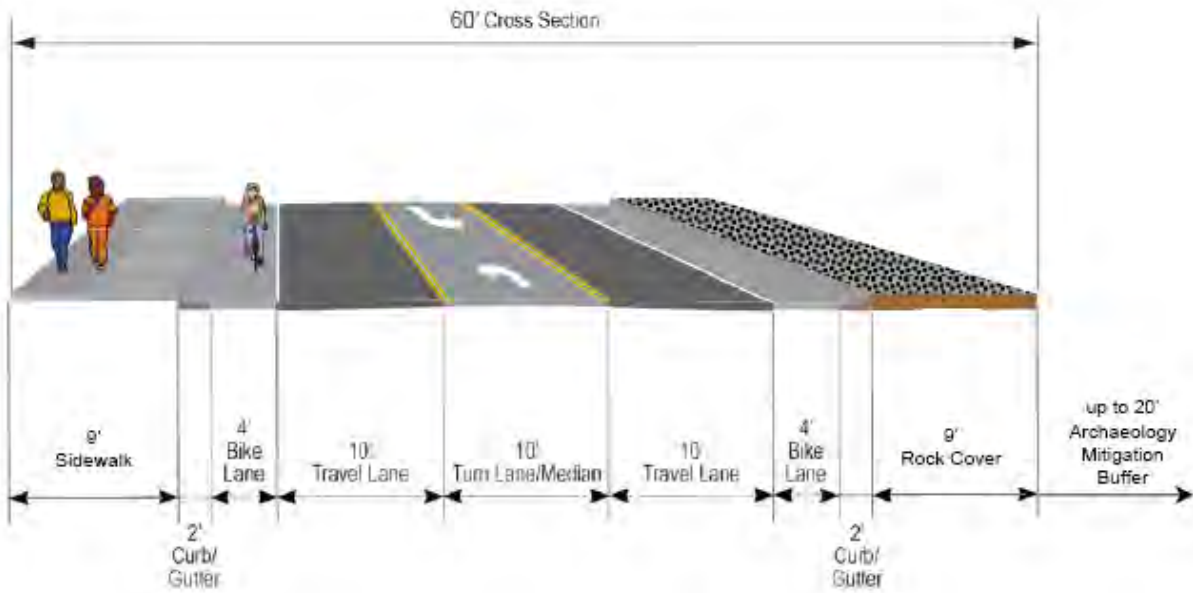
- Similar to the existing portion of Lako Street
- Allows for turn lanes at future intersections
- Provides a median separation of vehicles
- Provides a wide sidewalk on the north side
- Keeps pedestrians away from sensitive area (south side)
- Rock cover serves to maintain a setback between archaeology buffer and roadway (minimizes encroachment into the roadway prism, and provides the opportunity for incorporation of a sidewalk should future infrastructure needs arise)
- Provides narrow striped vehicle lanes
- Moves vehicles away from pedestrians and adjacent archaeological features
- Provides striped bicycle lanes
- Maintains a wide pavement area

Lako Street Extension Alii Drive Intersection



Traffic Signal – Lako/Ali'i Drive Left-Turn Pockets (FEA 2020 Recommendation)

Intersection design enhances traffic flow by allowing turning vehicles to stack in a turning lane, allowing through traffic to continue.



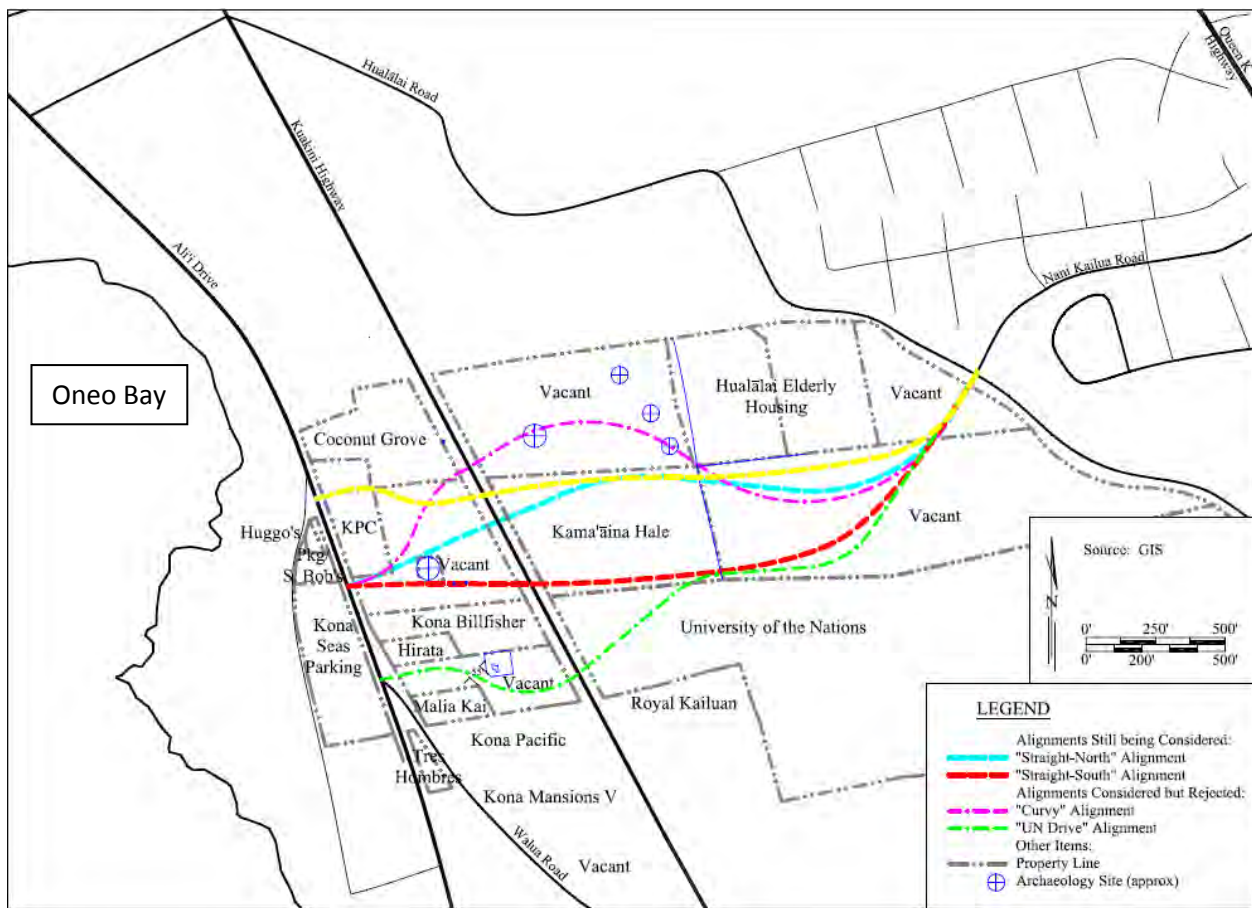
Note that the Lako Street Extension design accommodates multi-modal traffic and separated paths for each to follow. This accommodates vehicles, bicyclists, joggers and pedestrians.

Nani Kailua Extension

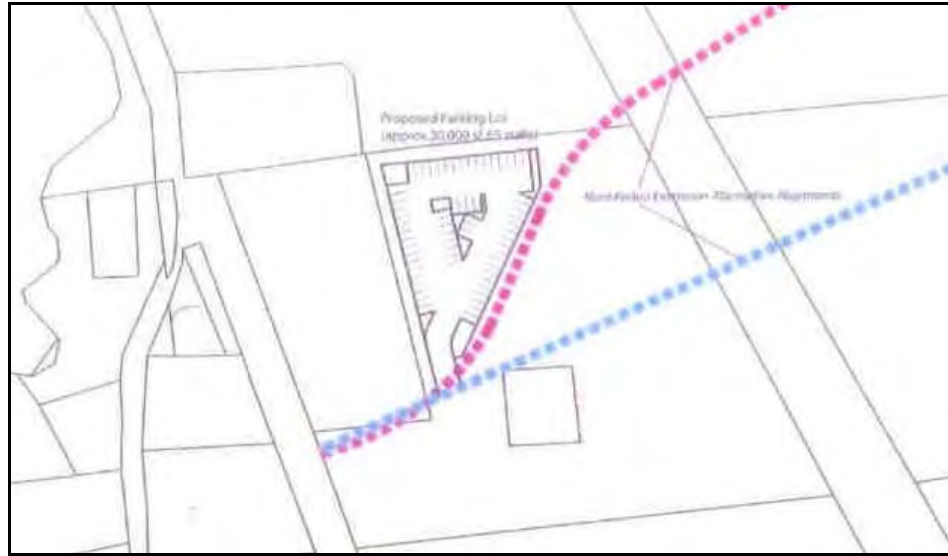
The Nani Kailua extension is suggested as a means to accommodate and disperse traffic into and out of Kailua Village. This project is near Site # 06.)

The extension would begin at the Nani Kailua Drive and Hualalai Road intersection and run through land makai of Hualalai Road and serves as a mauka-makai extension of Nani Kailua Drive to Ali'i Drive to help alleviate traffic in the village area. The project bypasses one of the areas with vehicle/pedestrian accidents (Site # 06) and also serves to accommodate commercial traffic flow along the corridor. In addition, the proposed extension will serve as a corridor out of the tsunami evacuation zone.

The extension was part of the recommendations in the 1994 Master Plan for Kailua Village was also included in the Kona Community Development Plan, 2009.



