

## **APPENDIX E**

Coastal Path Historical and Cultural Committee Draft  
Report

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**Imagine...** eighteen miles of pristine COASTLINE retained in perpetuity for the people of Kaua'i.

**Imagine...** families leisurely bicycling, walking, jogging, and rollerblading in a safe, peaceful environment.

**Imagine...** the physically challenged enjoying an experience of a lifetime on a safe, accessible, and nurturing adventure down a tropical coastline.

**Imagine...** world class events such as triathlons and marathons helping to stimulate Kaua'i's economy through health tourism opportunities.

**Imagine...** experiencing a journey through the past both culturally and historically that offers true insight into Kaua'i, its heritage, and its people.

**Imagine...** You have just set the foundation for Ke Ala Hele Makalae, Kaua'i's Health and Heritage Corridor.

With seeds planted some twenty years ago, the concept of a bikeway/walkway along portions of the eastern coastline of Kaua'i has led to this community effort. Recently, with the purchase of approximately 6,000 acres in the Keala Ahupua'a, the Keala Plantation Company has offered to donate approximately 70 acres along the coastline to the County of Kaua'i. This opportunity has created a span of miles that is now in public ownership.

The community has engaged in an effort to formalize a proposal for funding and a plan for incremental implementation of this project. Four committees have been established to deal with the various facets of this project.

The first committee is the Development Committee that set guidelines for the surface and construction standards to be used and the alignment and width of the path. This committee also formulated recommendations for access points and increments of implementation.

The second committee is the Usage Committee that pinpointed available use(s) for this type of project and defined sections where multiple use(s) would be feasible. The committee also defined rules regarding use of the pathway, which excludes commercial activity. Instructional and logistical issues, traffic flow, and special considerations were also tasked to this committee.

The third committee is the Historical and Cultural Committee. The task of this committee was to define the historical and cultural areas along the path. After identification, each area was designated as either appropriate or not appropriate depending on the sacred nature of the site and its need to remain a

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private site for Native Hawaiian people. The committee determined the types and categories of signage for locations that were deemed to be appropriate and identified logistical needs.

The last committee is the Finance Committee that is the committee that will continue through the implementation of the project. Through feedback cost assessment done by the other three committees, an overall cost was established. Sources for funding were identified and categorized into various areas based on grant application requirements. Chronological funding needs and costs of incremental implementation were determined.

The following sections will elaborate the work product formulated by a highly energized community effort. Each committee's work will give broader insight into the overall project. E komo mai, please come and join us on our journey to Ke Ala Hele Makalae, the Kaua'i Health and Heritage Corridor.

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**DEVELOPMENT COMMITTEE**

**PARTNERSHIP LISTING:**

The Development Committee consists of the following participants:

Organization:	Name:
Aston Kauai Beach Villas	Sandi Kato-Khurke
Burial Council	Cheryl Lovell-Obatake
Esprit de Corps Riding Academy	Dale Rosenfeld
Ho'okipa Network	Puanani Rogers
Kauai Association of Architects	Colleen Romano
Kauai County Parks and Rec.	Bernard Carvalho
Kauai County Planning Dept.	Bryan Mannaclay
Kauai County Public Works Dept.	Ian Costa
Kauai County Public Works Dept.	Ken Kitabayashi
Kauai Lagoons Resort Co.	Walter Agena
Keala Plantation Co.	Michele and Justin Hughes
Lihue Airport	Stan Sakamoto
Malama O Ho'opili	Stanley Oana, Jr.
Niu Pia Farms	David Pratt
Kapaa Business Association	Ann Leighton
Onipa'a Keala	Kane Pa
Outrigger Kauai Beach Hotel	Geoffrey Graf
Outrigger Kauai Beach Hotel	Jaye Gayagas Youn
State of Hawaii	Senator Jonathan Chun
State Dept. of Hawaiian Home Lands	Tom Contrades
State Dept. of Land and Natural Resources	Mike Laureta
State Dept. of Transportation	Steve Kyono
	Linda Hunt
	Robert Measel, Jr.

**SURFACE:**

Various surfacing materials such as concrete, glassphalt, Dinoflex, and asphalt were researched, and asphalt was found to be the most cost-effective material.

The planned bikeway/walkway will be a 10-foot path offering enough room

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for its proposed uses (excluding bridle paths). Bridle paths, where applicable or viable, would exist next to or be adjacent to Ke Ala Hele Makālae, the Kauai Health and Heritage tourism corridor.

Information regarding the design and cost per mile of asphalt for various widths of the path are shown in Exhibit A and Exhibit B. In the event that funding becomes available for recycling alternatives, we would like to see certain sections of Ke Ala Hele Makālae surfaced with Dinoflex which is made from recycled tires or base coursed with glassphalt which is a mixture of pulverized glass and asphalt.

**ALIGNMENT:**

The alignment of the path along the eastern coastline of Kauai from Nawliwili to Anabola can be seen in Exhibit C.

Ke Ala Hele Makālae starts at Nawliwili Park, continues along Rice Street, and turns right onto Kapule Highway. The path continues three hundred yards on Kapule Highway and turns right at the entrance to Kauai Lagoons which is located across from Vidiha Stadium. From here until Ninini Point, there is an existing bike and pedestrian facility.

At Ninini Point, the path begins its coastal trek, utilizing areas next to old plantation roadway alignments until it intersects with Ahukimi Road and its adjacent harbor.

The path continues through the old Bertrand Estate along a short section of plantation road and turns right following the old railroad alignment that descends along the mountainside until it reaches the Hanamaulu River estuary. At this point, the path would cross the railroad bridge and begin its ascent up the hillside on the northern end of Hanamaulu Park.

The path continues along the old plantation roadway in a northerly direction until it connects with the old railroad alignment which crosses a marshy area engulfing a portion of Nukoli'i. The path connects with the existing roadway through Nukoli'i until the Waialua Golf Course.

The path extends along the entire shoreline of the Waialua Golf Course and connects with the 1.83-mile long Lydgate Park bike and pedestrian path that encircles Lydgate Park. The path continues across the Waialua River via the cane haul bridge which runs parallel to Kubio Highway and turns right onto Papaloa Road.

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The path weaves through the Coconut Plantation Marketplace on Aleka Drive until its intersection with Kuhio Highway. The path then continues on Keaka Road, onto Moanakal Road, and then over the Waikaea Canal utilizing the pedestrian bridge structure and continues on to Kapaa Beach Park.

The path continues along the coastline all the way to Anahola Beach Park.

ANTICIPATED REGULATORY REQUIREMENTS:

It must be emphasized that certain regulatory requirements are involved in the planning process and will influence the timing and development of the bikeway/walkway. These requirements include but are not limited to Federal, State, and County review of:

- 1. an environmental impact assessment or statement; and
- 2. land use permits relative to the specific zoning or land use district in which the alignment of the bikeway/walkway is located.

ACCESS POINTS:

The various access points can be seen on the map in Exhibit D:

- 1. Nawliwili Park
- 2. Vidinha Stadium
- 3. Hanamaulu Park
- 4. Lydgate Park
- 5. Kapaa Beach Park
- 6. Kealia Beach
- 7. Anahola Beach Park

The decision was made to utilize existing areas, most of which already contain restroom facilities and rest area amenities.

INCREMENTS:

The path will be constructed in the following increments:

- 1. Waikaea Canal to Kealia Pedestrian Access

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(County of Kauai/Private Owners)

- 2. Kealia Pedestrian Access to Anahola Beach Park (Private Owners/Department of Hawaiian Home Lands)

A. Kealia Pedestrian Access to Crack 14

B. Crack 14 to Anahola Beach Park

- 3. Nawliwili Park to Hanamaulu (Private Owners/County of Kauai)

4. Hanamaulu to Waialua River (Private Owners/County of Kauai)

5. Waialua River to Waikaea Canal (Private Owners/State of Hawaii)

Increments are shown in Exhibit L.

Landowners are defined and identified in Exhibit M.

LIABILITY:

The Office of the County Attorney will address the issue of indemnification of landowners.

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**USAGE COMMITTEE**

**PARTNERSHIP LISTING:**

The Usage Committee consists of the following participants:

Organization:	Name:
Anahola Hawaiian Homestead Assn.	Winifred Cummings
Bicycle John	John Tanner
Burial Council	Cheryl Lovell-Obatake
Disability and Community Access Board	Stan Yates
Esprit de Corps Riding Academy	Dale Rosenfeld
Friends of Kamalani	Tim Bynum
Garden Island Fitness Taskforce	Lori Krouse
Kauai County Council	Daryl Kaneshiro
Kapaa Business Association	Ann Leighton
Onipa'a Kealia	Kane Pa
	Marge Freeman
	James Hackett
	Robert Mcasel, Jr.
	Judy Naumu-Stewart
	Linda Pudwill
	Laurie Yoshida
	JoAnn Yukimura

**ALLOWED USES:**

The following is a list of proposed users, excluding commercial activities:

1. Pedestrians (walking and jogging)
2. Bicycles
3. Rollerblades
4. Skateboards
5. Emergency vehicles

The term "commercial activity" implies using the path directly to obtain income. A guided tour is an example of a commercial activity.

The issues of multiple use areas and parking for trucks and horse trailers

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in designated equestrian areas have been considered.

Limited area uses include:

1. ADA (see Exhibit P)
2. Equestrian (see Exhibit N)

Suggested areas for wheelchair access include Hanamaulu and Kealia that have railroad grades, gentle continuous slopes, and no step-ups. Areas with streambeds, such as Ninini Point and Anahola, would not be as easily accessed.

The following areas would be appropriate for horses:

1. Kauai Lagoons guard house to end of running path
2. End of running path to Ninini Point
3. Ninini Point to Ahukini Road
4. Ahukini Road to Masterworks site
5. Ahukini to Hanamaulu
6. Hanamaulu to Lihue end of Nukoli Beach
7. Cane haul road (near Otsuka's) to end of Kealia Beach
8. Kealia Beach to Anahola

The following areas would be inappropriate for horses:

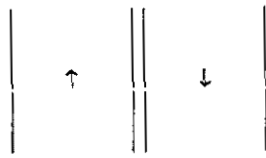
1. Kapaa Town
2. Waialua Golf Course
3. Hotel Properties
4. Lydgate Park
5. High congestion areas

See Exhibit O for the detailed equestrian path proposal.

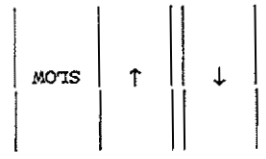
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TRAFFIC FLOW POSSIBILITIES:

When considering possibilities for traffic flow, it should be noted that wheelchairs require at least three (3) feet of space. The defined uses have led to traffic flow patterns such as the following:



1. A divided path with two-way traffic or



2. A divided path with two-way traffic plus an additional "SLOW" lane.

ADA CONSIDERATIONS:

It is important that rest areas be provided at various points along the path. Proposed rest areas, which would provide shade, benches, and bike racks, will be located approximately (signage) in one mile increments.

The following proposed rest areas can be seen on the map in Exhibit E:

1. Nawliwili Park
2. Ninini Point
3. An area between Ninini and Ahukini
4. Ahukini Landing
5. Old Ahukini Landing (across the bay from Ahukini Landing)
6. Nukoli'i (restrooms near Outrigger)
7. Waialua Golf Course (near 3rd hole tee)
8. Lydgate Park
9. Waikaea Canal

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10. Kapapa Beach Park
11. An area near Otsuka's
12. Kealia Lookout
13. Kealia Beach
14. Kealia near first washout
15. Donkey Beach or Crack 14
16. An area near Hawaiian Homes
17. Anahola Beach

NATIVE HAWAIIAN ACCESS RIGHTS:

Signs that provide an explanation of the PASH/Kohanala Supreme Court ruling recognizing Native Hawaiian access rights will be posted at all access points.

The following is wording that could be placed on the signs:

"The State reaffirms and shall protect all rights, customarily and traditionally exercised for subsistence, cultural, and religious purposes and possessed by ahupua'a tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778, subject to the right of THE HAWAIIAN HOMES ACT, 1920."

