

QUEEN KAAHUMANU HIGHWAY, WIDENING, PHASE II
KEALAKEHE PARKWAY TO KEAHOLE AIRPORT ACCESS ROAD
PROJECT NO. NH-019-1(38)R

CLOSEOUT MEMO
MEMORANDUM OF AGREEMENT
STIPULATION 12

Stipulation 12 – Ahupua‘a Signs of the MOA executed on March 17, 2015 reads:

AHUPUA'A SIGNS. The HDOT shall install ahupua'a markers within the project limits following the guidelines of the HDOT's Ahupua'a Marker Program. The markers (ahu or sign on posts) shall be designed and installed in consultation with community groups and NHOs as prescribed by the Ahupua'a Marker Program. A notice of the proposed installation shall be published in the West Hawai'i Today newspaper. The markers shall be installed as part of the highway widening project.

Actions Taken to Complete Stipulation 12 – Ahupua'a Signs

*To use quick links to referenced documents, click on the blue number in the bracket, [00].
To return to this page, use [Command]+[Home].*

The State of Hawaii Department of Transportation (HDOT) was in the process of finalizing the Statewide Ahupua‘a Program during this project. The 2019 Draft Ahupua‘a Program [10] was used as a guide in discussions with Consulting Parties for the development and location of ahupua‘a signs within the project limits.

HDOT held three meetings with Consulting Parties to discuss the ahupua‘a signs on 04/07/17 [01], 05/23/17 [02] and 12/17/17 [04]. Through those discussions, Consulting Parties respected the need to comply with the HDOT Ahupua‘a Program and understood that the signs and their locations would need to comply with the Manual of Uniform Traffic Control (MUTCD) for safety reasons.

Once the sign design requirements were agreed upon, then HDOT consulted with the archaeological firm, Cultural Surveys Hawai‘i, to confirm the location of the ahupua‘a boundaries [05]. The locations of the boundaries were published in the West Hawai‘i Today newspaper on 01/29/18 for community review and comment [06]. No comments were received.

The ahupua‘a signs were installed as a part of the construction project and Consulting Parties were notified of completion during a meeting held on 06/26/19 [07]. On 10/25/19, the Consulting Parties requested that the ahupua‘a name at “Honokōhau 1” and “Honokohau 2” be changed to “Honokōhau Nui” and “Honokōhau Iki” respectively [08]. The signs were replaced on 05/12/20, concluding Stipulation 12.



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R. M. TOWILL CORPORATION
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Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Project and Construction Management

Project: Queen Ka‘ahumanu Highway Widening, Phase 2 Project
National Historic Preservation Act Section 106 Consultation Meeting

Date/Time: Friday, April 7, 2017, 9:00 am – 3:00 pm

Location: Natural Energy Laboratory of Hawaii Authority (NELHA)
Hale Iako Building, Room 119,
73-987 Makako Bay Drive, Kailua-Kona, Hawaii 96740

Attendees: See Attached Sign-In List

Hawaii Department of Transportation (HDOT)

Scot Urada
Sterling Chow
Natasha Soriano

Makani Hou O Kaloko-Honokohau

Fred Cachola
(Also representing Royal Order of Kamehameha)
Isaac "Paka" Harp

Federal Highway Administration (FHWA)

Richelle Takara
Lisa Powell
Meesa Otani

Kona Hawaiian Civic Club

Cynthia Nazara

R. M. Towill Corp. (RMTTC)

Jason Tateishi
Laura Mau
Michelle Wong

Office of Hawaiian Affairs (OHA)

Shane Nelsen
Lauren Morawski

National Park Service (NPS)

Jeff Zimpfer
Rick Gmirkin

Facilitators

Dawn Chang (Kuiwalu)
Herb Lee (Malama Waiwai)

A. Welcome and Statement of the Purpose of the Meeting (facilitated by Herb Lee)

1. Memorandum of Agreement Annual Report dated Feb. 24, 2017 (Distributed on Feb. 24, 2017 and Apr. 4, 2017).
2. Construction Updates.
3. Stipulation 17 of the MOA – Consultation on Post Review Discoveries Related to recent breaches at the Mamalahoa and Road to the Sea Trails.

B. Opening Pule – Cynthia Nazara (NHO)

C. Introductions and meeting protocols (facilitated by Herb)

It was announced that the meeting would be recorded for note taking purposes and shared with the meeting attendees along with the notes. Fred Cachola requested the meeting notes be drafted similarly to those prepared by Brian Takeda.

D. Welcoming Remarks (Scot Urada, HDOT Highways Administrator)

Scot Urada thanked everyone for attending the meeting, and for everyone's continued participation in the project. He acknowledged the oversight and mistakes that occurred on the project last year and explained that the HDOT takes responsibility for what happened. The primary purpose of the meeting is to consult with the NHOs on their thoughts and suggestions for: 1) Mitigation related to the damage to the trails, 2) How best to overcome what has happened and move forward; and 3) Other information pertaining to the construction status. The Annual Report will also be covered.

E. Remarks by FHWA (Richelle Takara, Assistant Hawaii Division Administrator)

Richelle Takara expressed FHWA's interest in what the NHOs have to say regarding the breaches and would like to see the project succeed.

F. Discussion of the MOA Annual Report (facilitated by Dawn Chang)

1. Each NHO provided a brief background on themselves and their interest in the Project:
 - a. Fred explained that NHOs understand the need for growth and development as well as to protect the sites and practices that are important to Native Hawaiians. He hopes there is an understanding with the HDOT that Hawaiians will always be here and hold a significant importance and meaning to cultural sites and practices. Fred is from Kohala, but has an interest in the project from a preservation point of view of the Native Hawaiian culture and beliefs as very important in his life.
 - b. Paka Harp explained that while he focused on marine resources earlier in his life, he has become involved with the Hawaii Patriotic League. His ohana has ancestral ties to Honokohau and his ohana is buried within the NPS.
 - c. Cynthia Nazara explained that she has a personal connection with the project and would like things done in the right way. She explained that there is no transparency in communication between groups in the project and would like to see that changed.
 - d. While Shane Nelsen from OHA also wanted to make sure all interested parties of the project understand each other he also has cultural and ancestral ties to the Kona (Napoopoo) district.
 - e. Jeff Zimpfer stated that NPS is a signatory for the project.
 - f. Rick Gmirkin stated that NPS was participating in the meeting to provide technical expertise on the trails. Lauren Morawski mentioned the involvement of OHA from the beginning of the project.

2. NHO General comments about the MOA Annual Report

- a. Dawn iterated that this meeting is not open to the public and only parties named in the MOA were invited. At this point, she asked if there were any questions regarding the MOA annual report.
- b. Fred stated his disappointment in the 10-month gap in 2015 where no annual report was released and nothing seemed to be done regarding the MOA stipulations. He noted that the 2016 annual report dated February 24, 2017 did not highlight tasks completed in 2015 and requested two separate documents for 2015 and 2016. He believes that if there was careful monitoring and reporting of construction activities including the completion of the MOA stipulations, that the site breaches would have been avoided. He added that there wouldn't have been any consequences if the MOA was followed.
- c. Sterling explained that in 2015, HDOT was focused on hiring cultural monitors and planning for the construction, such as lighting, drainage and landscaping stipulations. The coordination of the relationship building workshop and ahupua`a signage is currently being worked on.
- d. Fred added that on Page 2, Stipulation 5B, line 2 that HDOT and the University of Hawaii at Hilo (UHH) have entered an agreement that the NHOs have not reviewed and was not provided. He requested to review this agreement. He further explained that he and Paka were shocked and surprised to receive a phone call from Peter Mills at UHH thanking them for their assistance in creating the programs stated in the stipulation as they had no knowledge of any agreement.
- e. Natasha confirmed that no money has been transferred from HDOT to UHH since the finalization of the 2016 annual report. Arrangements are currently being worked on. A status report will be drafted for review by the NHOs.
- f. Fred mentioned that an Archaeological Monitoring Plan (AMP) should have been implemented prior to the start of construction. He believes that if the AMP was implemented and reported as such, the breaches may not have occurred. He mentioned not getting any of the AMP reports. Jason confirmed that as he receives the archaeological monitoring reports, he distributes them via email to the designated points of contact (POC) for the consulted parties. Paka did not receive the report that was sent to Makani Hou. Paka suggested that future documents also be sent to an alternate representative of the group in case the primary POC is unavailable to receive updates. Dawn asked that the consulted parties provide an alternate email address, if available.
- g. Dawn clarified that Stipulation 4 requires an SHPD-approved data recovery end of fieldwork report be submitted to parties of the MOA and consulted NHOs. HDOT confirmed that Stipulation 1 requires sending of the archaeological and cultural monitoring reports.
- h. Paka was concerned about the results of the data recovery efforts from the damaged sites. He requested to see the reports once finalized. He would like to be able to update members of the community, using a website, when asked about progress status.
- i. Stipulations 1, 4, and 19 pertain to archaeological reporting. Stipulation 4 requires that a data recovery end of fieldwork report be distributed to parties of the MOA and NHOs who

participated in the consultation process. Stipulations 1 and 19 also pertain to the monitoring and reporting. Jason confirmed that the data recovery field work is complete and the acceptance letter was sent to the MOA contact list. He was not sure if the actual end of fieldwork report was sent but will check if it was. He will confirm who received the data recovery end of fieldwork report and, if needed, he will re-distribute to the appropriate parties. The data recovery report will be distributed once it is complete.

- j. Lauren asked in regards to Stipulation 5b whether the funds will be extended beyond the five-year period since no UHH programs have been funded in the past two years. HDOT replied that it would.

3. NHO Specific Comments on each stipulation

- a. Stipulation 1 related to On Site Point of Contact (POC). Fred requested that HDOT update the POC list.
- b. Stipulation 2 related to Area of Potential Effect (APE). The NHOs requested a copy of the Supplemental Archaeological Inventory Survey (SAIS) for review. OHA was unaware of the SAIS and would have recommended a follow-up consultation with the NHOs. NHOs requested confirmation that the side roads were incorporated into the expanded APE and a walkthrough with Cultural Surveys of Hawaii (CSH). Historical sites that are significant to Native Hawaiians should be included in the SAIS not what is important to others.
- c. Stipulation 3 related to Professional Standards. NHOs disagreed with the “no further action required” determination. As an example, they had concerns about the ability of the archaeological firm to properly identify all the historic properties based upon the previous AIS.
- d. Stipulation 4 related to Archaeological documentation. NHOs requested to review the mitigation plan and questioned if the trails were part of the original AIS. Paka asked for an update on the status of the Burial Treatment Plan. Hawaii District has been asking Burial Council but have not received a response. Paka offered to help on his end to complete the Burial Treatment Amendment.
- e. Stipulation 5A – Fred asked how would NHOs know if plans are done and available?
- f. Stipulation 5B related to Native Hawaiian Cultural Outreach and Education. NHOs asked about the status of the contract with University of Hawaii at Hilo (UHH) because they suggested that The Kohala Center (TKC) may be more appropriate to do some of the work since they are from district and may be able to do it more cost effectively. FHWA expressed possible procurement restrictions and asked if TKC could be a subcontractor to UHH who is another government entity. However, the NHO felt that it would be appropriate to have UHH pursue the scholarship portion of this stipulation. Fred said that he would follow up with TKC and UHH on this matter.
- g. Stipulation 6 related to Cultural Monitors. Cynthia suggested doing cultural sensitivity training for all employees on the project. NHOs asked how cultural monitoring has been expanded since the breaches. Sterling said that as added measures, a monitor is present for activities within 100 feet from a site.
- h. Stipulation 7 related to Street Lighting. NPS agreed with the lighting plans.

- i. Stipulation 8 related to Noise Study. NHOs explained why they were asking for additional noise studies because some of their cultural ceremonies require silence. They further suggested doing the additional noise study after the project is completed.
- j. Stipulation 9 related to Highway drainage. NPS was satisfied with the drainage plans. Fred and Paka suggested installing additional dry wells north and south of the project to ensure pollution doesn't enter the ocean because of the important marine resources. Paka suggested frequency of the reports should be increased maybe for the first 5 years.
- k. Stipulation 10A related to Pedestrian Crossings. The question of a pedestrian refuge area in the median was raised and HDOT was not sure if a median refuge area was designed into the plans since the median was narrowed.
- l. Stipulation 10B related to Pedestrian Crossings and Underpass Feasibility Study. The NHOs would like to work with HDOT to provide safe crossings for use of historic trails that intersect the highway. Ala Kahakai raised the importance of safe pedestrian crossings to connect the mauka-makai trail, including the use of existing culverts. Solutions such as creating an overpass or underpass so future generations can walk in the footsteps of their ancestors will allow for cultural preservation of the trails. NHOs raised the issue that for overpass structures, the State has responsibility. The MOA states a third party is to maintain the underpass and the NHO questioned this requirement. NHO felt that the study should not only look at an underpass structure, but an overpass structure as well.
- m. Stipulation 11 related to Interpretive Signs. NPS is working with HDOT on the interpretive signs. The interpretive signs have not been fully vetted but may present the opportunity to tell the history of the trails. NPS holding an internal meeting next week for these signs. The NHOs request to be consulted during this process for both the interpretive and ahupua'a signs. The NHOs suggested the website would be a good way to let the other NHOs know of the progress of this stipulation.
- n. **Stipulation 12 related to Ahupua'a Signs.** The ahupua'a signs will need to abide by HDOT and county standards. The State clarified that for signs inside the highway right of way, it needs to comply with traffic control standards (MUTCD), which is different from signs outside the right-of-way (as in the NPS area). When the ahupua'a program report is finalized, it will be sent to the NHOs. There are local communities that are currently being consulted on not only content of the signs but also the proper placement of the ahupua'a signs. The work currently being done with NHOs on the terrain model relating to ahupua'a boundaries will help this effort.
- o. Stipulation 13 related to Highway Landscaping. The NHOs have been impressed with the landscaping plan and would like to see the landscaping plan applied to the rest of the project beyond the NPS boundaries and not just at the intersections. They also suggested planting Loulu Palm at trail crossings (where trails were bisected) as a visible way of identifying the trails. Paka also suggested other plantings to mark the boundaries of the ahupua'a.
- p. Stipulation 14 related to Relationship Building Workshop. Dawn asked if the NHOs could hold their discussion on this stipulation because it will be the subject of further consultation. NHOs suggested a series of meetings that will make up the relationship building workshop. The

NHOs should send comments and suggestions to HDOT about what they want to see in the workshop.

- q. Stipulation 15 related to the Terrain Model. Fred explained that the terrain model is a way of preserving the landscape of the area and the legacy of the culture. NHOs also suggested finding a higher trafficked location such as the airport or Palama Nui Campus instead of at the NPS Visitor Center to display the terrain model. Paka suggested focusing on the digital model first rather than the physical model, then possibly more than one physical model could be made from the same mold. Laura confirmed that the digital model was sent out to the NHOs for their review.
- r. Stipulation 16 related to Archaeological Materials and Records. NHOs requested the location of historical artifacts that were uncovered, the entity that is curating them, and the possibility of viewing the artifacts. OHA would also like to know if HDOT will take possession of the artifacts once the project is completed. Sterling explained that the artifacts are currently being curated by CSH on the Big Island. HDOT doesn't have the capacity to curate the artifacts and the plan is to have CSH continue to curate them. NPS suggested housing the artifacts with the physical terrain model.
- s. Stipulation 17 related to Post-Review Discoveries, specifically the recent breaches of the two trails. Dawn asked if the NHOs could hold comment on this discussion until we have completed all the stipulations to permit more dedicated time to discuss the breaches, identification of the historic properties, adverse effect and mitigation. All agreed.
- t. Stipulation 18 related to Dispute Resolution. Fred felt frustrated that he has not received a response to his October 6, 2016 email sent to HDOT and FHWA. He has consulted with the Native Hawaiian Legal Corporation and feels the NHOs are not being consulted to address the issues at hand and has considered filing a dispute resolution. OHA requested a copy of the report explaining the breaches and would like to see quarterly progress reporting. Paka suggested giving HDOT 30 days to response to Fred's email. HDOT has agreed to be timelier in their responses and information dissemination.
- u. Stipulation 21 related to Amendments to the MOA. Paka felt that the MOA should be amended and the NHOs want to be consulted on any amendments.

G. Construction Updates

1. Sterling provided a brief overview of the construction updates. Maps highlighting the breached sites were also presented (see attached). He stated that none of the areas near the airport have been disturbed. Paving has occurred at the Hulikoa Intersection and the contractor plans to pave towards the airport.
2. Rick asked if the fencing has been installed at the Mamalahoa Trail. Sterling responded that fencing has been installed.
3. Paka asked if the retaining walls will still be built where the encroached sites are located. Sterling confirmed that there will be no retaining walls in these areas.

H. Stipulation 17 Related to Post-Review Discoveries (specifically the site breaches to the historic trails)

1. The NHOs questioned what the protocol for notification is and why there wasn't any notification made 72 hours after the breaches occurred. Initially, HDOT did not consider the breaches to be an adverse effect. However, after the detailed investigation was completed, evidence indicated an adverse effect to the historic sites (layout of retaining wall footprint did not logically match with previously graded limits). It was then discovered that the protective fencing was installed in the wrong location due to many different reasons including two different coordinate systems that were used. The discovery of the breaches was a realization of failure on all levels and among different parties.
2. HDOT shared that the action plan is an internal document between HDOT and the contractors as mitigation measure to ensure that this would not happen in the future. An action plan was developed and distributed on April 4, 2017 and is an agreement between the HDOT and the contractor to prevent any future incidents. This action plan is intended to help to prevent mistakes like this from happening on this project and may possibly be used for future highway projects. The action plan dictates procedures for future construction projects to enhance the communication between the contractor and the archaeologists and increase monitoring requirements.
3. The NHOs feel the breaches was a conspiracy and felt it was HDOT's opinion that asking for forgiveness after the work was done was easier than asking for permission.
4. Fred asked how the breaches were discovered. Sterling stated that Jason discovered a discrepancy when reviewing the construction layout of the walls. It was not until the detailed investigation that the fences were determined to be in the wrong location. Further inspection of the sites was completed to make sure no other sites were disturbed. Paka asked why the barrier locations were checked after grading occurred. Fred asked how the breaches occurred when the monitoring plan required protective barriers at the sites. Jason clarified that the fence was installed, just not in the right place.
5. Fred felt that HDOT was trivializing their accountability on the project. Sterling responded that HDOT will be responsible and will move forward towards mitigation. Fred asked how one would mitigate for spiritual hurt.
6. Shane inquired if both archaeological and cultural monitors were present during grading work near the breached areas. Jason responded that cultural and archaeological monitors were present, as well as contractor and RMTC personnel. Shane commented on how the group could work together make the mitigation plan work. Scot responded that the action plan would help to make sure all parties would be on the same page and prevent future incidences.
7. The NHOs asked FHWA what they thought of as potential mitigation. From FHWA's perspective, they were there to listen to NHOs suggestions not to offer potential mitigation suggestions. By listening to the NHOs perspective of the spiritual connection to their ancestors through the historical sites, it would be difficult for FHWA to offer mitigation suggestions since they would be missing that ancestral connection.

8. As additional mitigation, HDOT installed barriers that are more visible and implemented weekly checks to ensure that they remain intact. Furthermore, an archaeological monitor will be present when within 100 ft. of a site and there will be a clear chain of command.
9. Paka suggested as a show of good faith towards mitigation, HDOT will explore the possibility to put the physical terrain model in a central, high-trafficked location like the Kona Airport. Fred suggested using funds to assist Heritage Partnerships Program (HPP) to build a new structure at the Hawaii Visitor Center to accommodate the physical terrain model and artifacts. HDOT expressed some concern about accessibility of the physical terrain model to the non-flying public if it is located in the airport terminal.
10. As potential mitigation for the breaches to the trails, Fred suggested that HDOT consider a “like-like” mitigation for length of adverse impact to the trails, preserve and restore the same amount of trails at the other end of the trail system. Additionally, a scenic point area could be made where interpretive signs could be displayed to educate and inform the public about the trails. Part of the trail by Kealakehe High School could also be incorporated into the proposed park plans.
11. Given that the scheduled meeting time was close upon us, Dawn asked the NHOs if they would like to continue this consultation process on mitigation. All agreed that consultation needs to continue to discuss in greater detail the breaches and appropriate mitigation.