Nani Kailua Extension Alternatives



Nani Kailua Extension Alternatives with Proposed Parking Lot

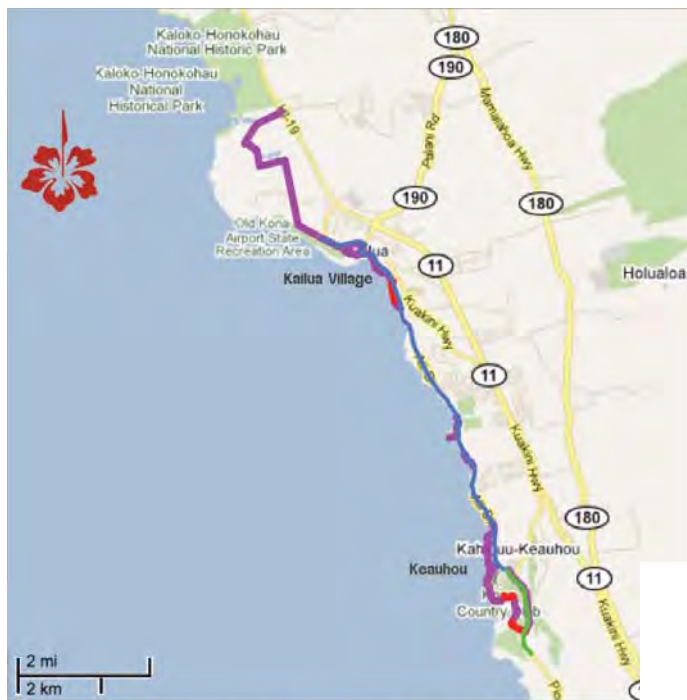


Grand Ali'i



Public Access Trails Hawai'i (PATH) proposes Grand Ali'i as an interim solution to addressing multi-modal transportation concerns. The long-range goal (achieved incrementally) includes an asymmetrical design with separated Share-Use Path along the makai side (mauka, once it reaches the Ali'i Highway portion) with a wider shoulder or sidewalk on the opposite side as the optimum option.

Description of Project: Oceanfront Shared-Use Paths for bicyclists and pedestrians, bike lanes, pedestrian ways, and shared Shoulder Bikeways along ten miles of coastline between Honokohau and Keauhou - Kona



Purple -- Shared-Use Path Light Blue -- Bike Lane
 Red -- Shared Road Green -- Shoulder Bikeway

- Related Projects & Plans:**
- Bike Plan Hawaii
 - Kona CDP
 - Kuakini Extension
 - Kealakehe Parkway
 - Alii Parkway
 - Ala Kahakai NH Trail
 - Oneo Bay Improvements
 - Nani Kailua Extension



Benefits of Project:

- Recreational access to beach parks and surf spots
- Increased commuting and recreational safety for pedestrians and bicyclists
- Safe Routes to Kahakai Elementary School
- Efficient multi-modal transportation choices
- Improved circulation for Kailua to Keauhou corridor
- Increased capacity for detours and emergency access

Significance of Project:

- Priority One Project (#21) in Bike Plan Hawai'i
- Identified in 1979 County of Hawai'i Bike Plan as West Hawai'i Number One Priority
- Identified as a Top Ten project by the Mayor's Bicycle and Pedestrian Advisory Committee in 2008



Improving Traffic Flow and Safety on Ali'i Drive

The Local Byway Committee review of the present situation, recent traffic and transportation reports, crash data, and recommendations from various public and private entities produced several consistent challenges and needs to improve traffic flow and safety on Ali'i Drive.

Some consistent issues identified by the Local Byway Committee within this CMP include (these address opportunities for help preserve the area's intrinsic qualities; corrections to improve road safety; improved traffic flows to enhanced existing and new development; improved accommodation for all users of the corridor (private and commercial vehicles, pedestrians, bicyclists, joggers, etc; and removal of barriers along the corridor:)

- Improve flow and safety (for vehicles and pedestrian) at critical intersections and sections of roadway along Ali'i Drive
 - Hualalai, Ōneo Bay, Lunapule, Puapua'a, Royal Poinciana and La'aloa
- Provide alternative north-south and mauka-makai roads to alleviate traffic on Ali'i
 - This will provide alternative choices and distribute the traffic demands over a greater number of roadways
- Make improvements to Ali'i Drive to enhance the needs of multi-modal users of the roadway and preserve the intrinsic qualities of this corridor;
 - Crosswalks, sidewalks, sidewalk enhancement, wayfinding and interpretation

The Local Byway Committee considered these issues and proposes specific priority actions in a following chapter of this Corridor Management Plan (Chapter 7, Management, Marketing and Implementation Strategies.)

Present Day Regional and Area Setting

The County of Hawai'i encompasses the island of Hawai'i, which is the southern-most and largest island of the Hawaiian archipelago. The land area of the County is approximately twice the combined land area of all the other islands of the State.

Located on the leeward side of the Island of Hawai'i, Kona has an ideal climate. It has attracted an influx of new residents and experienced tremendous growth. The population has more than doubled during the past 25 years, driven by resort development and the second-home residential market.

As a result of this rapid growth rate, planning to better deal with traffic congestion, affordable housing and open space was undertaken through the Kona Community Development Plan (CDP). The Kona CDP is the long-range planning document that guides regional development to improve the quality of life in Kona for those who live, work and visit.

The Kona CDP encompasses the judicial districts of North and South Kona, hereafter referred to as Kona. The 800 square miles of land area, which comprises the North and South Kona districts, accounts for approximately 20% of the total land area of the Island of Hawai'i.

Kona's is the first community development plan to commence under the framework of the February 2005 County of Hawai'i General Plan. It was adopted by the County Council in 2009.

Kona Today - Unique and Valued Characteristics

In developing the Kona CDP, preservation themes related to facets of Alii Drive were discussed:

- *Preserving rich cultural features.*

In ancient Hawai'i, Kona was the most densely populated area in the Hawaiian Islands (about 20,000 inhabitants at its peak). Kona was also a favorite area of residence for Hawai'i's chiefs. Today's challenge is to respect and appreciate this past while learning the ancestor's lessons of living sustainably with the land. The Kona CDP seeks to preserve Kona's historical character.

- *Preserving the diverse coastlines, protected nearshore waters, open space and vast untouched upland landscapes.*

The sunny, leeward climate has fostered an outdoor lifestyle epitomized by well-known events held in Kona – such as the Ironman Triathlon World Championship (Site #01), Hawaiian International Billfish Tournament (Site #01), and numerous canoe regattas (Site #01).

Visitor Industry is the Economic Driver in Kona

(The following is taken from the Hawai'i County General Plan.)

The population growth in Kona is closely associated with continuing growth of the visitor, second home and agricultural industries.

Through the first six decades of this century, agriculture was the dominant economic activity in Kona. The visitor industry was relatively small and was concentrated in Kailua.

By 1970, the relative position of these two industries was completely reversed. Moreover, the growth in the visitor industry was accompanied by significant expansion in the retail and construction sectors as well.

The County plans to continue to pursue the development of a strong multi-market base for the visitor industry that includes direct oversea flights to Kona, growth of the cruise ship industry, strong resort-based employment centers and integrated product development for local products that can generate a healthy small business economic base.

With this support, the County's visitor industry is expected to continue to successfully grow and expand. Likewise, employment in the visitor industry and its related industries will continue to grow.

Tourism (and visitor-related activities) is the major industry on the Island of Hawai'i and Kona. There are approximately 11,400 visitor accommodation units on the Island, located mainly in Kona, South Kohala and Hilo.

As Kona and South Kohala are the major destination areas, most of the units (approximately 8,000) are located in those two areas. Visitor accommodations offering a wide range of hotels and condominiums are available along Alii Drive and stretch from Historic Kailua Village to Keauhou.

The North Kona district includes approximately 4,100 visitor units including hotels, resort condominiums, bed and breakfast operations and other transient units. The 1,900-acre Keauhou Resort area provides approximately 1,300 hotel and resort-condominium units. These are predominately located within the corridor along Alii Drive.

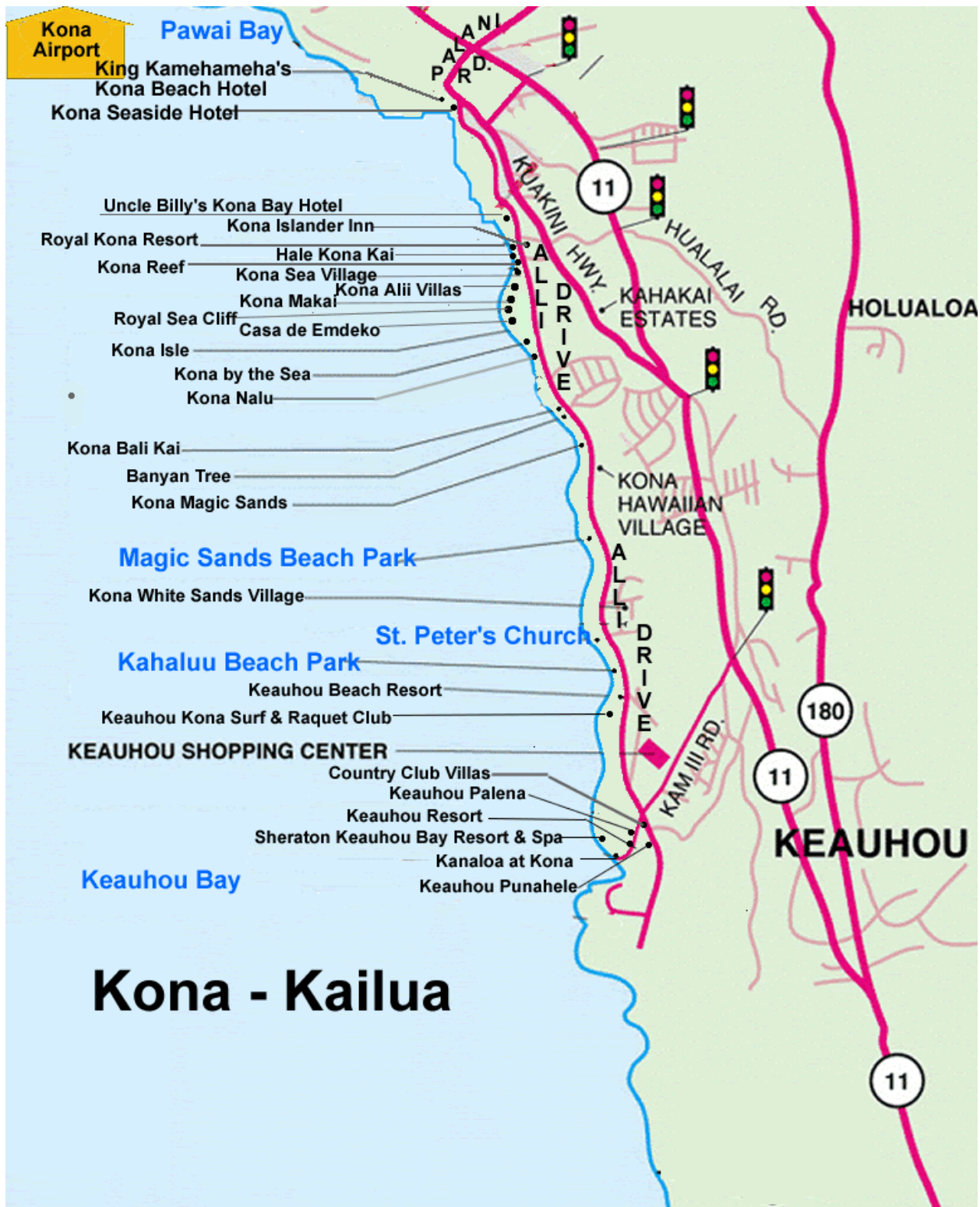
The growth of the visitor industry in recent years can be largely attributed to the expansion of runway and terminal facilities at Kona International Airport at Keāhole, which now permits the arrival of national and international direct flights.