SIGNAGE:

Instructional signs will be designed in four languages: Hawaiian, English, Japanese, and Spanish. Symbols such as directional arrows and yield reminders as well as speed limits will be painted on the path. Regulatory signs such as "STOP" and "YIELD", instructional signs, and "EMERGENCY PHONE" signs will be on posts. Some examples of signage can be seen in Exhibit F.

Signs with rules for bikeway/walkway use will be posted at each access point.

Mile markers will also be posted along the path.

SAFETY:

Posted speed limits and/or "peer pressure" will be used to control speeding.

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A helmet requirement has been considered for both safety and as a liability mitigation measure.

Additional lifeguards, warning signs, and jet skis would need to be provided at beaches along the path. Included among beach signage should be a sign stating the following:

"Never swim and/or surf when the ocean is muddy (after a flood).  
Sharks come in for the muddy water. Hawaiians say hohono ka wai."

The buddy system is recommended for users of the path.

#### MAINTENANCE:

Maintenance can be handled in various ways. County personnel could do daily trash pickups. Sections could be adopted, paid for, and cared for by individual families or the private sector. This may help to cut down on the incidence of vandalism because of the personal community attachment with each section. Another option would be to develop an endowment that would hopefully generate enough money to handle maintenance of the path on a continual basis. In any case, trash receptacles should be located at each rest stop.

#### SECURITY:

Installation of this eighteen-mile path would make it necessary to expand the Kauai Police Department's bike patrol. Volunteer Safety Patrols could also be established to enhance services provided by existing police officers.

Landscaping should be done in a manner that limits deep shadows and hiding areas.

Solar-powered Emergency Telephones should be installed in key areas of the path.

Use of the path should be limited to daylight hours. This in itself would limit exposure to unsafe situations.

Adequate instructional signage is necessary to support the rules of

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etiquette and mixed usage safely. Community educational programs would also reinforce the importance of these issues.

Additional suggestions from the Rails-to-Trails Conservancy regarding maintenance and security concerns can be seen in Exhibit G.

**HISTORICAL AND CULTURAL COMMITTEE**

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**PARTNERSHIP LISTING**

The Historical/Cultural Committee consists of the following participants:

Organization: Name:

Burial Council Cheryl Lovell-Obatake

Hokipa Network Puanani Rogers

Kauai Community College Andrew Bushnell

Kauai Community College William Kikuchi

Kauai County Office of Econ. Dev. Nalani Brun

Kauai Heritage Center of Hawaiian Kehau Kekua

Kauai Historical Society John Lydgate

Malama O Ho'opi'i Stanley Oana, Jr.

Onipa'a Kealia Kane Pa

State DINR Historic Preservation Nancy McMahon

Liberta Albao Kimmo Evans

Jane Kilian Robert Measel, Jr.

Joe Prigg Esmaline White

**HISTORICAL/CULTURAL AREAS:**

A list of historical/cultural areas along the eastern coastline of Kauai can be seen in Exhibit J. These areas are divided into three categories:

1. Cultural (relating to Hawaiian Culture/legendary in nature)

2. Historical (relating to influx and influence of other cultures)

3. Movie (relating to cinematography)

Historical/cultural signage will be provided at the beginning and ending of the path and at various increments along the way in four languages to accommodate the diversity of visitors who will use the path. The Hawaiian language will be the standard language on signage, and this language will be translated into English, Japanese, and Spanish.

Individual location signage will be characterized as follows: cultural signage will be marked with a petroglyph; historical signage will be marked with an outline of Kauai; and movie signage will be marked with a movie take-board.

Signs depicting the entire length of the path will be installed at the beginning and ending of the path.

Incremental signage will highlight each section with a section overview in all categories.

Pictorial signs containing explanations of the significance of the various identified areas will be posted along the path. These pictorial signs will feature three types of pictures: aerial photographs, panoramic photographs, and artists' renditions of the areas that no longer exist. The following is a list of areas and the type of pictures to be used in those areas:

1. Nawiliwili Park will be represented with a panoramic view of the bay and valley area, pinpointing numerous historical and cultural sites.

2. Nimitz Point will be represented with a panoramic view of the bay and a history of the harbor and its development.

3. Hanalei Bay will be represented with an aerial view of the bay and its historical and cultural sites.

4. The Waialeale Valley area, which is rich in cultural history, will be represented with an aerial view.

5. Kapaa Town will be represented with an artist's rendition of what the town looked like earlier in the century. This signage will be placed at Kapaa Town Park.

6. Kealia and Anahola will be represented with an aerial view of the areas. This signage will be placed at Anahola Beach Park.

SIGNAGE:

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FINANCE COMMITTEE

PARTNERSHIP LISTING:

The Finance Committee consists of the following participants:

Name:	Organization:
James Torino	Anahola Homesteaders Council
Curtis Tom	Bank of Hawaii
Cheryl Lovell-Obatake	Burial Council
Stam Yates	Commission on Persons with Disabilities
Laurie Ho	Garden Island RC&D
Nani Larsen	Hawaii Community Foundation
Mamo Cummings	Kauai Chamber of Commerce
Jo Shimmamoto	Kauai County Housing Agency
Fred Atkins	Kauai Visitors Bureau
Tad Miura, Jr.	Miura Store
Kane Pa	Onipa Kaula
Rep. Hermina Morita	State of Hawaii
Stevan Yec	Wilcox Hospital
Laurel Brler	
James Hackett	
Robert Measel, Jr.	

BASIC COST:

Based on costs of raw development, the proposed paved path would cost approximately \$5,813,925 based on 20.1 miles @ \$289,250 per mile of asphalt. The cost of raw development for each increment is as follows:

1. Waikoa Canal to Kealia Pedestrian Access  
3.6 miles @ \$289,250 per mile = \$1,041,300
2. Kealia Pedestrian Access to Anahola Beach Park  
2.6 miles @ \$289,250 per mile = \$752,050
- A. Kealia Pedestrian Access to Crack 14  
0.5 miles @ \$289,250 per mile = \$144,625

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Smaller signs will be used to show the proper Hawaiian place names of identified areas as well as the names that those areas have come to be known as today.

Ahupua'a boundaries will also be marked by signs. These signs could be attached to bridges or at streams, which are often boundary lines.

Signs indicating the various fishing seasons will also be posted at appropriate areas along the path.

Information regarding various types of interpretive signs, the costs of various signs, and their uses within State parks can be seen in Exhibit K.

ROUTE ENHANCEMENTS:

There are several areas along the path that could be enhanced. One area is Ahukini Landing that is rich in heritage and could be made functional again to serve local recreational needs.

Camping areas at Hanamaulu Beach Park, Lydgate Park, Kealia Beach, and Anahola Beach Park could be developed or enhanced and identified with signage.

Horticultural gardens will enhance the area along the path leading to Hanamaulu Park. This area will include traditional taro lot among other things. Other gardens featuring flora, including medicinal and herbal plants, could be planted near the Waialua Golf Course and in Anahola.

Wetland gardens and boardwalks in the wetland areas which already exist in Nukoli'i and near the Waialua Golf Course could also be developed.

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B. Crack 14 to Anahola Beach Park  
2.1 miles @ 289,250 per mile = \$607,425

3. Nawiliwili Park to Hanamaulu  
7.9 miles @ \$289,250 per mile = \$2,285,075

4. Hanamaulu to Waialua River (Lydgate Park)  
3.8 miles @ \$289,250 per mile = \$1,099,150

5. Waialua River to Waikaea Canal  
2.2 miles @ \$289,250 per mile = \$636,350

Information regarding signage material and costs is shown in Exhibit K.

RAILING COST:

For safety, approximately 2.6 miles of railing are needed in the area from Hanamaulu Bay extending to Nukoli'i, and approximately 4 miles of railings are needed in the area between Kealia and Anahola. The approximate cost for metal railing would be \$966,690 (\$20/foot X 5,280 feet/mile X 6.6 miles). The approximate cost of \$20 per foot breaks down to \$15 for materials and \$5 for labor. The metal railing would need to be replaced quite often due to corrosion. Another option would be to use wood railing, but the nails would also corrode. A third option would be to use recycled plastic material.

BRIDGE ENHANCEMENTS:

Bridge enhancement in the area between Waikaea Canal and Crack 14 will include installation of a pedestrian crossing made of recycled plastic material at the first washout in Kealia and back filling to link both sides of the second washout in Kealia which has remained intact.

Bridge development or enhancement will be necessary to cross the Waipouli Drainage Canal.

The railroad bridges in Hanamaulu and Nukoli'i will also need to be enhanced.

Final linkage of the path will be delayed until the State Department of Transportation Highways Division finishes work on the bridge over the Waialua River, making it capable of fulfilling motorized traffic needs and thus leaving the

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can be haul bridge available for pedestrians and non-motorized transportation.

POTENTIAL FUNDING SOURCES:

Potential funding sources have been divided into four categories:

- 1. Government
- 2. Foundations
- 3. Corporations
- 4. Community

Category 1 sources include:

- 1. ISTEA
- 2. Rural Development
- 3. ADA
- 4. CDBG
- 5. DBEDT
- 6. Land and Water Conservation Grant Funds
- 7. National Recreation Trails Funding Programs
- 8. Bldg Trails

Category 2 sources include:

- 1. Rails to Trails Conservancy
- 2. Historic Hawaii Foundation
- 3. Local Trusts

Category 3 sources will be asked to participate in any of the following sponsorship programs:

- 1. Adopt-a-section:

A section = 1/4 mile

\$25,000 per section

72 sections to choose from

- 2. Adopt-a-rest-stop:

\$5,000 per rest stop

17 rest stops to choose from

- 3. Adopt-a-bridge:

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\$ amount to be announced per bridge  
5 bridges to choose from

4. Legacy Funding

Category 4 sources will be asked to participate in any of the following programs:

1. Adopt-a-bridge
2. Sale of subsurface rights
3. Sign adoption (small businesses)

Additional sources of funding can be seen in Exhibit H and Exhibit I.

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CONCLUSION:

The community has taken a comprehensive approach to developing Ke Ala Hele Makālae, Kaua'i's Health and Heritage Corridor. They have researched and discussed all aspects of this development plan. The discussions have led to development of consensus and plausible, workable scenarios that will bring the project to fruition.

This project is all about partnership, and we ask you to join us as a community dedicated to improvement and enhancement of its natural resources.

**Imagine...**A community hand in hand...businesses and environmentalists, neighbor and neighbor, young and old...creating a legacy...a legacy known as Ke Ala Hele Makālae, Kaua'i's Health and Heritage Corridor.

**TYPICAL BIKEWAY COSTS**

BIKE PATH COST PER MILE PER FOOT WIDTH

WIDTH (FEET)	COST/MILE
ONE LANE*	
3	\$102,375
4	126,750
5	151,125
6	175,500
TWO LANE	
5	167,375
6	191,750
7	216,125
8	240,500
9	264,875
10	289,250

\* no C/L stripe, 1/2 signage, 3/4 drainage

ITEM  
PAVEMENT SECTION  
\$ / MILE  
\$150,000

- 3" EXCAVATION
- 4" AGGREGATE BASE
- 2" ASPHALT CONCRETE
- TRIM & DRESS SHOULDER

DRAINAGE ITEMS  
\$ 10,000

ASSUME 2 MAJOR INLET/CULVERTS / MILE

SIGNING AND STRIPING  
\$25,000

- 4" CENTERLINE
- DIAMOND OR BIKE SYMBOL
- BIKE TEXT
- SIGNS (BIKE, STOP, DIRECTION, ETC.)

