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GOVERNOR OF
HAWAII



SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

M. KALEO MANUEL
DEPUTY DIRECTOR - WATER

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CONSERVATION AND COASTAL LANDS
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KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

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Testimony of
SUZANNE D. CASE
Chairperson

Before the Senate Committees on
TRANSPORTATION
and
WATER & LAND

Tuesday, March 30, 2021
3:00 PM

State Capitol, Via Videoconference, Conference Room 224

In consideration of
SENATE CONCURRENT RESOLUTION 190/SENATE RESOLUTION 155
REQUESTING THE DEPARTMENT OF TRANSPORTATION AND COMMUNITY
STAKEHOLDERS TO IMPROVE THE MAUNALUA-MAKAPUU STATE
SCENIC BYWAY AND DEVELOP A PLAN TO CONSOLIDATE
MANAGEMENT ALONG THE KA IWI COAST SCENIC SHORELINE.

Senate Concurrent Resolution 190/Senate Resolution 155 requests the Department of Transportation and community stakeholders to improve the Maunalua-Makapuu State Scenic Byway and develop a plan to consolidate management along the Ka Iwi Coast Scenic Shoreline. **The Department of Land and Natural Resources (Department) appreciates the intent of these measures and offers the following comments.**

The Kaiwi State Scenic Shoreline managed by the Department's Division of State Parks is an integral element of The Maunalua-Makapuu State Scenic Byway and as such, it is appropriate for the Department to participate in this new planning effort to engage the community on exploring potential options of joint agency and community management of this significant open space corridor.

While the Department does not feel that it is inevitable that vast tracks of land in the subject area will be overrun by commercial interests or parking due to current zoning protections and land tenure, nonetheless, this valuable undeveloped portion of East Oahu represents a significant community open space asset to warrant additional planning and examination of management consolidation.

The Department suggests that this body of government and community members be classified as "Community Advisory Committee" rather than a "Task Force" to be consistent with current trends associated with other similar public engagement processes currently being created throughout the State due to other legislation and previous planning efforts. A Community Advisory Committee will enable increased flexibility in membership based on pertinent subject matter to allow for a broader range of participation.

Also, rather than a "Report to the Legislature" to document discussion, the Department recommends deleting this provision and instead include that the members who represent the community participants can simply update their respective websites, neighborhood boards and the elected officials who represent the district on the outcome of the discussions and the suggested need for additional policy and action.

Thank you for the opportunity to comment on these measures.

SCR-190

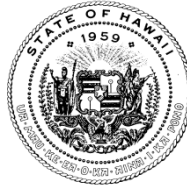
Submitted on: 3/29/2021 10:07:08 AM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Alan Carpenter	Testifying for DLNR	Comments	No

Comments:

I am available for questions. Please allow me Zoom access. Thank you.



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

March 30, 2021
3:00 PM
State Capitol, Teleconference

S.C.R. 190 / S.R. 155
REQUESTING THE DEPARTMENT OF TRANSPORTATION AND COMMUNITY
STAKEHOLDERS TO IMPROVE THE MAUNALUA-MAKAPUU STATE SCENIC
BYWAY AND DEVELOP A PLAN TO CONSOLIDATE MANAGEMENT ALONG THE
KA IWI COAST SCENIC SHORELINE

Senate Committees on Transportation and Water and Land

The Department of Transportation (DOT) **supports** S.C.R. 190 / S.R. 155 **and offers comments**. S.C.R. 190 / S.R. 155 requests the DOT and community stakeholders to improve the Maunalua-Makapuu State Scenic Byway and develop a plan to consolidate management of the Ka Iwi Coast Scenic Shoreline.

The DOT supports efforts for corridor management and coordination between State agencies and the community. DOT points out that the Maunalua-Makapuu State Scenic Byway Final Corridor Plan, completed in March 2018, should be considered in the coordination. However, the improvements being considered along the corridor appear to include significantly more than highway infrastructure. Therefore, we request that the DOT Director's involvement in the committee be changed from co-chair to member.

Thank you for the opportunity to provide testimony.