Resort developments are intended to satisfy the needs and desires of both visitors and residents. Such areas have amenities and attributes that support visitor accommodations and related facilities. Most successful resort areas have a harmonious combination of certain characteristics, such as climate, scenery and/or man-made facilities.

In most instances, the natural factors have been the basis for the development of an area and the man-made facilities were designed to enhance the area. Buildings and landscaping are generally designed to enhance the site and area.

A high priority is the need to invest in Kailua Village as the commercial, cultural, and visitor center for Kona. The King Kamehameha's Kona Beach Hotel, Royal Kona Resort, Sheraton Keauhou Bay and Keauhou Beach Hotel have undergone renovations.

The Kailua Village Business Improvement District is working on enhanced branding for the Kailua Village area.



Visitor Accommodations Along Ali'i Drive
<http://www.hawaiiivacationhvc.com/map-kona-kailua.htm>

Sustainability of Tourism

Tourism is the activity most responsible for Kona's current economic growth and standard of living. Although many emerging industries show great promise for the future, our economy and standard of living will probably depend on the activity generated by visitor activity for years to come.

At the same time, the visitor industry has major impacts on almost every aspect of our economy, our physical infrastructure, our natural resources and even our social and cultural lives.

The Department of Business, Economic Development and Tourism (DBEDT) undertook a pioneering sustainability study, in cooperation with the Office of Planning and the Hawai'i Tourism Authority, to better understand the impacts of statewide tourism growth.

The study looked at the extent to which the benefits from tourism can be maintained, while sustaining the quality of our social, economic and environmental assets. This research project examined the impact of visitors on the economy, the environment, socio-cultural factors and the State's physical infrastructure (highways, harbors, parks, etc.).

By focusing on the sustainability of tourism, this study has helped identify how important resources, infrastructure and social factors are impacted by tourism growth before limits are reached. In addition, the study has developed some general strategies and planning tools to help policymakers manage the industry's growth in a way that maintains Hawai'i's quality of life and the quality of the visitor experience.

A Vision for Sustainable Tourism in Hawai'i:

(The following was taken from the DBEDT Sustainable Tourism Study)

The state's vision for sustainable tourism seeks to honor Hawai'i's culture and history, protect our unique natural environment, engage the local community and support the economy. This vision shares the same values as noted in the National Scenic Byways Program mission to create a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret and promote the intrinsic qualities of designated byways.

Goal #1 - Values: Sustainable tourism will reflect our own deepest values – *lōkahi* (harmony), *mālama 'āina* (nourishing the land), *ho'okipa* (hospitality), *kuleana* (responsibility), and *aloha* (welcome)

Goal #2 - Economy: Sustainable tourism will provide good jobs, economic vitality, and diversity; provide opportunities for all sectors of the Hawai'i community; and retain as much of the benefit as possible within our own economy

Goal #3 - Environment: Sustainable tourism will operate in harmony with our ecosystems, enhancing natural beauty and protecting the islands' natural resources

Goal #4 - Culture: Sustainable tourism will be part of a larger effort to perpetuate the customs and traditions of Hawai'i's ethnic cultures, especially our Native Hawaiian host culture

Goal #5 - Social: Sustainable tourism will reinforce Hawai'i's heritage HARMONY of tolerance, diversity, respect and Aloha among our various ethnic and social groups, and among residents and visitors

Goal #6 - Planning: Sustainable tourism will be planned to protect communities' sense of place for current and future generations

Visitor Preferences and Marketing Effectiveness

(The following summary presents the Fourth Quarter 2009 results of the Hawai'i Marketing Effectiveness Study.)

A recent Hawai'i Tourism Authority study evaluated visitor preferences and marketing effectiveness for the state's visitor industry. Since marketing of the Byway is an important part of the overall management process, it is helpful to understand visitor preferences that have been recently tabulated concerning travel to Hawai'i and Kona, specifically.

Behavior Segments:

Culture Seekers: Responded with **4 or 5 on both** questions, "how important is **'The history and culture is intriguing'** and **'It has a variety of cultural activities for the visitor to engage in'** when selecting a leisure destination."

High Experiential Seekers: For the question, "Why do you like to take vacations?" The sum of the scores on the following attributes, On a scale of 1 to 5, where 1 is 'Not at all Important' and 5 is 'Extremely Important', is greater than 20 for US and greater than 21 for Japanese respondents:

"See/do new things, new different experiences"

"Travel is an important part of my life"

"I feel alive and energetic when I travel"

"I like to experience authentic culture"

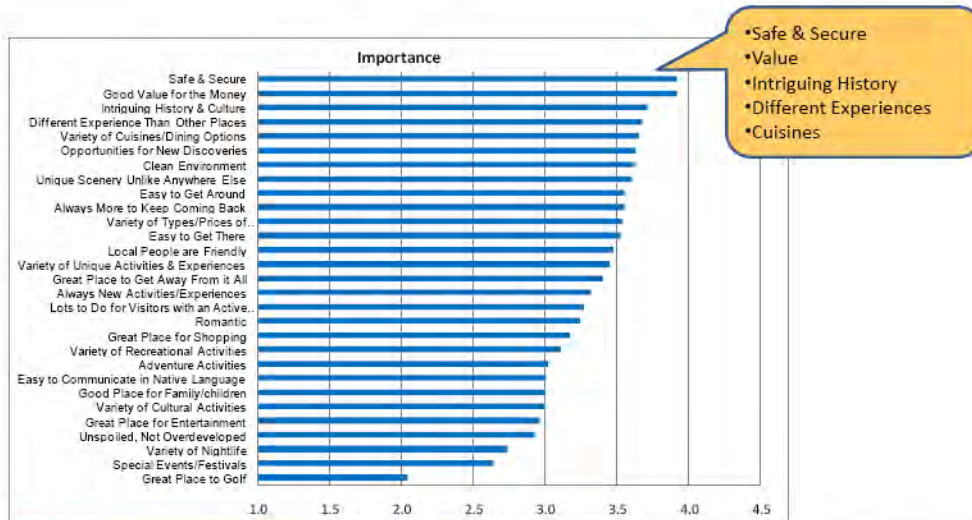
(Note: the survey indicates high visitor preference for historical and culture activities, as well as experiencing authentic culture. This bodes well for opportunities to encourage and engage visitors to the Royal Footsteps Along the Kona Coast Byway, with its significant archaeological and historic features.)

Some statistics related to Historic Sites and Self-guided tours:

- Over half of U.S. West visitors to Kona went *snorkeling/scuba diving* (60.5%) and *fine dining* (54.7%), while historic sites (48.2%) on Kona were also popular among U.S. West visitors.
- Seven out of ten visitors to O'ahu (73.7%), Maui (73.6%), and Kona (73.8%); and over half of visitors to Hilo (62.5%) and Kaua'i (55.5%) went on self-guided tours.

Intriguing History and Culture is the #3 item travelers are looking for in their vacation experience, as noted in the following chart:

What traveller is looking to get from vacation experience?



HTA 2009 Marketing Effectiveness Study (unpublished)
 "How important are each attribute when selecting a leisure destination"

2010 HAWAII TOURISM CONFERENCE
 August 10-11, 2010

With History and Culture being high preferences for Hawai'i traveler experiences, the Royal Footsteps Along the Kona Coast byway has developed a marketing program with interpretive centers, signage and opportunities for self-guided tours at various sites along the Byway. This is further described in the following Chapter 7.

Importance of Cruise Ships that Regularly Call at Kailua-Kona

Kona is a popular cruise destination, serviced by the major cruise lines including Carnival, Celebrity, Holland America, Norwegian, Princess and Royal Caribbean. Most of these cruise ships will make several port calls including Lahaina Maui, Kahului Maui, Nawiliwili Kauai, Kailua-Kona Hawai'i, Hilo Hawai'i and Honolulu Oahu.

State Boating records note a regular weekly call into Kailua-Kona by Pride of America and periodic calls from other lines. It is a wonderful opportunity to see several cities on several Hawaiian Islands - and still give the traveler plenty of time on shore for activities, tours and exploring.

Kailua Bay is a shallow-water bay and as such, the cruise ship will need to anchor out in deeper water. Transportation to and from shore is provided by small tender that shuttles passengers between the ship and Kailua Pier, at the heart of Historic Kailua Village, within easy walking distance of most attractions.

Ali'i Drive is surrounded by many shops and restaurants, offering ample opportunities to buy some souvenirs and get a bite to eat. You can start shopping the second you get off the tender in Kailua. The main oceanfront street in Kailua is loaded with galleries, boutiques, stores, restaurants, bars and other opportunities. The cruise ships provide an important, alternative contribution to the local economy.



(http://www.lets-go-hawaii.com/travelplan/kailua0906a_27b8.jpg)

Land Uses Along the Ali'i Drive Corridor

Today, Ali'i Drive (Route 186) in the North Kona District of the island of Hawai'i is a two-lane, two-way County of Hawai'i continuous roadway that begins in Historic Kailua Village, follows along the coast, and ends in Keauhou, Kona, approximately seven miles to the south.

Ali'i Drive was completed by the County of Hawai'i in the late-1930s. It was intended to provide a more direct route between Kailua and Keauhou than had previously existed and to increase the accessibility of the coastal lands that lay between these two settlements.