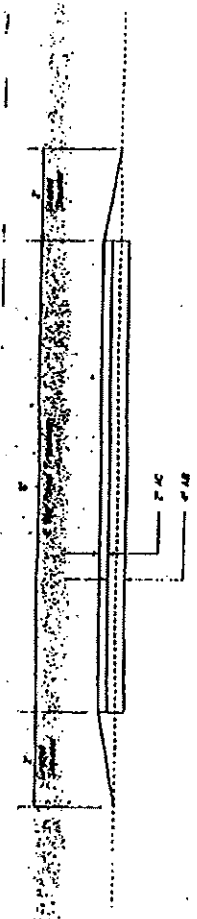
DESIGN & CONSTRUCTION  
\$ 55,500

ASSUME 30%

TOTAL  
\$240,500

ASSUMPTIONS:

- 8' wide two lane path as shown below.
- All cost in 1998 dollars.
- No right-of-way acquisition



TYP. BIKEWAY SECTION

# Proposed Coastal Bike Path for Kauai

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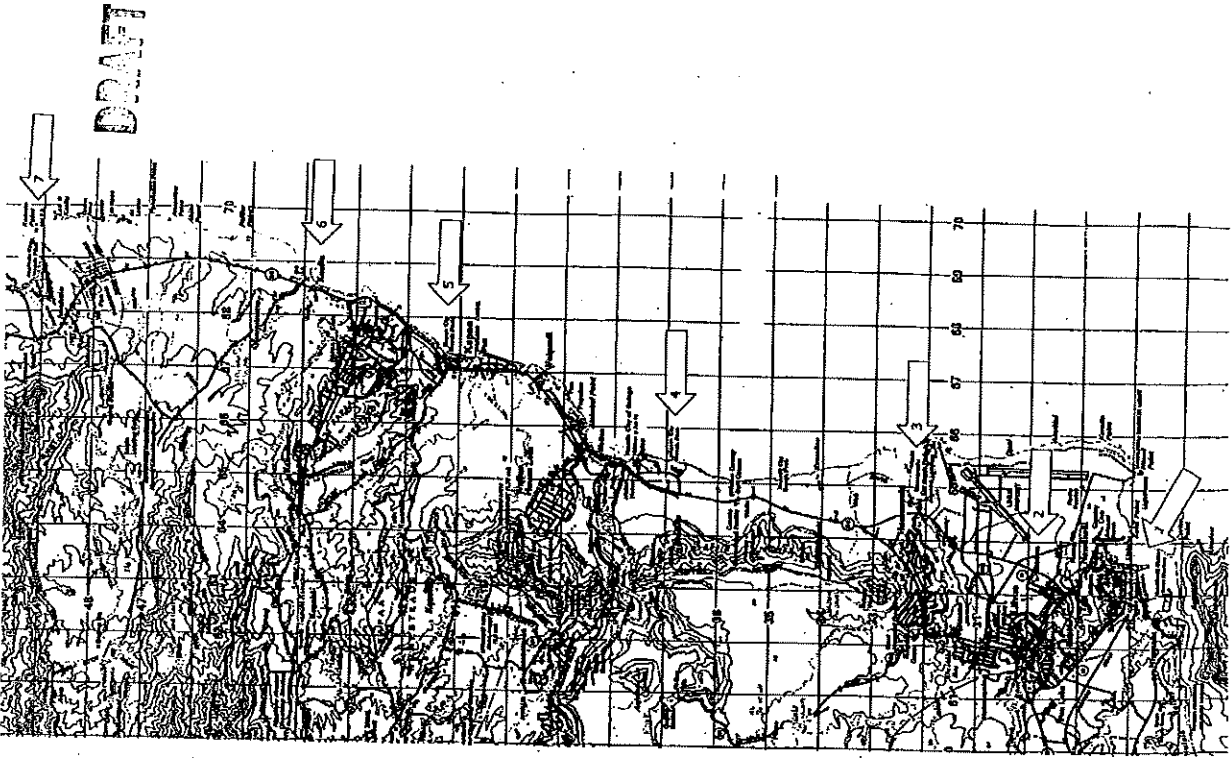


EXHIBIT C

## ACCESS POINTS:

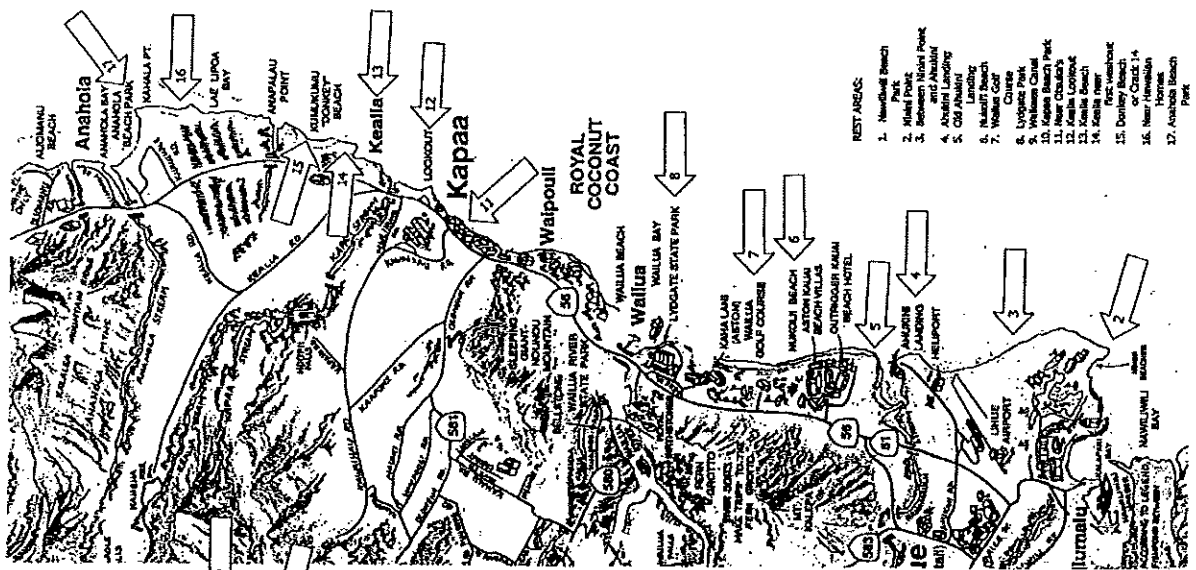
1. Steeplehill Park
2. Victoria Stadium
3. Hanalei Park
4. Lygate Park
5. Kapaa Beach Park
6. Kealia Beach
7. Anahola Beach Park

EXHIBIT D



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- REST AREAS:
1. Newhall Beach Park
  2. Miki Point
  3. Stearns Point Park
  4. Ahaiuli Landing
  5. Ohi Ahaiuli
  6. Lyopala Park
  7. Waialeale Golf Course
  8. Lygate State Park
  9. Anahulu
  10. Anahulu Bay Beach Park
  11. Anahulu Bay Beach Park
  12. Kealia
  13. Kealia
  14. Kealia
  15. Kealia
  16. Kealia
  17. Kealia

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REST AREAS EXHIBIT E

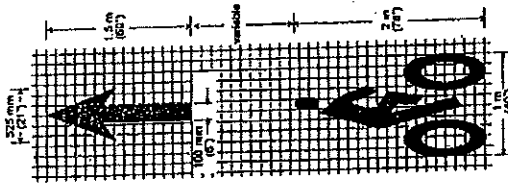


Figure 115. Blue lane stencil dimensions

EXHIBIT F (page 1 of 2)

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Sign ODR1-3 should be used at the beginning of multi-use paths and at important access points to warn cyclists of the presence of other users:

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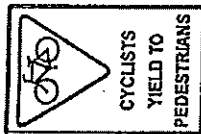


Figure 134: Sign ODR1-3

Signs RS-3 and ODR10-14 may be used at the beginning of a multi-use path if there are problems with motor vehicles using the path:

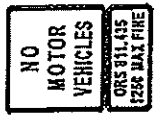


Figure 135: Signs RS-3 and ODR10-14

**B.L. Regulatory Signs**

Regulatory signs inform users of traffic laws or regulations. They are created at the point where the regulations apply. Common regulatory signs for bicyclists are:



Figure 136: Signs RI-1 and RI-2

Note: Signs RI-1 and RI-2 are reduced versions of standard motor vehicle signs, to be used where they are visible only to bicyclists (where a path crosses another path or where a path intersects a roadway at right angles).

**Suggestions from Rails-to-Trails Conservancy**

1. Maintenance of bikeway/walkway:
  - a. Trails are generally managed by local, state, or federal government agencies.
  - b. Some are operated by other types of organizations, including non-profit "friends of the trail" citizen groups, land trusts, and community foundations.
2. Trash clean-up:
  - a. Some trails have successfully adopted a "pack out what you pack in" position.
  - b. Others have a regular maintenance schedule to empty well placed waste and recycling receptacles.
  - c. What ever method is used, proper sign placement along the trail and in trail brochures will help ensure its success.
3. Security concerns:
  - a. The trail's design can enhance safety, such as landscaping in a manner that limits deep shadows and hiding areas
  - b. Emergency telephones could be installed in key areas along the trail.
  - c. Hours of operation could be limited to daylight hours.
  - d. Volunteer trail ranger programs could be established.
  - e. Periodic "safety days" could be held.
  - f. Regular police patrols could be instituted.
4. Safety concerns:
  - a. Trail advocates can work with the community to develop user education programs that teach trail etiquette and bicycle safety.
  - b. Trail rules should posted at trailheads and near major road crossings, as well as in any trail-related literature.

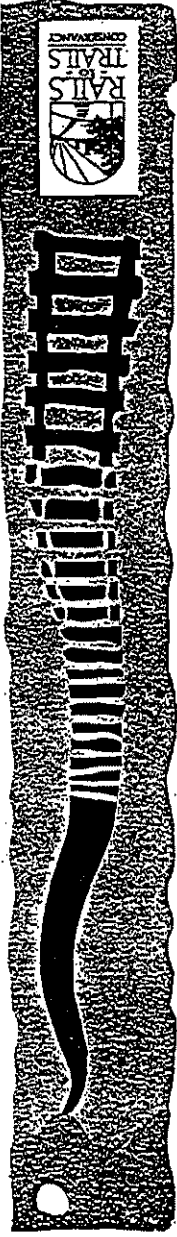
50+ FUN WAYS TO FUND YOUR TRAIL

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1. leave trail right-of-way for cellular phone towers
2. leave trail right-of-way for other utilities (gas, electric, water, sewer, cable, telephone)
3. charge concession stands a fee to operate on the trail
4. set up a concessions stand
5. rent bicycles and other trail equipment
6. sell posters or art of the trail
7. sell sponsorships of feet/meters/miles of the trail
8. sell mileage markers
9. sell trail tags with trail logo and donor's name for donors to wear on t-shirts and hats
10. sell planks or bricks
11. sell trees with plaques
12. sell trail amenities (drinking fountains, shelters, benches, etc.)
13. sell special trail products like Rail-Trail Ale
14. create a gift catalogue to sell trail items, including trail fees, amenities, etc.
15. sell memberships in friends of the trail groups
16. ask the railroad or property owner to donate the right-of-way
17. ask sporting goods stores to impose a voluntary surcharge on sales and donate the proceeds to the trail
18. ask bookstores or other businesses to donate a percentage of sales on a given day to the trail
19. at large events, operate a bicycle corral where people can safely store their bicycles and riding gear, charge a fee
20. hold a "fly-the-trail" event — pilots donate their time and airplanes to fly people over the trail to build membership and support
21. "Blaze n' Brews" — live blues performers at a micro-brewery festival
22. "Chowder Challenge" — restaurants and hotels donate food and facility
23. hold a dance on the trail event
24. sponsor a poker game along the trail
25. hold a long-distance race, charge an entry fee
26. hold a regatta on the river adjacent to your trail, charge an entry fee
27. establish a farmer's market along the trail, charge vendors a fee
28. charge a fee for groups who use the trail for special events
29. ask your local court to direct non-felons to perform community service work on trails
30. impose fines for violations of trail rules
31. arrange for traps on the trail for officials and potential sponsors — ask them for donations

EXHIBIT H (page 1 of 2)

RAILS-TO-TRAILS CONSERVANCY • 1100 Seventeenth Street, NW, 10th Floor, Washington, DC 200  
 Make the Connection • San Diego, January 28-31 • (808)974-5151  
 (202) 331-9696 • FAX (202) 331-9680 • www.railtrails.org



32. have an art show — artists donate their work
33. hold a raffle with donated items from local businesses
34. hold an auction — sell donated items
35. hold yard sales, bake sales, etc.
36. run an adopt-a-trail program
37. "Bridge Builder Program" — individuals and businesses adopt a bridge by helping fund its construction
38. ask the National Guard to help build or maintain your trail
39. ask Army Engineering Battalions for their services
40. ask local unions for donations of services
41. off-track betting mitigation
42. gambling fees for charitable purposes
43. approve a real estate transfer tax for open space and trails
44. establish a "quality-of-life" sales tax
45. earmark lodging taxes or resort taxes
46. check-off box on income tax form
47. motor vehicle title transfer fees
48. sin taxes
49. pass a bond
50. approve a new sales tax
51. lobby for local government appropriations
52. bottle bill fund
53. set up a memorial fund
54. work in partnership with an experienced fund-raising organization, e.g. a local college or university or a local foundation

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EXHIBIT H (page 2 of 2)



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### Trail and Greenway Grant Programs

Massachusetts' Greenways and Trails Small Grants Program is managed by the Department of Environmental Management (DEM) and awards grants to support communities' and organizations' innovative greenway and trail protection projects. For information contact Jennifer Howard, Greenways Planner, DEM, Division of Resource Conservation, 100 Cambridge St., Room 1404, Boston, MA 02202, (413) 586-8706.

