

Waikīkī Transportation Management Association Special Improvement District



*Making Waikīkī better,
One curb at a time.*

May 31, 2024

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, HI 96813

RE: Annual Report to the City and County of Honolulu from Special Improvement District No. 4

Dear Chair Waters and Councilmembers,

Attached is the annual report of the Waikīkī Transportation Management Association Special Improvement District. I want to express our deep appreciation for the support and leadership given by the City to get us fully mobilized.

Waikīkī sits at the heart of Honolulu's tourism economy. The special improvement district was created to assist in preserving this unique resource. The Waikīkī Transportation Management Association (WTMA) coordinates and actively assists in the management of transportation operations in Waikīkī.

Numerous stakeholders using transportation infrastructure within Waikīkī appreciate what we do. Main projects include providing additional resources to assist the City in enforcing and managing loading zones and parking in Waikīkī. I am pleased to report that our most visible demonstration project along Royal Hawaiian Avenue was launched this year.

The WTMA is dedicated to establishing, identifying, and implementing the projects, programs, procedures, and technology that will serve Waikīkī with high-quality, multi-modal, transportation facilities and services. This public-private partnership includes the City, businesses, residents, landowners, property managers, and commercial vehicle operators. We are grateful to have Mayor Blangiardi, City Council Chair Waters and other City officials represented on our Board of Directors.

Sincerely yours,

Rick Egged, President
Waikīkī Transportation Management Association Special Improvement District

Copy: WTMA Board Members
Attachment: WTMA FY2023-24 Annual Report

MISC. COM. 274

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WAIKĪKĪ TRANSPORTATION MANAGEMENT ASSOCIATION



WAIKĪKĪ TRANSPORTATION MANAGEMENT
SPECIAL IMPROVEMENT DISTRICT

Annual Report
to the
HONOLULU CITY COUNCIL
for
FY 2023-2024

May 2024



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Look Ahead Message

Aloha City Councilmembers,

In May of 2023 I transmitted last year's WTMA's Annual Report. I indicated in my 'Look Ahead Message' I had grand expectations for the following year. Most, but not all, of those expectations have been realized. The most important expectation, the continuous annual receipt of the Special Improvement District (SID) permit fee revenues, is now resolved.



*Waikīkī Transportation Management Association
Board of Directors Chair and President, Rick Egged.
(photo credit: Hawaii News Now)*

During the past year we solidified relationships with some critical partnerships. On May 24, 2024, the WTMA entered a Letter of Agreement with the Waikīkī Business Improvement District to use their personnel to assist with our curb management activities. The WTMA has agreed to partner with the Hawaii Transportation Association to tap into their membership communications to educate commercial vehicle operators on our projects and programs.

In looking ahead, we continue to have grand expectations for what will be accomplished when our Annual Report is submitted to you next year. I look forward to working with my fellow WTMA Board of Directors in strengthening our productive relationship with the City. I am delighted to report to you that the City has had excellent representation at all WTMA quarterly meetings. Council members and Cabinet members have been continually active and extraordinarily helpful partners. WTMA has also identified a location in the heart of Waikīkī to establish office space complete with a transportation hot spot management monitoring control room.

Over the next year the WTMA will continue to grow and succeed because of several key factors. One factor is the presence of obvious problems that threaten the attractiveness and safety of Waikīkī. The WTMA needs to address those problems quickly and cooperatively. Another key factor is the opportunities of recent technologies that allow for innovative approaches to transportation management. The most critical factor for the WTMA to grow and succeed is the support we trust we will continue to receive from Mayor Blangiardi, his administration, and you, our City Council.

To continuously earn your trust, I will always be available to you to answer any questions you may have about any of the WTMA's evolving projects and programs. Thank you for your past support. Your confidence in the WTMA has allowed us to become a strong and lasting partner with the City.

A warm mahalo to each of you,

Rick

Statutory Directives

The Waikīkī Transportation Management Special Improvement District (WTMSID) was created by Ordinance 17-58 under Chapter 36, Revised Ordinances of Honolulu 1990 (ROH) and signed into law on October 17, 2017. The WTMSID is the City and County's fourth Special Improvement District (SID) and is a Public-Private Partnership (P3).

The District is bounded by Kapahulu Avenue, the Ala Wai Canal, and the ocean. Fiscal Year 2023-2024 is the fifth full year of operation for the WTMSID. The WTMSID operates and is branded as the Waikīkī Transportation Management Association (WTMA) and is tasked with managing the WTMSID's projects and programs.

The purpose of the WTMA is to establish, identify, and implement the projects, programs, procedures, and technology that will serve Waikīkī with high-quality, multi-modal, transportation facilities and services. This is accomplished by supplementing the City's transportation operations including traffic operations, parking control and supply development, mobility enhancements for all modes of travel, physical and operational access improvements, information displays and the installation and maintenance of related electronic devices within Waikīkī.

The WTMA works closely with the City, the Waikīkī Improvement Association, the Waikīkī Business Improvement District, The Waikīkī Neighborhood Board, the Hawai'i Transportation Association, and many other organizations to identify needed changes to the ROH.