I. Next Steps

1. HDOT committed to preparing and distributing the meeting notes within two weeks.
2. HDOT will coordinate a site visit with the NHOs on the expanded APE, specifically the area of the breaches.
3. HDOT will coordinate a follow up consultation with the NHOs to discuss mitigation of the adverse effects to the historic properties.

J. Closing – Hawaii Aloha led by Fred.

Items requested by CPs for HDOT consideration:

1. Draft separate annual report for fiscal year 2015 per the MOA requirements.
2. Provide copy of the agreement and send status report sent to NHOs for Stipulation 5B regarding Native Hawaiian Outreach and Education with the UHH.
3. Update POC list to provide a primary and secondary POC for each organization, and redistribute new POC list to all parties.
4. Send Data Recovery Report to all MOA parties, once finalized.
5. Research the possibility of creating a website to distribute information in a timely manner.
6. Coordinate a time for the NHOs to do a follow-up site visit.
7. Consult with the NHOs regarding the expanded APE and SAIS. Provide SAIS for review.

8. Conduct additional noise studies.
9. Consider feasibility of installing dry wells along the coastline.
10. Consider feasibility of safe highway crossings such as overpasses or underpasses.
11. Distribute ahupua'a program report to the NHOs, once finalized.
12. Consider using native Hawaiian plants as markers for historic trails and ahupua'a boundaries.
13. Update NHOs on the curation of artifacts by CSH.
14. Respond to Fred's email in 30 days.
15. Consider quarterly reporting instead of annual reporting.
16. Install barriers that are more visible and conduct weekly checks. Provide archaeological monitor on-site when construction will occur within 100 ft. of a site.
17. Research the feasibility of building a new structure at the NPS Visitor Center to accommodate the physical terrain model and artifacts.

Attachments:

1. Attendance Log
2. Agenda
3. Construction Updates
4. Figure 1: Queen Ka'ahumanu Highway Widening, Ph. 2 project Location and Disturbance Locations (SIHP #s 50-10-27-00002, Mamalahoa Trail; 10714 (Features A and C), Road to the Sea; -28783 (Features A-F), Agricultural Complex; -19947, (Features A, B, & C), Stacked Rocks; and -28811, Pahoehoe Excavation;
5. Figure 2: SIHP #50-10-27-00002, Mamalahoa Trail, Site Locations
6. Figure 3: SIHP #50-10-27-00002, Mamalahoa Trail, Approximate Disturbance Locations
7. Figure 4: SIHP #50-10-27-10714, Features A & C, Road to the Sea Trail System, and Feature A & C, Approximate Disturbance Locations
8. Figure 5: SIHP #50-10-27-28783, Features A – F, Agricultural Complex, Buffer Disturbance Site
9. Figure 6: SIHP #50-10-27-19947, Features A, B, & C, Stacked Rocks, Buffer Disturbance Site
10. Figure 7: SIHP #50-10-27-28811, Pahoehoe Excavation, Buffer Disturbance Site

The above represents R. M. Towill Corporation's understanding of the discussions held. Notifications of any clarifications or discrepancies would be appreciated within 14 calendar days.

Prepared by: Laura Mau and Michelle Wong

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Subject: Queen Ka'ahumanu Highway Widening, Phase 2 Project
National Historic Preservation Act Section 106 Consultation Meeting
Draft Meeting Notes

Date/Time: Tuesday, May 23, 2017 9:00 a.m. to 3:00 pm

Location: Natural Energy Laboratory of Hawaii Authority (NELHA)
Hale Iako Building, Room 119
73-987 Makako Bay Drive, Kailua-Kona, Hawaii 96740

Agenda: See attached

Attendees: See below

Hawaii Department of Transportation (HDOT)
Scot Urada
Sterling Chow
Deona Naboa

Makani Hou O Kaloko-Honokohau (Makani Hou)
Fred Cachola
(Also representing Royal Order of Kamehameha)
Isaac "Paka" Harp

Federal Highway Administration (FHWA)
Richelle Takara
Lisa Powell

Kona Hawaiian Civic Club
Cynthia Nazara

R. M. Towill Corp. (RMTc)
Jason Tateishi
Laura Mau
Michelle Wong

Office of Hawaiian Affairs (OHA) – Via Phone
Keola Lindsey
Lauren Morawski

State Historic Preservation Division (SHPD)
Susan Lebo
Amy Rubingh

National Park Service (NPS)
Rick Gmirkin

Facilitators
Dawn Chang (Kuiwalu)
Herb Lee (Malama Waiwai)

Historic Hawai'i Foundation – Via Phone
Kiersten Faulkner

Laiopua Hawaiian Homestead Association
Bo Kahui

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- A. Opening Pule – Cynthia Nazara
 - B. Introductions (facilitated by Herb Lee)
 - C. Welcoming Remarks (Scot Urada, HDOT Highways Administrator)

- 1 Scot Urada thanked everyone for their continued participation and dedication in the project. He acknowledged the oversight and mistakes that occurred on the project, in particular the impacts to the trails. The primary purpose of today's meeting is to consult with the Consulting Parties (CP) on their thoughts on proposed mitigation related to the damage to the trails. He acknowledged through the discussions, not everyone may agree on everything and asked everyone to be able to work together and hoped that through our discussions we can move forward towards a resolution. Everyone has a stake in this and in the end, we hope to all provide something that will be beneficial to the people of Hawaii.

D. Process Protocols (Facilitated by Herb)

- 1 Herb explained the process protocols using the word "ALOHA": (1) Akahi as modesty, (2) Lokahi as Unity, (3) Oia i'o as honesty or trust, (4) Ha'aha'a as humility, and (5) Ahonui as patience. These cultural protocols should guide our discussions with one another.
- 2 Moving forward, comments and responses to various documents (i.e. meeting notes, correspondence, etc.) should be submitted no later than 30 days after receipt of the document, unless extended.

E. Stipulation 17 Related to Consultation on Post-Review Discoveries Related to the recent damage of portions of the Mamalahoa and Road to the Sea Trails (Facilitated by Dawn)

1. The reason for the meeting is to recognize and respect the importance for preservation and protection of historical resources.
2. Dawn provided an overview of the Section 106 process for the Queen Ka'ahumanu Highway Widening Project which included the following key points:
 - i. Widening of the Queen Ka'ahumanu Highway is a federal undertaking through the use of federal funds.
 - ii. 76 historic properties were identified within the APE.
 - iii. FHWA in consultation with the State Historic Preservation Officer (SHPO) determined that the Project would result in an adverse effect on the historic properties.
 - iv. FHWA and HDOT consulted with various agencies, NHOs (collectively referred to as CPs) and SHPO to avoid, minimize or mitigate adverse effects.
 - v. Pursuant to the consultation, an MOA was entered into originally in 1999 and then subsequently superseded by the current MOA in 2015.
 - vi. FHWA and HDOT are currently in the process of implementing the MOA stipulations.
 - vii. Stipulation 17 of the MOA provides a process for consultation with CPs for post review discoveries of unanticipated effects and is the purpose of this meeting.
- 3 Fred asked to focus on Stipulation 17 regarding notification of post review discoveries. He does not recall being notified about the discoveries within the 72-hour period. He also wanted to know how the construction work continued after the first breach was discovered. Sterling stated that SHPD and FHWA were notified of the breaches within the 72-hour period. However, HDOT waited to confirm the adverse effect determination before notifying the CPs. Jason stated that the five breaches were discovered at the same time.

- 4 Fred also expressed that the action plan was not being followed prior to the breaches highlighting that the morning meetings by the contractor were not being held. Jason clarified that the action plan was drafted after the breaches occurred to prevent future incidences. Prior to the breaches, an SHPD approved Archaeological Monitoring Plan, including the use of cultural monitors, was on site during the work. Jason and Cynthia confirmed that the action plan is now being implemented. Susan asked who reviewed the action plan before it was implemented. Sterling replied that the contractor, the archaeological firm and HDOT reviewed the action plan. Paka views the action plan as Goodfellow Brothers Inc. (GB) and Cultural Surveys Hawaii (CSH) admitting responsibility for the breaches. Sterling clarified that the action plan is an internal management mitigation measure to prevent future incidences.
- 5 Paka wanted an explanation as to why the fencing was in the wrong location and why fill was brought in before the retaining walls were installed. Jason acknowledged that the fences were initially not in the right place but are now in the correct location now. Jason also explained that there is a 5 meter buffer zone around historical sites but retaining walls were required. During the December 2016 site visit, the contractor suggested that the fill near the breach could be removed, but the CPs felt that this would cause more harm than good.
- 6 Dawn then provided an overview of the Section 106 process for the unanticipated effects caused by the recent damage to portions of the historic trails:
 - i. Identification of Historic Properties was confirmed in the Supplemental AIS, including recent site visit with the CPs on May 5, 2017 to see the expanded APE.
 - Paka inquired if any additional sites were discovered during the May 5th site visit. Cynthia explained that no additional knowledge or stories of sites in the area was gathered and no sites were discovered during the walkthrough.
 - ii. HDOT, FHWA, and SHPD have made a determination of adverse effect caused by the damage to the trails.
 - iii. Developing proposed mitigation to resolve the adverse effects should consider the following guidelines per 36 CFR 800:
 - Have a nexus to the cause.
 - Be proportional to the adverse effect.
 - Have a benefit to the impacted parties, i.e. native Hawaiians.
 - Have a benefit to larger public.
 - Consider costs.
 - Develop measures to protect and preserve the unique history of the resource.
 - iv. A determination on the appropriate mitigation measures will not be decided at this meeting. Fred asked who makes the final determination on the mitigation measures. The Signatory Parties including SHPO, FHWA, and ACHP will sign and make the final determination on mitigation. Scot indicated that there will need to be coordination with HDOT to ensure they can implement the mitigation measures.

- v. Susan asked whether the expanded APE will also be covered under MOA Stipulation 17. Deona clarified that one of the breached sites was in the expanded APE, so it will be covered under Stipulation 17.
- vi. Fred expressed concerns about the term "breach". He would prefer the word "destroy" because it more accurately reflects the resource as gone and irreplaceable. While "breach" implies it can be repaired. Susan thought we should focus on using a term that could be used for this project instead of what was used on other projects. HDOT responded that it was a term used in another federal project, however it was agreed to consider an alternative word choice when preparing the mitigation documentation. Or add a footnote explaining the term "breach".
- vii. Paka wants in writing all the areas that were previously disturbed and when they were disturbed. Deona clarified that most of the area had been previously disturbed and they can only provide the areas that were disturbed during the project which included the area near Kealakehe Parkway. Paka understood and rescinded the need for a report of the disturbed areas.

F. Review of Mitigation Proposals submitted by CPs

1. Dawn noted that Fred on behalf of Makani Hou emailed on May 20, 2017 mitigation proposals to FHWA and HDOT (see attached). Fred mentioned that while this was a draft plan by Makani Hou, he conferred with Ala Kahakai, NPS, Kaloko-Honokohau National Park, Royal Order of Kamehameha and the moku of Kona and Kohala in drafting this proposed mitigation plan. Kona Civic Club was not conferred with regarding the draft mitigation proposals submitted by Makani Hou.
2. Dawn proceeded to open the consultation discussion on Proposal #1.
 - i. Reconcile the historic documentation and ownership with an on-the-ground metes and bounds survey of the Mamalahoa Trail, the Trail to the Sea and the Trail to Honokohau. After much discussion, there was agreement that rather than doing a metes and bounds survey, which could be costly and timely, it is more important to know the trail characteristics through GPS. This information would be helpful to confirm the state's ownership under the Highways Act of 1892.
 - ii. Commission cultural oral history survey. Fred explained that he would like to capture as much of the historical oral history from native Hawaiians. He recommended contacting Kepa Maly and others such as the Kohala Center or graduate studies from UH who have done work in this area to complete this item. Cynthia also noted that a lot of oral history has already been recorded and it just needs to be gathered. Paka clarified that the company Kepa Maly and his wife operates is called Kumu Pono Associates and have compiled a lot of research that could be used to supplement this item. Bo also expressed concerns about prioritizing the stipulations in the MOA so as not to jeopardize the completion of the highway construction. Susan asked for clarification on what is being done with regards to the trail survey study regarding oral history documentation. Deona and Sterling clarified that it does not include documenting of oral histories. Paka asked if the Data Recovery Report will only include the parts of the trails that were damaged and or the entire length of the trail. Rick also added that NPS is doing some documentation with Ala Kahakai to help record information about the trails. Fred wanted a type of final report, video clips, so that if someone asks in the future, the answer is not, "I don't know". After much discussion it was the group's consensus that rather than doing new research, it would be helpful to determine what already has been done with respect to the trails.

- iii. Restore and maintain the three trails as was done for portions of the Mamalahoa Trail in the Kaloko-Honokohau National Park. Paka feels more than a one-for-one restoration for the trails needs to be done and should be restored to walking trails. He also asked whether HDOT can coordinate with others to restore trails from the airport to Kailua town. HDOT asked SHPD what would be required from a regulatory process to do trail restoration. SHPD indicated that a preservation plan detailing the restoration process would be appropriate. Time period need to be determined and period of significance. Will restoration cause adverse effect? Rick noted that NPS has funds available for documentation of trails from Kaloko Honokohau to Mahaiula and they are working with the State's Na Ala Hele program. The group felt that this was a very important mitigation measure.
- iv. Plant and main a small grove of Loulu palms to identify the trails. Fred stated that there used to be groves of Loulu palms in the Kaloko-Honokohau National Park area. Cynthia mentioned that there are some kūpuna from the area who don't want the trails marked because it would call attention to them and potentially cause greater harm. There was a discussion that the Loulu may not be appropriate because of maintenance requirements. This item could be addressed through the existing landscaping MOA stipulation.
- v. Construct a Mamalahoa Trail Scenic Overlook with parking area on HDOT property on the mauka side of the highway. Fred explained that this may be the way to create a safe place for people to learn about and see the trails with reasonable and regulated use. Bo said there needs to balance between preservation and use. Fred felt it important for people to walk in the footsteps of the kūpuna. Paka spoke in support for the use of the trails and maybe an "adopt-a-trail" program to help maintain the trails.
- vi. Identify the property owners from the airport to Kailua town who own portions of the Mamalahoa Trail. Fred felt that it was important to involve other landowners that have kuleana for the trails. Paka felt it was important to work with other landowners to ensure that the trail is not destroyed. Some landowners that he is working with have agreed to preserve the historic properties, burials, and trails.
- vii. Dawn asked the CPs to rank the proposed mitigation measures so that FHWA and HDOT would know the importance of the mitigation measures in the event not all the proposed mitigation could be implemented.
 - Fred said let the 3 signatories decide if rank is necessary but his intention was that the Proposal #1 was an integrated approach.
 - Rick said documentation is key, therefore having the historic documentation is important.
 - Bo felt that #6 regarding coordinating with all the landowners would be the hardest to accomplish. While #3 was his priority and wants to see the trails maintained and restored. He still wondered about the difference between preservation vs. use for the trails relating to Item #4. He also added that Loulu is difficult to plant and maintain. Lastly, the remainder should be consolidated.
 - Cynthia felt that #3 regarding restoring and maintaining the trails was her priority.

- Paka would like to see the underpass be constructed now rather than wait for the study because that ensures safe access to the trails.
 - Lauren with OHA supports Makani Hou's proposal #1.
3. Dawn facilitated the discussion on Makani Hou's Proposal #2.
- i. Commission a research study with Hawaiian archaeologists to identify boundaries of the mauka-makai trails. Fred suggested deleting this provision and replacing it with Stipulation 11 from the existing MOA. Additionally, Fred would like to add signs on the mauka side of the highway.
 - ii. Commission a Hawaiian artist to design appropriate trail signs and markers. HDOT does not have a signage program for mauka-makai trails. Fred suggested using the ahupua'a signage program as a model for the mauka-makai trail signs.
 - iii. Consult with Kama'aina kupuna of the ahupua'a where the trails are located. Fred suggested that both items #3 and #4 from Proposal #2 are addressed in Stipulations 11 and 12. Fred's intent was that Proposal #1 was of higher rank than Proposal #2. Ahupua'a Signs in Oahu were not in the exact location of the ahupua'a boundary because it had to take into consideration existing features and safety to motorists.
 - iv. Install and maintain trail and ahupua'a signs and markers along Queen Ka'ahumanu Highway.
4. Paka stated that depending on what the response is to the initial proposal, there may be additional mitigation proposed. The CPs saw the mitigation proposals as a collective unit. HDOT will need to determine which items in the mitigation proposal are possible and feasible.
5. Dawn noted the purpose of his meeting was to provide the CPs an opportunity to provide appropriate mitigation measures for the breaches. Some of the CPs asked whether they would be able to submit additional mitigation measures after the meeting. Some of the CPs expressed that they did not know that the meeting would be the deadline to submit mitigation measures. However, HDOT and FHWA confirmed that this consultation meeting is the CPs opportunity to provide appropriate mitigation measures.
6. Dawn then asked all the CPs that were either present or on the phone if there were any other proposed mitigation measures that they would like to recommend.
- i. Fred expressed that Proposal #1 needs to be looked at as a package and whether it can be integrated with other stipulations or activities going on.
 - ii. Paka requested the installation of the underpass now rather than wait for study.
 - iii. Bo advocated for keeping UHH as the holder for the education outreach component. To reconsider another organization would cause a renegotiation of the MOA which is not the purpose of this meeting.
 - iv. Cynthia had no other mitigation to offer.
 - v. OHA supports the community opinion. They were not comfortable with the mitigation deadline and feels the NHOs should know what progress has been made and what FHWA deems as feasible. Further clarification needs to be done on how the stipulations are going to be completed. Their purpose is to work with everyone to make sure the project moves forward.

- vi. Dawn asked if there were any other CPs on the phone who would like to comment and there was no response.
7. CPs asked when the Signatory Parties will make a decision on mitigation and want a rationale for what was chosen. FHWA and SHPD could not commit at this time to a specific date because they need to give HDOT time to determine what is feasible, and confer with ACHP. After further discussion, HDOT and FHWA committed to notifying the CPs within 30 days from this meeting when they will be able to commit to a specific schedule for determining the appropriate mitigation for the trail damage.

G. Follow up on action items from April 7, 2017 Consultation Meeting (responses by Scot)

1. Scot stated that the meeting notes from the April 7, 2017 were sent out on April 21, 2017 and he did not receive any response so he would like to finalize the notes. Fred stated that he has comments and would like more time to review the notes and make comments. Paka requested the audio tapes from the April 7 and May 23 consultation meetings. The audio recording from the April 7, 2017 meeting was posted to the RMTC sharepoint site, however, Paka asked that HDOT provide an alternative website other than RMTC to post the information. He suggested either a CD or thumb drive in the meantime. RMTC will coordinate future documents, including meeting notes, audio, and handouts through either CD or thumb drive to the CPs.
2. HDOT invited the CPs to a site visit to look at the expanded APE and identify any additional historic properties on May 5, 2017 led by Deona and in attendance by Cynthia. No additional historic properties were identified.
3. FHWA sent out a revised report on April 28th showing separate columns for 2015 and 2016 as per request by CPs for a 2015 report.
4. Hardcopy of UHH Agreement was provided to Makani Hou on 4/7/17, and later placed on RMTC's website. No funds have been transferred to UHH regarding Stipulation 5b Education Outreach. Fred asked why was the UHH agreement entered into before the MOA was signed. FHWA noted that there was an original MOA signed in 1999 that preceded the current MOA that was signed in 2015. The CPs would like a copy of the original 1999 MOA. Fred expressed concerns about using UHH because of funding and excessive administrative overhead. Peter Mills and Keiki Kawai'ae'a are the UHH contacts. HDOT and FHWA had no objection to the CPs discussing with UHH how this stipulation could be accomplished cost effectively.
5. Stipulation 1 is related to point of contact for CPs has been completed. RMTC distributed the updated list with responses from OHA, HHF, ACHP, and Makani Hou on April 27th. NPS reiterated that information should be sent out to everyone because they are not getting everything that is sent out.
6. Stipulation 4 is related to archaeological documentation. Data recovery field work has been completed and HDOT is currently working with CSH to complete the report. This item should be moved to the quarterly updates. Paka wants to know what still needs to be done for the report. CSH is completing the writing portion and are also doing archival research.
7. Information will continue to be disseminated using the RMTC sharepoint site in addition to the use of GB website for construction updates. The CPs do not like having two websites. CPs will let the project team know if there are any problems with downloading information from the sharepoint site. NPS hasn't been able to download anything from the sharepoint site. The CPs want an independent website not associated with a company. They are fine with a CD or thumbdrive. Email is fine for smaller documents.