American Greenways Kodak Awards Program, administered by The Conservation Fund, provides grants of \$500 to \$2500 to local greenways projects. Grants can be used for almost any activity that serves as a catalyst for local greenway planning, design or development. Contact the American Greenways Program at The Conservation Fund, 1800 North Kent Street, Suite 1120, Arlington, VA 22209 or email at [dswo1@conservationfund.org](mailto:dswo1@conservationfund.org).

California Greenways Creative Grants Program provides grants from \$500 to \$2000 to benefit greenway programs throughout California. Awards recognize creative strategies or problem solving by local groups. Contact the California Greenways Board, 633 Los Palos Drive, Lafayette, CA 94549.

Clean Water/ Clean Air Bond Act - Hudson River Valley Greenway Projects in conjunction with the State of New York, the Hudson River Greenway Council offers grants for greenway trail systems that include development of walkways, bikeways, intermodal storage areas for bicycles, canoes and kayaks and related projects that would enhance public access to the greenway trail system. For an application, please contact David Sampson or Maggie Vindiguetra, Hudson River Valley Greenways, Capitol Building, Room 254, Albany, NY 12224, by phone 518/473-3835; by fax 518/426-0330 and by email [hrgreenway@aol.com](mailto:hrgreenway@aol.com).

Delaware Greenways Program initiated by the Land Protection Act of 1990 provides aggressive land protection through grants to various Delaware agencies. Those eligible to receive funding include municipalities, counties and state agencies. For more information contact Susan Koochel at Division of Parks and Recreation, Office of Planning and Greenways, P.O. Box 1401, Dover, DE 19903. The Design Arts Program of the National Endowment for the Arts funds projects that promote excellence in urban design, historic preservation, planning, architecture and landscape planning. Contact the staff at Room 625, Nancy Hanke Center, 1100 Pennsylvania Ave., NW, Washington, DC 20506.

Fish America Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. The grant award is approximately \$10,000. Write the Fish America Foundation, 1033 N. Fairfax Street, Suite 200, Alexandria, VA 22314. The Global Relief Heritage Forest Program, American Forestry Association, provides funding for planting tree seedlings on public lands. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. Write the American Forestry Association, P.O. Box 2000, Washington, DC 20013.

EXHIBIT I (page 1 of 2)

RAILS-TO-TRAILS CONSERVANCY + 1100 Seventeenth Street, NW, 10th Floor, Washington, DC 20037 (202) 331-9696 + FAX (202) 331-9680 + [www.railtrails.org](http://www.railtrails.org)

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Pennsylvania Environmental Education Grants is directed through the Pennsylvania Department of Environmental Protection. Grants can be used to develop new programs or improve the quality of existing programs and require a 25% local match. For an application, contact DEP's Office of Program Planning and Development, Environmental Education Grants Program, P.O. Box 8475, Harrisburg, PA, 17105-8475, (717) 772-1828.

Plant A Tree, Leaf a Legacy! is a two part application process to plant trees. The first deadline is May 31, 1999 to receive seedlings and the second part is due October 1, 1999 for a detailed report on tree planting project. To receive part one: Seedling Order Form, or for more information on the America's Treeways and Community Tree Planting programs, please call Ashley Link at the National Tree Trust 1-800-846-8733 ext. 27 or email her at [alink@nationaltreetrust.org](mailto:alink@nationaltreetrust.org)

PowderBar's Direct Impact on Rivers and Trails Program (D.I.R.T.) provides grants ranging from \$2,000 - \$5,000 in support of efforts to protect, preserve and restore recreational lands and waterways. Applications are available on PowderBar's Web site at [www.powderbar.com/whowear/](http://www.powderbar.com/whowear/) or write to PowderBar, Inc., Attn: DIRT Program, 2150 Shattuck Avenue, Berkeley, CA 94710.

Recreational Equipment Incorporated (REI) awards seed grants of \$200 to \$2,000 to state and local conservation groups for projects that enhance river protection. Contact the National Rivers Coalition, American Rivers, Inc., 801 Pennsylvania Ave., SE, Washington, DC 20003.

EXHIBIT I (page 2 of 2)

Puna District  
Kauai Island

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I. Anahola Ahupua'a

- A. Anahola Stream and Delta
- B. Anahola Hawaiian Home Lands
- C. III Lands
- D. Cultural Sites

- 1. Kalale'a Peak
- 2. Alkanaka Helau
- 3. Hokualele Helau
- 4. Pa-aea Helau
- 5. Unknown Name Helau
- 6. Kuhua Helau
- 7. Dune burials
- 8. Taro terraces

E. Traditional Resources

- 1. Hole in the Mountain (Legend of Kapu-rohu)
- 2. Legend of Kawelo
- 3. Legend of Huhukohi
- 4. Surf at Anahola

F. Historic Resources

- 1. Koloau Huiia Congregational Church

II. Kealia Ahupua'a

A. Archaeological Resources

- 1. Kealia Auwai
- 2. Kawelomamala Helau
- 3. Malle-huna Helau
- 4. Mamoo Helau
- 5. Noea-maka-ny Helau
- 6. Pa-hua (Pa-ahua) Helau
- 7. Pio-uka Helau
- 8. Puelo Helau
- 9. Pu-u-koa Helau
- 10. Uua Helau
- 11. Wai-ehu-o-malama Helau

V. Oloheua Ahupua'a

- A. Kalkihannaka Helau
- B. Mahe-wahu Helau
- C. Waihua Cultural Information

- G. Awapuhi Store
- H. Wai'opo'uli Drainage Canal

- 1. Maluae Helau
- 2. Wai'opo'uli Archaeological Site

- A. III Lands
- B. Kula lands
- C. "Village"
- D. Fishpond (Hapako or Kopaka)
- E. Auwai
- F. Hawaiian Sites

IV. Wai'opo'uli Ahupua'a

- A. Hawaiian Canneries
- B. Hawaiian Fruit Packers
- C. Japanese Monument
- D. Japanese Lantern
- E. Kapaa Swamp
- F. Opium Dens

III. Kapaa Ahupua'a

- B. Wai'apah'e Slide
- C. Kealia Sugar Mill and Plantation
- D. Makee Sugar Mill and Plantation Company

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- 1. Uu-poa-o-ka-moku
- 2. Waihua-nui-a-hoano
- 3. Holo'olo'oku
- 4. Kawelo-wai
- 5. Kua-mo'o-ia-a-Kane
- 6. Mama-aku-a-Lono
- 7. Molo'oku
- 8. Pihana-ka-lani
- 9. Wai-ehu
- 10. Wai-hoi-kaca

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11. Ka-pae-ki'i-mahu-o-Wailua
12. Pu'uhonua
13. Hiki-naakala
14. Holoholoku
15. Kalaeokamanu
16. Kauakahi Heiau
17. Kaulana-a-Kane Heiau
18. Ke-kula Heiau
19. Mahua-pu'uone Heiau
20. Maka-aoa Heiau
21. Makani-ho'o-puoho Heiau
22. Malae Heiau
23. Ni-olo-pua
24. Pale-haki Heiau
25. Potpoi-Ilo Heiau
26. Poliahu

D. Legendary Resources

1. Nounou (The Sleeping Giant)

E. Sites

1. Dune Burials
2. Kaua'i County Jail
3. Fern Grotto
4. Opaeka'a Falls
5. Pu'u-Pilo Hill
6. Bell Stone
7. Smith's Motor Boat Service
8. Waialeale Boat Tours
9. Paradise Pacifica (Smith's Tropical Paradise)

VI. Hanama'ulu Ahupua'a

A. Sites

1. Kalauokamanu Heiau
2. Hanamaulu Street Names

- B. Hanamaulu Sugar Mill Company
- C. Nu'ukoli
- D. Kawailoa

VII. Kalapaki Ahupua'a

EXHIBIT J Page 3 of 4

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A. Cultural Resources

1. Ahukini Heiau
2. Ahukini Terminal and Railway Company
3. Ninini Heiau
4. Kalapaki Residence/Settlement
  - a. Beach home of the Rice family
  - b. Gilbert Islanders Camp
  - c. Hawaiian settlement
5. Kuboyama Hotel
6. Kaua'i Airport

VIII. Nawiliwili Ahupua'a

A. Cultural Resources

1. Nawiliwili Harbor
2. Paukini Rock
3. Papalinahoa
4. Nawiliwili Bridge
5. Court House
6. Kuhiau Heiau
7. Halehaka Valley

IX. Niimalu Ahupua'a

EXHIBIT J Page 4 of 4

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05/27/99 17:42 FAX 808 587 0311

## SIGN MATERIAL PERFORMANCE GUIDE FOR INTERPRETIVE APPLICATION

Sign Material	Scratch Resistance	Impact Resistance	Ultraviolet Resistance	Replacement Cost	Graphic Range	Required Maintenance	Years of Service	Relative Cost	Overall Rating
Porcelain enamel on steel (glass)*	Very Good	Very Good	Very Good	High	Very Good	Low	30+	Very High	Very Good
Fiberglass embedment*	Good	Very Good	Very Good	Very Low	Very Good	Low	10+	High	Very Good
Baked enamel on metal (paint)	Poor	Good	Fair	High	Fair	Medium	5+	Medium	Fair
Prime processed aluminum*	Good	Good	Very Good	Medium	Good	Low	10+	High	Good
Silkscreened or painted aluminum	Poor	Poor	Good	Medium	Fair	Medium	5+	Medium	Fair
Cast aluminum	Fair	Fair	Very Good	High	Poor	Low	20+	Medium	Poor
Cast bronze or brass	Fair	Good	Very Good	High	Poor	Low	40+	High	Poor
Engraved or etched stainless steel	Fair	Good	Good	Medium	Fair	Low	10+	Medium	Poor
Route or vandalized wood (painted)	Poor	Poor	Poor	High	Fair	High	5+	Medium	Fair
Extruded plastic	Poor	Fair	Fair	Low	Poor	Low	5+	Low	Poor
Rear screen printed plastic*	Fair	Fair	Good	Medium	Good	Medium	5+	Medium	Good
Applied vinyl	Poor	Fair	Fair	Low	Poor	Medium	2+	Low	Poor

\*Materials appropriate for outdoor interpretive signs.