The City's Department of Transportation Services crew installs security cameras in June 2020 at Kalākaua Avenue and Kaiolu Avenue. (photo credit: Wes Frysztacki)



The WTMA works closely with Waikīkī Improvement Association, the Waikīkī Business Improvement District (photo credit: Wes Frysztacki)

Governing Organization

WTMA Board of Directors

The composition of the WTMA Board is specified in the WTMSID Association's Bylaws. The Board of Directors consists of no more than fifteen voting members. The City's Board of Directors voting members include the Mayor of the City, or the Mayor's designee, the Councilmember of the council district or the Councilmember's designated representative and the City's Director of Transportation Services or such director's designated representative. The Board of Directors may have up to four non-voting members. The City's two non-voting members are the Chief Engineer of the Department of Facility Maintenance or such chief engineer's designated representative and the City's Director of Budget and Fiscal Services or such director's designated representative. The Board added the City's Honolulu Police Department as a Board Member. Board members as of May 2024 include the following:

Rick Blangiardi, Mayor, City and County of Honolulu

Tommy Waters, Council Chair, City and County of Honolulu

Roger Morton, Department of Transportation Services,
Director, City and County of Honolulu

Gene Albano, P.E., Department of Facility Maintenance,
Director and Chief Engineer, City and County of Honolulu

Andrew Kawano, Budget and Fiscal Services,
Director, City and County of Honolulu

James Slayter, Major, Honolulu Police Department,
District 6, City and County of Honolulu

Jamie Barut, Vice President Operations, Polynesian Adventure Tours

Rick Egged, President, Waikīkī Improvement Association

Bob Finley, Chair, Waikīkī Neighborhood Board

Kelvin Kohatsu, Managing Director, Hawai'i Transportation Association

Maki Kuroda, President, E Noa Corporation

Scott Miyasato, Senior Vice President and General Counsel
Outrigger Enterprises Group

Kenji Takahashi, Director, Travel Plaza Transportation Hawai'i

Layne Wada, Vice President, Royal Star Hawai'i

Governing Organization

WTMA Officers

The title, roles, and responsibilities of WTMA officers are specified in the WTMSID Association's Bylaws. The WTMA officers as of May 2024 are as follows:

Chair: Rick Egged

Vice Chair: Maki Kuroda

President: Rick Egged

Vice Presidents:

Bob Finley

Treasurer: Chris Lee

Secretary: Layne Wada



The Waikīkī Transportation Management Association legislative, institutional and governing structure was largely modeled after the highly successful and much appreciated Waikīkī Business Improvement District.

Background



The City's 1972 Waikīkī Transportation Plan recommended a dedicated bicycle path separated from a pedestrian promenade.

A City sponsored Waikīkī Parking Study provided ten recommendations to improve access and mobility in Waikīkī in 2015. Several recommendations included utilizing a management association to assist the City in parking, developing a permit program, and creating revenue to fund programs designed to recognize the public value of the right of way intended to serve the best interest of the tax paying public.

The 2016 general election resulted in an amendment to the City Charter assigning a new duty for the Department of Transportation Services: "...*Entering into public-private partnerships or other innovative business relationships with private entities or other public agencies.*" The WTMA represents fulfillment of this City Charter directive.

Private transportation businesses voluntarily funded the WTMA hosted by the Waikīkī Improvement Association (WIA). The WIA provided guidance and support to better manage transportation within Waikīkī while promoting a process to formalize the organization. This formalization occurred in 2017 when the City Council approved, and the Mayor signed into law, the two bills creating the WTMSID.

There have been many transportation plans for Waikīkī. Only a few of those plan recommendations have been achieved. The 1972 Waikīkī Transportation Plan portrayed concepts the City is still contemplating.

Community, business, and City representatives began meeting in 2014 to determine the best way to address the growing traffic, congestion, parking, loading, and unloading issues that are a part of everyday life in Waikīkī.



The City's 1972 Waikīkī Transportation Plan being discussed by former DTS Director Wes Frysztacki.

Programs and Projects

The WTMA has been working on over twenty programs and projects over the past fiscal year. These can be generally categorized into the following status categories: 1) those that are a priority project, 2) those that are actively being managed and are typically on-going tasks, 3) those that were on-going but hit a snag and are in-progress, and 4) those that are under development and are expected to see substantial progress over the forthcoming year. The more prominent programs and projects are listed below.

- *Curb Loading Management (priority project)*
- *Commercial Vehicle Loading Zone Permits (priority project)*
- *Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)*
 - *Loading Zone Violations*
 - *Smart Loading Zone Features*
 - *Case Study Smart Loading Zone Reservation Demonstrations*
 - *Smart Loading Zone Features*
 - *Smart Loading Zone Installations*
 - *Smart Loading Zone Management*
 - *Smart Loading Zone Future Tests*
- *Seaside Avenue Curb Loading Management Pilot (under development)*
 - *Smart Loading Zone Management*
 - *Smart Loading Zone Coordinated Management*
- *Centennial Park Passenger Vehicle Staging – (under development)*
- *Lewers Street Managed Zone Pilot (under development)*
 - *Parking Zone Violations*
 - *Smart Loading Zone Possible Features*
- *Kūhiō at Kai'olu Parking Lot Management (under development)*
 - *Smart Loading Zone Enabling Features*
- *Kālia Road and Sidewalk Repairs – (on-going)*
- *Ala Wai Boulevard Parking Demonstration Program (progress was delayed)*
- *Legislative Initiatives – (on-going)*
- *Waikīkī Commercial Vehicle Loading Zone Management (in-progress)*
- *Kalākaua Avenue Managed Zone Pilot (under development)*
- *Ilikai Commercial Vehicle Bus Stop (in-progress)*
- *Legislative Monitoring (in-progress)*
- *Sign Replacement (in-progress)*

The Need For Curb Loading Management – Data Collection Results (on-going)

WTMA exists to solve problems that are continuously getting worse. Vehicle activity was recorded between approximately 8:00 am and 10:00 am at three hot spot locations in Waikīkī. The data was collected during the months of August and September in 2021. The three hot spot locations were: 1) Kalākaua Avenue between Lewers Street and Liliuokalani Avenue, 2) Seaside Avenue between Kalākaua and Kūhiō Avenues, and 3) Lewers Street between Kūhiō Avenue and Kālia Road. The major results of the data collection and field observations were as follows:

- **Permit Compliance Is Low.**
 - Around 22% of the vehicles have a City and TMSID permit.
 - Another 30% have a City permit, but no TMSID permit.
- **Time Limits Are Routinely Ignored.**
 - About 22% of all vehicle loading exceeds the 30-minute posted time limit.
 - About 7% of all freight commercial vehicles are parked for over 100 minutes.
 - Commercial vehicles loading passengers are not exceeding three minutes.
- **Time of Day Restrictions Are Ignored.**
 - Typically, around 20 commercial freight vehicles exceeded the 9:00 AM no parking restriction along the mauka side of Kalākaua each day.
- **Too Few Commercial Vehicles Are Compliant.**
 - About 12% of all vehicles observed violated some part of the traffic code other than the permit requirements.
 - Only 6.5% of all vehicles were fully compliant with applicable regulations.