8. The SAIS was provided to the CPs for review on April 8, 2017 and can be downloaded from the RMTC sharepoint site. Comments were requested by May 19, 2017.
9. Stipulation 8 is related to noise study. Paka wanted to know what the purpose of doing a noise study before construction. He felt that doing a study after the project is complete could be used to compare the results. Scot reported that the noise study is used for a baseline evaluation and projections and is not done after the project. No additional noise study will be done.
10. Stipulation 9 is related to drywells. Scot reported that when the stipulation was negotiated due to concerns raised by NPS, HDOT considered impacts to the NPS, in particular concerns related to all anchialine ponds near the coastline and not just the ones in the park. HDOT understands that NPS is monitoring and collecting data, and drywells per current project plans will be maintained per the MOA stipulation.
11. Stipulation 10B is related to underpass. Paka asked who is liable for maintenance of an overpass. Scot reported that HDOT is generally liable and responsible for maintenance of structures within the DOT right-of-way. However, there are cases where the DOT may allow organizations to perform specific (non-transportation) activities within the DOT right-of-way, and they are responsible under a use and occupancy agreement. Example would be an organization want to put up decorative sign and landscaping, so the organization would be responsible for maintenance and liability by agreement. The use of the underpass for a non-transportation use is a very similar example, thus the stipulation indicates another party to maintain this. Therefore the original MOA stipulation scope will be maintained for the underpass study.
12. Stipulation 12 is related to the ahupua'a signs. The draft ahupua'a report is not available for public distribution yet. The CPs will be consulted for the sign locations once the report is finalized and the signs are ready to be installed.
13. Stipulation 13 is related to landscaping. This item was discussed earlier in the meeting as part of mitigation proposal. Loulu palms may not be appropriate because of maintenance issues. Fred reiterated the intent of his comment was to use native plants. No further consideration needs to be done as the landscape contractor is using native plants.
14. An update regarding the curation of artifacts was emailed on April 8th and FHWA included it in the annual report.
15. Scot responded to Fred's email on May 5th and Fred Sent a response on May 22nd.
16. The Project Team will continue to do annual reports and add quarterly updates. Scot wants to do updates on January 1st, April 1st, July 1st, and October 1st. The fourth quarterly report will also be the annual report.
17. The installation of barriers and making them more visible with weekly checks to ensure the integrity is being done following the action plan protocol.
18. Stipulation 15 is related to terrain model. Building a new building at the NPS visitor center was not feasible. Scot has talked to HDOT director regarding feasibility of placing it at the Kona International airport and he is willing to do so. CPs intent is to place it where it has the most benefit to the people. HDOT said they will continue to research the options. Paka requested two additional copies of the model, one at the airport, and second one at the county building in Kona as part of mitigation for the damage to the trails.
19. Timely reports. Scot will work to ensure timely responses and disbursement of information and reported that FHWA will be distributing quarterly reports.

H. Next Steps

1. Minutes of the May 23 mitigation meeting will be distributed within 30 days and comments from the CPs should be submitted within 30 days.
2. RMTC and HDOT will research the use of a DVD or thumb drive as an option for distributing information to the CPs.
3. Future construction updates will be at the project website.
4. The relationship building workshop updates and schedule will be sent out shortly.

I. Miscellaneous Items

1. Fred raised the issue of Site 06432 related to building a monument with the rocks that were removed. Fred said this was a unique boundary wall and the rocks have been preserved on the site. HDOT said they will need to research this item. A monument using the rocks from the Ka'aloa and O'oma boundary walls could not be built within the DOT right-of-way. The rocks were removed by hand and preserved on site. Deona says that there was no agreement on what to do with the rocks and no monument was agreed upon. More research will need to be done in the meeting minutes regarding what was agreed upon. Paka will review his transcribed minutes and see what was said. This was before the email between Sterling and Paka regarding the stones. Susan asked if CPs want it as a mitigation measure. Fred says it doesn't necessarily need to be a mitigation measure.

J. Closing Pule – Fred Cachola



**QUEEN KA'AHUMANU WIDENING PROJECT, PHASE 2
NATIONAL HISTORIC PRESERVATION ACT, SECTION 106
CONSULTATION MEETING**

Date & Time: Tuesday, May 23, 2017, 9:00 am to 3:00 pm
Location: Natural Energy Laboratory of Hawaii Authority
Hale Iako Training Room #119
73-987 Makako Bay Dr., Kailua-Kona, HI 96740

AGENDA

- A. Opening Pule**
- B. Welcoming Remarks**
- C. Introductions**
- D. Process Protocols**
- E. Stipulation 17 of the MOA**
 - Consultation on Post Review Discoveries Related to recent breaches at the Mamalahoa and Road to the Sea Trails**
 - 1. Identification of Historic Properties**
 - 2. Adverse Effect**
 - 3. Proposed Mitigation**
- F. Lunch**
- G. Follow-up of Action Items from April 7, 2017 Consultation Meeting**
- H. Next Steps**
- I. Closing Pule**

**MITIGATION PROPOSALS FOR THE DESTRUCTION OF WAHI PANA DUE TO THE
CONSTRUCTION OF THE QUEEN KAAHUMANU HIGHWAY AND THE CURRENT
WIDENING PROJECT PHASE I AND II**

**PROPOSAL # 1: IDENTIFYING, PROTECTING, MAINTAINING THREE MAJOR
TRAILS.**

This proposal provides for a comprehensive mitigation program to locate, identify, restore, document and maintain, the three major historic trails in the Keahole-Kaloko-Honokohau-Kealakehe area that were bisected and destroyed by the initial construction of the Queen Kaahumanu Highway and the current Widening Project, Phase I and II. The rationale for this proposal is for the HDOT and the FHWA to create more public awareness, protection, maintenance, perpetuation and reasonable use of cultural and historical resources that they have destroyed in constructing and widening the Queen Kaahumanu Highway. It will also promote more cultural identity, and renewal among Hawaiians.

Here are suggested steps and processes for HDOT and the FHWA to implement proposal #1.

1. Reconcile the historic documentation with an on-the-ground metes and bounds survey of the Mamalahoa Trail, the Trail to the Sea and the Trail to Honokohau. Confirm that the three identified trails are in the same alignment that was originally in existence prior to 1892.
2. Commission a cultural Oral History survey/study for graduate student(s), or other agencies like Cultural Surveys Hawaii, or the Kohala Education Center to interview kamaaina kupuna and researching other historical resources to document all the information they can accumulate on these three trails. The project should in a "Final Report" and video clips that can be shared on social media and you/tube outlets.
3. Restore and maintain the Trails, such as was done for portions of the Mamalahoa Trail in the Kaloko-Honokohau National Historic Park. Any stabilization/rehabilitation/restoration needs to follow Secretary of the Interior Standards for Historic Preservation, and needs to include detailed archaeological documentation of the existing trail segments prior to any restoration work.
4. Plant and maintain a small grove (3-4 trees) of Loulu palms to identify the locations where the three trails were bisected and at appropriate intervals (150-200 ft?) of the trail to easily identify and locate the trail routes from a distance - (refer to attached map). Study the feasibility of having appropriate markings/monuments on the highway which show the location of the trails where they were bisected and a brief historical description of the trails.
5. Construct a Mamalahoa Trail Scenic/Historic Overlook with a parking area on HDOT property on the mauka area, close to the Honokohau Harbor intersection - similar to what is at the Kiholo Scenic overlook. Include educational/information

signage/monuments which briefly describe the history of the Trail and a summary of the Highways Act of 1892. (see attached map for proposed location of the overlook). This overlook could also be a convenient Trailhead to access Mamalahoa for trail users.

6. Identify the property owners from the Keahole Airport to Kailua town area who have portions of the Mamalahoa Trail on their properties and facilitate a meeting of trail landowners (State DOT, Na Ala Hele, Queen Liliuokalani, etc.) to develop a collaborative plan to identify/locate, restore and maintain the entire Mamalahoa Trail for public access from the airport to Kailua (see attached map for the route). Plan needs to include caveats that any stabilization/rehabilitation/restoration needs to follow Secretary of the Interior Standards for Historic Preservation, and needs to include detailed archaeological documentation of the existing trail segments prior to any restoration work.

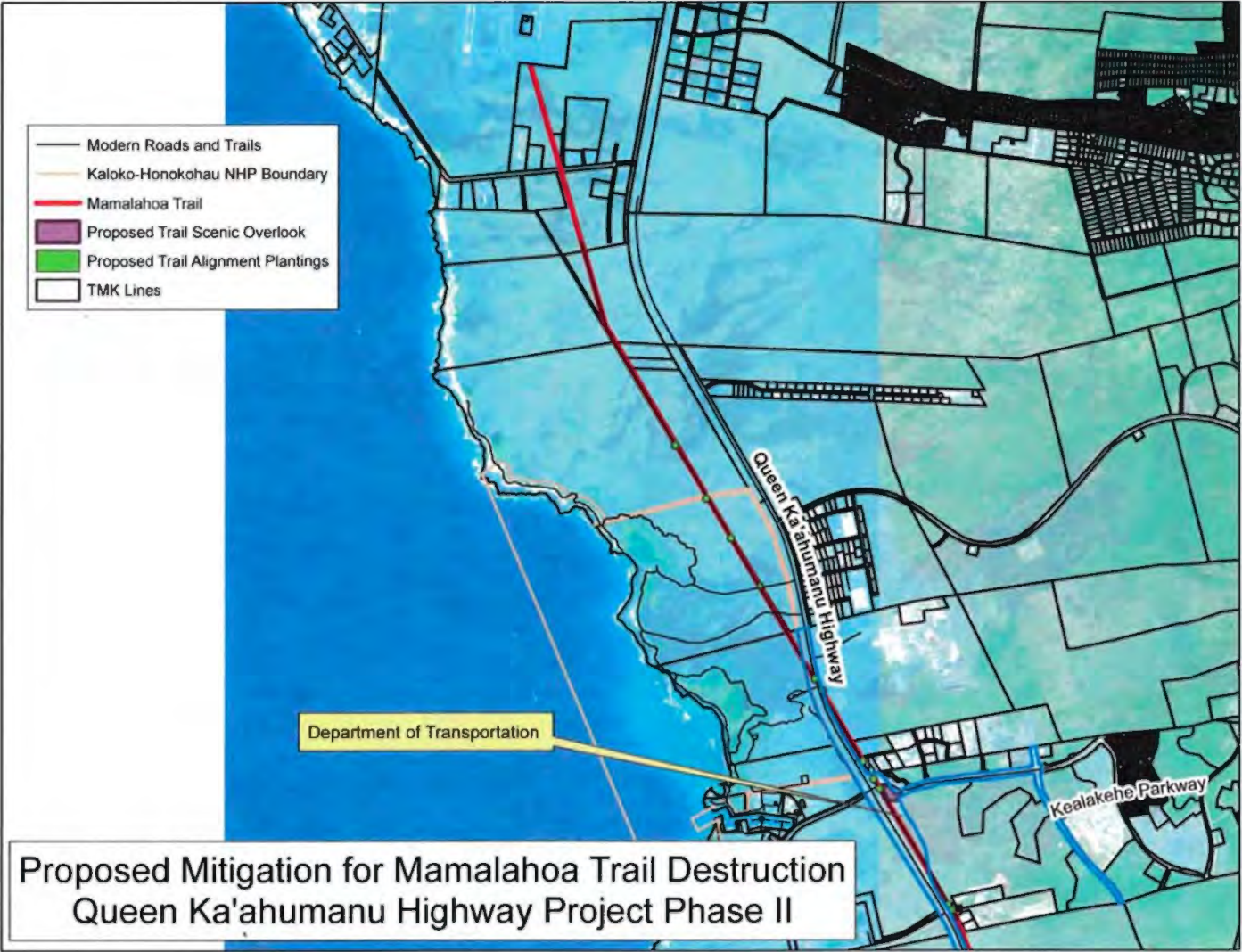
PROPOSAL #2: SIGNAGE PROGRAM FOR THE AHUPUA'A AND TRAILS
BISECTED BY THE CONSTRUCTION THE ENTIRE QUEEN KAAHUMANU
HIGHWAY, KAILUA TO KAWAIHAE, AND THE WIDENING OF THE HIGHWAY,
PHASE I AND II.

This proposal is to mitigate for the destruction of numerous Ahupua'a "Mauka/Makai" Trails bisected by the initial construction of the Highway and the current Widening Project Phase I and II. Here are suggested steps for the HDOT and the FHWA to implement this proposal.

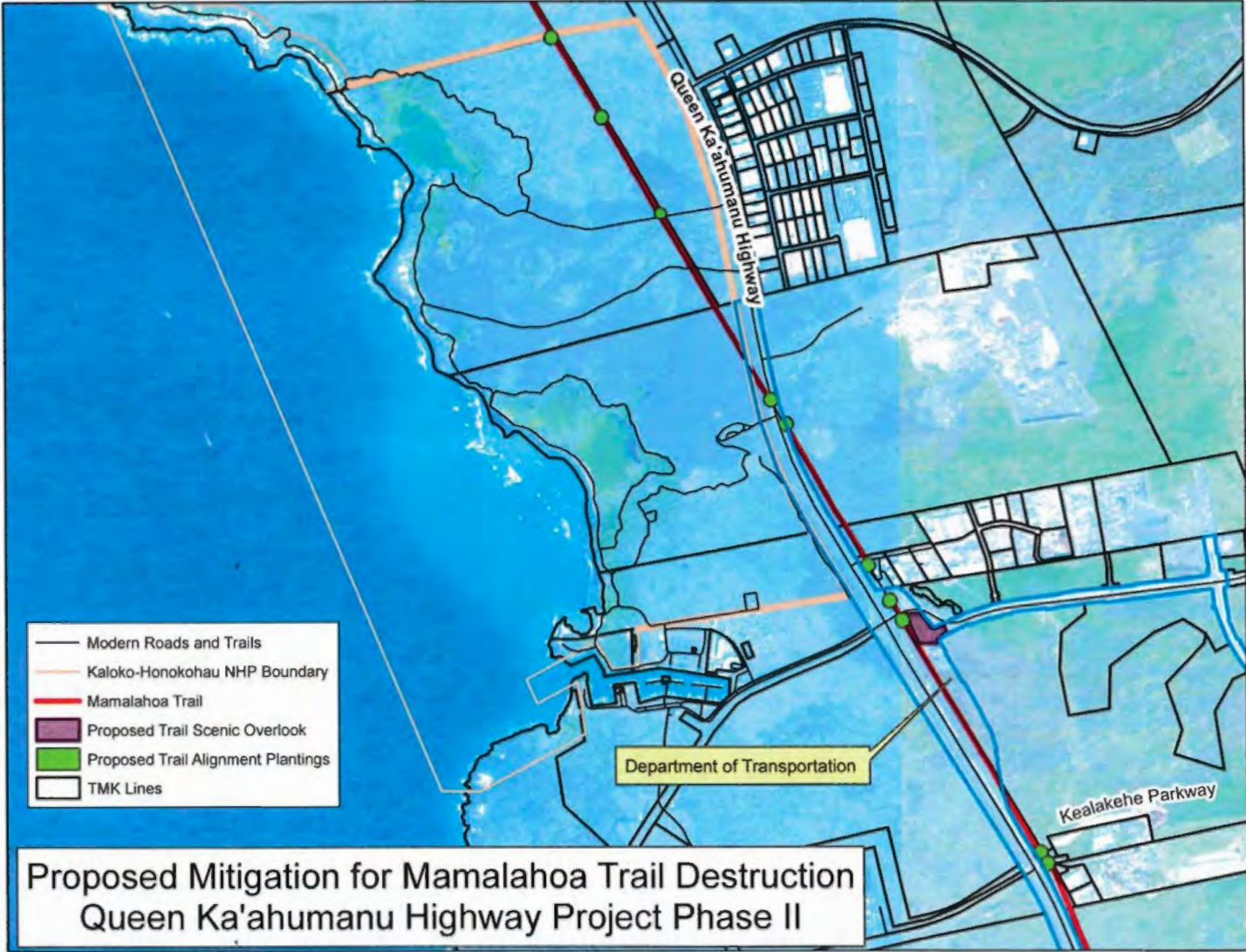
1. Commission a research/study project for Hawaiian archaeologists to Identify and map all the ahupua'a boundaries and mauka/makai trails that were bisected by the Queen Kaahumanu Project and the locations where bisections occurred. Some of this data may be recovered from the report of Francis Ching's archaeology survey completed prior to the construction of the highway, and other information from the data currently being compiled for the Terrain Model project.
2. Commission Hawaiian artists to design appropriate highway signs/markers to identify the bisected trails and to be installed at the locations where bisection occurred. Plan to use the HDOT program for Ahupua'a markers for the ahupua'a bisected by the highway.
3. Consult with kamaaina kupuna of the ahupua'a where those trails are located to discuss this project and incorporate their mana'o (thoughts) in the plans and implementation of this project.
4. Install and maintain the Ahupua'a and Trail signs at the appropriate locations along the Queen Kaahumanu Highway.