Commissions of:  
**Interpretive Exhibits, Inc.**  
1845 Bacch Ave. NE, Salem, OR 97303  
(503) 371-9411 FAX (503) 371-9402

EXHIBIT K

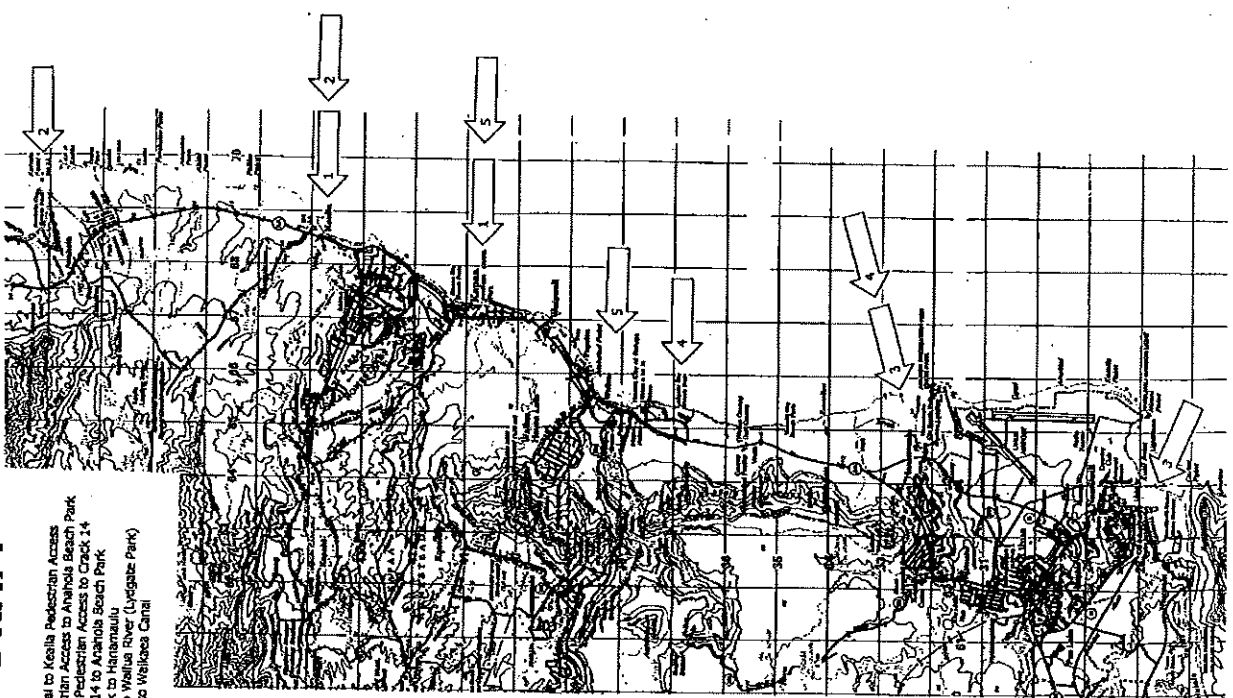
### COMPARISON OF VARIOUS INTERPRETIVE SIGN MATERIALS

MATERIAL	SIZE	COST*	FRAMING	REPLACEMENT COST	CONSIDERATIONS	CONTACT COMPANY	PARK LOCATIONS
Fiberglass Embedment	2 x 3 feet	~\$1,000 (2 embedments) (10 paper copies)	\$750 frame with posts (aluminum)	\$100 per panel	<ul style="list-style-type: none"> <li>Relatively inexpensive to replace</li> <li>Wide range of graphics</li> <li>Subject to weathering - replace every 3-5 years</li> <li>6-8 week production</li> </ul>	+ GS Images (MD) + Interpretive Exhibits (OR) - General Graphics (MD) - Natural Resource Connection (CO)	<ul style="list-style-type: none"> <li>Na Pali</li> <li>Waialua River</li> <li>Upou Heiau</li> <li>Haleki'i-Pihana Heiau</li> <li>Nu'uvaru Pali</li> </ul>
Anodized Aluminum	18 x 24 in.	~\$500 (includes post)	Mounted on post	\$500 per panel	<ul style="list-style-type: none"> <li>Weather resistant - life span of ~30 years</li> <li>Limited use of color</li> <li>6-8 week production</li> </ul>	PhotoTech, Inc. (Arizona)	<ul style="list-style-type: none"> <li>Keauhou Lookout (private)</li> <li>Lahaina Trail (Na Ala Hele)</li> </ul>
Digital Graphics on PVC	2 x 3 feet	~\$300 (digital artwork) (2 fused panels)	\$750 frame	\$300 per panel	<ul style="list-style-type: none"> <li>Full color graphics</li> <li>Subject to weathering - replace every 3-5 years</li> <li>1-3 week production</li> </ul>	Grand Visuals (Colorado)	
Bronze Plaque	15 x 20 in.	~\$1,600 (includes pedestal)	<ul style="list-style-type: none"> <li>Pedestal</li> <li>Boulder</li> </ul>	\$1,600 per plaque	<ul style="list-style-type: none"> <li>Limited graphics</li> <li>Long life span (60 years)</li> <li>Weather resistant</li> </ul>	Brass & Glass (Honolulu)	<ul style="list-style-type: none"> <li>Makapu'u</li> </ul>
Porcelain Enamel	2 x 3 feet	~\$3,000	Mounted on post	\$3,000 per panel	<ul style="list-style-type: none"> <li>Very durable - vandal &amp; weather resistant</li> <li>Initial expense to produce and replace</li> </ul>	Honolulu Sign and Graphics	<ul style="list-style-type: none"> <li>Diamond Head</li> <li>Kilauea Refuge</li> <li>Hanaele Lookout (Fish &amp; Wildlife)</li> </ul>

+ Company used by State Parks for sign production.  
- Quotes received by State Parks but company not used for sign production.  
\* Costs do not include original artwork, typesetting, and camera-ready layout.

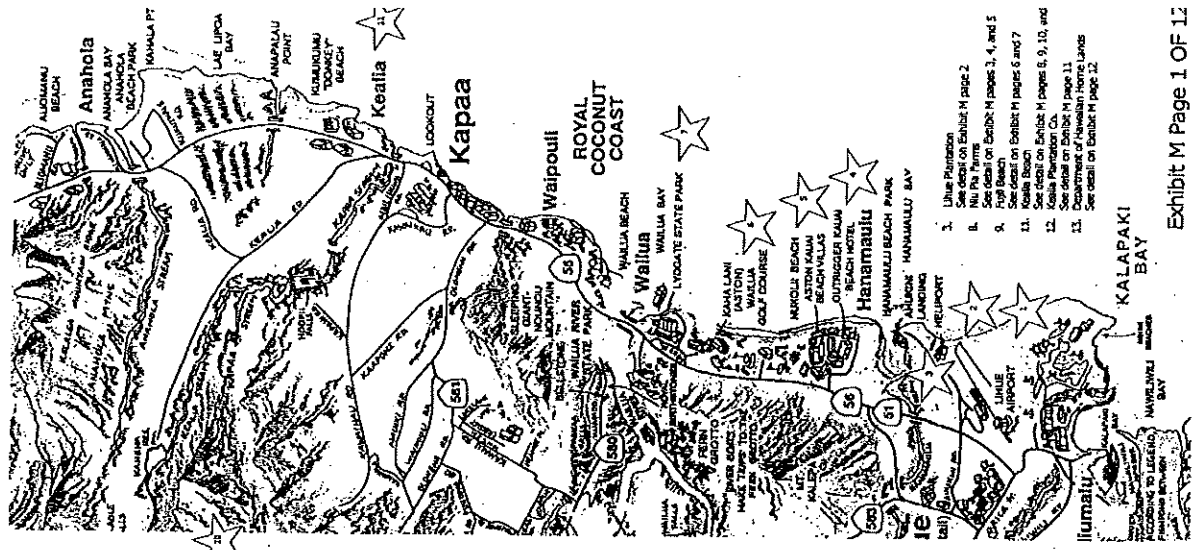
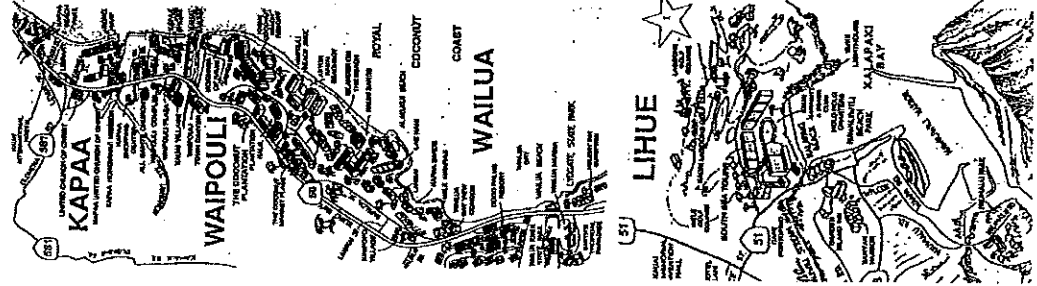
**INCREMENTS  
EXHIBIT L**

1. Waikoa Canal to Kealia Pedestrian Access
2. Kealia Pedestrian Access to Anahulu Beach Park
  - A. Kealia Pedestrian Access to Crack 14
  - B. Crack 14 to Anahulu Beach Park
3. Newellville Park to Hanamamalu
4. Hanamamalu to Waialua River (Lyngsate Park)
5. Waialua River to Waikoa Canal



**LAND OWNERS  
EXHIBIT M**

1. Kauai Lagoon Beach Co.
2. Lihue Airport (State of Hawaii)
3. Lihue Plantation
4. Outrigger Kauai Beach Hotel
5. Aston Kauai Beach Villas
6. Waialua Golf Course (County of Kauai)
7. Lyngsate Park (County of Kauai)
8. Lyngsate Park (County of Kauai)
9. Lyngsate Park (County of Kauai)
10. Kapa'a Beach Park (County of Kauai)
11. Kapa'a Beach Park (County of Kauai)
12. Kapa'a Beach Park (County of Kauai)
13. Department of Hawaiian Home Lands



1. Lihue Plantation
2. See detail on Exhibit M page 2
3. See detail on Exhibit M page 2
4. See detail on Exhibit M page 2
5. See detail on Exhibit M page 2
6. See detail on Exhibit M page 2
7. See detail on Exhibit M page 2
8. See detail on Exhibit M page 2
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12. See detail on Exhibit M page 2
13. See detail on Exhibit M page 2