Data has been updated in subsequent years including 2024. The data is accompanied by automated vehicle monitoring and photographic observations included in this annual report. The problems the WTMA was created to address remain.

Curb Loading Management – Data and Field Observations (priority project)

The observations listed below are influenced by many years of complaints and data collection:

1. **Each Hot Spot Has Unique Challenges** -- Each commercial vehicle area has problems unique to roadways and land uses in the immediate area. Property owners and building tenants need to be involved in appreciating the problems and participating in the solutions. The City and State need to be actively involved in partnering with the private sector to recognize the severity of the problems and how urgent solutions are needed.
2. **Permit Compliance Is Low** -- About 22% of the commercial vehicles performing loading activities within Waikīkī have a current City and County of Honolulu permit properly displayed. Around 30% are displaying the City permit, but no Waikīkī Special Improvement District permit.
3. **Time Limits Are Not Being Followed** – About 22% of all freight loading vehicles are parked for over 30 minutes where the posted maximum loading time limit is 30 minutes. Around seven percent of the freight vehicles are parked for more than 100 minutes. Passenger commercial vehicles have not been observed excessively exceeding the three-minute maximum loading time limit.
4. **Hour Restrictions Are Not Working** – In the one-hour period after the end to the no parking restriction exception on the mauka side of Kalākaua Avenue) typically twenty commercial vehicles may be observed violating the 9:00 am time limit.
5. **Other Traffic Code Violations** – In addition to the permit and time limit violations about 12% of all observed vehicles were violating other sections of the traffic code.
6. **Too Few Vehicles Are Fully Compliant** – Less than 7% of commercial vehicles are fully compliant with the traffic code. Some of the violations involved situations impacting the safe movement of vehicles, people, and goods.
7. **Physical Features Are Obstacles to Loading**
-- Landscaping, newspaper racks, vending machines, parked bicycles in the furniture zone inhibit the flexibility needed to load passengers and freight safely.

The two pictures below illustrate how landscaping, newspaper racks, vending machines, parked bicycles, and other items in the furniture zone inhibit curbside loading.



Curb Loading Management – Communications Program (priority project)

The ongoing actions being taken by the WTMA include an extensive communications, education, and enforcement program. WTMA is examining possible regulatory changes and better vehicle management practices. The communications, education, and enforcement program included a presentation at the WIA Board of Directors annual meeting. Other presentations were held with different City and County of Honolulu Departments. Further presentations will be held with the Hawai'i Transportation Association, commercial vehicle operators, property owners, tenants, and the Waikīkī Neighborhood Board.



The communications, education, and enforcement program is interactive with continuous communications with the participating entities including the Honolulu Police Department. The WTMA has budgeted funds to support enforcement of traffic code violations where the most predominant concerns have been raised. These funds are gifted by the WTMA to the HPD and accepted by the City Council in resolutions each year.

The examination of possible regulatory changes and better management practices will consider the answers to questions being asked such as “Are existing regulatory time restrictions reasonable?”

It has been suggested that the existing time limit exception for permitted commercial vehicles along Kalākaua Avenue be extended from 9:00 AM to 10:00 AM, or 11:00 AM.

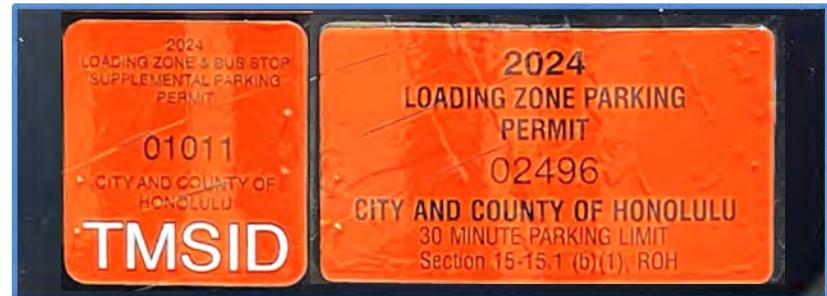
Analysis will be conducted to determine if the increase in general purpose traffic and pedestrian volumes warrant consideration of a time extension to make some existing loading operations legal.

Further analysis will determine if the predominant 30-minute loading time limit restriction should be sub-divided into shorter and longer time periods to better match existing permitted commercial vehicle loading requirements. Available technology and a review of best practices elsewhere suggests minute-by-minute and variable pay-by-length-of-stay operating rules are effective. Another best practice is to make the location of curbside loading zones and curb restricted zones clearer by painting the curb with distinct colors.

Commercial Vehicle Loading Zone Permits (priority project)

The WTMA is partnering with the City's Department of Customer Services, Department of Transportation Services, and Honolulu Police Department to better value commercial vehicle parking zones through an expanded Transportation Management Special Improvement District (TMSID) supplemental commercial vehicle permit program. The FY2025 City and County of Honolulu Operating Budget includes the revenue from the Waikīkī TMSID permit and an equivalent appropriation to DTS so that department can remit those funds to the WTMA. The WTMA had to request the City Council consider amending the proposed FY24 Operating Budget to include an appropriation to recognize the funds accumulated by the City that had not been disbursed. This past problem appears to have been resolved.