Me ke aloha,
Fred Keakaokalani Cachola, Pres.
Makani Hou o Kaloko-Honokohau

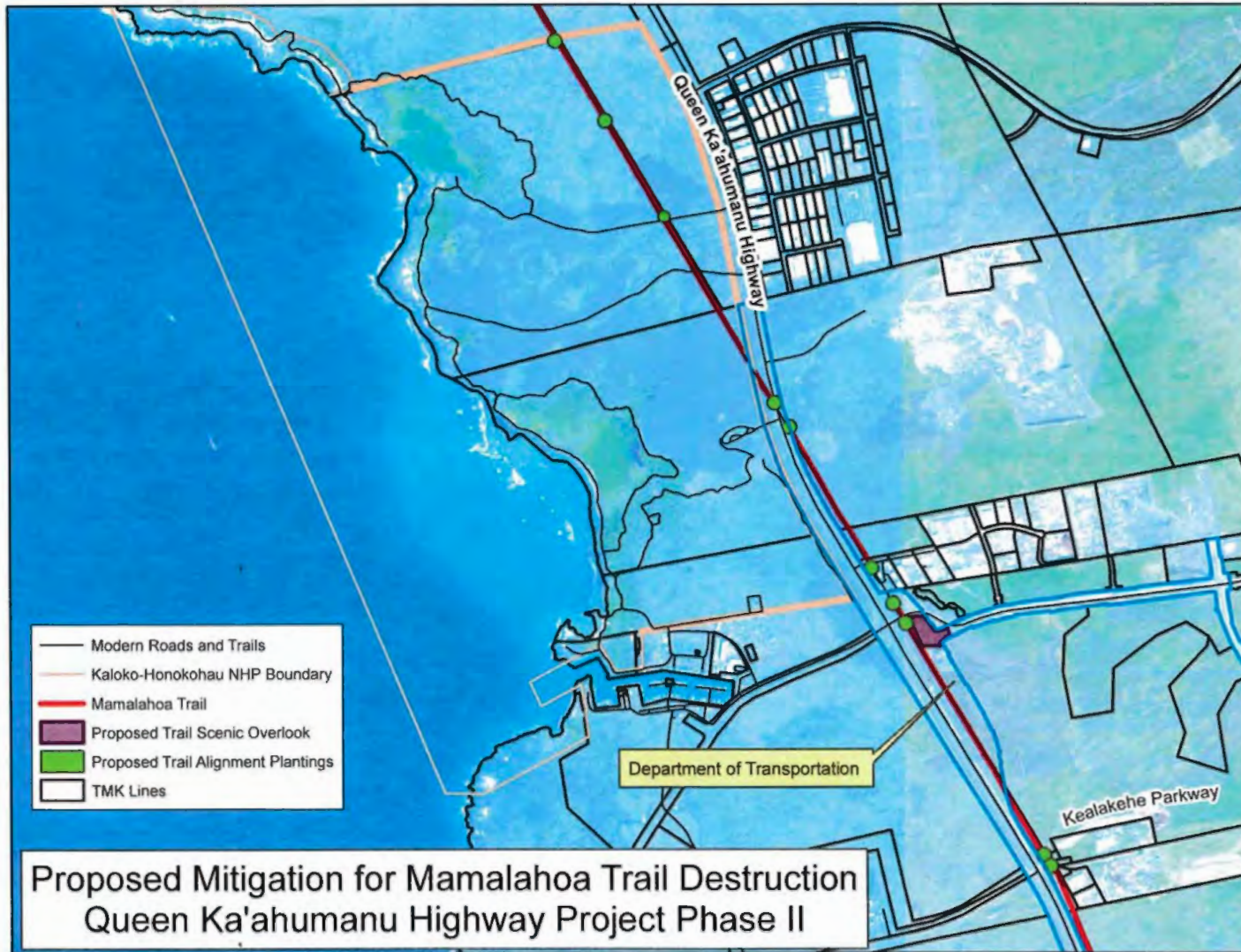
RECEIVED FROM MAKANI HOU
VIA EMAIL DATED 5.20.17



RECEIVED FROM MAKANI HOU
VIA EMAIL DATED 5.20.17



RECEIVED FROM MAKANI HOU
VIA EMAIL DATED 5.20.17



From: Smith, Donald L <donald.l.smith@hawaii.gov>

Sent: Friday, November 17, 2017 4:41 PM

To: meesa.otani@dot.gov; lisa.powell@dot.gov; richelle.takara@dot.gov; Urada, Scot T <scot.t.urada@hawaii.gov>; Chow, Sterling <sterling.chow@hawaii.gov>; Soriano, Natasha A <natasha.a.soriano@hawaii.gov>; Naboa, Deona <deona.naboa@hawaii.gov>; Kiersten@historichawaii.org; cynazara@gmail.com; mkahawaii@hawaii.rr.com; ohiwai@gmail.com; bokahui@laiopua.org; paka@sandwichisles.net; fredcachola@gmail.com; nainoaperry@yahoo.com; konakuahau@hotmail.com; keloal@oha.org; laurenm@oha.org; william_thompson@nps.gov; jeff_zimpfer@nps.gov; aric_arakaki@nps.gov; rick_gmirkin@nps.gov; mnaber@achp.gov; Lebo, Susan A <susan.a.lebo@hawaii.gov>; Rubingh, Amy <amy.rubingh@hawaii.gov>; naleimaile@gmail.com; ruthaloua@gmail.com; llightner@kukio.com; kulaiwi@hawaiiantel.net; rae.godden@nps.gov; jon.jokiel@nps.gov; mandy.campbell@nps.gov; alanainamalu@mac.com; hawkins@alakahakai.org; herblee@thepaf.org; ahaun@haunandassociates.com

Cc: Laura Mau <lauram@rmtowill.com>; Brian Takeda <BrianT@rmtowill.com>; Stacy Armstrong <StacyA@rmtowill.com>; James Yamamoto <JimmyY@rmtowill.com>; Noelle Wright <NoelleW@rmtowill.com>

Subject: Queen Ka'ahumanu Hwy Ph 2 MOA Stipulation 10B, 12, and 15 regarding the Underpass Guidelines, Ahupuaa Markers and the Terrain Model

Aloha Everyone,

PLEASE SAVE THE DATE FOR THURSDAY, DECEMBER 7, 2017!

We invite you to attend a meeting on the Queen Ka'ahumanu Highway Phase 2 MOA on:

Date: Thursday, December 7, 2017

Time: 9:00 a.m. – 3:30 p.m. (Light morning refreshments and lunch will be provided)

*Location: Natural Energy Laboratory of Hawaii Authority (NELHA)
Hale Iako Building, Room 208 Ocean View Conference Room
73-987 Makako Bay Dr., Kailua-Kona, HI 96740*

Topics: Morning session (9:00 to 11:30 am) – Meeting #3 for Memorandum of Agreement (MOA) Stipulation #15 regarding the Terrain Model

and Stipulation #12 regarding the Ahupua'a Markers

Afternoon session (12:30 to 3:30 pm) – Meeting #2 for MOA Stipulation #10B

regarding the Underpass Guidelines

In response to requests to consolidate meetings, we have arranged two sessions during the morning and afternoon. The morning session will involve the third meeting for Stipulation 15 regarding the Terrain Model, and will include a discussion of Stipulation 12 regarding the Ahupua'a Markers. This is in follow-up to the first two meetings for Stipulation 15 that were held on February 10 and 21, 2017.

During the first meeting for the underpass which was held on July 25, 2017, we agreed that a follow-up meeting would be held to discuss design guidelines. As such, the afternoon session on December 7th has been scheduled to address the guidelines. For those of you who will be participating in the afternoon session, please note that we will be sending a separate invitation to other participants who are not involved in Stipulations 12 or 15.

In keeping with the third quarter status report, we intended to meet with you in November, and were working towards that goal. In the process of coordinating various aspects of the stipulation, schedules, and accommodations, we kindly ask for your patience and understanding as we have postponed the meeting to December 7th.

Lunch will be provided between the morning and afternoon sessions, and we invite you to join us if you are available. We request that you RSVP no later than Wed., Nov. 30, 2017, as space will be limited and to help us in coordinating the refreshments. Once we have confirmed the participants, we will be sending an agenda and meeting materials. If you have any questions, you may contact me.

Mahalo,

Donald L. Smith
Hawaii District Engineer
50 Makaala Street
Hilo, HI 86720
(808)933-8866

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Agenda

AFTERNOON SESSION
MOA Stipulation 10B – Underpass Feasibility Study
Queen Kaahumanu Highway Widening, Phase 2
Kailua-Kona, Hawaii

Natural Energy Laboratory of Hawaii Authority (NELHA)
Hale Iako Building, Room 208 Ocean View Conference Room
73-987 Makako Bay Dr., Kailua-Kona, HI 96740
Thursday, December 7, 2017, 12:30 – 3:30 pm

1. Introduction 12:30 – 1:15 pm
 - A. Welcome/Pule: Herb Lee
 - B. Review Stipulation 10B
 - C. Basic Federal Design Requirements and Guidelines -
Pedestrian Facilities already in place:
 - Grade
 - Cross Slope
 - ADA Compliance
 - Width
 - D. Additional Comments and Questions

2. Underpass Facilities 1:15 – 2:45 pm
 - A. Examples
 - B. Open Discussion for what the group wants

3. Parallel Facilities 2:45 – 3:15 pm
 - A. Examples
 - B. Open Discussion

4. Summary 3:15 – 3:30 pm

Memorandum of Agreement (MOA) Section 106 Consultation Meetings
 Stipulations 10B-Underpass Feasibility Study; 12-Ahupua'a Markers; and 15-Terrain Model;
 Queen Ka'ahumanu Highway Phase 2
 Kailua-Kona, Hawai'i

Natural Energy Laboratory of Hawaii Authority (NELHA)
 Hale Iako Building, Ocean View Conference Room 208
 73-987 Makako Bay Dr., Kailua-Kona, HI 96740
 Thursday, December 7, 2017, 9:00 am – 3:30 pm

Attendees

Hawai'i Department of Transportation (HDOT)

Donald Smith, P.E., Hawai'i District Engineer

Natasha Soriano, P.E., Project Manager

R. M. Towill Corp. (RMTTC)

Jason Tateishi, P.E., Project Manager

Brian Takeda, Planning Project Coordinator

Herb Lee, Facilitator, Malama Waiwai

National Park Service (NPS)

Kaloko-Honokōhau National Historic Park

Jeff Zimpfer, Environmental Protection Specialist

Ala Kahakai National Historic Trail

Aric Arakaki, Superintendent

Rick Gmerkin, Community Archaeologist

Native Hawaiian Organizations (NHOs) and Consulting Parties

Hannah Kihalani Springer, Kama'āina, Ka'ūpūlehu

Fred Cachola, Makani Hou

Bo Kahui, La'i'Opua 2020

Alan Haun, Ph.D., Archaeologist

Amy Rubingh, State Historic Preserv. Div., Kona

Tina Clothier, People's Advocacy Trails Hawai'i

Marcie Davis, E Mau Nā Ala Hele

Barbara Schaefer, E Mau Nā Ala Hele

Deborah L. Chang, E Mau Nā Ala Hele

Agenda

1. Morning Session: Stipulation 12, Ahupua'a Signs
2. Morning Session: Stipulation 15, Terrain Model
3. Afternoon Session: Stipulation 10B, Underpass Feasibility Study

Handouts – Development of Design Guidelines (Stipulation 10B)

Stipulation 12, Ahupua'a Signs

1. D. Smith opened the meeting and thanked everyone for making the time to attend today's session. The task of completing the MOA stipulations will be tough and the HDOT appreciates all of the work put in by the group to assist in the process. H. Lee next provided the pule and aloha protocols to help guide the discussion.
2. D. Smith discussed Stipulation 10B and noted that the boundaries for the location of ahupua'a markers are defined by the U. S. Geological Survey (USGS), and how and where the signs are placed are based on design guidance from the Manual on Uniform Traffic Control Devices or MUTCD.
 - The placement of any sign should be considered temporary, e.g., the signs can be relocated as needed to address community input or concerns.

- The ahupua'a signs are classified as a sign conveying information about an area. The placement of signs would therefore be constrained by restrictions that involve the need to maintain roadway safety and address state design requirements (for the physical dimensions of signs).
3. R. Gmerkin said the NPS is working with NHOs on the placement of park service signage. The general process used is to first review old maps, prepare handouts, and discuss the location of sites based on the use of the handouts; and, second, they present the collected information back to the community to show where they understand the historical site boundaries are located. This takes time to get community input, but is a worthwhile step as NPS feels it leads to less disagreement. A. Arakaki noted this was in Hōnaunau and that the Keoua Canoe Club was a participant. R. Gmerkin added that the signage contemplated by the NPS in its work with the canoe club, however, might differ from how HDOT would use the state's Ahupua'a marker program.
 4. D. Smith said that the placement of the ahupua'a markers has flexibility so that the state can consider community input. He further asked the group if the effort was to raise awareness, or if it was to identify where the ahupua'a boundary is. F. Cachola said that it does both. H. Springer said that that if it is to raise awareness, that it should be done with accuracy. At the same time, accuracy might interfere with where the signs could be placed.
 5. B. Kahui recommended that samples be provided for the group to look at, to gain understanding and agreement, and then to go out to the community to see what they have to say. D. Smith responded that he wants to make sure that the group understands the process of discussing the signs with the community. If the community wants to take on the role to help identify where the markers should go, the HDOT would be ok with the discussion. However, if the process is to leave the state to identify the marker locations, that this could take a long time.
 6. F. Cachola said he feels that if the state only wants the community to identify the sites where the markers should go, then the state is not fulfilling the MOA and would not learn something about where the ahupua'a are located. D. Smith responded that the HDOT will continue to be involved in the process, and clarified that the work to identify the ahupua'a marker locations needs to have a "champion." This effort will take both the state and the community's involvement. F. Cachola responded that in looking at the past, that there is no one here from when the MOA was written and feels the HDOT must be the champion, not the NHOs. This is because if the HDOT is the champion, then this would address the delays and problems of the past.
 7. B. Kahui added that while the accuracy of the boundaries is important, that it is not as important as knowing the significance of the place. He suggested that options be considered so that the group can clarify what it can do. F. Cachola added that the actual placement of the signs can vary and that it is more important to have a sense of place. The identification of the moku boundaries is not part of the MOA, but is of political importance.
 8. After further discussion the group determined:

- The state has an existing set of guidelines for the placement and design of ahupuaʻa markers. The guidelines are intended to incorporate community input.
- The project limits for the placement of the ahupuaʻa markers should be within the Queen Kaʻahumanu Highway, Phase 2, from the Kona International Airport to the area of Oʻoma. This area covers the boundaries of five ahupuaʻa within an approximate distance of 2.5 miles.
- Oʻoma is important because it is the place where King Kamehameha III was raised for the first five years of his life. There is also a rock wall that serves as a boundary that separates Oʻoma from the other ahupuaʻa.
- Once the group decides on the location of the ahupuaʻa boundaries, the information should be placed in a public notification in West Hawaiʻi Today to ask for public input into helping address the terms of the MOA Stipulation 12. A field visit by van coinciding with the public notification should be considered.
- All MOA signatories should be notified as part of the process.

HDOT Action Items:

- RMTC to prepare a map showing the ahupuaʻa boundary locations where the five ahupuaʻa boundary markers can be placed. The map will be distributed to the group when it is completed.
- The next steps to take following the identification of the boundary locations is to:
 - (1) prepare a public notification for publication in West Hawaiʻi Today. The public notification will ask the community for its review and comment, and ask the public to RSVP its attendance on a field trip to the ahupuaʻa boundary locations;
 - (2) provide the group with a sample of the signage that is planned to be used; and
 - (3) confirm the locations based on step 1.

Stipulation 15, Terrain Model

1. F. Cachola asked the group to read the stipulation noting that Makani Hou initiated the terrain model to preserve the ancient landscape and to serve as a “living” classroom. He added:
 - In the first Terrain Model meeting the group initiated the information to be included in the model. He recalled that Francis Choy, Archaeologist, was important to the record of history of the area.
 - Interpretive signage should be considered as additional data.
2. D. Smith noted that the options for information to be included would depend on where the model is housed. One option is to build and house the approximately 3.5ʻ by 5ʻ model, but the state doesnʻt know where the model will be placed, i.e., per Stipulation 15, the model may be housed at the Kaloko-Honokōhau National Historical Park under the auspices of the Hawaiʻi Pacific Parks Association (HPPA). However, according to the NPS the space is too small for the model.
3. The following responses were provided:

- B. Schaefer said that the prior consideration for placement at the airport is not a good idea.
- F. Cachola said that there is a record of HPPA identified to accept the model but that because of space limitations at Kaloko-Honokōhau this would not be a good idea. Margo Griffith is the current Director of HPPA.

The work on the terrain model should also be part of a University of Hawai'i (UH) scholarship in archaeology or other field of study; maybe also Kamehameha Schools.

The MOA should also be extended by the HDOT and Federal Highway Administration (FHWA) because the terms would end in 2020. This is to address the time needed to decide on the location of the model.

- B. Kahui said that the Queen Lili'uokalani Trust has a digital presentation at its facility. Both the Queen Lili'uokalani Trust and Kamehameha Schools are also considering venues to showcase Hawaiian history on their respective properties in the Kailua-Kona and Keauhou areas.
 - R. Gmerkin agreed that the group should work with the UH and a higher education program.
 - The UH, Hawai'i Community College, Pālanui campus might also be a prospect for housing the terrain model, but this could take up to five years before being ready.
4. D. Smith said that the group can work toward obtaining information on giving the model to the UH, but that it is likely that the UH will want additional monies for the cost of administration, curation, and other expenses.
 5. D. Smith and N. Soriano noted that the model can be made to show different time eras, but that this is not determined yet. B. Takeda noted the two options available: a color projection onto a single color terrain model with vertical relief; and a high-density foam or fiberglass reinforced multicolor model with vertical relief that does not require a projector. D. Smith and N. Soriano asked that the group consider:
 - A projected model is more complex to operate and will require technical set-up, power supply, and maintenance, to replace worn parts like projector lamps. A technician would be needed to help set-up the model when it is installed. Due to these constraints this is less likely to be viable.
 - A foam/fiberglass model is more robust and would be more easily transportable in keeping with the intent of the stipulation (e.g., "The model shall be of such scale that it can be transported to other locations and be used as a teaching tool").
 6. After further discussion the group determined:
 - By January 2018 the final draft of the terrain model map would be completed and distributed to the group for their review and comment. The map should have all of the known information about the area and any revisions could be made at that time.
 - The HDOT will speak with the UH about the possibility of housing the model at the Pālanui campus site. F. Cachola volunteered to accompany HDOT as a

representative of the HPPA to hand over the model to the UH if an agreement can be reached.

HDOT Action Items:

- RMTC to distribute the terrain model map to the group upon completion in January 2018 for review and comment. The terrain model map will be revised to reflect the comments.
- The HDOT to initiate discussion with UH Pāalamanui to inquire concerning the placement of the terrain model.

Stipulation 10B, Underpass Feasibility Study

1. D. Smith started the discussion and provided the Development of Design Guidelines presentation.
2. F. Cachola noted that all those who initiated the MOA from the HDOT and FHWA are no longer here and reminded the group that the reason for his participation was to be able to “walk in the footsteps of our ancestors” and that there should be at least one, uninterrupted trail. He became involved to save the trail to Kaloko-Honokōhau. The idea for an underpass started to maintain connectivity with the ancient Hawaiian trail system. He feels that if one were to read the entirety of Stipulation 10B that it is technical in its description, but for him it’s more than that, its emotional.
3. D. Smith responded that he does read the intention of the MOA as an emotional response to mitigating the impact of Phase 2, of the Queen Ka’ahumanu Highway project. In good faith, the HDOT wants to pursue the design guidelines so that future roadway projects can be more considerate.
4. T. Clothier asked if other options to an underpass, such as overpasses, are considered. H. Springer asked if drain culverts can be used? D. Smith responded that drainage culverts are intended to serve a drainage and not a pedestrian function, and more importantly that there are no monies available for construction of an underpass or overpass.
5. B. Schaefer asked if this [work on the stipulation] is for other areas of the project only and not part of this project [Phase 2]. D. Smith responded yes, adding that the work on this stipulation is intended to involve future construction projects and that any input the group provides would be of use.
6. H. Springer asked if the use of the drainage culverts could be provided in the future. F. Cachola said he wants the drainage culverts to be addressed now, including at-grade and overpass considerations. He said to see the MOA and added that on Page 3 of the presentation, that he wants to point out that another purpose of the underpass is to restore the integrity and purpose of ancient and historic Hawaiian trails and routes that were bisected by HDOT. He wants this added to the guidelines.
7. H. Springer said that access to the underpass needs to be wheelchair accessible. D. Smith responded that whenever there are federal expenditures used on a project that it must meet these types of requirements, i.e., Americans with Disabilities Act. F. Cachola

added that all these guidelines are for pedestrian crossings. The HDOT should add that this is also for “cultural preservation.”

8. D. Smith cited the use of Context Sensitive Design or CSD. The HDOT cannot design a project without taking into consideration the background and cultural use of the site. Future designs, such as for future development of new phases of the Queen Ka’ahumanu Highway or other highway project, would need to take this into consideration.
 - CSD considers cultural preservation, equestrian use, connectivity (multiple modes) and a more holistic approach versus how highways are being defined now. Continuity of cultural practices and sensitivity to the cultural landscape are also important factors to consider in the context sensitive design approach.
 - The use of CSD for this project would consider cultural uses and provide a way to move toward what is desired by the group. Applying CSD would also be consistent with the FHWA requirement that it be considered as a part of the project design process.
 - If CSD focusses on pedestrian use so that if an underpass is designed and wheelchair access is not possible, and only pedestrians and not others are allowed to walk through the underpass, it would still be considered as CSD.
 - This focus could be used in the title for all or a part of the Underpass Feasibility Study as “Context Sensitive Design for Historic Hawaiian Trails.”
9. R. Gmerkin responded that the study should not lose its focus on pedestrian design. H. Springer added that mauka-makai travel across the highway should also be addressed. D. Smith added that he understands that the trail system can help serve as a means of “cultural rejuvenation” to capture the next generation of youth.
10. F. Cachola noted that on Page 10 [?] of the presentation that the management of use of the underpass by a third party is used arbitrarily by HDOT to avoid taking responsibility. For the Underpass Feasibility Study there is no discussion that the use of the underpass shall be managed by a third party.