March 29, 2021



2021
BOARD OF DIRECTORS

Senate Transportation Committee and Senate Water and Land Committee
Tuesday, March 30, 2021 3:00 p.m. / Conference Room 224

Elizabeth Reilly
President

RE: Livable Hawaii Kai Hui’s Testimony Regarding SCR 190 – Support with Conditions

Allen Tateishi
Vice President

Aloha Chair Lee, Chair Inouye, and Honorable Senators:

Dianne Gleib
Secretary

As the owner of the Kaiwi Mauka lands and collaborators with the Hawaii Kai Neighborhood Board on the Kaiwi Scenic Byway application and the Maunalua – Makapu’u Corridor Management Plan (a condition of scenic byway designation), Livable Hawaii Kai Hui writes to express **support of SCR 190 with amendments and ask that your committee(s) will implement these changes prior to passing out this concurrent resolution:**

Marian Grey
Treasurer

Dean Takebayashi
Director

1. To be consistent with the designations used by the Department of Land & Natural Resources, please change the spelling of “Ka Iwi” to “Kaiwi” except in the name “Ka Iwi Coalition.”

Gary Weller
Director

2. On page 1, line 16, please change the spelling of “Liveable Hawaii Kai Hui” to “Livable Hawaii Kai Hui,” excluding the letter “e” from our organization’s name.

Kendrick Chang
Community Outreach

3. On page 3, lines 16 (5) paragraph delete the word “improvements” and revise text to align with the Maunalua-Makapu’u Corridor Management Plan. **Insert:** “Continue preserving and protecting the resources along the Kaiwi coastline, mauka-to-makai views and natural landscapes, cultural and historic features, while maintaining appropriate access to the Maunalua-Makapu’u State Scenic Byway and Kaiwi coastal area; and”

Dylan Ramos
**Operations/
Communications**

4. Recognize the City and County of Honolulu Department of Parks and Recreation (DPR) as a designated member of the task force. Hanauma Bay, Sandy Beach and Wawamalu are under DPR’s jurisdiction and within the Kaiwi Scenic Byway designation.

Website

www.hawaiikaihui.org
www.kaiwicost.org

5. Add a Maunalua specific cultural practitioner with relevant historic knowledge to the task force such as Ann Marie Kirk of Maunalua.Net.

Like us on Facebook
Livable Hawaii Kai Hui
Aloha Aina O Kamilo Nui
Ka Iwi Coast

Residents have spent over 45 years across multiple generations to protect the Kaiwi coastline. Multiple community organizations and individuals are already involved with a wide variety of stewardship activities (some to address problems) across Kaiwi, mauka to makai. We recognize that future long-term management plans and discussions require a comprehensive approach in recognition that all stewardship activities can build upon past, current, and future initiatives. SCR 190 can facilitate the need for the State, County, and community partners to consolidate existing stewardship and management efforts, but not with a purpose and intent “to improve” but rather “to malama the aina” so to continue to uphold the pledge to “preserve the wild and natural characteristics of Kaiwi” (This is how these lands are referred to in the Scenic Byway, the East Honolulu Sustainable Communities Plan, Kaiwi Viewshed Study and other relevant plans). We support SCR 190 with amendments and pledge to lend full support of its implementation. Mahalo to Senator Lee for his vision, collaborative spirit, and aloha for the community and Kaiwi coastline.

Elizabeth Reilly
Founder/President

Kendrick S. Chang
Community Outreach

LATE

SCR-190

Submitted on: 3/30/2021 11:07:30 AM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Taniguchi	Testifying for Hawaii Bicycling League	Support	No

Comments:

The Hawaii Bicycling League strongly supports SCR190. The Kaiwi Coast is indeed a jewel of O'ahu, and over time will be an iconic representation of O'ahu's beauty.

The idea to plan to manage the coastline with all stakeholders is an excellent one, and none too soon.