- Permit numbers for calendar years 2020 through 2022 were relatively flat at just above or below 1,500. This increased to just under 2,400 for 2023. This increase may show that WTMA educational and enforcement activities are impacting behavior.
- The Waikīkī TMSID supplemental commercial vehicle permit requirements initially lowered the number of illegally parked vehicles in Waikīkī commercial vehicle loading zones, numbers now are at pre-pandemic levels.
- The WTMA continues to monitor loading zone utilization and permit compliance.
- The WTMA program and budget includes increased management for FY 2025.



The Revised Ordinances of Honolulu specifies that the supplemental permit "...shall be placed on the right bumper or such other place on the vehicle as may be approved by the director of transportation services."



Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

The Royal Hawaiian Avenue Curb Loading Management Pilot program is designed to monitor and assess the most active passenger loading zone in Hawaii. Following the Royal Hawaiian Avenue Project in 2015, WTMA has continually monitored performance and reported back to the private commercial passenger and freight transportation companies when excessive violations were observed.

The reporting process allows commercial transportation companies to reinforce to their drivers the need to adhere to loading zone regulations (3-minutes for loading and unloading at the zone in the picture and 30-minutes loading and unloading at other zones). Companies report that confusion exists because of long standing tolerance of obvious parking and loading sign violations.

Proposed actions are funded by the FY25 WTMA budget. The Curb Loading Management Pilot Demonstration program tests recent technology, management techniques, operating rules, and enforcement of existing regulations. The most promising initial pilot test areas are Royal Hawaiian Avenue and Seaside Avenue. Data collection results provided below demonstrate Royal Hawaiian Avenue is a re-emerging hot spot area.



WAIKĪKĪ COMMERCIAL VEHICLE LOADING ZONE ACTIVITY SUMMARY

Along the Ewa Curb of Royal Hawaiian Avenue

DATA COLLECTED FROM APPROXIMATELY 8:00 AM TO 2:00 PM, APRIL 2023

Violations	8 am to 10 am	10 am to Noon	Noon to 2 pm	Totals
Exceeded 3-Minute Limit	18	21	21	60
Within 20-feet of crosswalk	12	16	12	40
Stopping Prohibited	7	13	9	29
Too far from the curb	7	11	1	19
Within 4 feet of a driveway	1	3	4	8
On a crosswalk	0	4	2	6
TOTALS	45	68	49	162

Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

Loading Zone Violations

The data on the previous page was collected along the Ewa curb of Royal Hawaiian Avenue beginning at the exit driveway of the DFS T-Galleria building and ending near Kalākaua Avenue. This section of curb has one type of regulatory signage – 3-minute passenger loading zone. The data was collected during three two-hour periods: 1) 8:00 am to 10:00 am, 2) 10:00 am to noon, and 3) noon to 2:00 pm. A total of 144 vehicle arrivals were observed during the six-hour period of which 110 were commercial vehicles.

The 144 vehicles were observed making 162 traffic code violations. Eighty-nine percent of all commercial vehicles had both 2023 City and Waikiki SID permits. The 10 am to noon time period had 68 violations, 19 more than the next highest time period.



Royal Hawaiian Avenue was a prime candidate for a pilot project since two of the commercial passenger operators account for 83 of the 144 vehicle arrivals using 22 vehicles. This is a reasonable number of vehicles equipped with transmitters (also referred to as “tags”) used as part of the loading zone management demonstration.

Preceding the installation of the equipment needed for one of the technology test projects on Royal Hawaiian Avenue an extensive education program was conducted along Royal Hawaiian Avenue and other hot spot areas. The tri-fold brochure had a list of observed violations with a checkbox for each infraction. Observed infractions were checked and the “VIOLATION” side was revealed and placed under the vehicle’s windshield wiper. If the violations involved a tow-away zone the brochure revealed the “TOW” side of the brochure. An example of the complete brochure is included in the Appendix.



Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

Loading Zone Modifications



WTMA vendors are providing the backbone of the curb management system technology. They used sensors on the pavement shown below with a height the same as a standard traffic lane marker.



Other locations under consideration may also be tested concurrently and involve modifications after the Royal Hawaiian Avenue pilot has proven them to be successful. Candidate participants and revised rules will be identified based upon the circumstances pertaining to each hot spot location. The pilot tests could include the temporary use of special markings, signs, operating rules, sensors, transmitters, driver apps, passenger information displays and the use of advanced vehicle detection technologies.

The WTMA submitted the prototype sign design to the City and the City approved the sign. The sign, shown to the left, is based on the one used for HPD's curb area along the mauka side of Kalākaua Avenue across from the Waikīkī District 6 substation. This is not a regulatory sign which would need to be red. Blue signs are advisory. The City Traffic Engineering Division may request the sign be red.

The first proposed application of the sign would be along the Ewa curb of Royal Hawaiian Avenue where the existing signs would remain and provide the basis for any necessary enforcement. WTMA may be requesting the City Council to consider a bill for an ordinance that would elevate voluntary compliance for the permit and reservation vehicle management system into one that is an enforceable regulation if the pilot is successful.