F. Cachola also questioned HDOT’s employment of R. M. Towill Corporation to assist with the completion of MOA stipulations due to the volume of work they appear to be doing for the Queen Ka’ahumanu Highway, Phase 2, project.

HDOT Action Items:

- HDOT to develop the Design Guidelines for the Underpass Feasibility Study using the CSD approach. The status of the Draft Underpass Feasibility Study will be reported to the group in January 2018.
- The HDOT to respond to F. Cachola concerning the use of RMTC to assist with the completion of the MOA stipulations.

11. Adjournment: The meeting concluded at 3:25 pm.

Development of Design Guidelines

Queen Ka'ahumanu Highway, Phase 2

Stipulation 10B, Underpass Feasibility Study

Memorandum of Agreement (MOA)

Hawai'i Department of Transportation

December 7, 2017

Development of Design Guidelines

STIPULATION 10.B. UNDERPASS FEASIBILITY STUDY.

Excerpt: “As part of the feasibility study the HDOT shall convene a community meeting that has as its objective the development of design guidelines for future Queen Ka‘ahumanu Highway expansion projects that includes provisions for trail connectivity and pedestrian crossings under the Queen Ka‘ahumanu Highway as well as paralleling the highway.”

- **Guidelines are generally recommended practices**

Federal Highway Administration (FHWA)

Pedestrian Facilities Users Guide
(FHWA-RD-01-102)

FHWA PEDSAFE: Pedestrian Safety
Guide and Countermeasure Selection
System (FHWA-SA-04-003)

- **One purpose of an underpass is to connect off-road trails and paths across major barriers such as a heavily traveled highways.**
- ***Underpasses work best when designed to feel open and accessible. Grade separation is most feasible and appropriate in extreme cases where pedestrians must cross roadways such as freeways and high speed, high volume arterials.***
- **Must be wheelchair accessible.**
- ***Lighting, drainage, graffiti removal, and security are also major design considerations with underpasses.***
- ***Sidewalks and walkways are “pedestrian lanes” that provide people with space to travel within the public right-of-way that is separated from roadway vehicles.***

FHWA Guidance

General Design Criteria – Underpasses

- ***Overpasses and underpasses must accommodate all persons, as required by the Americans with Disabilities Act (ADA)***
 - 1. The maximum longitudinal grade is 5%***
 - 2. The maximum cross slope is 2%***
- ***The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities recommends for underpasses:***
 - 1. Minimum widths should be between 14 and 16 ft, but an underpass width should be increased if the underpass is longer than 60 ft***

Hawaii Department of Transportation

Statewide Pedestrian Master Plan, Hawaii
Pedestrian Toolbox

Section 1 – Thinking about Pedestrians from
the Start – Creating Pedestrian-Friendly
Communities - Creating an Effective Pedestrian
System

“In some cases, an effective pedestrian system
may include grade separated pedestrian
crossings. But these must be clearly justified
and carefully implemented ...”

Hawaii Department of Transportation

Statewide Pedestrian Master Plan, Hawaii Pedestrian Toolbox

Section 5 – Intersections and Crossings

- “UNDERPASSES AND TUNNELS
Tunnels and underpasses provide a walkway for pedestrians underneath the roadway. Pedestrians are often more apt to use overpasses than underpasses or tunnels, and overpasses are easier to supervise and maintain. Tunnels are less desirable than bridges due to greater potential costs, reduced sense of security, challenges with monitoring, the possibility of drainage problems, and a perception of lack of safety. “Before choosing to install a tunnel, soil exploration is required to determine whether a tunnel can be feasibly constructed and whether drainage will be a problem. Wide openings are more inviting to pedestrians and let in more natural light. Tunnels should be easy to access and should be as short as possible. Approaches to the underpass should allow continuous vision through it.”

County Policies, Guidance & Manuals

City and County of Honolulu: Complete Streets Design Manual

Hawaii County: Complete Streets Resolution 171-11

Maui County: Complete Streets

Resolution 12-34

Kauai County: Complete Streets Resolution and Complete Streets Bill 2465

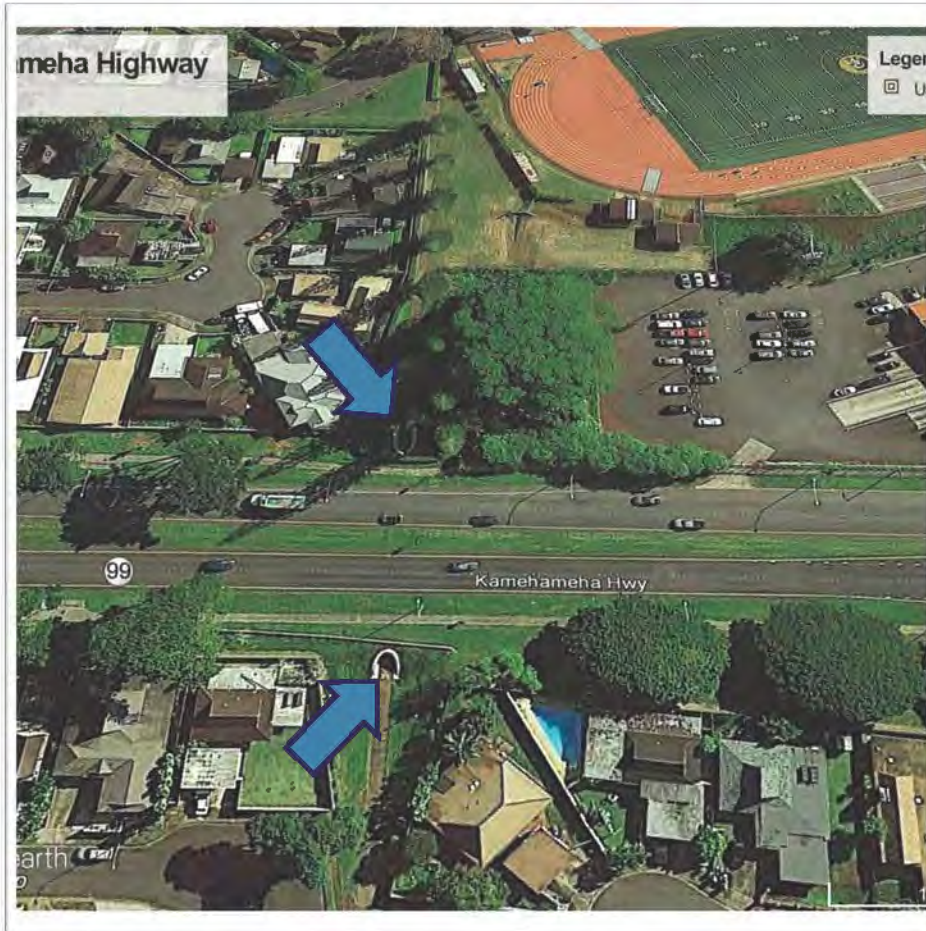
- ***The Complete Streets manual does not discuss pedestrian underpasses***
- ***Hawaii County does not have guidelines at this time***
- ***The State Department of Health prepared the Central Maui Pedestrian and Bicycle Master Plan for 2030 with assistance from the County of Maui. This Master Plan does not discuss pedestrian underpasses***
- ***A design manual for Kauai based on the Model Design Manual for Living Streets is being written. The Model Design Manual for Living Streets does not presently discuss pedestrian underpasses.***

Additional Comments and Questions

Underpass Facilities: Examples: State of Hawaii and the Counties

For roadways involving the
Hawaii Department of Transportation

- ***Farrington Highway Abandoned Cane Haul Road***
- ***Fort Weaver Road Abandoned Cane Haul Road***
- ***Kamehameha Highway in Mililani***
- ***Pali Highway in Nuuanu***
- ***Fort Weaver Road (Honouliuli Stream Bridge) at the Westloch Golf Course***
- ***Mamalahoa Highway (Bridge) at the Punaluu Golf Course***



Kamehameha Highway Underpass
(connecting residential areas across
Kamehameha Highway to Mililani
High School in upper right of photo)

Mililani High School

Kamehameha Highway Underpass (pedestrian
can be seen at end of underpass)



Underpass Facilities:

Examples: State of Hawaii and the Counties

For roadways involving the
City and County of Honolulu

- ***Kipapa Drive in Mililani***
- ***Park Row and Mango Tree Road in Ewa***
- ***Geiger Road on Ewa***
- ***Keoneula Boulevard in Ocean Pointe (one with combined drainage box culvert)***
- ***Park Row and Mango Tree Road in Ewa***
- ***Geiger Road on Ewa***
- ***Keoneula Boulevard in Ocean Pointe (one with combined drainage box culvert)***
- ***Golf Cart Underpasses***
 - ***Kealahou Road in Hawaii Kai (3)***
 - ***Lumiaina Street in Waikele (3)***

Hawaii Kai



Kealahou Street Underpass (typical golf course installation)

Underpass Facilities: Examples: State of Hawaii and the Counties

For facilities involving Hawaii County or other private roads

- ***Alii Highway and Kaluna Street at Keauhou***
- ***Kaniku Drive in Waikoloa (2)***
- ***Abandoned Cane Haul Road in Puna.***

Waikoloa



North Kaniku Drive
(Golf Course)

Underpass Facilities:

Examples: State of Hawaii and the Counties

For roadways involving the County of Maui
Streets and other private roads

- ***Wailea Ike Drive in Wailea***
- ***South Kamehameha Drive in Maui Lani***

For roadways involving the County of Kauai
and other private roads

- ***Nuhou Street and Makaa Street in Puakea***
- ***Kahaku Road in Princeville (2)***
- ***Poipu Road in Koloa***

Underpass Facilities:

Open Discussion: What do you want to see?

Federal Highway Administration (FHWA)

Pedestrian Facilities Users Guide
(FHWA-RD-01-102)

FHWA PEDSAFE: Pedestrian Safety
Guide and Countermeasure Selection
System (FHWA-SA-04-003)

- ***Sidewalks and walkways are “pedestrian lanes” that provide people with space to travel within the public right-of-way that is separated from roadway vehicles.***
- ***Shared use paths are facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. Shared use paths are sometimes referred to as trails; however, in many states the term trail means an un-improved recreational facility. Care should be taken in using these terms interchangeably. Where shared use paths are called trails, they should meet all design criteria for shared use paths to be designated as bicycle facilities.***

FHWA Guidance

General Design Criteria – Parallel Facilities
Sidewalks and Walkways

- ***Both the FHWA and the Institute of Transportation Engineers (ITE) recommend:***
 - 1. A minimum width of 5 feet for a sidewalk or walkway and 10 feet for a multi-use path***
 - 2. A buffer zone of 4 to 6 feet is desirable to separate pedestrians from the street***

General Design Criteria – Parallel Facilities
Shared Use Paths

- ***The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. recommended dimensions for shared use paths is 12 ft (3.7 m) desired minimum and with 2-ft-wide (0.6 m) shoulders on both sides.***

Hawaii Department of Transportation

Statewide Pedestrian Master Plan, Hawaii
Pedestrian Toolbox

Section 1 – Thinking about Pedestrians from
the Start – Creating Pedestrian-Friendly
Communities - Creating an Effective Pedestrian
System

1. *Widened, delineated paved shoulders to allow safer travel for pedestrians*
2. *Sidewalks, paths, or walkways that are of sufficient width, clear of obstructions, and separated from traffic lanes*

Hawaii Department of Transportation

Statewide Pedestrian Master Plan, Hawaii
Pedestrian Toolbox

Section 1 – Thinking about Pedestrians from
the Start – Creating Pedestrian-Friendly
Communities - Creating an Effective Pedestrian
System

- “Pedestrian systems and facilities need to be functional and effectively used by pedestrians. Pedestrian facilities both encourage people to walk and improve pedestrian safety. The facilities must be well-designed and maintained to be effective. In communities, neighborhoods, and districts, there are a number of elements that contribute to an effective pedestrians system, such as:
 1. *Widened, delineated paved shoulders to allow safer travel for pedestrians*
 2. *Sidewalks, paths, or walkways that are of sufficient width, clear of obstructions, and separated from traffic lanes*

Hawaii Department of Transportation

Statewide Pedestrian Master Plan, Hawaii Pedestrian Toolbox

Section 4 – Sidewalks and Walkways

- “Sidewalks and Walkways Defined “A sidewalk is the space within the right-of-way dedicated to pedestrian travel. Hawaii State Statutes define a “sidewalk” as that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians (Hawaii Revised Statutes 291C-1).
- ***Sidewalks and walkways should be designed to comfortably accommodate the typical volume of pedestrians that will be using them. In high use areas like central business districts, sidewalks generally should be 10 to 15 ft (3.0 to 4.6 m) or wider to accommodate high pedestrian flows.***
- ***However, It is important to avoid “over design” of excessively wide sidewalks. Wide spans of empty pavement can appear uninviting to pedestrians.***
- ***If the facility is a shared use path (shared with bicyclists), it must be an absolute minimum of 8 ft (2.4 m) wide and often wider depending on the use (see Toolbox Section 7— Shared Use Paths).***

Hawaii Department of Transportation

Statewide Pedestrian Master Plan, Hawaii Pedestrian Toolbox

Section 4 – Sidewalks and Walkways

- “Shoulder Use in Rural Areas”

“Shoulders along roadways in rural areas are sometimes used by pedestrians, even though shoulders are not formally recognized as pedestrian facilities. While this use is generally not the preferred condition, it does occur. As such, it is important for rural roadways and highways to meet at least minimum standards for shoulder width on both sides.

Even in completely undeveloped areas, where the roadways may not be intended as pedestrian routes, it is desirable to provide walking space along the traveled way for occasional or emergency use by pedestrians. This can be achieved by delineating the shoulder for added safety for non-motorized use.”

- **“Shoulder Dimensions**
- Refer to local and state standards for applicable shoulder width requirements. As a general best practice, per the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, shoulders should be:
- 1. 4 to 6 ft wide (1.2 to 1.8 m) minimum adjacent to a bike lane and on local roads with lower traffic volumes
- 2. 6 ft (1.8 m) width is acceptable on roads with 1500-2000 ADT if minimum width of traveled way is 24 ft (7.3 m)
- 3. 8 ft (2.4 m) wide minimum on roads over 2000 ADT

Hawaii Department of Transportation

Statewide Pedestrian Master Plan, Hawaii
Pedestrian Toolbox

Section 7 – Shared Use Paths

- “SHARED USE PATHS
- Shared use paths are typically designed to accommodate pedestrians and bicyclists. They commonly serve the needs of a variety of pedestrians, including commuters, school children, neighborhood residents, wheelchair users (and other individuals with disabilities and mobility or navigation challenges), and recreational users such as joggers and skaters.”

- ***Dimensions for paths can vary depending on the type of facility, the levels of use, types of users, and the setting. Typical dimensions for shared use paths are based on the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. Refer to the AASHTO guide, as well as the Bike Plan Hawaii, and the Oahu Bike Plan for more information.***
 - 1. The recommended dimensions for shared use paths is 12 ft (3.7 m) desired minimum and with 2-ft-wide (0.6 m) shoulders on both sides.***
 - 2. A 10-ft-wide (3.0 m) path may be acceptable where right-of-way is restricted, while a 14 ft-wide (4.3 m) path may be best for heavy use.***

County Policies, Guidance & Manuals

City and County of Honolulu: Complete Streets Design Manual

Hawaii County: Complete Streets Resolution 171-11

Maui County: Complete Streets

Resolution 12-34

Kauai County: Complete Streets Resolution and Complete Streets Bill 2465

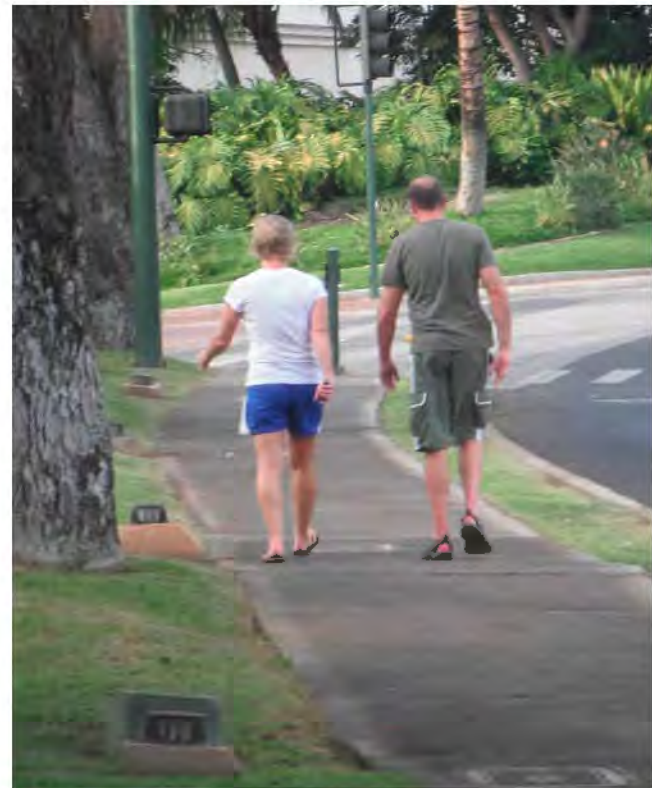
- ***The Complete Streets manual has many guidelines for sidewalks, walkways and shared use paths***
- ***Hawaii County does not have guidelines at this time***
- ***The State Department of Health prepared the Central Maui Pedestrian and Bicycle Master Plan for 2030 with assistance from the County of Maui. This Master Plan discusses sidewalks and shared use paths***
- ***A design manual for Kauai based on the Model Design Manual for Living Streets is being written. The Model Design Manual for Living Streets discusses sidewalks and shared use paths***

Paralell Facilities: Examples:

Shared or Multi-Use Path



Sidewalks and Walkways



Paralell Facilities: Examples:

Highway Shoulder



Highway Walkway



Paralell Facilities:

Open Discussion: What do you want to see?

From: Brian Takeda
Sent: Thursday, December 28, 2017 9:20 AM
To: Alan Haun Ph. D. (ahaun@haunandassociates.com) <ahaun@haunandassociates.com>; 'ohiwai@gmail.com' <ohiwai@gmail.com>
Cc: James Yamamoto <JimmyY@rmtowill.com>; Laura Mau <lauram@rmtowill.com>; 'Natasha.a.soriano@hawaii.gov' <Natasha.a.soriano@hawaii.gov>
Subject: Queen K Hwy Ph 2 - Stipulation 12 Ahupuaa Markers 122817
Importance: High

Alan and Hannah,

We are asking for your initial thoughts to determine which of the affected ahupua'a would be subject to the placement of signage consistent with our meeting of December 7, 2017 at the NELH Conference Room. This is what I recounted from the meeting:

- The project limits for the placement of the ahupua'a markers should be within the Queen Ka'ahumanu Highway, Phase 2, from the Kona International Airport to the area of O'oma. This covers the boundaries of five ahupua'a within an approximate distance of 2.5 miles.
- 'O'oma is important because it is the place where King Kamehameha III was raised for the first five years of his life. There is also a rock wall that serves as a boundary that separates O'oma from the other ahupua'a.
- Once the group decides on the location of the ahupua'a boundaries, the information should be placed in a public notification in West Hawai'i Today to ask for public input to help address the terms of MOA Stipulation 12. A field visit by van coinciding with the public notification will be considered by the Department of Transportation.
- All MOA signatories are also to be notified as part of the process.

The five ahupua'a within the described area are:

1. Kalaoa
2. Kalaola 'O'oma Homesteads
3. 'O'oma 2
4. Kohanaiki
5. Kaloko

Please let me know if this is consistent with your understanding or if this requires further adjustment/correction. After I receive your input I plan to distribute an adjusted/corrected map to show the larger group and to ask for their concurrence.

Thank you for your assistance. If you wish to discuss any of this do call me at 808.842.1133.