The seven miles of Ali'i Drive, along the shoreline connecting Kailua Village to Keauhou, generally follows the ancient route of the *ala loa* trail. The ancient *ala loa* was modified into the Government Road system, and later paved as the present-day Ali'i Drive.

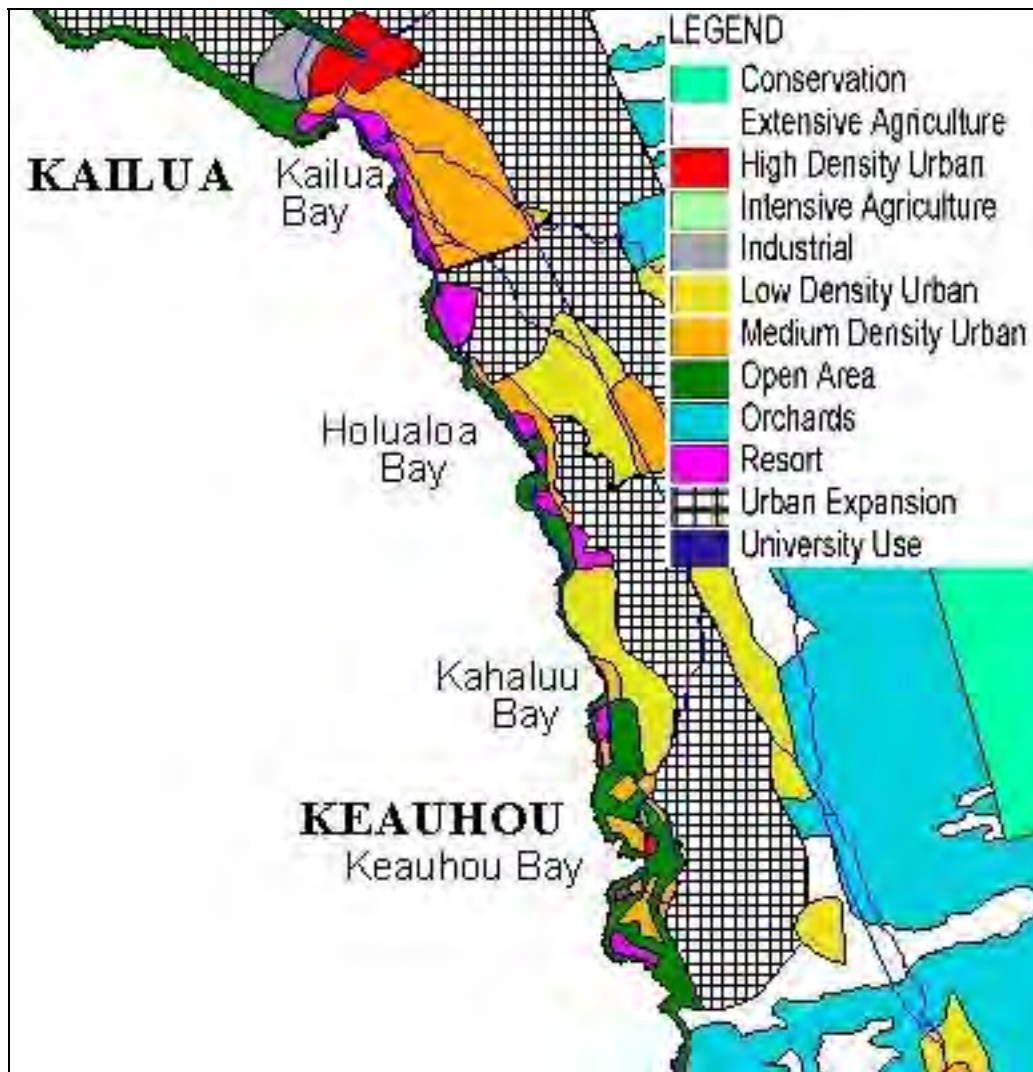
Historically, the trail ran along the route of today's Ali'i Drive to Kahalu'u (from Site #01 to Site #19). The trail was mostly on *pāhoehoe* land that is urbanized today. From Kahalu'u, the path crossed rougher *'a'ā* flows with large, smooth stones placed about three or four feet apart.

Kailua at the northern end of Ali'i Drive and the Keauhou Resort (Site #S-3) at its southern terminus are the two anchor points of the historical corridor.

This coastal strip between Keauhou and Kailua contains two fundamentally different types of development. The first is moderate-density single-family residences; the second is medium- to high-density apartment and resort hotel units.

Most of the visitor facilities along the Kona coast are served by Alii Drive, making the road a key element in the local economy.

Local residents and visitors use the road to reach retail, commercial, resort, recreational, residential and other areas of special archaeological and historic interest.



Portion of Land Use Pattern Allocation Guide Map - Hawai'i County General Plan

The above map is a portion of the County General Plan, Land Use Pattern Allocation Guide Map (LUPAG) and illustrates the various land uses noted in the General Plan in the region from Kailua Village to Keauhou. Note the various resort-designated areas in this region (which targets the transient visitor market,) as well as the diversity of residential uses (typically targeted to the local resident market.)

Travelers can easily follow the route, as it is point-to-point with no gaps. It is approximately 7 miles, or 15-20 minutes, from Kona International Airport. Travelers mainly access Ali'i Drive from Palani Road (intersecting with Queen Kaahumanu Highway 19) in the north, or from the south via Kamehameha III Road. These are the two preferred gateways leading to the corridor.

Traveler services abound all along Ali'i Drive.

Larger hotel/condominium lodging facilities are dotted along the route. Heavier concentrations of restaurants, grocers, fast food, medical and other services are located within Kailua Village and Keauhou.

There is also a restaurant and convenience store about mid-point on the route. Fueling stations again are in Kailua Village and Keauhou. Auto repair services are available in Kailua Village.

Because of its relatively flat terrain and mild climate, the coastal portions of the Kailua-Keauhou region along the Ali'i Drive corridor are well suited for walking and bicycling. Ali'i Drive accommodates Kona's growing population and its residents' increasing interest in outdoor sports such as jogging and bicycling.

Interpretation and Signage along Royal Footsteps

King Kamehameha's Kona Beach Hotel, Keauhou Beach Resort and the Heritage Center at the Keauhou Shopping Center have been selected as the future locations for visitor welcome centers; each now includes historical and cultural interpretive areas.

Heritage Sites directional and interpretive signage is in place throughout Kahalu'u and Keauhou. Wayfinding directional and interpretive signage has been installed in Historic Kailua Village and Keauhou. The Local Byway Committee has identified the need for additional interpretation and wayfinding signage along the byway.

Without signage and interpretation, archaeological sites are often overlooked. Further, signage and interpretation offer up opportunities to instruct byway travelers on preservation measures and cultural protocols.

Note: Hawaii's laws prohibit outdoor advertising/billboards.

Previous chapters describe Hawaii's history and identify key sites along the byway. This section looks specifically at existing signs and new opportunities as provided for in a plan to complete the system and enhance the visitor experience.

Signage Plan

General Guidelines for the Corridor

- Directional/wayfinding signage should be functional and reflect our sense of place. Additions to improve wayfinding to key visitor facilities including public restrooms, visitor centers and public parks along the byway are suggested.
- Gateway signage should clearly identify the byway for travelers and reflect the intrinsic qualities located along the corridor.
- Redundant signs should be eliminated to improve the visual aesthetics.
- International sign symbols should be included as appropriate.

Existing Roadway Signs

Existing roadway signs are installed and maintained by the County of Hawaii. These signs have been deemed adequate.

Shoreline Public Access signs have been reviewed (Appendix I) and the importance of maintaining excellent public access to shoreline areas is reaffirmed herein.

Existing Interpretive Signs

<u>Site #</u>	<u>Description</u>	<u>Owner</u>
01	Kailua Pier	DLNR
01	Kailua Bay	KVBID
03	Hulihe'e Palace	KVBID
04	Mokuaikaua Church	KVBID
05	Hale Halawai	KVBID
15	La'aloa Bay Beach Park	Hawaii County
19	Kahalu'u Bay Beach Park	Hawaii County
23	Kahalu'u – Keauhou Heritage Corridor	Keauhou Resort
NA	Hotel property	Keauhou Beach Resort
21	Hāpaiali'i/Ke'ekū/Makolea (Site 22)	Upgrades underway (Keauhou Resort)
24	Royal Hōlua Slide	Sheraton Keauhou Beach Resort
25	Lekeleke Burial Grounds	Upgrades underway (Keauhou Resort)
	Ahupua'a Markers	Keauhou Resort (four)



Example of Site and Interpretive Sign in Historic Kailua Village on the Byway (Young)

Interpretive Sign Recommendations

Suggested priority areas for added/improved interpretation along the byway include:

<u>Location</u>	<u>Notes</u>
Ahu'ena Heiau/Kamakahonu (Site S-1 & S-2) Pa o Umi (Site 02) Hale Halawai o Hōlualoa (Site 09) Hōlualoa Bay (Site 11) Hōlualoa Royal Center (Site 12)	Signs damaged in 3/2011 tsunami Not open for public visitation; but sign(s) could be placed near roadway
Judd Trail (Site 13) La'aloa Bay Beach Park (Site 15 & 16)	 Upgrade existing signage to support byway brand
Ku'emanu Heiau (Site 17) Helani Church/Ōhi'amukumuku (Site 20) Keauhou Royal Center/Birthsite (Site S-3 & S-4) Ahupua'a Markers	Underway (Keauhou Resort) Underway (Keauhou Resort) Balance of corridor

Additionally, the LBC strongly recommends the use of smart-phone technology to develop self-guided interpretive experiences (there's an app for that!). A priority recommendation would be to record oral histories from longtime families along the corridor and share these with byway travelers.



Example of Site and Interpretive Sign on the Byway (Keauhou Resort)

International Travelers

Presently, the Kona-Kohala coast draws international visitors from several areas. The largest groups are from Japan and Canada. Emerging markets include visitors from China, Korea and Australia. Several hotels along the corridor presently have bi- or multi-lingual capabilities.