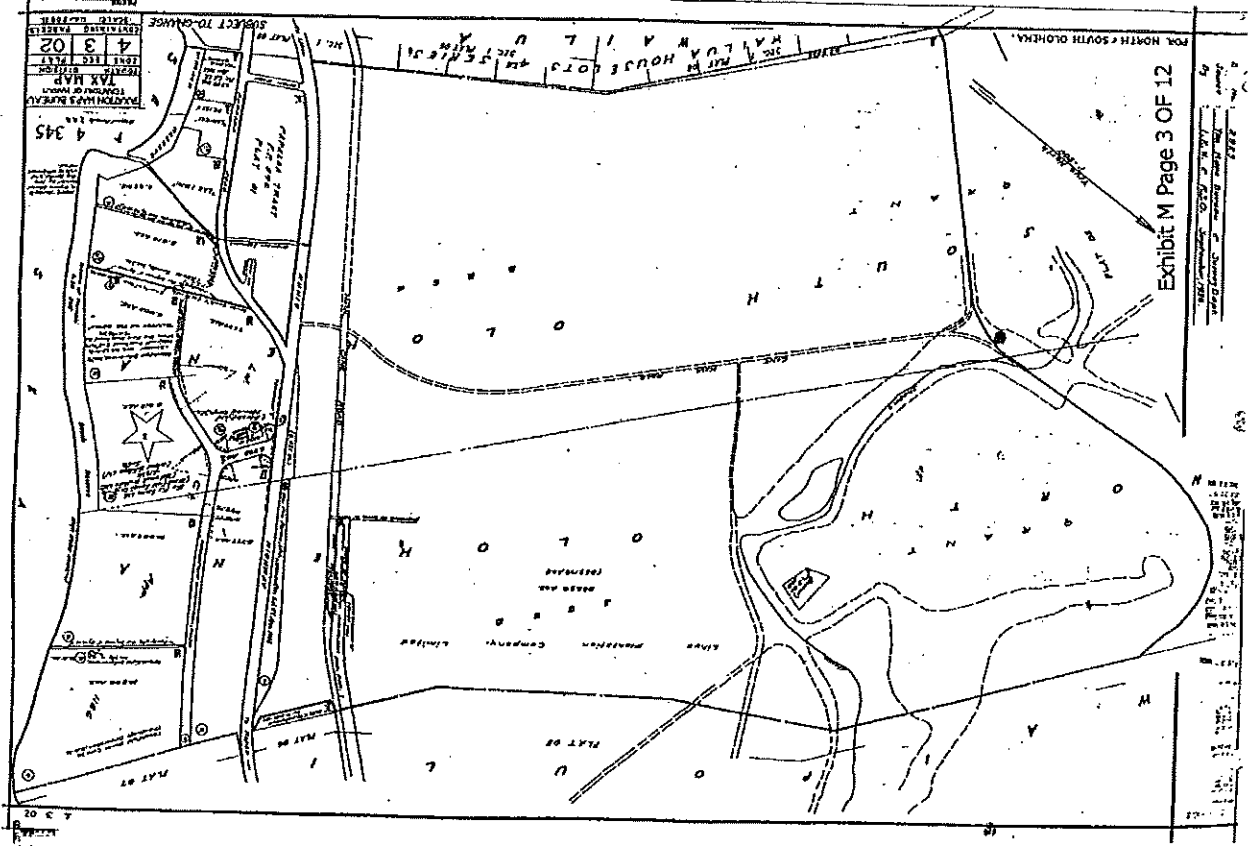


Exhibit M Page 3 OF 12

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Exhibit M Page 2 OF 12

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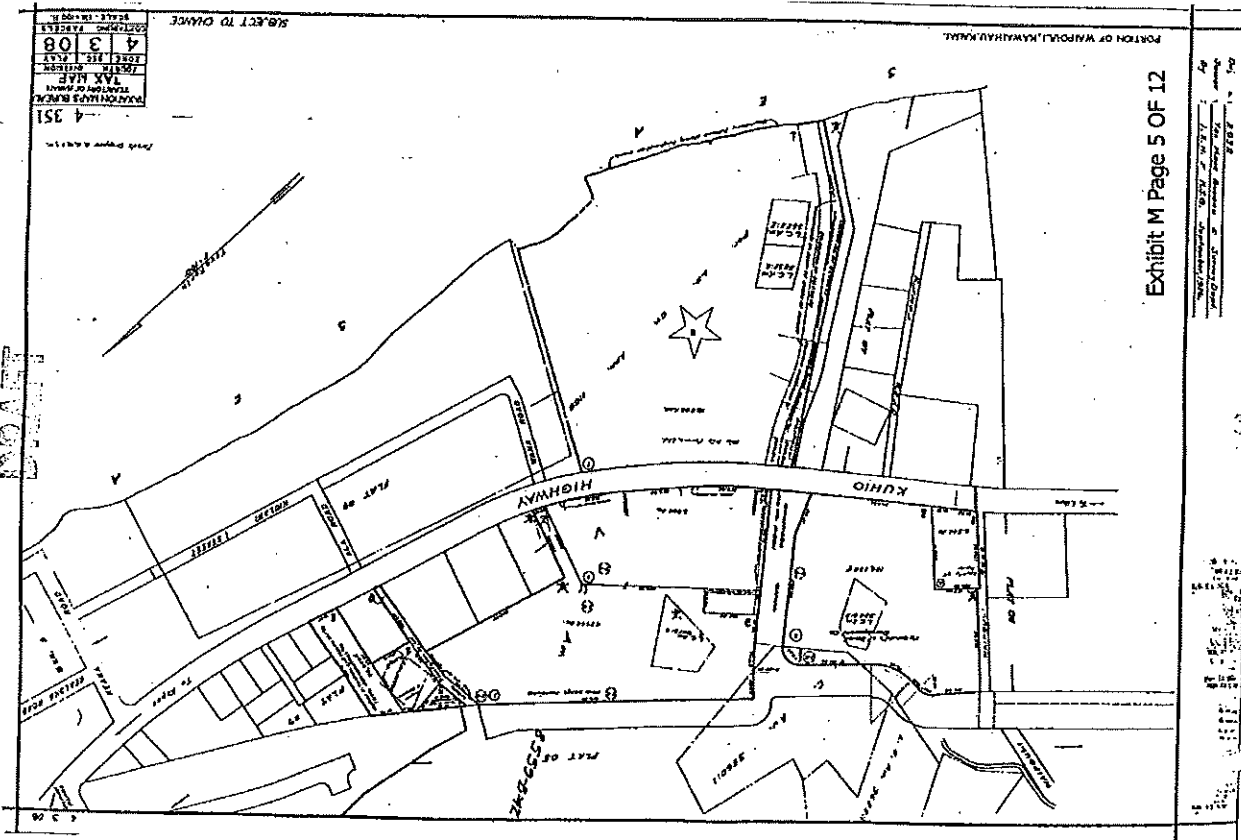


Exhibit M Page 5 OF 12

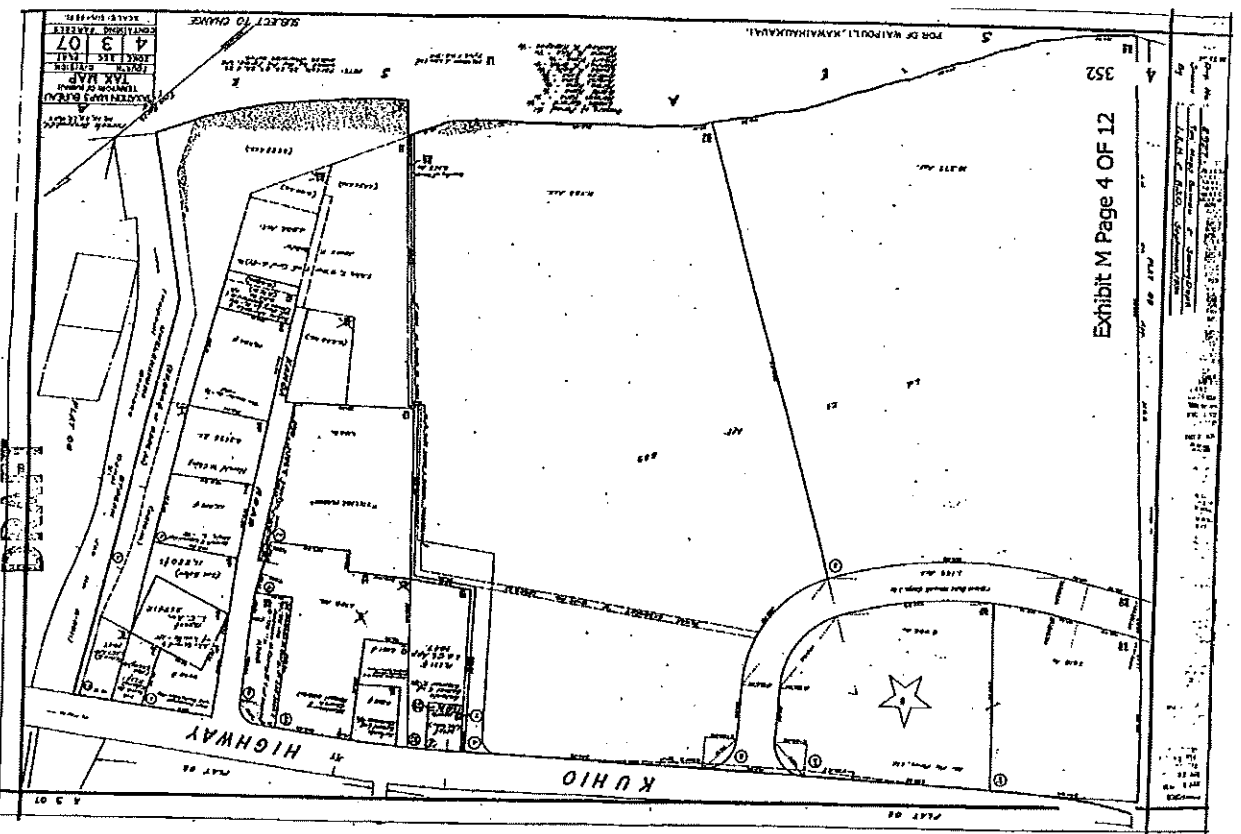


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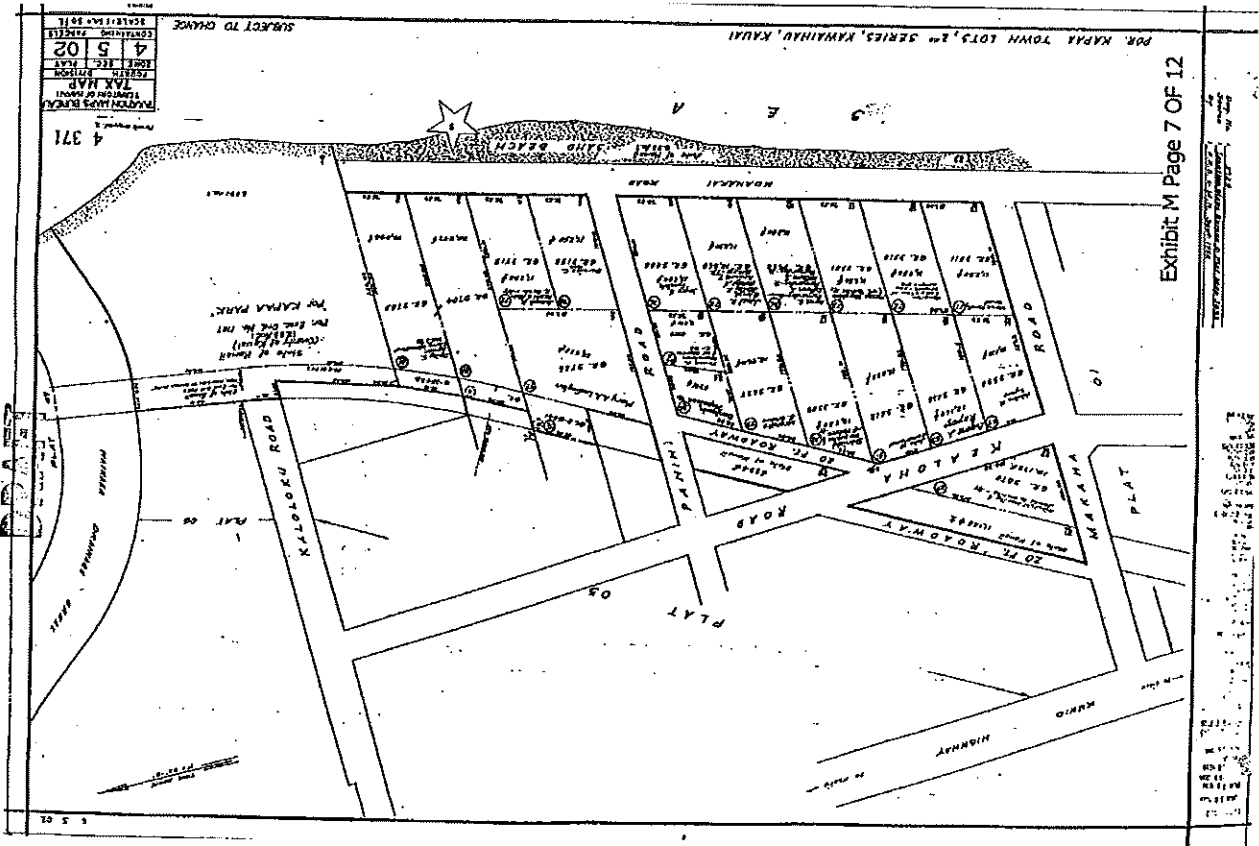