Sincerely,

Brian Takeda
Planning Project Coordinator
<mailto:BrianT@rmtowill.com>

R. M. Towill Corporation

2024 North King Street Suite 200
Honolulu, Hawaii 96819
voice: 808 842 1133 fax: 808 842 1937 web: www.rmtowill.com



AFFIDAVIT OF PUBLICATION

IN THE MATTER OF
Legal Notice

STATE OF HAWAII }
 } SS.
City and County of Honolulu }

Doc. Date: JAN 29 2018 **# Pages:** 1

Notary Name: COLLEEN E. SORANAKA **First Judicial Circuit**

Doc. Description: Affidavit of Publication

[Signature] JAN 29 2018
Notary Signature Date

Gwyn Pang being duly sworn, deposes and says that she is a clerk, duly authorized to execute this affidavit of Oahu Publications, Inc. publisher of The Honolulu Star-Advertiser, MidWeek, The Garden Island, West Hawaii Today, and Hawaii Tribune-Herald, that said newspapers are newspapers of general circulation in the State of Hawaii, and that the attached notice is true notice as was published in the aforementioned newspapers as follows:

- Honolulu Star-Advertiser 0 times on:
- MidWeek 0 times on:
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- Hawaii Tribune-Herald 0 times on:
- West Hawaii Today 1 times on:
- 01/28/2018
- Other Publications: 0 times on:

And that affiant is not a party to or in any way interested in the above entitled matter.

[Signature]
Gwyn Pang

Subscribed to and sworn before me this 29 day of January A.D. 20 18

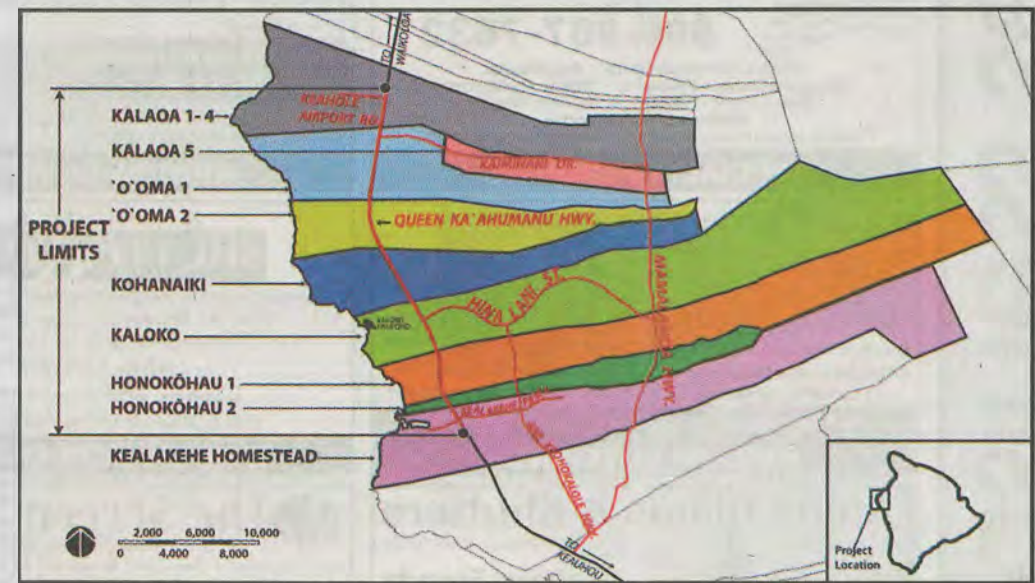
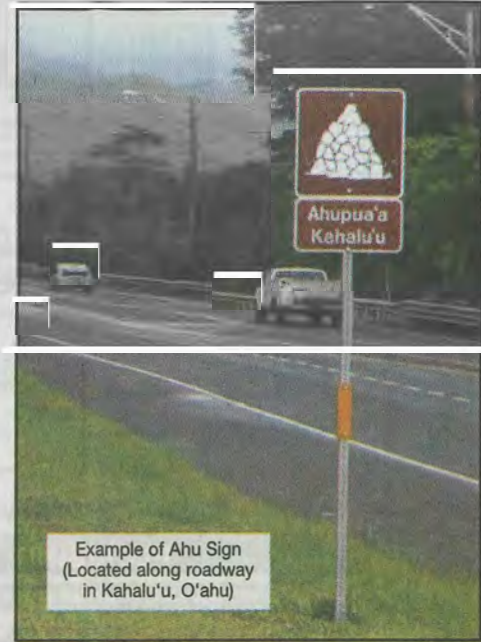
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Colleen E. Soranaka, Notary Public of the First Judicial Circuit, State of Hawaii
My commission expires: Jan 06 2020

Ad # 0001066370

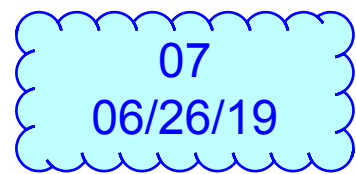
QUEEN KA'AHUMANU HIGHWAY WIDENING, PHASE 2 PROJECT
MEMORANDUM OF AGREEMENT, STIPULATION 12 REGARDING AHUPUA'A SIGNS
PUBLIC NOTIFICATION AND REQUEST FOR COMMENT

The Hawai'i Department of Transportation (HDOT); Hawai'i District office, is providing notice of the proposed installation of ahupua'a boundary markers along the Queen Ka'ahumanu Highway Widening, Phase 2 Project limits in the District of North Kona, Island of Hawai'i. The proposed markers will be placed within the HDOT's right-of-way (ROW) in proximity to eight ahupua'a boundaries within the project limits, including Kalaoa 1-4, 'O'oma 1, 'O'oma 2, Kohanaiki, Kaloko, Honokohau 1, Honokohau 2, and Kealakehe. The purpose of the marker installation is to fulfill Stipulation 12 regarding "Ahupua'a Signs" as noted in the Memorandum of Agreement (MOA) for the project. The MOA was executed on March 17, 2015 by the Advisory Council on Historic Preservation, Federal Highway Administration, and Hawai'i State Historic Preservation Officer.

Stipulation 12 requires that the HDOT consult with community groups and Native Hawaiian Organizations regarding the location, design, and installation of the markers. Therefore, the HDOT requests public review and comment on the ahupua'a boundary locations as shown in the photograph to the right and as shown in the map below. Please send comments by February 28, 2018 to: Mr. Donald L. Smith, HDOT Hawai'i District Engineer, 50 Makaaloa Street, Hilo, HI 86720. For more information, Mr. Smith may be reached via phone at (808) 933-8866 or email at donald.l.smith@hawaii.gov.



SP.NO.: _____ L.N.



Queen Kaahumanu Highway Widening Project 106 Consultation Meeting

Attendance

Herb Lee (Facilitator)
Donald Smith (HDOT)
Pua Aiu (HDOT)
Lisa Powell (FHWA)
Kahaa Rezantes (FHWA)
Meesa Ontani (FHWA)

From Palama Nui:

Carrie Kuwada Phipps
Richard Stevens
Daniel Stevens
Director Raynette (Kalei) Haleamu-Kam (Director)
Paolo Morgan (Student)
Carrie Kuwada Phipps
Rachel Solemsaas (Chancellor)
No'el Tagab-Cruz (Hawai'i Lifestyle program instructor)
Juanita Thompson (former Student, via video)

Mandy Raslow(ACHP)
Lauren Morawski (OHA)
Susan Lebo (SHPD)
Tamara Luthy (SHPD)
Fred Cachola (Ka makani hou o Kaloko-Honokohau)
Paka Harp (Ka makani hou o Kaloko -Honokohau)
Bo Kahui (La'i Opuia)
Aric Arakaki (Na Alahele, NPS)
Mandy (Na Alahele, NPS)
Kierston Faulkner (HHF)
Bill Thompson (NPS)
Jeff Zimpler (NPS)
Carrie Johnson (OHA)

Opening Pule Fred Cachola

Opening remarks by Herb Lee to set context for discussion and meeting and to encourage collaboration and cooperation for a productive meeting

Introductions were made.

There was a discussion on the appropriateness of the agenda. Don and Herb clarified that time would be given to all proposals, including the Palama Nui proposal from HDOT and the NHO proposal. Don clarified that the Palama Nui Proposal was one possible option for mitigation.

Don Smith went over the status of the stipulations. The stipulation tracking spreadsheet was passed out to those who needed a copy. Smith started by discussing only the outstanding stipulation, but Cachola asked to go down the list in order, so that it would be easier to follow. Below is a review of comments and discussion of the stipulation items in the order they are presented in the attached spreadsheet.

The last meeting was 2 years ago

Stipulation # 4: Archaeological Preservation and Mitigation Plan

Lisa Powell reported that the Data Recovery report was sent to SHPD March 16, 2018. The end of fieldwork report is anticipated in mid-2019.

Harp asked if HDOT received a response from SHPD regarding the Burial Treatment Plan Addendum submitted to SHPD? Lisa noted that it was not needed since the roadway was moved. Paka suggest that the report be updated by deleting the burial treatment plan section since it is no longer applicable. Cachola agreed that the report should be adjusted to reflect that the burial is outside the boundaries of the project.

Stipulation #5b Native Hawaiian Cultural Outreach and Education

Smith noted that the MOU with UH Hilo expired this year and no work had been done on it. However, he has been working with Keiki Kawaiaie'a to develop a new MOU. Smith said that he expects it to be signed within the month. This is one of the reasons the Queen Kaahumanu MOA needs to be amended and extended. The new MOU retains all of the stipulations in the old MOU (as required in the Queen Kaahumanu MOA), with addition of:

a) the Kohala Center has been added, per NHO requests. The Kohala Center will add a layer of oversight as well as being on the same side of the island as the project.

b) funding has been increased to 1.25 million to cover increased salaries and the addition of the Kohala Center.

In addition, Smith has been working on securing funding, so UHH will receive the first year's funding soon after signing the document. Transfer of funds had been one of the issues holding up implementation of the old MOU with UHH.

Susan Lebo (SHPD) asked who would sign? Smith relayed that it would be the Chancellor and the DOT Director and legal representatives.

Cachola expressed frustration and disappointment that nothing had been done. Cachola questioned HDOT's sincerity to accomplish this stipulation. He asked why the clause triggering dispute resolution had not been utilized to ensure this item was completed. He also felt that going down a checklist was not conducive to having a meaningful discussion. According to Cachola, UHH has tried multiple times to attempt to get the funding. He believes this points to HDOT's unwillingness to accomplish this stipulation.

Lee noted that the Consulting Parties (CP) have not seen the MOU. Smith agreed to share it.

Lebo asked if there is a provision in the MOU to stop or terminate the MOU if the effort is not moving forward. Smith said there is language for both addressing not moving forward and for termination.

Smith said that the MOU contained provisions for this.

Lee wanted clarification if this is the same MOU? Smith said it is, with two additions: the addition of Kohala Center and additional funds from \$800,000 and \$1.25 million. There is also additional legal language. The language in the MOU retains the same Queen Kaahumanu MOA stipulations and did not change between the new and old MOU.

Faulkner (HHF) pointed out that the terms MOA and MOU were being mixed and ask for clarification that the MOU with UH will meet the requirements of the Queen Kaahumanu MOA. Fred and Don agreed that it would.

Harp wanted UHH to consult with the CPs on how the UH MOU is implemented. Ala Kahakai wanted to be consulted on any trail work. Don explained that consultation for stipulation 5b was completed as part of the Queen Kaahumanu MOA.

Lebo asked if the MOU has language that says it meets the stipulations in the MOA and is there language to determine if the MOU is being implemented and actions if it is not. She assumes everyone is working in good faith but the MOU should have a measure that allows for corrections if it is not being done.

Smith noted that if HDOT cannot accomplish the stipulations in 5b, it would still be HDOT's responsibility to complete the stipulations in the MOA. HDOT responsibility to ensure the terms of the MOU are met is clearly spelled out in the MOU. (Language below added by HDOT after the meeting)

HDOT would not reopen consultation for the MOU unless UHH does not fulfill the MOU and an alternative must be found. At that point, more consultation would need to be done to make sure the consulting parties agree with any new effort.

Cachola ask that it be noted that nothing can be done.

Amanda (Na Ala Hele, NPS) noted that under E, A, or B that Palamanui could be included in the UHH MOA. It doesn't necessarily have to be an either or, and they could help meet the stipulations. Don noted that the Palama Nui proposal is for the trail breaches.

Lebo asked if the increased funding, from \$800,000 to \$1.25 million will impact FHWA funding for other efforts or other efforts to mitigate damage to the damaged sits. Smith replied that is does not impact FHWA funding or other mitigation efforts.

Stipulation #11, Interpretive Signs

Powell reported that HDOT, FHWA and NPS have signed an MOA to have NPS develop interpretive signs for the trails in the project ROW that are also within the National Park. NPS will invoice DOT for state money. Work should start soon.

Powell noted that the Harpers Ferry Group will be doing the work. Zimpler added that the Harper's Ferry group will come out in August and give recommendations and then the NHO's will be consulted once the consulting group gives options.

Harp noted that he had wanted the trails marked on the highway like at NELHA but DOT was concerned with safety. He thought DOT was going to paint the roadway. Harp would like to know why those details were not in the MOA. He noted that the signage was only being done in the NPS boundaries and not beyond.

Stipulation #17 Post-Review Discoveries

This item will be addressed later in the agenda.

Stipulation #19 Monitoring and Reporting

This item is in progress.

Stipulation #21 Amendments

Smith noted that we are discussing various amendment to the MOA.

Stipulation #1 On site point of contact.

The HDOT On-site point of contact is Don Smith.

Stipulation #2 Area of Potential effect

SHPD concurred with the expanded APE on January 6, 2017.

Stipulation #3 Professional Standards

Both Cachola and Harp challenged the professional qualifications of Cultural Surveys Hawaii. Harp stated that if CSH had done its job, we would not be here today. CSH identified 17 sites, Harp identified 86 sites. Harp says that it is not correct to say professional standards were used because CSH did not place the buffers correctly. Harp reiterated the lack of professional standards by CSH and added that Hawaii is an occupied state and that destruction of sites are war crimes.

Stipulation #6 Cultural Monitors

This item is complete. Harp took a moment to thank Cynthia Nazara, who was the lead cultural monitor and to acknowledge her passing. He also thanked Sterling Chow, who is no longer with HDOT, for bringing her on the project.

Stipulation #9 Highway Drainage and Stipulation #10a Pedestrian Crossings

Smith reported that the Drainage and Pedestrian crossings are complete. Both were completed when the highway was completed.

Stipulation #10b Pedestrian Crossings Underpass Feasibility Study

Pedestrian and Underpass Feasibility Study and Design Guidelines are complete and Smith has 2 copies for distribution and will be available for download. Smith and Cachola agreed that both studies warrant additional discussion, but agreed to hold off in the interest of time.

Aric asked if the study is in draft form. He and Mandy were not allowed to consult on the Underpass Feasibility Study.

Stipulation #12 Ahupua'a Signs

Ahupuaa signs have been placed

Stipulation #13 Landscaping Plans

Landscaping was part of the construction and is complete.

Stipulation #14 Relationship Building Workshop

Relationship Building Workshops are completed. HDOT extended these workshop, so 2 were held on Oahu, 1 on Hawaii Island, and 1 on Maui. Aiu mentioned Kauai and Smith stated those were part of the Listening Sessions

Stipulation #15 Terrain Model

Smith stated that this item is complete. The terrain model was located in the room. Harp disagreed that the model is complete because it is missing the mauka to makai trails. Cachola noted that the terrain model was an innovative mitigation measure meant to represent and bring back a landscape that is being destroyed. He noted that Hawaiians are losing their "classrooms" which is needed to finish passing on our knowledge to the next generation. Cachola said they were not consulted and the terrain model before them is not what they had in mind. Cachola reiterated that you cannot check off a box The terrain model is not done and is not what was expected. It is not a commodity, it is not a check box, and this is not what they had in mind. He noted that if consultation had been done as it should have, we would not be in this situation. Harp noted that during a meeting with RM Towill, the terrain model was forced on them, because the map maker was retiring. They did not have a chance to review the model before it became final.

Smith noted that there were two meetings where HDOT and RM Towill met with stakeholders and discussed the study and terrain models. The information obtained during those meetings, plus information from additional outreach attempts that were made was utilized to complete the study and the model. Out of that consultative effort these items (terrain model, underpass feasibility study, and design guidelines) were developed. Smith said HDOT followed a process and did what we could to obtain the information. Therefore, going forward, we will not reopen the consultation or redo the terrain model.

Lebo said we need to look at the big picture that we are working on a MOA. If parties feel that certain items have not been adequately consulted on to reach a conclusion in the MOA or if we walk away feeling that certain aspects of the stipulations have not been adequately consulted then we will need to emphasize the stipulations that have not been developed or are still under consideration.

Harp and Tamara asked for a list of the meetings and meeting attendees. Don agreed to make these available for download.

Amanda asked if the digital link to the terrain model could be re-sent as she was having difficulty linking to the digital version. Don agreed to resend.

Stipulation #16 Archaeological materials and records

Amanda asked where are the archeological materials being housed? Smith responded that they are being housed by CSH in Hilo. Cachola asked if they can be housed by NPS.

Lebo noted that under 6E SHPD selects the archive site. She noted that the State is buildings some archiving facilities, so SHPD may be able to store or curate materials in the future.

Amanda asked if the MOA needs to be amended because it states that at a future date NPS can hold the materials. Lebo said if NPS agreed to take them in the MOA, if they have the facilities, an amendment would not be needed. Amanda suggested reading the stipulation for cultural artifacts.

Amanda – read the stipulation for cultural artifacts.

Otani noted that this stipulation was commented on by ACHP after everyone else had signed, so the initials say that this was done after consultation. But NPS did not have facilities to take the materials. They could take the materials in the future if space or facilities became available. This was agreed to with the Advisory Council 5 years ago.

Lebo agreed but pointed out that since we are drafting an MOA amendment, it is possible if these facilities come on line, NPS can take the artifacts.

Harp asked for an update on the rocks that were dismantled from the O'oma boundary wall. The agreement was that the rocks would be left there for future use by the NHOs. Smith and Otani thought that this had been done. Lebo asked for administrative record to show it had been done. Cachola said it was in the meeting minutes. The work was done, the rocks are stored, and the boundary is very important because Kamehameha III spend the first five years of his life in O'oma. Lebo would like to see the documentation. Harp asked if there can be an agreement allowing the NHOs to access the rocks and erect an ahu? Right now, they cannot legally access the area. Lebo suggested adding a stipulation in the MOA making the rocks available for appropriate use.

Lee ended this portion of the meeting.

Palamanui did a presentation.

Live were Director Raynette (Kalei) Haleamu-Kam; student Paolo Morgan; Richard Stevens and Carrie Kuwada Phipps. On Zoom were: Chancellor Rachel Solemsaas; Hawai'i Lifestyle program instructor No'el Tagab-Cruz; and former student who recently graduated Juanita Thompson.

Harp appreciated the speakers' passion for the trails. However he is concerned about the restoration process. Has documentation been done and is Palama Nui following laws that protect historical resources? He recommends that Dr. Stevens get together with an expert to see what legal processes need to be followed to avoid any issues of unforeseen violations of the law. He does not want to see the spirit for the trails dampened. Suggested that Palama Nui find out what laws are applicable because he doesn't want to see Palama Nui charged with anything for trying to do the right thing.

Cachola expressed appreciation that there is an ohana like this working on the trials, and the geographical and historical environment. He believes that the Palama Nui program meets the needs of the UHH MOU and wished this could have been done six (6) years ago. He urged the Palama Nui presenters to talk to the UH Chancellor to see if they could access the UHH funds.

Racheal, chancellor of UH Community college committed to follow up with UH Chancellor and see how the MOU could benefit this work.

Both Cachola and Harp did not believe that the Palama Nui proposal should be used as mitigation for the trail breaches because there had not been adequate vetting of the NHO proposal. Fred noted that they have brought a power point of their proposal to share with everyone.

Smith noted that the UHH MOU is in process and cannot be changed at this point. However, as mitigation for the breached sites, HDOT could participate with Palama Nui on their trail restoration projects. Smith also noted that the MOU is using federal funds, but the mitigation for the breached sites will be from State funds, so they use different pots of money.

Lebo expressed a concern that that these trails would not be documented as historic properties.