International visitors can be better accommodated utilizing these strategies:

- Addition of international signage symbols as appropriate
- Multi-lingual smart-phone technology applications for interpretation and wayfinding
- Multi-lingual information at designated Visitor Centers



Archaeological/Historic Feature Interpretive Sign Along the Corridor
(Keauhou Resort)

All signage in the Royal Footsteps Along the Kona Coast will conform to State and County Sign regulations (a copy of the Hawai'i County Sign Code is included in the Appendices of this Plan.) Note, Hawai'i law prohibits billboards in the state; no billboards are proposed.

The various messaging approaches are geared to the various timeframes a traveler will experience the *Royal Footsteps Along the Kona Coast*: prior to arriving and preparing for a visit to the Royal Footsteps, along the corridor experiencing the site and scenes, and after the visit (recalling the many and diverse messages, stories, sites and scenes along the Royal Footsteps.)

Not only do travelers benefit from learning the stories along the byway, the local communities get to share their stories and host the visitors in their communities. Along with the stories, there are also important messages about safety, orientation and resource protection that should be conveyed to travelers to enhance their enjoyment of the region and to protect the resources that they have come to experience.

The Future, Based on the Past and Present

As seen in chapters 2 and 3 of this Corridor Management Plan, the history of the region along Ali'i Drive, from Kailua Village to Keauhou, and the archaeological sites that manifest this history tell stories of this area's prominence in ancient Hawaiian history. This was the home of Hawaiian royalty.

As noted in this chapter of the Corridor Management Plan, the region has evolved into an international visitor destination. Moreover, visitors want safe and secure travel, are seeking to see and understand intriguing history and have unique experiences.

As evidenced in the recently adopted Kona CDP, the growing local population in this region is also seeking to preserving rich cultural features, preserving the region's rural lifestyle and preserving the diverse coastlines, protected nearshore waters, open space and vast untouched upland landscapes.

These compatible visions and goals illustrate the opportunity the Royal Footsteps Along the Kona Coast has in helping to preserve, enhance and interpret these important archaeological sites and to tell their stories, for all travelers on the corridor, residents and visitors. The future of the corridor is based on its past and present.

In the following Chapter of this Plan, the Local Byway Committee decided on various actions to help market and promote the corridor, preserve its significant archaeological and historic features, improve safety along the corridor and other management strategies to make the traveling experience safe and informative.

Management, Marketing and Implementation Strategies

This chapter highlights the Management, Marketing and Implementation Strategies called for in order to protect the resources and provide for economic development opportunities. First, however, we are reminded of the Mission and Vision of the *Royal Footsteps Along the Kona Coast* that set the foundation for the development of this Corridor Management Plan and all future actions.

Mission:

Honor the Ali'i

Vision:

Ali'i Drive "Royal Footsteps Along the Kona Coast" is preserved and promoted in a manner that protects its intrinsic qualities and enhances residents' and visitors' understanding and appreciation of the archaeological, historic, cultural, natural, scenic and recreational resources of the corridor. The roadway serves as a vital link between the communities along the route and provides a connection to the diverse resources in North Kona.

Royal Footsteps Along the Kona Coast will accomplish its mission and vision through the following goals and strategies:

Goals and Strategies to Implement the Mission and Vision

Royal Footsteps Along the Kona Coast's implementation strategy is intended to increase awareness and protection of the archaeological and historic features along the byway, enhance the area's economy via the tourist activities and provide a safe and pleasant experience along the corridor. The following highlights overarching principles in the strategy; this is followed by goals and strategies for implementation:

- *Economic Sustainability:* Support local businesses and promote *Royal Footsteps Along the Kona Coast* as a place to visit, learn, enjoy and play.
- *Environmental Sustainability:* Support the use of renewable resources and the protection of our environment, and natural and scenic beauty.
- *Social Sustainability & Livability:* Promote programs and services to care for the people that live and work along *Royal Footsteps Along the Kona Coast* in a balanced manner.
- *Cultural Sustainability:* Promote awareness and education of archaeological, historic and cultural resources and practices.

Archaeological, Historical, Natural and Cultural Resources

- Maintain, protect and enhance the character of archaeological, historic and cultural resources and "sense of place" along the corridor
 - Focus preservation efforts on stabilizing fragile and vulnerable resources
 - Develop a list of priority preservation projects
 - Support the implementation of preservation measures on archaeological, historic and culturally significant features along the Byway
 - Assist private owners to secure grant funding, tax incentives and other financial benefits for restoration, preservation and interpretation

Scenic

- Create/complement scenic vistas and provide facilities so travelers have greater enjoyment along the corridor

Recreational

- Support, maintain and enhance the quality of outdoor recreational experiences available to Byway users
 - Support county initiatives to create a separate, continuous pedestrian and bicycle connection from end-to-end of Ali'i Drive (if not adjoining Ali'i Drive, provide inter-connections)
 - Support efforts to establish and maintain public access to the shoreline

Road Safety

- Promote and enhance safety, efficiency and comfort for roadway users including motorists, pedestrians and non-motorized vehicles
 - Continue to collaborate with government agencies and community groups on road safety concerns
 - Continue to monitor safety concerns along the Byway and make recommendations for safety improvements where necessary
 - Address transportation safety concerns utilizing best management practices and context sensitive approaches to enable travelers to enjoy the special places found along the Byway in a safe and appropriate manner

Coordination and Management

- Continue to foster partnership among governmental agencies, cultural institutions and private interests to ensure ongoing support and implementation of the Plan's recommendations, especially for those agencies with responsibilities for the day-to-day management of the road
 - Continue the diverse, collaborative partnership between the community, government, descendants and property owners evidenced through the development of the CMP
 - Work with existing entities already engaged in the management and interpretation of sites and assist in the coordination of future programs, materials, tours and exhibits
 - Continue discussion with DLNR regarding management of Kailua Pier

Economic Development

- Promote a culturally, environmentally and socially responsible approach to tourism based on the area's archaeological, historic, cultural, natural, recreational and scenic resources

Strategies Overlapping with Several Themes and Goals

- Develop a coordinated way-finding, identification and interpretive system to make it easier to discover the Byway and identify the resources along it
- Develop roadside pull-offs and stops primarily at archaeological and historic sites as places for travelers to see, learn about and enjoy the experience (include shelters, parking, restrooms, etc, where possible)
- Work with willing property owners to permanently protect important archaeological and historic resources
- Develop guidelines and incentives to encourage land use that is sensitive to the archaeological and historic qualities
- Support protection and conservation priorities in those places that are recognized for their archaeological and historic qualities
- Support initiatives for universal accessibility to sites and associated facilities

Marketing Royal Footsteps Along the Kona Coast

Marketing Initiatives

The Kailua Village Business Improvement District has been highly successful at garnering media attention and developing the historic brand. KVBID has implemented the following marketing initiatives:

- Graphic logo and environmental brand standards for Historic Kailua Village [sidebar KVBID logo]
- Special Events within Historic Kailua Village
- Installation of branded interpretive signage
- Installation of branded publication racks
- Publication of a full-color brochure detailing sites within Historic Kailua Village [sidebar brochure cover]
- Website creation (www.HistoricKailuaVillage.com)
- Monthly e-newsletters
- Public surveys
- Media and public relations

Private entities along the byway have also achieved individual success.

The next phase of marketing will be to integrate key messages and initiatives into a comprehensive Royal Footsteps marketing plan. Components of this comprehensive marketing plan include:

- Research and demographics
- Identification of target markets
- Brand positioning and key messages
- Tools and materials
- Public relations
- Online marketing
- Partnerships
- Tracking, Evaluation and Ongoing Public Input

Research and Demographics

The state agency for tourism, Hawaii Tourism Authority, collects detailed statistics on visitor industry performance, visitor characteristics and expenditures categorized by major market areas. Their research reveals visitor profile targets for byway marketing.

Hawaii County welcomes approximately 1.2 million visitors by air annually. Of these, just over 1 million arrived at Kona International Airport. Nearly 70% of these visitors travel independently rather than as part of a formal tour group.

The US West has the highest percentage of repeat visitors to Hawaii, followed by Canada, Japan and US East. The majority of repeat visitors are independent travelers, often looking for deeper destination experiences.

Winter and summer are peak seasons. Spring and fall are considered shoulder seasons.

Target Markets

The largest share of visitors to Kona was from the US West (44%) followed by US East (29%), Japan (11%) and Canada (6%).

The Top 5 US cities sending visitors to Kona are: Los Angeles, San Francisco, Seattle, New York and Portland. These cities will be targeted to maximize return on marketing expenditures.

To increase visits from high yielding travelers, the Hawaii Tourism Authority has segmented the state's target markets by lifestyle: Cruise, Business Travelers, Romance, Family, Generational and Sports.

Royal Footsteps supports these target markets and lifestyle segments.

Brand Positioning and Key Messages

Royal Footsteps Along the Kona Coast is unique in that Hawaii is generally promoted as a fun in the sun destination. The addition of our scenic byway with its significant archaeological, historic and cultural qualities will become a strong draw.

The central story theme of Seven Miles and Seven Centuries of Hawaii's History is compelling. It offers the byway visitor a broader, more concentrated educational experience within a relatively short distance.

Tools, Materials and Online Marketing

Based on market research, primary tools should appeal to repeat island visitors, overwhelmingly from the US West Coast, who are independent and looking for a deeper destination connection.

Recommended initiatives include:

1. E-newsletters with periodic updates (database management)
2. Calendar of special events (interactive on website)
3. Self-guided materials (interpretive signage, smart-phone apps)
4. Visitor Centers (maps and historic/cultural information)

Status: Items 1 and 2 have been accomplished. Significant progress has been made under Item 3 in the past eight months; more to do. Location of Visitor Centers and industry partners have been determined; materials need to be developed.

Public Relations: Building Awareness

With the Hawaii Scenic Byway designation in late 2010, several milestones were achieved that were designed to raise awareness of the byway designation and its archaeological and historic qualities including:

- Community Open House (November 2010)
- Mayoral Proclamation (March 2011)
- Commemoration of Byway Designation (March 2011)
- 2011 Historic Preservation Commendation awarded by Historic Hawaii Foundation (April 2011)
- Royal Footsteps Public Meeting (May 2011)

Looking ahead, these are the near-term initiatives:

1. Develop Royal Footsteps Media Kit to promote editorial coverage in guidebooks, newspapers, magazines, broadcast and online.
2. Design and distribute Royal Footsteps decals to promote community awareness and cross-marketing (internal audience).
3. Continue to seek out opportunities to share our story.