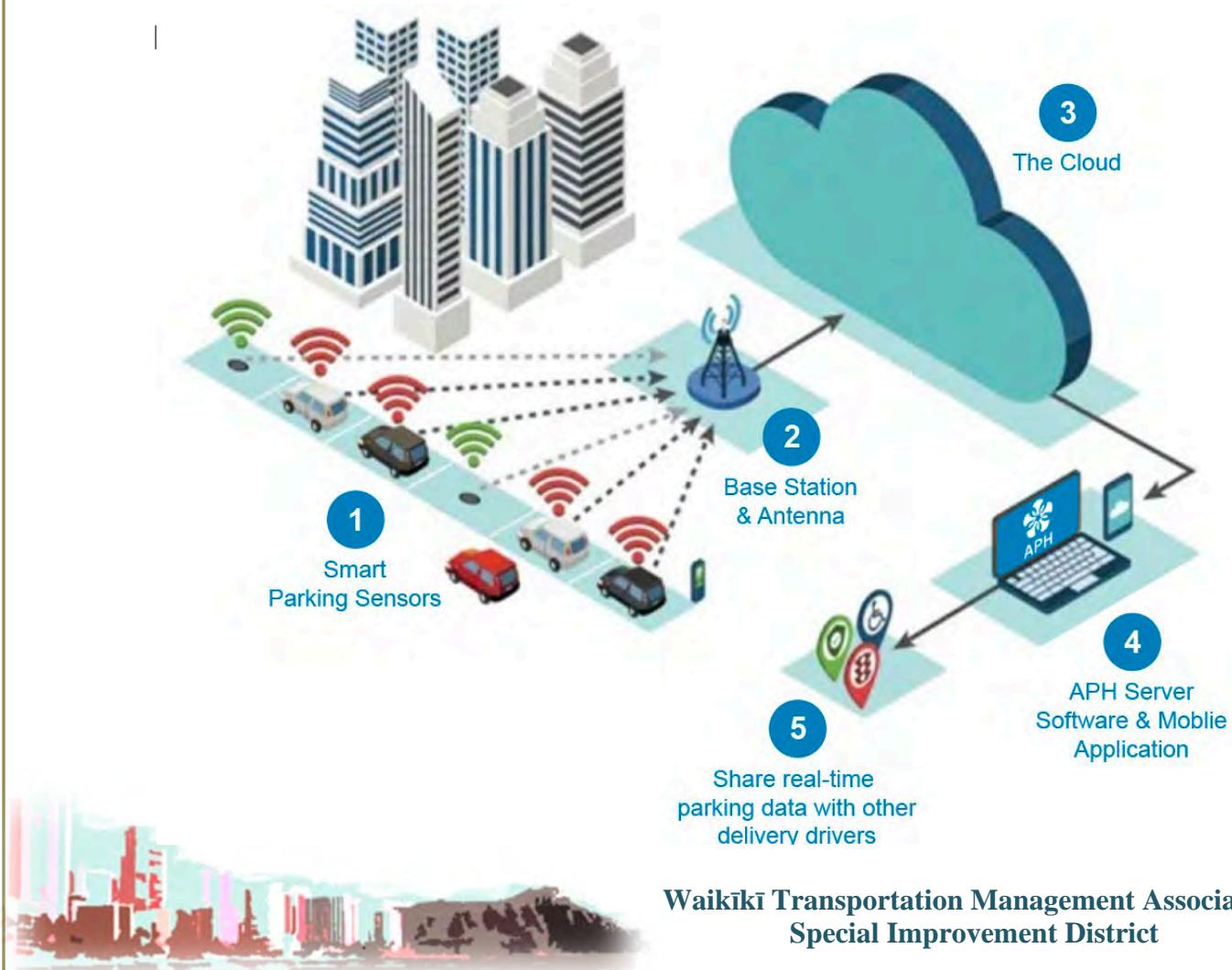


Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

Smart Loading Zone Features

WTMA uses a variety of smart loading zone management systems. One automated system involves smart sensors on the pavement to detect the presence of a vehicle and whether that vehicle has a transmitter (also referred to as a “tag”). The transmitter informs the system server whether the vehicle has the proper permits and a reservation to use at the location along the curb. The server uses the transmitted data from the sensors and transmitters to record the arrival time, space location, vehicle owner, vehicle identification, departure time and any applicable payment charges.

The ultimate goal is to enable a process whereby pilot project participants who have current City and SID permits will be credited the amounts paid for their payments and for their accumulated WTMA credits for those founding members who made early contributions to provide the seed funding needed to start WTMA. Eventually, other vehicles may be sent a payment request for any time spent over the three-minute passenger loading zone time limit regulation depending upon the rules established for each demonstration project. Any regulated payment rules that may be recommended as a result of the pilot project will be referred to the City Council in the form of a smart loading zone bill for a proposed ordinance.



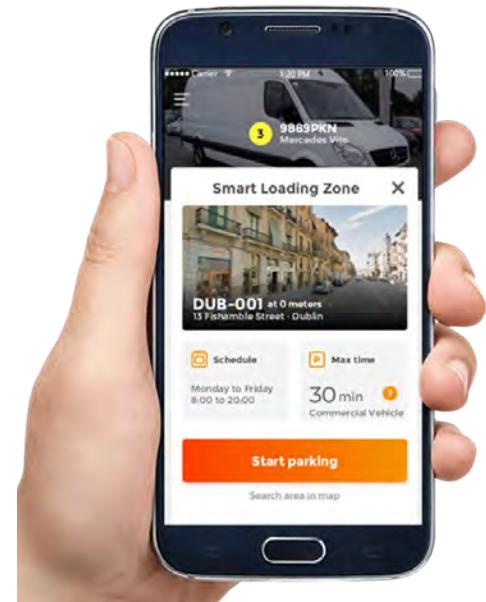
Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

Smart Loading Zone Case Study Reservation Demonstrations

The WTMA has investigated other cities that have demonstrated various forms of smart loading zones. In some cases, a city has been approached by a vendor with a proposition. Typically, the proposition is to install the vendor's technology and deploy the vendor's phone-based applications to collect fees from drivers who want to use a particular loading zone or parking stall. The vendor retains a percentage of the fees collected and transfers the balance to the enabling authority.