Kahui stated that the process is good. He believes there is a lot more to be done and that there are layers of different efforts. He commends the work being done by Palama Nui, and believes that if they work with DOT they would comply with the law. It is apparent that UH wants to do the right thing for our trails. He noted that we are here to resolve the MOA and believes we can get there, but if it is all about wanting more, then we are never going to get there. We have to come to a resolution, that is my mana'o.

Cachola expressed his disappointment in the meeting and asked for another meeting where the agenda can be mutually agreed on.

Amanda asked for some clarification regarding consultation on the breaches. She noted that the signatories have to agree. Lebo agreed but noted signatories don't have to sign if they don't find the MOA adequate. Amanda wanted to know the role of the invited signatories. Aiu noted that they are invited to sign, but HDOT can move forward as long as the signatories agree. The signatories are:

Cachola noted that HDOT and FHWA committed to notifying the NHOs within 30 days of the last meeting on mitigation, about committing to a schedule to determine mitigation. That was two years ago. That is the kind of frustrations and furry I feel .

Morowski (OHA) reiterated that the mitigation for the damaged sites should come from the NHO's. There needs to be more information and time to discuss and maybe we can understand how HDOT is arriving at these decisions.

Rezantes (FHWA) said he heard Uncle Fred's concerns, and they seem very valid and passionate. But he wanted to clarify that he heard Smith, speaking for HDOT, commit to doing something, but he did not hear Smith say he committed to any one thing. He committed to addressing the breaches. Rezantes wants clarity. FHWA needs to know what we are walking away from in this meeting. He was pleased, HDOT is acknowledging what is happening and encouraged that they are committed to following through.

Rezantes further clarified that he heard Smith say, "We commit to fulfilling our commitment. There are two parts, 1 being the UHH MOU and the 1.25 M, and the second the breaches" Rezantes said he thought Smith said that Palama Nui is an option. He pointed out that he would be concerned, like Uncle Fred, if I heard any more than that.

Smith noted that he cannot fund Palama Nui unless it is tied to mitigation.

Lee asked if there were further comments.

Lebo pointed out that due to rule changes she now needs 3 weeks notice to travel. She asked if HDOT could give adequate notice as SHPD wants to participate in person. Morowski noted that OHA has the same restrictions.

Lee stated in closing: Please make sure everyone understands there are still options on the table and no one is committed to any one option. The purpose of today meeting is to update you, close out some of the stipulations that remained open. We have not met for a while and HDOT is making a good faith effort to move forward on mitigation measures. We have covered primarily outstanding items and shared the work on the MOU with UH.

Lee asked Cachola if he could send out a copy of his proposal for the breaches.

Smith was asked if he would commit to more meetings. He responded that HDOT is not committing to more meetings today. This is not to saying we won't agree to more meetings in the future, just saying we did not commit to that today.

Harp asked if we have a commitment that the terrain model is a draft? Smith replied, "no."

Smith committed to providing additional information on how HDOT wants to move forward before the end of next week.

Herb – Let's adjourn



MEETING NOTES

Date: October 25, 2019

In Attendance: Fred Cachola (Makani Hou o Kaloko-Honokohau), Paka Harp (Makani Hou o Kaloko-Honokohau), Lisa Powell (FHWA), Henry Takiue (HDOT, HWY-H), Susan Lebo (SHPD), Sean Naleimaile (SHPD-H), Pua Aiu, (HDOT, HWY-P).

Purpose: Meeting with Fred Cachola and Paka Harp regarding complaint sent to FHWA on August 13, 2019.

Location: Liana Hall at Imiola Church, Waimea, HI

Fred started with a Pule. He asked that everyone give an extended introduction of themselves.

Everyone provided detailed introductions that included where they were from, some life history regarding how they got to this point in their lives, major influences and milestones in their lives. Cachola has an extensive background in education and historic preservation; Harp has an extensive background in ocean management issues. A common thread through the introductions was that everyone had ties to Hawaii that pulled them back to land and family, and/or that the work that they do has brought them to this place.

The purpose of this meeting is to discuss Mr. Cachola's complaint regarding the management of the MOA and specific details as outlined in his email of August 13, 2019.

I. General conduct of consultation with NHOs.

In General, Mr. Cachola and Mr. Harp feel that the Consulting Parties have been ignored through much of the MOA Process. For example, the UHH MOU was done without consultation, despite the original idea having come from Mr. Cachola. They feel that this is due to a lack of trained staff at HDOT and FHWA.

A. Ensure staff running the meetings are trained and have clear guidelines as to how to consult

1. Mr. Cachola, who has worked with the Army on consultation protocols, believes that FHWA should develop formal consultation protocols for consulting with Native Hawaiians. These should be published and available nationwide, similar to those available for the DOD and the ACHP.

2. HDOT should have a separate MOA stipulating how consultation with NHOS will be carried out. This MOA should be between ACHP, FHWA, SHPD, HDOT and NHOs.

3. FHWA should conduct an annual 2-day training, similar to the Army, in which Hawaiian experts share their expertise on Hawaiian history, cultural beliefs, religions, traditions, language and protocol. The first day would be for HDOT Admin and the 2nd day for on-the-ground staff.

There was a discussion about appropriate personnel to run consultation meetings. Harp noted that he did not think there should be a facilitator. Aiu noted that she is a trained facilitator and has 106 training. She noted that there had been extensive discussion about her facilitating the next meeting, but because the relationship between HDOT and the consulting parties lacks trust, the decision was to have a neutral party facilitate the next meeting. She said that depending on how the next meeting goes, it may be possible to use an in-house facilitator in the future.

B. Transparency and Accountability

There needs to be more transparency and accountability in the process. In particular, there is concern about accountability for the breaches. Lebo noted that multiple parties were responsible for the breaches, but the MOA is limited to how to mitigate for the breaches. Harp and Cachola continue to feel that parties should be held accountable. In particular, they feel that CSH should shoulder its share of the blame. They feel there has been a lack of accountability and transparency with regards to the history and timeline of the damaged sites. Aiu offered to present a history of the site damage at the November 23 meeting.

1. As an example, the *Archaeological Fieldwork Report (Stipulation 4)* was discussed. Cachola believes that this should be put on an agenda for discussion and review, and that this process should be done for ALL plans.

Cachola wants a paper copy of everything.

Wants a discussion about results of fieldwork, which should come before any plan is finalized. Harp noted that this issue came about because the original archaeological fieldwork missed many, many sites, and only after the CPs insisted was another field study done. The second study found almost 60 new sites, many with the help of the CPs Makani Hou and NPS. The original CSH AIS reported 17 sites raising the total to 76.

2. Native Hawaiian Cultural Outreach and Education (Stipulation 5)

Cachola noted that he and Harp initiated this item. Naleimaile, who at that time had a small non-profit, was also involved. Originally, it was thought that scholarship funding could go through Naleimaile's organization. They were not consulted on the end product. Then, nothing happened and there were no annual reports. How are they to know if the education stipulation is being met without having any details. They asked if Peter Mills of UH is still involved.

Cachola and Harp want to know what is in the UHH MOU (posted on Website). They would also like to see the detailed work plan and be able to give comments on it. Lebo also noted that when the amendment to the MOA was first discussed with she and Dr. Downer, she had also raised the issue of a lack of details regarding what UH is required to do under the MOA. SHPD agrees with the need for more transparency. However, Lebo also noted that the MOU has already been signed, so any changes may require breaking the contract.

Aiu agreed to:

1) see if the workplan can be provided to all parties.

2) See if Keiki Kawai'i'a is willing to meet with the CPs. (Naleimaile is also interested in attending this meeting.)

3. Noise study (Stipulation 8). The complaint is that CPs were not consulted on the noise study and it was not provided to them. Powell noted that a noise study is a computer model of future conditions, and there is not much to consult about. The noise study is posted on the website and was sent to Cachola via e-mail. Cachola would like a hard copy. Powell also noted that the study predicted that in 20 years, noise due to the widening would increase by less than 1 decibel. There will be an increase in noise due to increased traffic, regardless of whether the road was widened. After discussion, Cachola and Harp said they would like a follow-up decibel reading to see if noise increased or decreased after the road was widened. Cachola noted that the National Park (Kaloko-Honokohau) requested the noise study because on certain nights they have ceremonies and need quiet for those ceremonies. He suggested that HDOT talk to Hawaiians about the ceremonies and if there is too much noise now vs before the road was widened. If there is too much noise, how might the noise be reduced?

4. Underpass Study (Stipulation 10)

Cachola's wants an apology from Don Smith for the way in which the report was handed off to him. Powell noted that Smith is no longer employed by HDOT, but he did apologize for any misunderstanding or appearance of rudeness before he left.

Cachola would like a synopsis of the study. Powell pointed out that the bulk of the study is appendices. However, Cachola would still like a synopsis. He noted that when the Queen Kaahumanu Highway first went in it destroyed over 20 trails which had once served as transportation highways for a thriving Hawaiian community. Now there are only 3 places that allow for safe pedestrian passage from Mauka o to Makai. The CPs wanted an underpass, not an underpass study, so that people can safely walk from Mauka to Makai on the paths of their ancestors. Cachola also believes that these trails can be an educational tool. He would like a discussion of the underpass study synopsis at a future meeting.

5. Interpretive signs (Stipulation 11)

The complaint is that there was no consultation on the interpretive signs. Powell noted that she wrote the MOA to transfer money to the park service. Cachola asked why he wasn't consulted. Powell said the MOA was required in order to transfer money to the National Park Service in order for their Harper's Ferry group to do the signs. The NPS requested Harper's Ferry do the signs since they do all NPS signs. The NPS MOA matches the requirements of the Queen K MOA, so there was no need for consultation. There was a discussion about the wording of the stipulation which says that the signs should be placed in the Park. Thus, the signs have to meet the National Park requirements and will be within the park boundaries. Harper's Ferry will be consulting with the CPs, however, the funds were just transferred so they are just ramping up on this project.

6. Ahupua'a signs (Stipulation 12)

The Ahupua'a signs are standard across the state. Cachola noted that the drawing came from the art in an earlier educational workbook he had helped to create while at KS. Harp noted that the Honokohau 1 sign should read, "Honokohau Nui," and the Honokohau 2 sign should read "Honokohau Iki." He asked that these two signs be replaced by HDOT.

7. Relationship building (Stipulation 14)

Harp noted that this was not requested by CPs. Powell noted that this was requested by FHWA. Cachola wanted to know why it hadn't been done within the timeline. Aiu suggested that HDOT needed better procedure for handing off projects from design to construction with timelines and expectations and that administration is working on this item.

8. Terrain model (Stipulation 15). Cachola and Harp do not believe that the terrain model meets what the CPs wanted. Part of complaint is that this was assigned to the wrong consultant. Harp had attended the initial meeting(s), but didn't agree with RMTowill doing the project, so didn't attend future meetings. In future MOAs, minimum qualifications of consultant doing the work should be included. Lebo suggested another improvement for future MOAs would be to explicitly state at which point reviews happen (i.e. 30%, 60%, 90%) and who does the review. Cachola and Harp went to the first meeting, but felt they were not being listened to. Cachola had wanted a model without the road or modern facilities-a cultural landscape and is upset his vision for the model was not understood at the meeting. He sees the model as a tool for teaching children about their culture before the Queen Kaahumanu highway was there. He would like a new model to be built.

Aiu suggested that a new model could be mitigation for the breaches. Lebo suggested that a new model could be an added requirement for the UHH MOU.

9. Post review discoveries (Stipulation 17). This item was skipped as it will be discussed at the November 23 meeting.

10. Amendments (Stipulation 21). Cachola would like a hard copy of the Amendments. This item will also be discussed at the November 23 meeting. Powell noted that there will now be 2 amendments. One to address the deadlines and other issues, such as the APE, and another to address the breaches. Lebo asked when the Amendments need to be signed. Aiu said she would look at a timeline. Lebo asked if FHWA/HDOT had consulted with SHPD regarding the change from one amendment to two. Aiu thought not. Lebo suggested that be done soon.

FOLLOW UP: FHWA will provide meeting notes for review. After notes are finalized, HDOT/FHWA will reply written responses.

Hawai'i Department of Transportation

Ahupua'a Marker Program Guide

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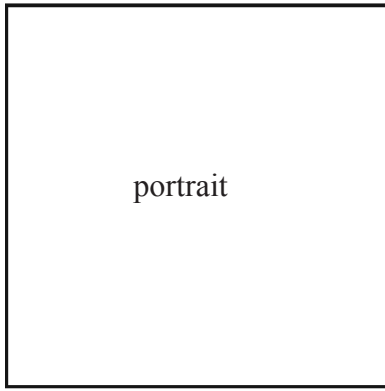
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Message from the Governor



Aloha mai kakou!

Mahalo for your interest in the Ahupua'a Marker Program.

Hawai'i has an intricate network of roads and trails, many of which have been in place since ancient times. Our current statewide highway system, which spans over 2,400 miles on six islands, connects Hawai'i's people and places.

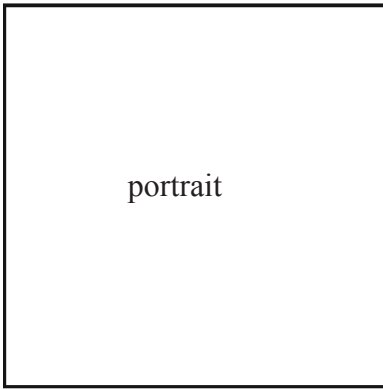
Spurred by local community interest and ongoing efforts to recognize and preserve Hawai'i's cultural names and boundaries, our Hawai'i Department of Transportation has developed the Ahupua'a Marker Program to support this cause. The program seeks to increase awareness and encourage community involvement in the connection between our roads, culture and environment. This program empowers communities to mark ahupua'a boundaries along state highways with signs through a public outreach process in partnership with Hawai'i Department of Transportation. We recognize that through cultivating this deeper connection and appreciation for our 'āina, culture and history we can sow and reap the bounty of sustainable living, something our Native Hawaiian ancestors practiced for generations and for which we strive.

The Ahupua'a Marker Program is just one of the ways that the State of Hawai'i is working to protect the environment, strengthen communities and improve the quality of life for Hawai'i's people. I encourage you to learn about the program, and get involved. Together we can help make Hawai'i's roads more sustainable, and travelling on them an enriching experience with a Hawaiian sense of place for generations to come.

With Aloha,

Governor, State of Hawai'i

Message from the HDOT Director



E komo mai – Welcome to the Hawai'i Department of Transportation's Ahupua'a Marker Program.

We are honored to present this collaborative initiative for the people of Hawai'i. Inspired by ongoing grassroots efforts throughout the state, we are proud to offer this community based program that celebrates our Aloha for the 'āina and our Hawaiian heritage by marking the boundaries of ancient land divisions, or ahupua'a. Through this program communities can increase their awareness of place and culture through working together and partnering with our agency. This booklet is provided as a resource and a guide to enable interested individuals, community groups and organizations to establish ahupua'a signs installed by HDOT.

We look forward to working with you as we celebrate the beauty and rich cultural history of our islands as experienced from our roads and highways.

Mahalo nui loa,

Director, Hawai'i Department of Transportation



I ku ka makemake e
hele mai, hele no me
ka malo'elo'e.

If the wish to come arises, walk firmly. If you wish to come do not be hesitant, for you are welcome.



Introduction

The Ahupua'a Marker Program

- The Program
- Benefits of the Program
- Who Can Participate?
- What's an Ahupua'a Marker?
- Responsibilities

History of the Ahupua'a System



The Ahupua'a Marker Program

The Program

The Ahupua'a Marker Program is a partnership between HDOT and local communities to guide the installation process of signs at ahupua'a boundaries along State roads. The installation of ahupua'a markers through this program is a voluntary community effort towards recognizing the traditional Hawaiian land division boundaries throughout our islands.

Benefits of the Program

- Acknowledge and re-establish traditional ahupua'a boundaries and the place names of Hawai'i.
- Promote public awareness and appreciation for Hawai'i's culture, wisdom and sustainable land management practices.
- Encourage ma'lama 'aina (taking care of the land).
- Make Hawai'i's roads local.
- Provide a framework for understanding the land, its contemporary and traditional cultures, and its ecological history.

Who Can Participate?

- Must be a resident of the State of Hawai'i
- Must fulfill the Ahupua'a Marker Program roles and responsibilities

Any member of the public who is a resident of the State of Hawai'i can initiate the process to install a sign and/or build an ahupua'a marker along a state highway on Hawai'i, Kaua'i, Maui, Moloka'i, Lana'i or O'ahu. Any individual or group that initiates the process must be willing and able to fulfill the roles and responsibilities of the Community Partner.

What's an Ahupua'a Marker?

Ahupua'a markers are used to locate culturally significant boundaries. The Ahupua'a Marker Program is a partnership between HDOT and local communities to guide the process of installing signs along ahupua'a boundaries on State roads.



Kahalu'u ahupua'a sign along Kamehameha Hwy

Responsibilities (kuleana)

Hawai'i Department of Transportation Responsibilities:

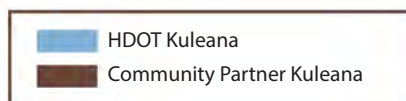
- Administer the program
- Review community submittals to meet safety and visibility standards
- Supply and install ahupua'a marker signage (budget and labor permitting)

Community Partner Responsibilities:

- Submit a complete Ahupua'a Marker Program Application
- Ensure community support through community outreach
- Submit site plan and community outreach documents for Ahupua'a signage installation
- Pursue an ahupua'a sign, space permitting and with community support

Steps to Install an Ahupua'a Sign

1. Generate interest in having an ahupua'a sign installed and/or building a stone ahupua'a marker.
2. Document community support during outreach process
3. Administer Ahupua'a Marker Program
4. Provide references for determining ahupua'a boundaries
5. Provide sample location plans
6. Create location plans
7. Create maintenance plan
8. Submit Ahupua'a Sign Application
9. Review community submittals to meet safety and visibility standards
10. Application Review and Approval
11. Supply and install ahupua'a boundary sign
12. Ahupua'a sign maintenance



History of the Ahupua'a System

The concept of private property was unknown to ancient Hawaiians, but they did follow a complex system of land division. All land was controlled ultimately by the highest chief or king who held it in trust for the whole population. Who supervised these lands was designated by the king based on rank and standing. A whole island, or mukupuni, was divided into smaller parts, down to a basic unit belonging to a single family.

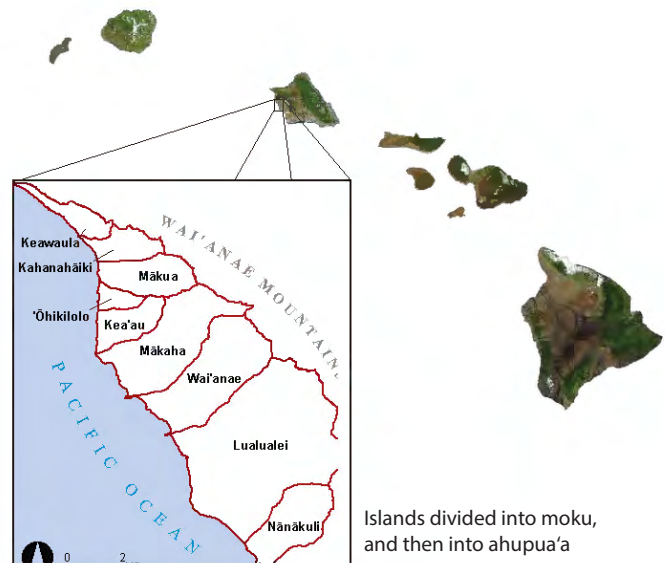
Each mukupuni was divided into several moku, the largest units within each island (usually wedge-shaped and running from the mountain crest to shore.)

Each moku was divided into ahupua'a, narrower wedge-shaped land sections that again ran from the mountains to the sea. The size of the ahupua'a depended on the resources of the area with poorer agricultural regions split into larger ahupua'a to compensate for the relative lack of natural abundance. Each ahupua'a was ruled by an ali'i or local chief and administered by a konohiki.