Partnerships

Byway collaboration with other marketing organizations will strengthen awareness of Royal Footsteps and will yield greater results. Groups and organizations identified as marketing partners include:

Hawaii State Department of Transportation
County of Hawaii Department of Research and Development
Hawaii Tourism Authority
Hawaii Visitors & Convention Bureau
Big Island Visitors Bureau
Kona-Kohala Chamber of Commerce
Destination associations
Hotels, restaurants, retail shops and other businesses along the byway

Key to the success of visitor satisfaction is the system of Visitor Centers. Until such time as a free standing Center may be built, private industry partners have stepped forward to serve as Visitor Centers. Visitor Centers serve as byway hosts and points of entry providing information and public restroom facilities to the traveler.

Our partnering Visitor Centers are:

King Kamehameha Kona Beach Hotel (northern gateway)
Keauhou Shopping Center (southern gateway)
Keauhou Beach Resort (southern gateway)

Results: Tracking, Evaluation and Ongoing Public Input

Respondents to a May 2011 KVBID survey rated the designation of Ali'i Drive as a Hawaii Scenic Byway:

67.8% very important
21.1% somewhat important
11.1% unaware of designation
0% not important

This underscores the importance of the byway designation to the local community. These are excellent responses considering the newness of the designation. Additional outreach is needed to expand marketing penetration.

Return on investment can be measured and will be evaluated using these tools and criteria:

1. Continuing to analyze visitor trends
2. Tracking web statistics
3. Tracking editorial coverage and calculating value
4. Gathering economic feedback from byway businesses
5. Evaluating byway visitor satisfaction
6. Annual survey
7. Periodic community meetings

Jurisdiction, Management & Public Use Status on Selected Sites Along the Corridor

The following chart helps to identify the respective organization/entity that is responsible for management/maintenance of the selected sites along Ali'i Drive; the Local Byway Committee will work with the parties having jurisdiction over the various sites in the implementation of the CMP. Present management status and public access/viewing of the sites are noted.)

Site	Royal Footsteps Sites	Existing Jurisdiction	Management and Public Use Status
1	Kailua Seawall	County (DLNR-Pier)	Active management/Public use
2	Pa o 'Umi	DLNR	Passive management/Public viewing
3	Hulihe'e Palace	DLNR/Daughters of Hawai'i	Active management/Public use (entry fee)
4	Mokuaikaua Church	Mokuaikaua Church	Active management/Public viewing
5	Hale Halawai	County Parks	Active management/Public use
6	Ōneo Bay	County Public Works	Passive management/Public use
7	Waiaha Beach Park	County Parks	Active management/Public use
8	Kahului Bay	County Public Works	Passive management/Public use
9	Hale Halawai O Hōlualoa	DLNR/Living Stones Church	Active management/Public viewing
10	Puapua'a	County Parks Kona Bali Kai Condominium	Active management/Public use
11	Hōlualoa Bay	County Public Works	Passive management/Public use
12	Hōlualoa Royal Center	State Parks Betty Kanuha Foundation	Active restoration efforts via private foundation
13	Judd Trail	Na Ala Hele/Royal Ali'i PUD	Passive management/Public viewing
14	Pahoehoe Beach Park	County Parks	Active management/Public use
15	La'aloa Bay Beach Park	County Parks	Active management/Public use
16	La'aloa	County Parks	Active management/Public use
17	Ku'emanu Heiau	County Parks	Passive management/Public viewing
18	St Peter's Catholic Church	St Peters Catholic Church	Active management/Public viewing
19	Kahalu'u Bay Beach Park	County Parks	Active management/Public use
20	Helani Church Ōhi'amukumuku Heiau	Mokuaikaua Church	Passive management/Public viewing
21	Hāpaiali'i & Ke'ekū Heiau	Keauhou Resort	Restoration efforts via private owner
22	Mākole'ā Heiau	Keauhou Resort	Restoration efforts via private owner
23	Heritage Corridor Overlook	Keauhou Resort	Active management/Public use
24	Royal Hōlua Slide	Keauhou Resort	Passive management/Public viewing
25	Lekeleke Burial Grounds	Keauhou Resort	Passive management/Public viewing
	Ahupua'a Markers	Royal Order of Kamehameha Keauhou Resort	Keauhou/Kahalu'u markers installed by private landowner
S-1	Kamakahonu	King Kamehameha Hotel	Passive management/Public viewing
S-2	'Ahu'ena Heiau	King Kamehameha Hotel Ahuena Heiau Inc	Active restoration efforts via private foundation
S-3	Keauhou Bay	Keauhou Resort	Passive management/Public viewing
S-4	Kamehameha III Birthsite	Keauhou Resort Daughters of Hawai'i	Active management/Public viewing

- **Active management** means the appropriate jurisdiction is taking active measures to address the management/maintenance needs specific to the site.
- **Passive management** means the appropriate jurisdiction is addressing broad management needs for the area (i.e. along roads,) but efforts are not specifically directed to the site.

Recent, Underway and Contemplated Actions on Selected Sites Along the Corridor

In contemplating management actions under this CMP, a look at some recent completed projects or projects underway at each site, as well as contemplated priority actions (as discussed and summarized in the CMP) is helpful to understand the breadth and depth of ongoing activity.

Site	Royal Footsteps Sites	Recent/Underway Actions	Priority Issues/Actions
1	Kailua Seawall	Pier repair completed	Private management of Kailua Pier
2	Pa o 'Umi		
3	Hulihe'e Palace	Earthquake repair completed	
4	Mokuaikaua Church	Crosswalk added	
5	Hale Halawai		Traffic signal at Hualalai Road
6	Ōneo Bay		Ōneo Bay improvements
7	Waiaha Beach Park	Off-street parking/ facilities	Traffic signal at Lunapule Road
8	Kahului Bay		Culvert replacement; off-street parking/facilities
9	Hale Halawai O Hōlualoa	New nominal rent lease negotiated	DLNR road remnant acquisition; traffic signal at Royal Poinciana Drive
10	Puapua'a	Lease for off-street parking	Construct off-street parking/ facilities
11	Hōlualoa Bay		Lako Street extension; off-street parking/facilities
12	Hōlualoa Royal Center	Restoration efforts underway	Large-scale restoration Keolonahihi/ Keakealaniwahine; off-street parking/facilities
13	Judd Trail	Preserve area established in development plan	
14	Pahoehoe Beach Park		
15	La'aloa Bay Beach Park		"Kingman Trust" acquisition; off-street parking/facilities
16	La'aloa		La'aloa Avenue extension; traditional restoration of Haukalua Heiau
17	Ku'emanu Heiau		
18	St Peter's Catholic Church		
19	Kahalu'u Bay Beach Park		Master plan implementation
20	Helani Church		Preservation
	Ōhi'amukumuku Heiau		
21	Hāpaiali'i & Ke'ekū Heiau	Restoration completed	Support restoration efforts
22	Mākole'ā Heiau	Restoration completed	Support restoration efforts
23	Heritage Corridor Overlook		
24	Royal Hōlua Slide	Pedestrian/bike lane added to makai side of Ali'i Drive	Pedestrian/bike lane added to mauka side of Ali'i Drive
25	Lekeleke Burial Grounds		
	Ahupua'a Markers	Keauhou/Kahalu'u installed	Install along entire length of Ali'i Drive
S-1	Kamakahonu		
S-2	'Ahu'ena Heiau	Restoration underway	Support restoration efforts
S-3	Keauhou Bay		
S-4	Kamehameha III Birthsite		

Royal Footsteps Along the Kona Coast Sites Listed on the State and National Register

The following chart notes sites listed on the State or National Register. As the CMP implementation moves forward, the Local Byway Committee will work with the parties with jurisdiction to evaluate whether the non-listed sites should seek registration.

Site	Royal Footsteps Sites	Existing Jurisdiction	State Register (date)	National Register/Landmark (date)	Archaeological Site Number
1	Kailua Seawall	County (DLNR-Pier)			
2	Pa o 'Umi	DLNR			
3	Hulihe'e Palace	DLNR/Daughters of Hawaii	02/21/81	05/25/73	10 28 7001
4	Mokuaikaua Church	Mokuaikaua Church	01/12/78	10/03/78	10 28 7231
5	Hale Halawai	County Parks			
6	Ōneo Bay	County Public Works			
7	Wai'aha Beach Park	County Parks			
8	Kahului Bay	County Public Works			
9	Hale Halawai O Hōlualoa	DLNR/Living Stones Church	11/26/86	06/05/87	10 37 7234
10	Puapua'a	County Parks/Kona Bali Kai			
11	Hōlualoa Bay	County Public Works			
12	Hōlualoa Royal Center	State Parks/Betty Kanuha Foundation	11/02/77 08/02/03	07/14/83 06/08/05	10 37 2059 10 37 23661
13	Judd Trail	Na Ala Hele/Royal Ali'i PUD			
14	Pahoehoe Beach Park	County Parks			
15	La'aloa Bay Beach Park	County Parks			
16	La'aloa	County Parks			
17	Ku'emanu Heiau	County Parks			
18	St Peter's Catholic Church	St Peters Catholic Church			
19	Kahalu'u Bay Beach Park	County Parks		12/27/74	10 37 4150 *
20	Helani Church/ Ōhi'amukumuku	Mokuaikaua Church			
21	Hāpaiali'i & Ke'ekū Heiau	Keauhou Resort		12/27/74	10 37 4150 *
22	Mākole'ā Heiau	Keauhou Resort		12/27/74	10 37 4150 *
23	Heritage Corridor Overlook	Keauhou Resort			
24	Royal Hōlua Slide	Keauhou Resort		12/29/62	10 37 1669
25	Lekeleke Burial Grounds	Keauhou Resort/Royal Order of Kamehameha I		08/13/74	10 37 1745
	Ahupua'a Markers				
S-1	Kamakahonu	King Kamehameha Hotel	07/17/93	12/29/62	10 27 7002
S-2	'Ahu'ena Heiau	King Kamehameha Hotel/ Ahuena Inc.	07/17/93	12/29/62	10 27 7002
S-3	Keauhou Bay	Keauhou Resort			
S-4	Kamehameha III Birthsite	Keauhou Resort/Daughters of Hawaii	01/13/78	07/24/78	10 37 4383

* Part of the Kahalu'u Historic District
(District w/multiple sites)

Illustrative Listing of Range of Contemplated/Recommended Actions

The following listing is the range of action items that are contemplated/underway by various sources. These are included here to illustrate the depth and range of actions proposed along the corridor. Following this listing are specific actions recommended the Local Byway Committee for actions under this Corridor Management Plan.