As in other places, our roads make up a large part of our public spaces, and these need to be complete for all users. We support the entire resolution, including the statement to " Provide for safe and protected pedestrian and bicycle access across the Maunaloa—Makapuu State Scenic Byway through the Ka Iwi Coast Scenic Shoreline from Makapuu lookout to Hanauma Bay. "

As an organization the Hawaii Bicycling League is willing to contribute time and effort to the task force, just as we have contributed to other public good efforts like safety training of large bus and truck drivers, and advocating for red light camera enforcement for street safety.

Thank you for this visionary resolution to help create the future for the Kaiwi coast.

SCR-190

Submitted on: 3/27/2021 7:18:22 AM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Mark Pillori	Individual	Support	No

Comments:

Dear DOT and Community Stakeholders,

Thank you for the opportunity to submit testimony in support of the continuing efforts to improve the Ka Iwi coast line and natural assets. It is my sincere hope that you will consider repaving the highway, including the shoulder which we cyclist depend on for our safety. I have noticed in the past that repaving would often include only the portion of road between the edge lines and this would save the state money but would cause additional injuries to cyclists and pedestrians that use this stretch of scenic byway profusely. On March 31st of 2020, I was riding my bicycle in the direction of sandy beach from Waimanalo and directly after navigating the 90 degree turn at the bottom of Makapuu hill, my front tire was caught in a deep crevice which sent me over my handlebars resulting in a ride to the hospital in an ambulance and a broken scapula (shoulder blade). I am hoping the shoulders can be repaved or even enhanced with larger areas and cycle markings!

I also am a little perplexed at the use of large boulders to delineate parking areas and block off sand dune areas on the coast line. The intent is necessary but in my opinion, these are very unsightly and aesthetically it would have been better to continue the highway guard rails that are already in use throughout the area and the parking areas delineations would look more natural using the telephone pole method which is already present in front of Sandy Beach.

Thank you again for the opportunity to submit testimony.

Mark Pillori

524 Papalani St. Kailua, HI. 96734

SCR-190

Submitted on: 3/28/2021 12:21:31 PM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Victoria Anderson	Individual	Support	No

Comments:

Please pass this important resolution.

SCR-190

Submitted on: 3/29/2021 12:07:43 PM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
cheryl B.	Individual	Comments	No

Comments:

Comments

In speaking with folks who are actively involved in the protection of the Ka`iwi Coast, I would like to ask that you give greater consideration to them on the creation of a task force. In addition, to use the word improve gives too much room for interpretation as to the specific areas and issues that are being considered in this resolution. Through my association with the `ohana of Shirley Lum, one of the original Ka`iwi Coast protectors, I have learned about the history of this place. Over the last year, natural changes from the rain as well as those from humans who have not been educated on protection of our `Ä• ina have occurred. Therefore, I understand the concept of trying to protect this area. It will take all of us to do this. I would like to think that the DLNR/govt. could take on this effort. However, there are too many examples of this not being possible, one being the BLNR often complaining there is not enough personnel or funds. A task force of any kind without funds to implement the changes needed based on the findings is a waste of time.

Of course, I would like to support the maintenance, upkeep and protection of Ka`iwi. Please use the comments that come in from the folks of that community to make powerful, progressive decisions that will ensure we protect this area for the future.

SCR-190

Submitted on: 3/29/2021 1:20:52 PM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Malia Marquez	Individual	Comments	No

Comments:

Aloha Kā• kou,

My name is Malia Lum Kawaihoa Marquez. I am the daughter of the late Shirley Lum, one of the original protectors of the Save Sandy Beach Coalition. I believe this proposed resolution comes from a good and pono place, however I do have some concerns on how this resolution is written. One specific concern is the word "IMPROVE". There is no such way to "improve" a natural, scenic coastline. My other concern is the "creating of a task force". I do not believe in a specialized task force stated in this resolution. Ka 'Iwi should remain a collaborative of community organizations (stake holders) along with government agencies.

Our vigilance and education are essential for addressing the myriad of issues which will better protect and preserve this critical resource, Ka 'Iwi, for future generations. Here is my version of a re-written resolution:

"REQUESTING THE DEPARTMENT OF TRANSPORTATION AND COMMUNITY STAKEHOLDERS TO PROTECT THE MAUNALUA - MAKAPU'U STATE SCENIC BYWAY AND DEVELOP A PLAN TO COLLABORATE WITH COMMUNITY MEMBERS AND GOVERNMENT AGENCIES FOR THE KA 'IWI COAST SHORELINE".