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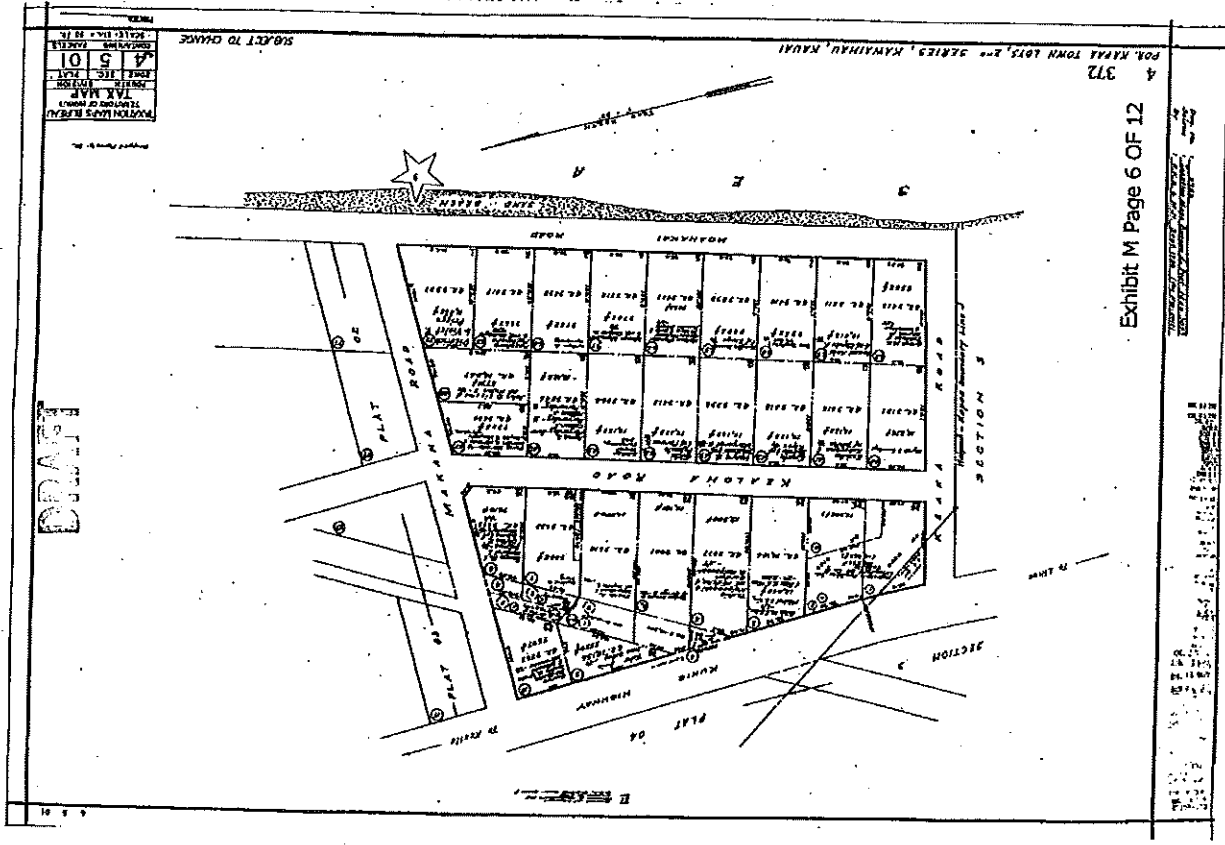


Exhibit M Page 6 OF 12



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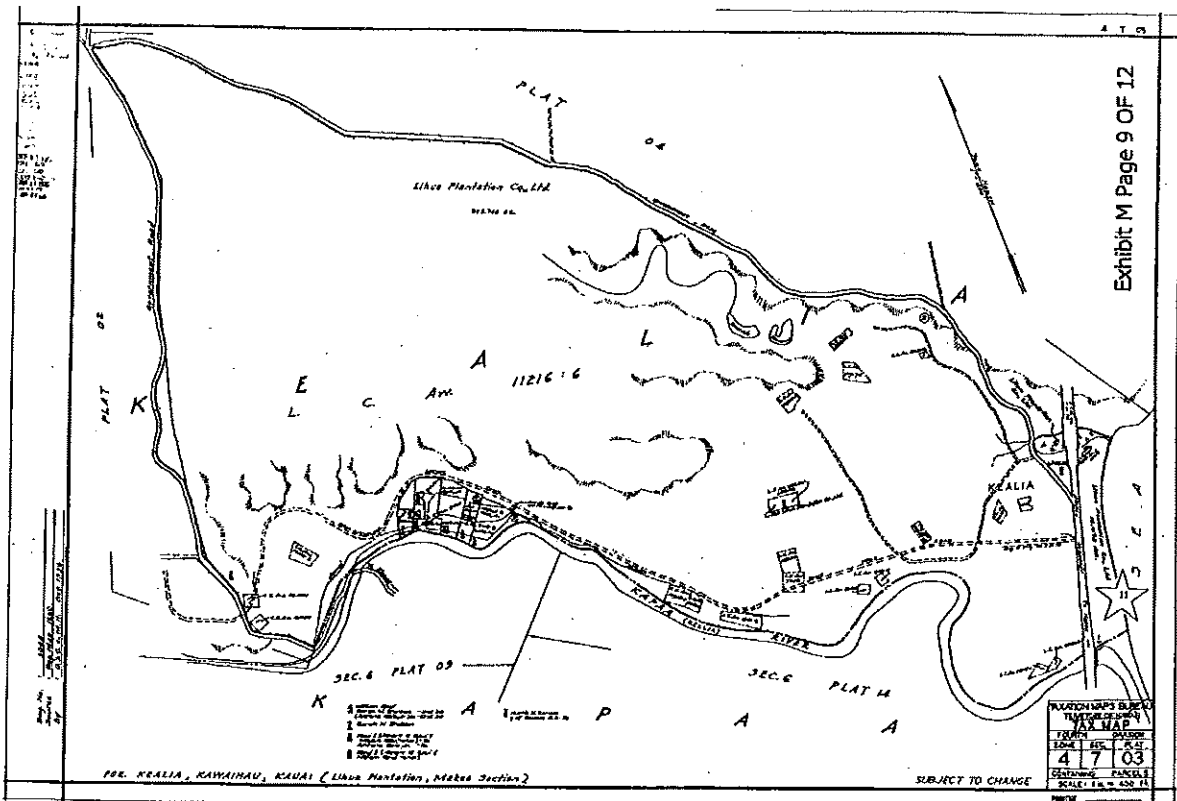


Exhibit M Page 9 OF 12

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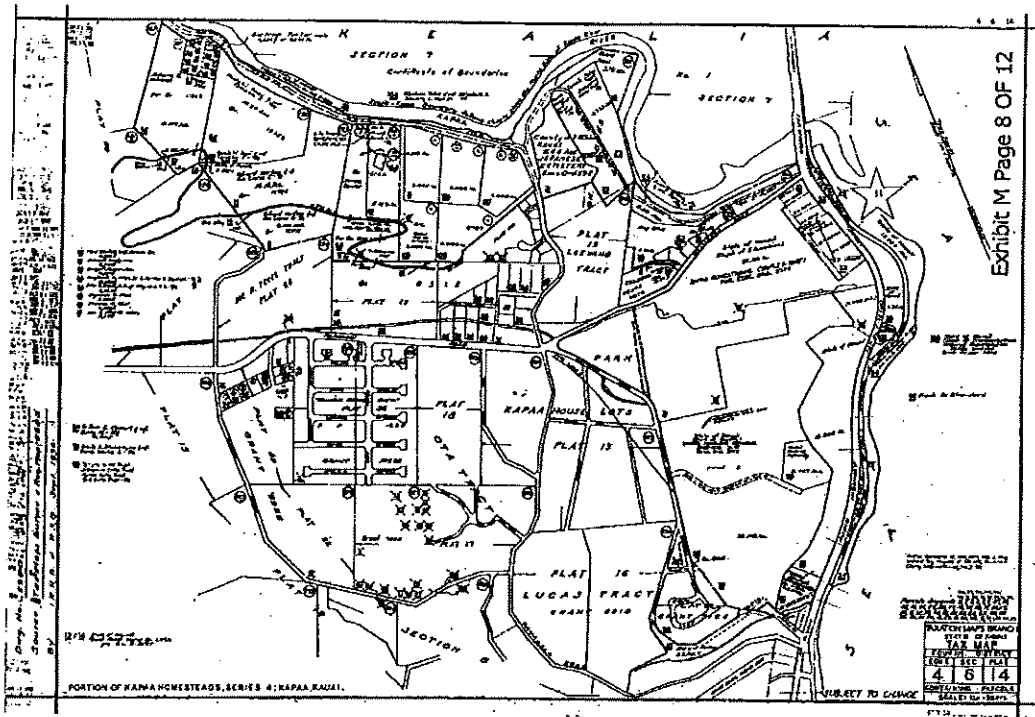
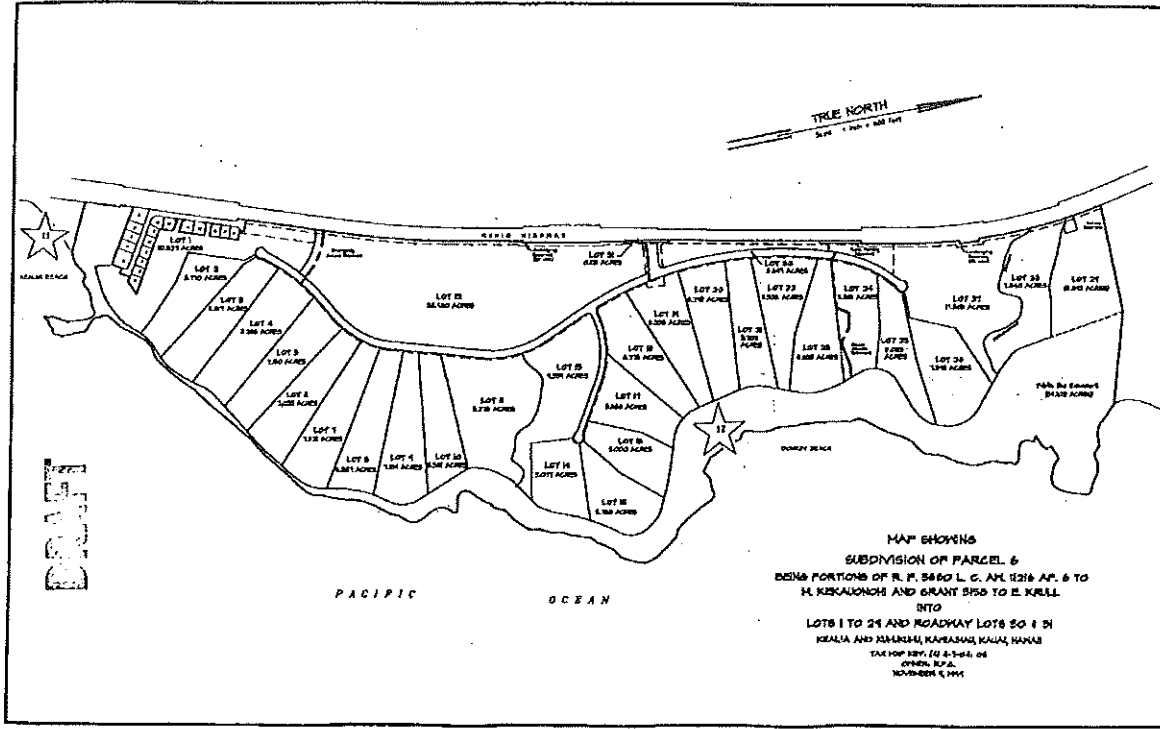
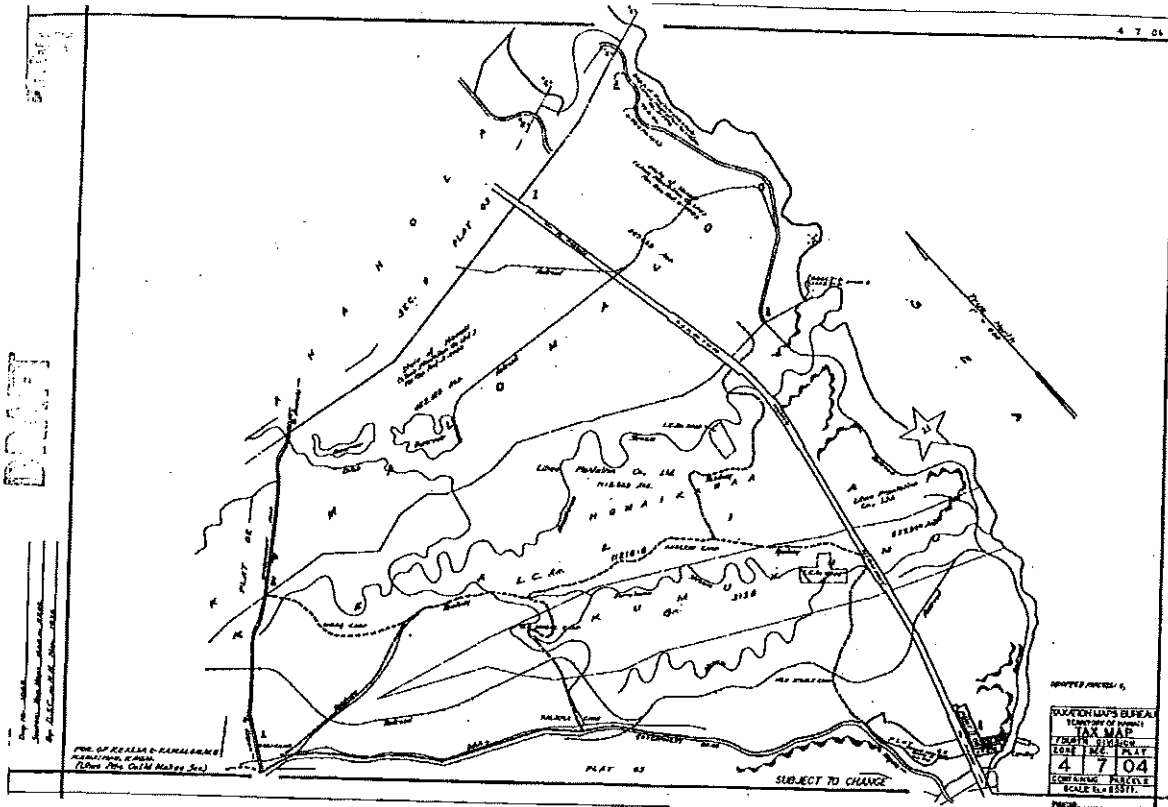