Project Type	Project Initiator	Timeframe			Project Summary
		Immediate (underway/ within 3-yrs)	Mid-term (3 to 6-yrs)	Long-term (6+-years)	
Traffic Safety					
Signalization	County	X			Evaluate effectiveness of All-way stops at Hualalai Road, Lunapule Road and Royal Poinciana Drive prior to signalization; evaluate roundabouts at these and other intersections
Encroachment Study	County	X	X		A study along the entire corridor was completed that investigated encroachments by adjoining lands into the corridor (vegetation, walls, etc). Next steps include notification of property owners and corrective measures.
Roadway Planning	County	X			Comprehensive Master Plan for the roadway including: an intersection management plan, transit service and facilities design, parking valuation, bicycle, pedestrian and non-motorized travel, shore access, emergency access, scavenge operations, recreation, Kailua Village TOD considerations, Scenic Byways attributes, encroachment mitigation, utility relocations, landscaping, way finding, and vehicle circulation.
Crosswalks	County	X			Investigate additional

Project Type	Project Initiator	Immediate (underway/ within 3-yrs)	Timeframe		Project Summary
			Mid-term (3 to 6-yrs)	Long-term (6+-years)	
New Roadways/ Road Extensions					
Ke Ala O Keauhou (AKA Ali'i Highway; Kahului-Keauhou Parkway)	County (STIP)			X	Proposed 4.5-mile 2-lane road with bike and pedestrian paths, between Ali'i Drive and Kuakini Highway from the vicinity of Hualalai Road (north) to Keauhou (south)
Update Ke Ala O Keauhou EIS	County		X		An update to the EIS is required prior to moving forward with the project.
La'aloa Avenue Extension	County	X			Extension of connector route between Ali'i Drive and Kuakini Highway
Lako Street Extension	County		X		Extension of connector route between Ali'i Drive and Kuakini Highway
Nani Kailua Extension	County		X		Extension and parking facility at south end of Kailua Village
New Off-street Parking					
Parking area at Banyans	County	X			Multi-year lease of real property for public parking (approximately 17-stalls) and park improvements
"Kingman" land acquisition	County	X			Acquisition of approximately 3-acres of private land in the vicinity of Pahoehoe and La'aloa Beach Parks.
State Remnant (3/7-6-016:013)	State/County	X			Conveyance of State remnant fronting Hale Halawai o Hōlualoa
Investigate additional acquisitions	State/County	X			Such as site North of Casa de Emdeko, site across from Royal Kahili, etc
New public restrooms	County		X		Install facilities
Parking included in Nani Kailua Extension	County		X		As noted in "New Roadways" above, a parking area is included in the road extension

Project Type	Project Initiator	Immediate (underway/ within 3-yrs)	Timeframe		Project Summary
			Mid-term (3 to 6-yrs)	Long-term (6+-years)	
Transit					
Support County reduced-fare bus service	County	X			Bus service within Kona has been developing to encourage more use of the bus and less driving
Support Keauhou Honu Express (Trolley)	Private	X			Private shuttle that runs along Ali'i Drive between Kailua and Keauhou (\$1 per ride)
Transit stops	County	X			Branded in Kailua Village
Drainage Improvements					
Ali'i Drive (Kahului) culvert replacement	County (STIP)		X		Replacement of an existing culvert with a new bridge and transitional structures
Bike and Pedestrian Safety/Aesthetics					
Ali'i Drive - Ōneo Bay Enhancement	STIP/County		X		Bicycle, pedestrian, landscaping and scenic view improvements along Ali'i Drive from Hualalai Road to Walua Road by under-grounding existing overhead utilities
Ali'i Drive – Landscaping of State Property at Ōneo Bay	County/ State	X			Landscaping of state-owned vacant lot on Ōneo Bay
Ali'i Drive shared Bikeway/Sidewalk	County	X			Mauka shoulder improvements from Kamehameha III Road to Kaleiopapa Street. (The makai side of the corridor has already been completed.)
Ali'i Drive Bike Shed	Hawai'i County Bicycle & Pedestrian Advisory Committee			X	Mauka and Makai 5-foot pedestrian lanes separated from vehicle travel lanes by 5-foot bike lanes
Feeder Road Sidewalks to Ali'i Drive	Hawai'i County Bicycle & Pedestrian Advisory Committee			X	Add/improve sidewalks along feeder roads to Ali'i Drive: Walua Road, Lunapule, Royal Poinciana, La'aloa, Queen Kalama, Makolea, King Kamehameha III

Project Type	Project Initiator	Immediate (underway/ within 3-yrs)	Timeframe		Project Summary
			Mid-term (3 to 6-yrs)	Long-term (6+-years)	
Ali'i Drive - Signage-Shared Road	Bike Plan Hawai'i		X		Shared road bike signage
Grand Ali'i	Peoples Advocacy for Trails Hawai'i (PATH)			X	Oceanfront Shared-Use paths for bicyclists and pedestrians, bike lanes, pedestrian ways, and shared Shoulder Bikeways along ten miles of coastline between Honokohau and Keauhou
Shared Use Path	County	X			The long range goal is a Shared-Use Path on the makai side of Ali'i Drive. This could take several forms; (a) a bay front esplanade through the village from Kuakini Hwy to Wai'aha Bay Beach Park), (b) Shoulder bikeway and makai side Shared-Use Path where the right-of-way is substantially wide enough to accommodate or one side is undeveloped (Wai'aha Bay Beach Park to Ali'i Point area, Lako Street to La'aloa Beach Park, and Kahalu'u Beach Park to the end), and (c) interim dedicated Pedestrian Lanes and Bike Lanes (where right-of-way is limited).

Project Type	Project Initiator	Timeframe		
		Immediate (underway/ within 3-yrs)	Mid-term (3 to 6-yrs)	Long-term (6+-years)
Protection, Stabilization and Preservation				
Process Interim Preservation Plan through DLNR-SHPD	Sponsor	X		
Restoration of Hōlualoa (Keolonahihi/ Keakealaniwahine)	State/Private Partnership (Byway Local Sponsor)	X		
Traditional restoration of Haukalua Heiau (La'aloa)	County/Private Partnership (Byway Local Sponsor)	X		
Stabilization of archaeological sites			X	
Support 'Ahu'ena Heiau Inc. Restoration of 'Ahu'ena Heiau	Private Partnership (Byway Local Sponsor)	X		
Support Keauhou Resort Restoration at Kahalu'u and Keauhou	Private Partnership (Byway Local Sponsor)	X		
Support Maintenance of Ku'emanu Heiau	County/Private Partnership (Byway Local Sponsor)	X		
Support Restoration of 'Ōhi'amukumuku Heiau	Private Partnership (Byway Local Sponsor)	X		
Return of artifacts related to sites (e.g. Kekuaokalani's cape at Smithsonian)				X

Project Type	Project Initiator	Timeframe		
		Immediate (underway/ within 3-yrs)	Mid-term (3 to 6-yrs)	Long-term (6+-years)
Marketing				
Signage				
Ahupua'a boundary markers	Sponsor/ County	X		
Identification, Place Names and Interpretive signs at Royal Footsteps sites	Sponsor/ County	X		
Gateway and Wayfinding signage	Sponsor/ County	X		
Interpretive Centers				
Interpretive/ Visitor Centers				
King Kamehameha's Kona Beach Hotel	Sponsor/Kona Beach Hotel	X		
Keauhou Beach Resort	Sponsor/ Keauhou Resort	X		
Keauhou Shopping Center	Sponsor/ Keauhou Resort	X		
Displays of artifacts	Sponsor/ Visitor Centers			X
Technology				
Website development	Sponsor	X		
Smartphone "Apps" development	Sponsor	X		
Promotional Activities				
Printed material	Sponsor	X		
Advertising	Sponsor	X		
"Events"	Sponsor	X		

Local Byway Committee Top Management and Priority Actions

This Royal Footsteps Along the Kona Coast Corridor Management Plan (CMP) has been developed through an inclusive, broad-based collaboration between the Community, the Sponsor and Governmental Agencies. It is a guide to call attention to and protect the area's significant archaeological, historic, cultural, natural, scenic and recreational resources.

With a foundation of Economic, Environmental, Social and Cultural Sustainability and Livability, the Local Byway Committee evaluated various actions to protect, preserve, restore, promote and share the extensive and extraordinary intrinsic qualities along the length of Ali'i Drive, particularly its Archaeological and Historic features.

As illustrated above, a number of actions are proposed along the Ali'i Drive corridor, most under the responsibility and control of others. However, the Local Byway Committee may play a support role in monitoring and encouraging the various actions along.

The full listing is included to give the reader a perspective of the extent and breadth of actions that are underway or planned along the corridor.

Ultimately, the Local Byway Committee determined their top management actions and established a priority list in various categories. Following are the management action categories:

- Management
- Restoration
- Major Road Improvements
- Traffic Safety Improvements
- Land acquisition
- Construction of public facilities
- Signage

These actions focus on protection of the corridor's primary intrinsic qualities and promotion, interpretation and marketing to attract and inform travelers to the corridor, whether resident or visitors.

Likewise, they address safety issues raised in the transportation analysis, as well as consideration for improvements to the corridor to enhance the aesthetics, experience and livability along the roadway.

The core principles in the actions under "Management" center on continuity of the public process and participation that was initiated through the Sponsor and Local Byway Committee, and increasing traveler awareness and understanding of the archaeological and historic sites and other intrinsic qualities along the corridor. The Management actions call for ongoing public participation and expanded marketing efforts.

As noted throughout this Corridor Management Plan, there are numerous archaeological and historic sites. While many of the sites have already been restored, several actions within the "Restoration" category address restoration and maintenance of additional significant archaeological and historic sites. Ultimately, these actions will serve to maintain and enhance the byway's archaeological and historic intrinsic qualities.