Other curb loading zone demonstrations have been funded by the U.S. Department of Transportation's Safe Streets and Roads for All or other grant programs. Many of these demonstrations in other cities have had mixed results and some have been abandoned for a variety of reasons.

Regardless of the demonstrations status WTMA has determined that there are valuable lessons learned including: 1) technology is a game changer, 2) a phone application alone is not enough and causes distracted-driver safety concerns, 3) a License Plate Recognition system is needed to be fully effective, 4) good cameras are valuable, 5) need sensors to monitor all vehicles, 6) ambassadors are essential on-site to achieve high reliability, 7) a pricing scheme that is designed to effectively regulate curb use demand is essential, 8) ongoing funding is critical in addition to a grant to be successful, and 9) need enforcement..



One of the items being tested is what types of regulatory signs have been used in other locations such as the one to the left from the Memphis demonstration project. The WTMA demonstrations address concerns about the level of compliance exhibited by vehicles loading freight and passengers without the appropriate permits and in violation of the City's existing traffic code.

The WTMA has addressed problems along Royal Hawaiian Avenue primarily by using HPD Special Duty officers for enforcement. Feedback from HPD will be important in crafting any potential Smart Loading Zone regulatory applications at a few hot spot areas. Many hot spot locations are candidates for smart loading zone applications exist.

Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

Smart Loading Zone Case Study

One of the most comparable ongoing demonstration projects in another city can be found in Belltown, a downtown neighborhood in Seattle. The Belltown demonstration also uses sensors, but their sensors are embedded in the roadway as opposed to the ones being installed along Royal Hawaiian Avenue which are epoxied on top of the roadway surface and can be easily removed, when necessary. The Belltown sensors are located every ten feet in every one of the 200 loading zones in the Belltown neighborhood whereas the Royal Hawaiian Avenue sensors where installed every 20 feet. Subsequent testing did install ten foot spacing.

The Belltown base stations are located high on standard metal sign poles installed in the sidewalk. No RFID transmitter tags are installed in the vehicles using the loading zones. The sensors only detect the presence of vehicles, not specific vehicle information. There have been reports of false reads such as pallets, shoes or passing traffic triggering the sensors.



Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)**Smart Loading Zone Equipment Installations -- Base Stations**

The DFS Galleria was very generous in their total cooperation, especially given how experimental the equipment was that the WTMA was installing on their roof. The base station has proven to be dependable and durable, even during high winds and torrential downpours.

During the course of testing the base station's transmission range two additional base stations were deployed – an additional one on the roof of the DFS Galleria and one above Manukai Street at the Kuhio Plaza condominiums. All base stations were proven to be dependable, although challenges were encountered. The solar power supply was deemed to be sufficient.



Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)**Smart Loading Zone Equipment Installations -- Sensors**

The sensors have been installed in a progressive and increasingly larger number of locations and spacing configurations. Initial tests focused on the ability of the base station to read the signals from the sensors at different locations. The initial set of 17 sensors included: 1) fifteen on Royal Hawaiian Avenue, 2) one on Lewers Street, and 3) one on Seaside. All transmission range tests were successful.



Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)**Smart Loading Zone Equipment Installations -- Transmitters (tags)**

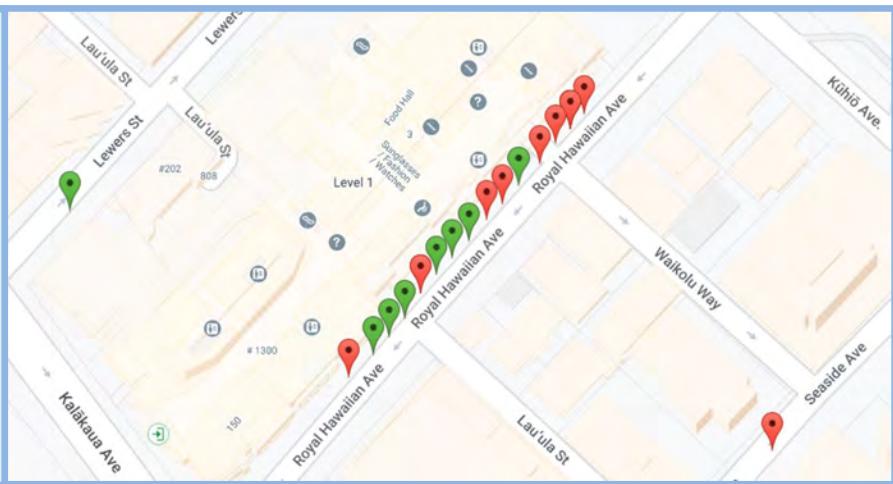
The critical feature of the sensors that distinguished them from other demonstration projects are the transmitters installed in the vehicles of the two participating commercial vehicle operators – E Noa, operator of the Waikiki trolley, and JTB's TPT, operator of HiBus Trolleys. These two major commercial vehicle operators were selected for the Royal Hawaiian Avenue demonstration project because they serve high volumes of passengers using fixed routes operating on fixed schedules that require an open curb when their vehicles arrive at the City's passenger loading zone curb. Their services are scheduled on clocked headways making their operations easy to understand for visitors. Those visitors expect a quality operation operated efficiently for their comfort, safety, and enjoyment.

Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

Smart Loading Zone Management

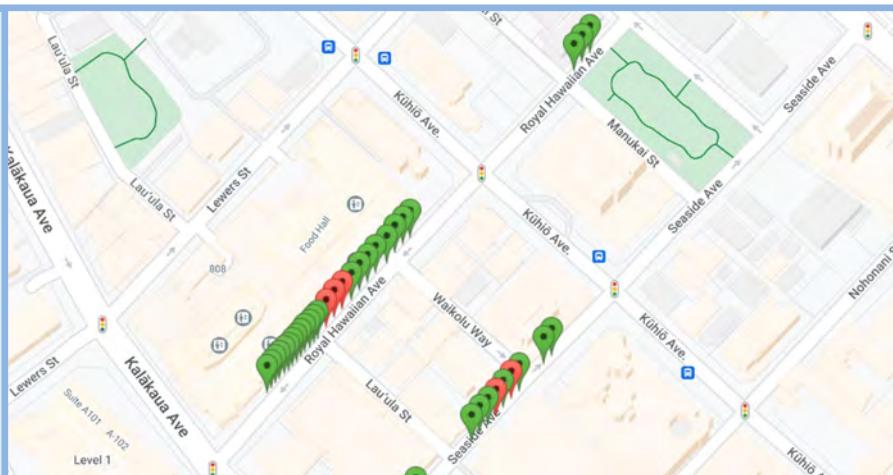
17 Sensors Installed By February 2024:

- 15 along Royal Hawaiian Ave.
- 1 on Seaside Ave.
- 1 on Lewers Ave.

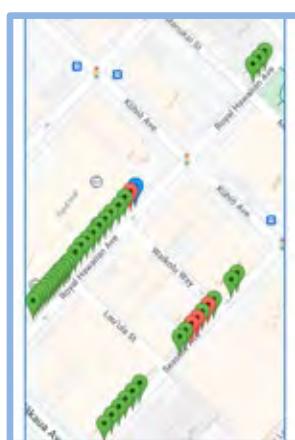


42 Sensors Installed By May 2024:

- 27 along Royal Hawaiian Ave.
- 15 on Seaside Ave.
- 0 on Lewers Ave.



During 2024 extensive experimentation was conducted involving sensors and their ability to detect vehicles and display those detections on a map. The initial set of 17 sensors included: 1) fifteen on Royal Hawaiian Avenue, 2) one on Lewers Street, and 3) one on Seaside as shown on the map at the top of this page. By May 2024, the number of sensors had increased to 42 as shown on the second map. A green icon indicates no detection, and a red icon indicates a detection. When one of the 33 vehicles that has a tag has been detected the red icon turns blue as shown by the screen shot at the right.

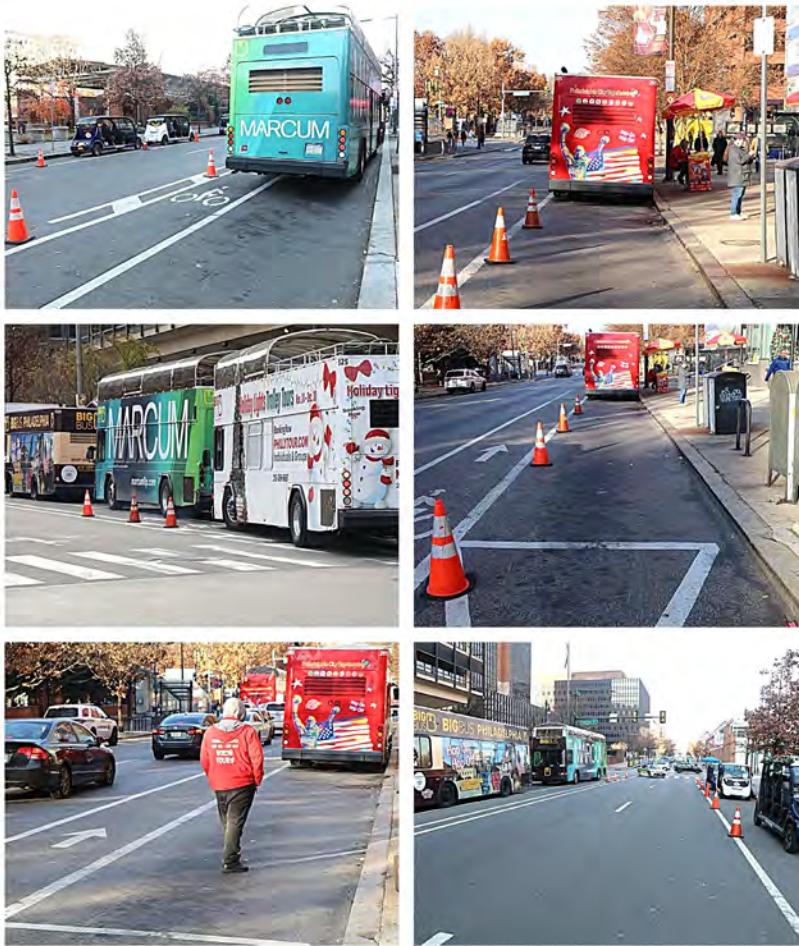


Royal Hawaiian Avenue Curb Loading Management Pilot (priority project)

Smart Loading Zone Management

Loading zone demonstration projects elsewhere have observed that technology alone will not make curb management as effective as it needs to be where demand exceeds capacity at certain times of the day.

In Philadelphia, many commercial tour companies operate near the popular Independence Mall and Visitor Center area. Long lengths of curb are regulated along South 5th and 6th Streets and most of the curb is reserved for tour bus vehicles. These operators use customer service agents to deploy orange traffic cones to make sure no random vehicle infringes on their scheduled stop area.



Along Royal Hawaiian Avenue the greatest need for waiting passengers to board their tour vehicle occurs between 10:00 am and 3:00 pm. This is when the greatest number of vehicles have scheduled “clocked-headway departures” on 15- and 30-minute intervals. A “clock-headway” is when the departure is scheduled at an easy-to-understand time such as 10:00 am or 10:30 am.