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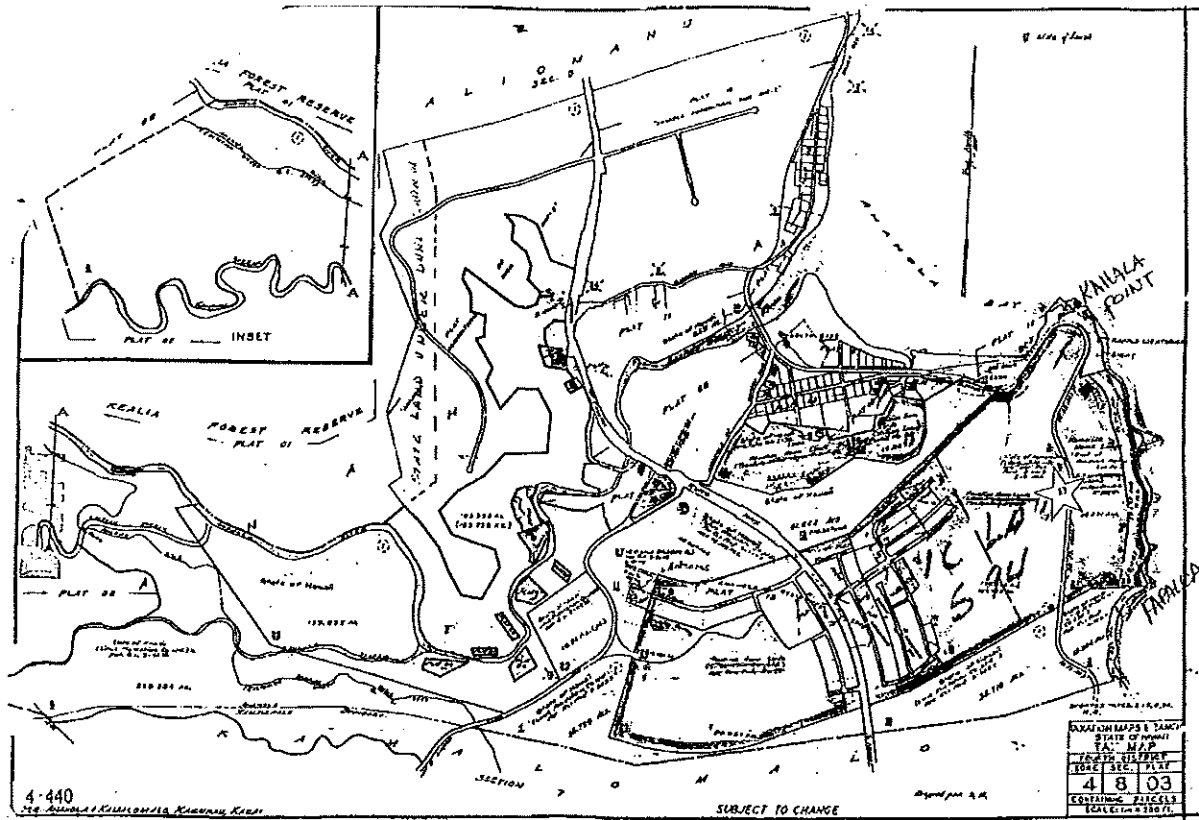
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**PROPOSED AREAS FOR EQUESTRIAN PATH  
EXHIBIT N**

1. Kaula Lagoons guard house to Ninini Point  
(Point A to Point B)
2. Ninini Point to Ahukini Road  
(Point B to Point C)
3. Ahukini to Hanamaulu  
(Point D to Point E)
4. Hanamaulu to Libue end of Nukolihi Beach  
(Point E to Point F)
5. Cease haul road to end of Kealia Beach  
(Point G to Point H)
6. Kealia Beach to Anahola  
(Point H to Point I)



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PROPOSED EQUESTRIAN PATH

EXHIBIT O

The equestrian path on the Kauai Health and Heritage Corridor is proposed to be in the following areas:

1. Kauai Lagoons guard house to end of running path
2. End of running path to Nimi Point
3. Nimi Point to Ahukini Road
4. Ahukini Road to Masterworks site
5. Ahukini to Hanamahu
6. Hanamahu to Lihue end of Nukouli Beach
7. Cane haul road to end of Kealia Beach
8. Kealia Beach to Anahola

Each of these areas could accommodate a four (4) foot wide unpaved bridle path adjacent to the bikeway/walkway and could be separated by five (5) or more feet from the paved path. In some areas where the path is ten (10) feet or less, the bridle path and the bikeway/walkway could merge for a few feet.

Multi-use paths in California frequently do not separate equestrian use from other uses, suggesting a four (4) foot minimum for paths allowing only one type of use (e.g. pedestrian OR bicycle OR equestrian) and an eight (8) foot minimum for multi-use paths (pedestrian and bicycle and equestrian).

AREAS 1-6 inclusive

The paved road from the Kauai Lagoons guardhouse to the end of the running path (area 1) has adequate unpaved areas on either side to accommodate a separate equestrian path. The areas between the end of the running path and Hanamahu (areas 2-5) are in disrepair or are unpaved and appear to be wide enough to allow for a separate path the entire length. Parking for trailers could be on the road across from the Kauai Lagoons guardhouse or near any of the other proposed access points. Where bridges exist in Hanamahu, the bridle path may or may not be appropriate, depending on how the bridges are set up.

AREAS 7-8 inclusive

The cane road from Otsuka's to Kealia Beach is generally eighteen (18) feet wide, with thirteen (13) feet width at foot mark 1280 (foot marks start at proposed parking areas across the ditch from Otsuka's). There are some areas with scenic points that are over thirty (30) feet wide, and adequate space for

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trailer parking exists at the beginning of the path. There are many points at which the road is being undermined by erosion, and this needs to be addressed by engineers as to safety along the entire length of this section of the mud/dune path.

There is an area at footmark 3700 that would allow for trailer parking and has a high point where a future picnic area could be considered.

The bridge over the Kealia stream (footmark 5400, just over one mile from Otsuka's) is in disrepair. It is fifteen (15) feet in total width of which eleven (11) feet are paved. There appears to be severe rot on the bridge that should be replaced for future users of the path. This bridge could accommodate horses, pedestrians, and bicycles if it is replaced with a bridge of the same size.

Adequate space for trailer parking exists at Kealia Beach (footmark 7130). Horses, hikers, and bicycles have traditionally used the cane road that runs along the coast here. In general, the road is eighteen (18) feet wide, with an eroded area narrowing it to sixteen (16) feet at footmark 8850. There is a steep edge at footmark 10,100 where a guardrail may be needed.

While there are many areas with steep drop-offs on the entire length of the road from foot mark 7375 to foot mark 10100, it is not suggested that guard rails be installed the entire length of this path as it would detract from the natural feel of the path.

The first washout bridge area is at footmark 12200 (2.3 miles). This area has sufficient grade and space to go around it for horses and may need a small bridge for pedestrians and bicycles if the ditch has runoff water flowing through. Immediately after this washout, there is an area that could be utilized as a rest stop/picnic area with views up and down the coast and of the old cane-loading pier.

Continuing to Donkey Beach, which is approximately three (3) miles from Otsuka's, there are steep drop offs from the road. However, the road is 30 feet wide at this point. A suggestion is to put hitching trails for horses and bicycle lockups where the roadway has sufficient room so the area can be savored.

The next bridge washout is at footmark 17134 (3.25 miles). It is possible to avoid the washout and route the path closer to the ocean along the path currently used. Doing this would allow use of a smaller bridge with natural swales that could accommodate all users. The bridge at this point would be at footmark 17484. The rest of the path on this section is over twenty (20) feet wide with sufficient land to place the horse path near to, but not abutting, the paved section in many places.

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DEPARTMENT OF HAWAIIAN HOME LANDS

The Anahola Hawaiian Home Lands section is also a cane road and has been used by horses, hikers, and bicycles for many years. It begins at footmark 18661 where it is nineteen (19) feet wide. At foot mark 18929 (3.6) miles, there is a thirty (30) foot drop-off on a twenty-four (24) foot wide path where a guard rail could be installed.

The road splits at foot mark 19120, and it is suggested that the path run along the lower road to stay close to the shoreline. There is a spot at footmark 20259 that is only ten (10) feet wide, but horses could travel through the ravine at this point. If the path is kept on the upper road, a full thirty (30) foot width exists to accommodate all users. If the lower road is followed, the next footmark is at 21020 where the upper road is rejoined.

At footmark 21161 (4 miles), the road splits once again with the upper road leading to the old dump. There are small roads leading to cliffs above the beach at foot mark 24586, although there is no coastline view from the existing cane road along here.

At footmark 25978, the road bears left to the highway or right to Anahola Beach Park. If the road to the highway is taken, the trail ends at footmark 28746 with plenty of space for parking currently.

The lower road hugs the shoreline and is currently used by 4-wheel drive vehicles to access the cane road from Anahola Beach Park through Kealia. The path would end approximately 6 miles from the start at Otsuka's. There is sufficient room for parking of trailers at the north end of Anahola Beach Park.