Mahalo for your time on this precious matter.

Me ka ha'aha'a,

Malia Lum Kawaihoa Marquez

for the late

Shirley M. Lum.

SCR-190

Submitted on: 3/29/2021 2:41:59 PM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John Rogers	Individual	Support	No

Comments:

I support that a Maunaloa-Makapuu State Scenic Byway and Ka Iwi Coast task force be convened to develop a plan to address ongoing issues in the Maunaloa—Makapuu State Scenic Byway and Ka Iwi coastal area and consolidate management to better protect and preserve this critical resource for future generations. This exceptionally beautiful byway should be a place where all road users can access it safely.

LATE

SCR-190

Submitted on: 3/29/2021 5:47:17 PM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
William Reese Liggett	Individual	Support	No

Comments:

I strongly support the Bill with the following suggested changes:

1. Change spelling throughout to Kaiwi (vice ~~Ka Iwi~~). Rationale: in order to conform with *Place names of Hawaii*, 1974 by Mary Kawena Pukui and others--which standardized spelling of Hawaiian place names. Note: Parks Division now uses the standard spelling: Kaiwi State Scenic Shoreline--please see <https://dlnr.hawaii.gov/dsp/parks/oahu/kaiwi-state-scenic-shoreline/>.
2. Third line of all-caps opening: Delete word SCENIC to avoid confusion with Kaiwi State Scenic Shoreline (state Parks Division)
3. Add the Director of C&C Honolulu Director of Parks and Recreation to the list of members of the task force. Rationale: City owns 2/3 of the coast in Maunalua-Makapuu State Scenic Byway (Hanauma through Sandy Beach Park/Wawamalu Beach).
4. Add a Maunalua Cultural/history consultant to task force.
- 5 Change the last #5 on last page to read: “ (5) ~~Make any other improvements~~ Take appropriate steps in the area as may be necessary to preserve, protect, and provide assure appropriate access...coastal area as may be necessary; and” Rationale: Avoid the idea of “improvements” on this last natural shoreline in East Honolulu; redundancy.

Thank you

Submitted by William R. Liggett wliggett@twc.com 808.222.2088

LATE

SCR-190

Submitted on: 3/29/2021 7:48:10 PM

Testimony for TRS on 3/30/2021 3:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Shannon Jaquess	Individual	Support	No

Comments:

I have been an avid cyclist for ~8 years and am, in general, very comfortable with and educated in riding with the flow of traffic. I have ridden this stretch of roadway on my bike multiple times as part of a loop that includes the Pali Hwy. Each time I ride the Maunaloa-Makapu'u State Scenic Byway, I feel like I am putting my life in danger. Although it is a very scenic route, if there were another, less busy, way to loop around the eastern part of the island, I would probably take it simply for safety's sake. Unfortunately, there is not and therefore needs to be fixed. There are multiple dangers - broken roads and potholes, blind curves, narrow shoulders, distracted drivers, pedestrians, and cars parked along the road that make riding close to the shoulder nearly impossible as there is the constant risk of car doors opening in your path. My most terrifying experience ever on a bike occurred as I was pulling out of the Makapu'u Lookout Parking Lot. From a complete stop, I looked both ways to ensure the path was clear before pulling out into the roadway to turn left. Just as I pulled out, a truck came speeding around the blind corner on the right. As I was already in the roadway, I continued across, expecting the truck to slow down through this busy stretch of roadway. Instead, the driver started swerving and ultimately fishtailing across both lanes of the road. Ahead of me, pedestrians were screaming and I clearly remember seeing a man grab his female partner and begin running across the road to safety. I tried to get as far to the right as possible, hoping the truck wouldn't hit me. It was terrifying. Thankfully, the truck missed me, but I easily could have been killed in this encounter. Pedestrians and cyclist should not have to risk such danger to enjoy the eastern coast of the island. Please make this space safer for pedestrians and cyclists.