Actions included in this process, although not stated as a specific action because it over-arches all actions, are the preparation and implementation of a preservation plan. A draft interim preservation

plan is included in the Appendices of this CMP and serves as an immediate guide to assist in the protection and preservation of the corridor's archaeological and historic sites.

Several issues were raised in the Transportation Systems and Traffic Safety review along the corridor. These deal with the need for additional access ways to/from the corridor, as well as existing traffic safety concerns. The action categories "Major Road Improvements" and "Traffic Safety Improvements" identify initial actions to address these needs and concerns. All of these road projects undergo a public review process and include archaeological reviews per State statutes.

These not only assist in the safety and accommodation for automobiles, bicyclists and pedestrians, they also serve to enhance and accommodate the needs/safety for commercial traffic serving the area. Likewise, improved safety and alternative access to and from the corridor improve the livability for existing and future residents in developments along the corridor.

The action addressing the encroachment study of the corridor will provide needed information on roadway design standards and how public and private improvements (i.e. walls, vegetation, etc) encroach into the road right-of-way. When this study is complete, other actions may be necessary to address safety and aesthetic concerns.

Actions under the "Land Acquisition" and "Construction of Public Facilities" categories address safety concerns, but also focus on increasing the number of pull-offs, parking and facilities to enhance the travelers experience along the corridor. These actions address needs for travelers to stop, get out of their vehicle and experience the various sites and intrinsic qualities along the corridor.

Several marketing actions for improved identification and interpretation of the corridor's intrinsic qualities, especially its archaeological and historic sites, are addressed in the "Signage" category of actions. Gateway and wayfinding signs direct travelers to and through the corridor, and respective site and interpretive signs help the traveler to better understand the context and significance of sites and other intrinsic qualities along the corridor.

The Local Byway Committee will continue to meet quarterly to review programs and ascertain whether responsibilities are being met in an acceptable manner. All LBC meetings will be open to the public to encourage ongoing public participation. In this manner, the LBC will continue to make ongoing recommendations for consideration by the BV BID (Sponsor.)

The Sponsor and Local Byway Committee recognize that the management priorities include short- and long-term actions. Likewise, they recognize that, over time, amended or new priorities will need to be addressed.

Through this Corridor Management Plan, they express their commitment to long-term planning, broad public process and sustainability efforts to maintain the integrity of the byway and the extensive and extraordinary intrinsic qualities along its corridor.

Following is a summary list of the Local Byway Committee's Top Management and Priority Actions. This list summarizes the action in a list sorted by the various categories. Following this list is a chart noting the Lead Agency, Support Agency, Cost, Source of Funds, Timeframe and How the Project Improves Intrinsic Qualities.

Local Byway Committee Top Management and Priority Actions - Summary List

Management:

- (1) Keep the Byway Advisory Committee and public process active
- (2) Implement an integrated marketing program
- (3) Advocate private management of Kailua Pier (site #01)

Restoration:

- (1) Restoration at Hōlualoa Royal Center (Hōlualoa Historic District)(site #12)
- (2) Support restoration of `Ōhi`amukumuku Heiau/Helani Church (site #20)
- (3) Support Ahu`ena Heiau Inc. and Keauhou Resort restoration efforts (sites #S-2; #23)
- (4) Maintenance of Ku`emanu Heiau (site #17)
- (5) Reconstruct Haukalua Heiau using traditional approach (site #16)

Major Road Improvements:

- (1) Nani Kailua extension (between Ali`i Drive and Kuakini Highway)
- (2) La`aloa Avenue extension
- (3) Kahului culvert (Wai`aha Bridge) replacement (site #08)
- (4) Lako Street extension (site #11)

Traffic Safety Improvements:

- (1) Evaluate effectiveness of all-way stops at Hualalai Road, Lunapule Road and Royal Poinciana Drive prior to signalization; evaluate roundabouts at these and other intersections
- (2) Ōneo Bay Improvements (site #06)
- (3) Shared-Use Path on Mauka side of Ali`i Drive from King Kamehameha III Road to Kaleiopapa Street
- (4) Finalize encroachment study, notify landowners and address encroachment concerns
- (5) Investigate immediate opportunities to restripe portions/all of Ali`i Drive to accommodate bicycles, pedestrians and parking

Land acquisition:

- (1) DLNR remnant at Hale Halawai o Hōlualoa (site #09)
- (2) Acquisition of "Kingman Trust" property (site #15)
- (3) Seek other public/private property acquisitions for recreational access, parking, restrooms, shelters and safety

Construction of public facilities:

- (1) Puapua`a (Banyans, site #10) off-street parking/facilities
- (2) Hōlualoa (at Bay and at Royal Center, sites #11; #12) off-street parking/facilities
- (3) Landscaping/improvement to State parcel at Ōneo Bay (site #06)

Signage:

- (1) Install gateway and wayfinding signage
- (2) Install ahupua`a boundary markers along the length of Ali`i Drive
- (3) Install identification, place names and interpretive signs at select sites along Ali`i Drive

Local Byway Committee Top Management and Priority Actions

	Lead Agency	Support Agencies	Cost	Source	Priority			How Project Improves Intrinsic Qualities
					Immediate	Mid-term	Long-term	
					Up to 3 years	3 to 6 years	6+ years	
Management:								
(1) Keep the Byway Advisory Committee and public process active	Sponsor and Byway Committee	Community	Low	Internal		----- Ongoing -----		Assures ongoing public process and attention to implementation
(2) Prepare and implement an integrated marketing program	Sponsor and Byway Committee	Community	Medium	Internal & Grants		----- Ongoing -----		Heightens understanding of the archaeological/historic features; promotes economic benefits within the corridor
(3) Advocate private management of Kailua Pier	DLNR-Sponsor	Byway Committee	Low	Public-Private Partnership	X			Enhances overall byway experience and livability
Restoration:								
(1) Restoration at Holualoa Royal Center (Holualoa Historic District)	State Parks	Byway Committee	\$2-M	Grants	X			Protects and enhances culturally-significant archaeological/historic sites
(2) Support restoration of `Ōhi`amukumuku Heiau/Helani Church	Land owner	Byway Committee	Medium	Grants	X			Preserves significant archaeological/historic sites
(3) Support Ahu`ena Heiau Inc and Keauhou Resort restoration efforts	Ahu`ena Inc & Keauhou Resort	Byway Committee	Low	Private		----- Ongoing -----		Protects and enhances culturally-significant archaeological/historic sites
(4) Maintenance of Ku`emanu Heiau	County Parks	Byway Committee	Low	Operating funds		----- Ongoing -----		Appropriate management measure of archaeological/historic site
(5) Reconstruct Haukua Heiau using traditional approach	County Parks	Byway Committee	\$150,000	Grants	X			Appropriate restoration of archaeological/historic feature
Major Road Improvements:								
(1) Nani Kailua extension (between Ali`i Drive and Kuakini Highway)	County	Byway Committee and Community	High	County CIP		X		Improves access to/from the corridor and public safety
(2) La`aloa Avenue extension	County	Byway Committee and Community	\$20-M	County CIP		X		Improves access to/from the corridor and public safety
(3) Kahului culvert (Wai`aha Bridge) replacement	County	Byway Committee and Community	\$10-M	STIP		X		Improves safety and flood water control
(4) Lako Street extension	County	Byway Committee and Community	\$20-M	County CIP			X	Improves access to/from the corridor and public safety
Traffic Safety Improvements:								
(1) Evaluate effectiveness of all-way stops at Hualalai Road, Lunapule Road and Royal Poinciana Drive prior to signalization; evaluate roundabouts at these and other intersections	County	Byway Committee and Community	\$10,000	County operating	X			Improves safety and traffic flow (with improved aesthetics to preserve visual integrity)
(2) Oneo Bay Improvements	County	Byway Committee and Community	\$11-M	STIP	X			Improves public safety and visual integrity; enhances livability
(3) Shared-Use Path on Mauka side of Ali`i Drive from King Kamehameha III Road to Kaleiopapa Street	County	Byway Committee and Community	Medium	County CIP	X			Improves pedestrian and bicycle access along the corridor; enhances livability
(4) Finalize encroachment study, notify landowners and address encroachment concerns	County	Byway Committee and Community	Low	County Operating	X	X		Improves safety/allows for accurate planning opportunities
(5) Investigate immediate opportunities to restripe portions/all of Ali`i Drive to accommodate bicycles, pedestrians and parking	County	Byway Committee and Community	Low	County CIP/ Operating	X	X		Improves byway access, safety and comfort
Land acquisition:								
(1) DLNR remnant at Hale Halawai o Holualoa	DLNR-County	Byway Committee and Community	\$0		X			Improves safety along the corridor and provides additional parking/facilities
(2) Acquisition of "Kingman Trust" property	County	Byway Committee and Community	Med-High	Open Space Fund	X			Improves safety along the corridor and provides additional parking/facilities
(3) Seek other public/private property acquisitions for recreational access, parking, restrooms, shelters and safety	County	Byway Committee and Community	Med-High	Open Space Fund		X		Improves safety along the corridor and provides additional parking/facilities
Construction of public facilities:								
(1) Puapua`a (Banyans) off-street parking/facilities	County	Byway Committee and Community	\$300,000	County CIP	X			Improves safety along the corridor and provides additional parking/facilities
(2) Holualoa (at Bay and at Royal Center) off-street parking/facilities	County	Byway Committee and Community	Medium	County CIP Grants		X		Improves byway access, safety and comfort
(3) Landscaping/improvement to State parcel at Oneo Bay	State	Byway Committee and Community	\$100,000	State Grants & Private	X			Improves visual integrity, attractiveness and livability
Signage:								
(1) Install gateway and wayfinding signage	County	Sponsor and Byway Committee	\$200,000	County & Grants	X			Enhance identity and guidance to byway, key destinations and sites
(2) Install ahupua`a boundary markers along the length of Ali`i Drive	Byway Committee	County/Land owners	\$75,000	County & Grants	X			Improves awareness and identification of historical land divisions
(3) Install identification, place names and interpretive signs at select sites along Ali`i Drive	Byway Committee	County	\$150,000	County, State & Grants	X			Improves awareness and identification of archaeological/historic features