Within the ahupua'a, 'ili were smaller divisions. Each 'ili could be formed of non-contiguous pieces called lele, or jumps. Mo'o were sections of the 'ili that were arable; usually these agricultural units did not extend to the sea. Smaller yet were the kuleana, or land tracts used by the common people for cultivation of crops. The size of kuleana, like the size of ahupua'a, depended on the natural fertility and abundance of the land.

The ancient ahupua'a, the basic self-sustaining unit, extended elements of Hawaiian spirituality into the natural landscape. Amidst a belief system that emphasized the interrelationship of elements and beings, the ahupua'a contained those interrelationships in the activities of daily and seasonal life.

Shaped by island geography, each ahupua'a was a wedge-shaped area of land running from the uplands to the sea, following the natural boundaries of the watershed. Each ahupua'a contained the



resources the human community needed, from fish and salt, to fertile land for farming taro or sweet potato, to koa and other trees growing in up-slope areas. Villagers from the coast traded fish for other foods or for wood to build canoes and houses. Specialized knowledge and resources peculiar to a small area were also shared among ahupua'a.

Although there was no private ownership of property, land tenure of the maka'ainana (commoners) was stable. They paid weekly labor taxes and annual taxes to the konohiki, or local overseer, who collected goods to support the chief and his court. The konohiki supervised communal labor within the ahupua'a and also regulated land, water and ocean use.

Stewardship of the land and its resources was formalized through the kapu system. The kapu (taboo) - administered and enforced by konohiki and kahuna, or priests - placed restrictions on fishing certain species during specific seasons, on gathering and

replacing certain plants, and on many aspects of social interaction as well. In this way, the community maintained a sustainable lifestyle. Through sharing resources and constantly working within the rhythms of their natural environment, Hawaiians enjoyed abundance and a quality lifestyle with leisure time for recreation during the harvest season of the year. This lifestyle also encouraged a high level of artistic achievement. Many crafts, including Hawaiian kapa and featherwork, were the finest in the Pacific. Hawaiians devoted themselves to competitive sport and martial arts as well as expression through dance and chant, creating rich traditions that continue today.

Kamehameha's sons and grandsons continued to rule his unified kingdom in the decades following his death. Kamehameha III did much to codify Hawaii's traditions and laws along a Western model. The 1848 act, the Great Mahele, allowed private ownership of land for the first time. Lands historically controlled by the king and other ali'i were formally divided and commoners were given an opportunity to claim their traditional family (kuleana) lands. Due in part to different cultural notions of property, many claims were never established and foreigners were able to acquire large tracts of land.

Adapted from www.hawaiihistory.org



Ahupua'a sign installed in Waihe'e ahupua'a





'A'ohe hana nui ke alu 'ia.

No task is too big when done together by all.



Process

Summary of Procedures

Steps to Install an Ahupua'a Sign

- Community Outreach
- Budget and Obtain Funding
- Finding a Suitable Location for sign
- Proposed Location Plans
- Construction
- Maintenance
- Submit Application Paperwork
- Construction
- Sign Maintenance

Summary of Procedures

The following steps are necessary before installing an ahupua'a sign

Steps to Install an Ahupua'a Sign

- Generate community interest and support
- Document community support
- Submit Ahupua'a Marker Program application
 - Submit plans showing proposed ahupua'a sign location

Once these items have been approved, installation will be scheduled. A maintenance plan must be implemented as well. The following pages elaborate on this process.



Steps to Install an Ahupua'a Sign

1. Community Outreach

The intent to implement an ahupua'a sign must be supported by local residents, businesses, and organizations. A chosen Community Partner is required to initiate, facilitate and document the process.

The Community Partner:

- Is responsible for raising awareness and building support for the Ahupua'a Marker Project by using outreach methods that are appropriate for the community.
- Is responsible for engaging local community members in the planning of the ahupua'a sign. Review by Hawaiian Civic Clubs and neighborhood boards is mandatory. Consider contacting local non-profit /501(c) (3) organizations, Kamehameha Schools, corporate land owners, banks, shopping centers, etc. Also consider posting a local newspaper story or ad of chosen location.
- Must document community outreach process and provide confirmation of community support by submitting Proof of Outreach form with application.

Outreach Methods:

Mandatory outreach:

- Neighborhood boards or community organizations within ahupua'a
- All Hawaiian Civic Clubs within ahupua'a

Suggested other outreach:

- Native Hawaiian Cultural Practitioners
- Local newspaper story or ad showing ahupua'a marker locations
- Public notices, meetings, workshops
- Mailings, handouts, and door-to-door surveys
- School projects, posters
- Online surveys, posting on community pages, emails, blogs, and using social media

Steps to Install an Ahupua'a Sign (continued)

2. Budget and Obtaining Funding

- Ahupua'a sign and installation is provided by HDOT, budget and labor permitting

Ahupua'a sign and installation is provided by HDOT, state budget and labor permitting. The community partner may elect to pay for the sign themselves to expedite the installation process. A detail drawing of the sign is provided in the application.

3. Finding a Suitable Location for Ahupua'a Sign

- Community should contact the Hawai'i State Archives or State Survey Office for the last ahupua'a map produced by the Hawaiian Kingdom.
- Community Partner must propose location consistent with last Hawaiian Kingdom map.

Community should contact the Hawai'i State Archives or State Survey Office for the last ahupua'a map produced by the Hawaiian Kingdom to determine where to locate their ahupua'a sign. The Community Partner can use these maps, other sources, and the advice of community members to identify the location of ahupua'a boundaries and potential locations for the ahupua'a sign



4. Proposed Location Plans

- Community Partner must create two (2) plans to be submitted with Ahupua'a Marker Program Application
 1. A preferred ahupua'a sign location plan
 2. An alternate ahupua'a sign location plan
- Included in this guide are roadside location guidelines and a sample location plan
- Editable files of documents noted above are available at <http://hidot.hawaii.gov/highways>

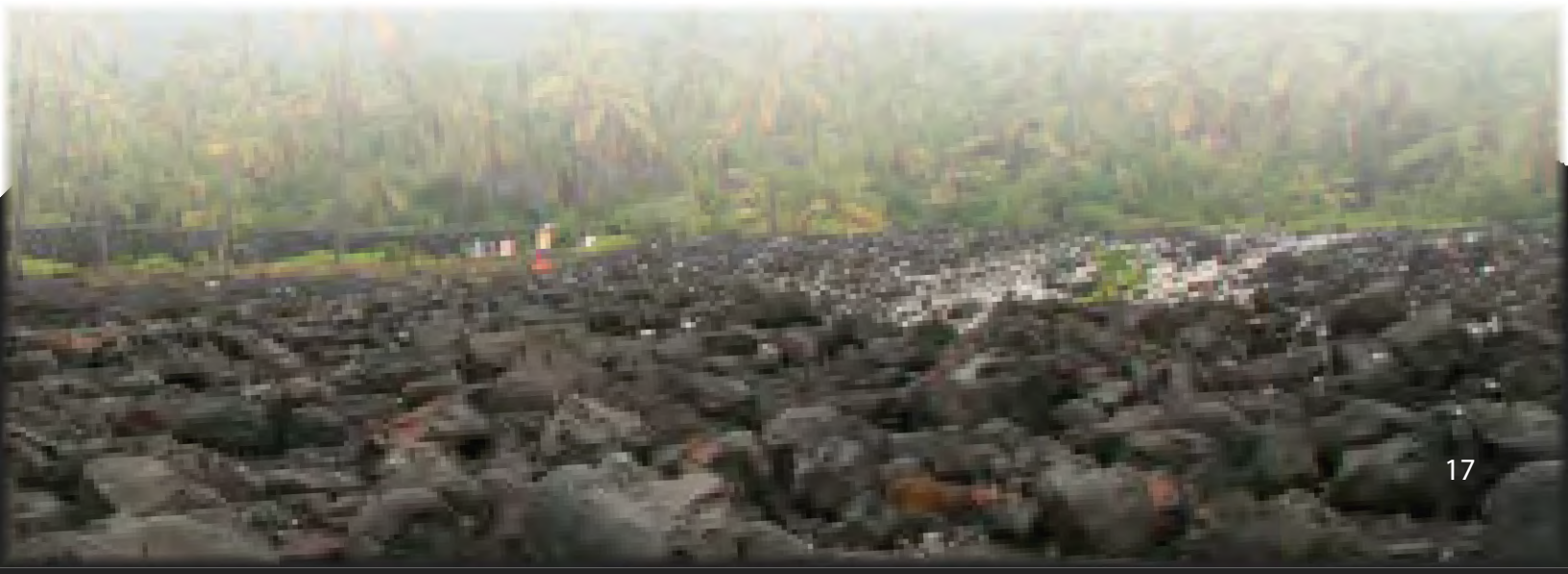
The Community Partner is responsible for preparing and submitting two plans: one showing a preferred location for the ahupua'a sign, and one showing an alternate location for the ahupua'a sign placement. HDOT will review the two plan alternatives and provide approval of the proposed ahupua'a sign location.

5. Construction

- Ahupua'a sign must include appropriate Hawaiian diacriticals
- Work with HDOT to schedule a 4-hour window of time for installation of the sign
- Ensure adherence to safety requirements for roadside installation
- Community events celebrating sign installation should adhere to HDOT safety requirements

6. Maintenance

- HDOT will maintain the ahupua'a sign





Resources

Contacts

Ahupua'a Marker Program
Application

Ahupua'a marker sign along
roadway in Kahalu'u, O'ahu

Contacts

DOT, Highway Administration

O'ahu District

727 Kakoi Street
Honolulu, Hawai'i 96819
Engineering Program Manager
Phone: (808) 831-6703
FAX: (808) 831-6725

Kaua'i District

1720 Halekuana Street
Lihu'e, Hawai'i 96766
District Engineer
Phone: (808) 241-3000
FAX: (808) 241-3011

Maui District

650 Palapala Drive
Kahului, Hawai'i 96732
Engineering Program Manager
Phone: (808) 873-3538
FAX: (808) 873-3544

Hawai'i District

50 Maka'ala Street
Hilo, Hawai'i 96720
District Engineer
Phone: (808) 933-8866
FAX: (808) 933-8869

Stakeholders and Agencies

DLNR, Office of Conservation and Coastal Lands

(808) 587-0322

Local Neighborhood Boards

[www1.honolulu.gov/nco/
index.htm](http://www1.honolulu.gov/nco/index.htm)

DLNR, State Historic Presevation Division

(808) 692-8015

Association of Hawaiian Civic Clubs

<http://aohcc.org/>

Ahupua'a Land Survey Maps

Kalanimoku Bldg.
1151 Punchbowl St., Room 210
Honolulu, Hawai'i 96813
Phone: 808-586-0380
Fax: 808 586-0383
E-Mail: landsurvey@hawaii.gov

Hawai'i Department of Transportation

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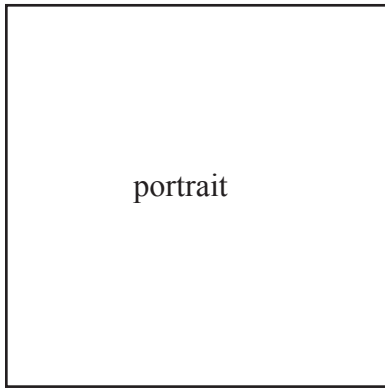
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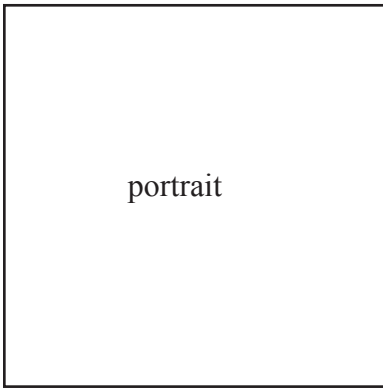
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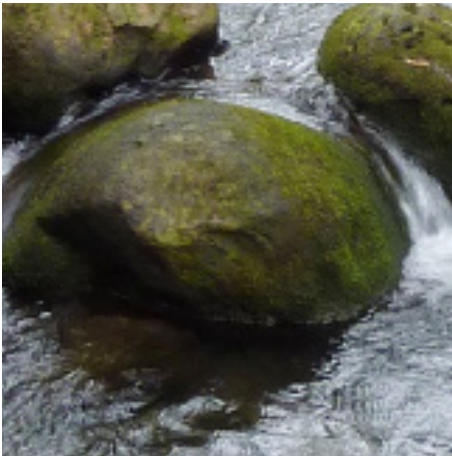
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Introduction

The Ahupua'a Marker Program

- The Program
- Benefits of the Program
- Who Can Participate?
- What's an Ahupua'a Marker?
- Responsibilities

History of the Ahupua'a System



The Ahupua'a Marker Program

The Program

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Benefits of the Program

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- Promote public awareness and appreciation for Hawai'i's culture, wisdom and sustainable land management practices.
- Encourage mālama 'ai'ā (taking care of the land).
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Who Can Participate?

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- Must fulfill the Ahupua'a Marker Program roles and responsibilities

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Kahalu'u ahupua'a sign along Kamehameha Hwy

Responsibilities (kuleana)

Hawai'i Department of Transportation Responsibilities:

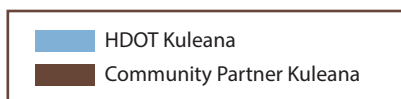
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- Review community submittals to meet safety and visibility standards
- Supply and install ahupua'a marker signage (budget and labor permitting)

Community Partner Responsibilities:

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- Ensure community support through community outreach
- Submit site plan and community outreach documents for Ahupua'a signage installation
- Pursue an ahupua'a sign, space permitting and with community support

Steps to Install an Ahupua'a Sign

1. Generate interest in having an ahupua'a sign installed and/or building a stone ahupua'a marker.
2. Document community support during outreach process
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12. Ahupua'a sign maintenance



History of the Ahupua'a System

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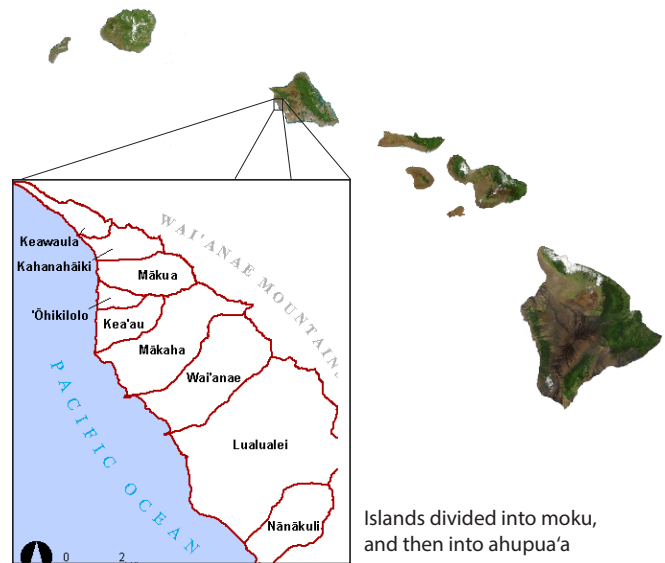
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Adapted from www.hawaiihistory.org



Ahupua'a sign installed in Waihe'e ahupua'a



Background: Waipi'o Valley, Hawai'i



'A'ohe hana nui ke alu 'ia.

No task is too big when done together by all.



Process

Summary of Procedures

Steps to Install an Ahupua'a Sign

- Community Outreach
- Budget and Obtain Funding
- Finding a Suitable Location for sign
- Proposed Location Plans
- Construction
- Maintenance
- Submit Application Paperwork
- Construction
- Sign Maintenance

Summary of Procedures

The following steps are necessary before installing an ahupua'a sign

Steps to Install an Ahupua'a Sign

- Generate community interest and support
- Document community support
- Submit Ahupua'a Marker Program application
 - Submit plans showing proposed ahupua'a sign location

Once these items have been approved, installation will be scheduled. A maintenance plan must be implemented as well. The following pages elaborate on this process.



Steps to Install an Ahupua'a Sign

1. Community Outreach

The intent to implement an ahupua'a sign must be supported by local residents, businesses, and organizations. A chosen Community Partner is required to initiate, facilitate and document the process.

The Community Partner:

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- Is responsible for engaging local community members in the planning of the ahupua'a sign. Review by Hawaiian Civic Clubs and neighborhood boards is mandatory. Consider contacting local non-profit /501(c) (3) organizations, Kamehameha Schools, corporate land owners, banks, shopping centers, etc. Also consider posting a local newspaper story or ad of chosen location.
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Outreach Methods:

Mandatory outreach:

- Neighborhood boards or community organizations within ahupua'a
- All Hawaiian Civic Clubs within ahupua'a

Suggested other outreach:

- Native Hawaiian Cultural Practitioners
- Local newspaper story or ad showing ahupua'a marker locations
- Public notices, meetings, workshops
- Mailings, handouts, and door-to-door surveys
- School projects, posters
- Online surveys, posting on community pages, emails, blogs, and using social media

Steps to Install an Ahupua'a Sign (continued)

2. Budget and Obtaining Funding

- Ahupua'a sign and installation is provided by HDOT, budget and labor permitting

Ahupua'a sign and installation is provided by HDOT, state budget and labor permitting. The community partner may elect to pay for the sign themselves to expedite the installation process. A detail drawing of the sign is provided in the application.

3. Finding a Suitable Location for Ahupua'a Sign

- Community should contact the Hawai'i State Archives or State Survey Office for the last ahupua'a map produced by the Hawaiian Kingdom.
- Community Partner must propose location consistent with last Hawaiian Kingdom map.

Community should contact the Hawai'i State Archives or State Survey Office for the last ahupua'a map produced by the Hawaiian Kingdom to determine where to locate their ahupua'a sign. The Community Partner can use these maps, other sources, and the advice of community members to identify the location of ahupua'a boundaries and potential locations for the ahupua'a sign



4. Proposed Location Plans

- Community Partner must create two (2) plans to be submitted with Ahupua'a Marker Program Application
 1. A preferred ahupua'a sign location plan
 2. An alternate ahupua'a sign location plan
- Included in this guide are roadside location guidelines and a sample location plan
- Editable files of documents noted above are available at <http://hidot.hawaii.gov/highways>

The Community Partner is responsible for preparing and submitting two plans: one showing a preferred location for the ahupua'a sign, and one showing an alternate location for the ahupua'a sign placement. HDOT will review the two plan alternatives and provide approval of the proposed ahupua'a sign location.

5. Construction

- Ahupua'a sign must include appropriate Hawaiian diacriticals
- Work with HDOT to schedule a 4-hour window of time for installation of the sign
- Ensure adherence to safety requirements for roadside installation
- Community events celebrating sign installation should adhere to HDOT safety requirements

6. Maintenance

- HDOT will maintain the ahupua'a sign





Resources

Contacts

Ahupua'a Marker Program
Application

Ahupua'a marker sign along
roadway in Kahalu'u, O'ahu

Contacts

DOT, Highway Administration

O'ahu District

727 Kakoi Street
Honolulu, Hawai'i 96819
Engineering Program Manager
Phone: (808) 831-6703
FAX: (808) 831-6725

Kaua'i District

1720 Halekuana Street
Lihu'e, Hawai'i 96766
District Engineer
Phone: (808) 241-3000
FAX: (808) 241-3011

Maui District

650 Palapala Drive
Kahului, Hawai'i 96732
Engineering Program Manager
Phone: (808) 873-3538
FAX: (808) 873-3544

Hawai'i District

50 Maka'ala Street
Hilo, Hawai'i 96720
District Engineer
Phone: (808) 933-8866
FAX: (808) 933-8869

Stakeholders and Agencies

DLNR, Office of Conservation and Coastal Lands

(808) 587-0322

Local Neighborhood Boards

[www1.honolulu.gov/nco/
index.htm](http://www1.honolulu.gov/nco/index.htm)

DLNR, State Historic Presevation Division

(808) 692-8015

Association of Hawaiian Civic Clubs

<http://aohcc.org/>

Ahupua'a Land Survey Maps

Kalanimoku Bldg.
1151 Punchbowl St., Room 210
Honolulu, Hawai'i 96813
Phone: 808-586-0380
Fax: 808 586-0383
E-Mail: landsurvey@hawaii.gov