Non-commercial passenger vehicles arrive randomly. They will be encouraged to use other times or locations by ambassadors who will use WTMA cones to reserve spaces for tour bus operators. The Waikīkī Business Improvement District will be partnering with WTMA to provide those personnel.

Royal Hawaiian Avenue Curb Loading Management Pilot (under development)

Smart Loading Zone Future Tests

Other tests of alternative means and methods to best manage the Royal Hawaiian Avenue 3-minute passenger loading zone might include supplementing ambassadors with security robots. The robots shown below have been used in downtown Honolulu. One is on the King Street sidewalk near Bishop. The other is in front of the Bankoh Parking Center along Merchant Street. The pictures were taken by Wes Frysztacki in November of 2021. The WTMA is considering using robots along with other transportation management technologies as part of pilot demonstrations.



The two pictures to the left depict security robots used in downtown Honolulu. One is on the King Street sidewalk near Bishop. The other is in front of the Bankoh Parking Center along Merchant Street. The pictures were taken by Wes Frysztacki in November of 2021. The WTMA is considering using robots along with other transportation management technologies for a curb loading management pilot demonstration.

Real time information displays such as those in Marseilles shown to the right would make it easier for HPD to enforce time limit violations. The sign shows the status of three parking spaces. The variable time limit is set at 15 minutes. The vehicle in space 2 is under the time limit and a green signal is shown. The vehicle in space 3 is over the time limit and a red signal is shown. This is the type of application that can use the installed sensors along Royal Hawaiian Avenue. Enforcement will be based on smart loading zone legislation which is being drafted by the WTMA.



Royal Hawaiian Avenue Curb Loading Management Pilot *(under development)*

Smart Loading Zone Future Tests



Participating commercial vehicle operators are able to monitor the availability of their reserved space using real time data. This will be of great value to managing efficient use of the curb by the WTMA control center management.

The WTMA control center management will be able to reassign vehicles to a new time slot if they are early or late. They could cancel the commercial vehicle reservation if it is no longer needed.

This data stream can be fed into real time passenger information displays operated by the commercial vehicle operator, the City, or WTMA. They are rugged and weatherproof. They can display other information including private sector advertising if they are located on private property making them potentially revenue generating.



Royal Hawaiian Avenue Curb Loading Management Pilot (under development)

Smart Loading Zone Future Tests

This technology has existed for over three decades and has been used by TheBus. The illustration to the right depicts three different installations. They were provided by a private vendor and proved popular. Some were solar powered. They were a maintenance and vandalism problem. One incident in 2021 involved a cyber-attack. A few installations may still exist, but TheBus has emphasized support for personal apps rather than on site displays. This may work well for residents, but not for our visitors.



Some of the commercial passenger vehicle operators have used flat screen television displays to inform their passengers about the services offered. Some have offered apps that track the location of their vehicles along the routes they offer. No observations have been made regarding real-time vehicle arrivals linked with when their vehicle will arrive and at exactly what loading position.

The WTMA is developing a system with the ability to offer the premium feature of a data stream to all participants who can use displays such as those shown below in conjunction with other information. These displays are most often found in more secure environments such as enclosed passenger waiting lounges. Airport hotels often have such displays in their lobby or even in their elevators so visitors can keep track of their flight status and flight connections offered at the airport where they are staying. This information is often scrolled with other hotel amenities.

Route	Stop	Time
7	RAINIER BEACH, VIA RAINIER AVE S	2
3	MADRONA AND 34TH AVE, VIA E CHERRY ST	3
66E	DOWNTOWN SEATTLE, EASTLAKE	6
2	MADRONA PARK, VIA E UNION ST	6
16	DOWNTOWN SEATTLE, WALLINGFORD	6
36	OTHELLO STATION, N BEACON HILL	9
40	DOWNTOWN SEATTLE, BALLARD	13

FERRY SCHEDULES			
Duke Point Departures			
To	Terminal	Scheduled Departure	Berth Vessel
Vancouver	Tanuwasseen	3:15 PM	Coastal Inspiration
Vancouver	Tanuwasseen	5:45 PM	Queen of Alberni
Vancouver	Tanuwasseen	8:15 PM	Coastal Inspiration
Vancouver	Tanuwasseen	10:45 PM	Queen of Alberni
Vancouver	Tanuwasseen	5:15 AM	Coastal Inspiration
Vancouver	Tanuwasseen	7:45 AM	Queen of Alberni
Vancouver	Tanuwasseen	10:15 AM	Coastal Inspiration

bcferries.com

Royal Hawaiian Avenue Curb Loading Management Pilot (under development)

Smart Loading Zone Future Tests

The real-time passenger information displays at the bottom of the previous page are from Singapore, Seattle and Vancouver, BC. These screens can show whatever is deemed appropriate, including marketing of tours. These displays are not as rugged and weatherproof as the time-tested digital displays used on Oahu and shown on the top of the previous page. The less weather protected displays are mostly positioned in a protected environment such as a passenger waiting area or inside of a store window near a bus stop.

An example of what our guests may have encountered elsewhere and what can work along Royal Hawaiian Avenue and within the adjacent properties is found at the arrival's bus passenger loading curb at Narita Airport. To the right is the static display within the airport where an arriving passenger may find their hotel shuttle operations schedule. The Narita Airport operation involves dozens of hotels and many shuttle operators, but they all share a common passenger communication and passenger loading zone operation.



At Narita there is no doubt who can use the curb. There are no posted regulatory signs, painted curbs, or heavy presence of security personnel. Instead, large kiosks with real time overhead information displays make it clear which bus will be arriving at each numbered space, when it departs, and where it goes.



Seaside Avenue Curb Loading Management Pilot *(under development)*

Smart Loading Zone Coordinated Management

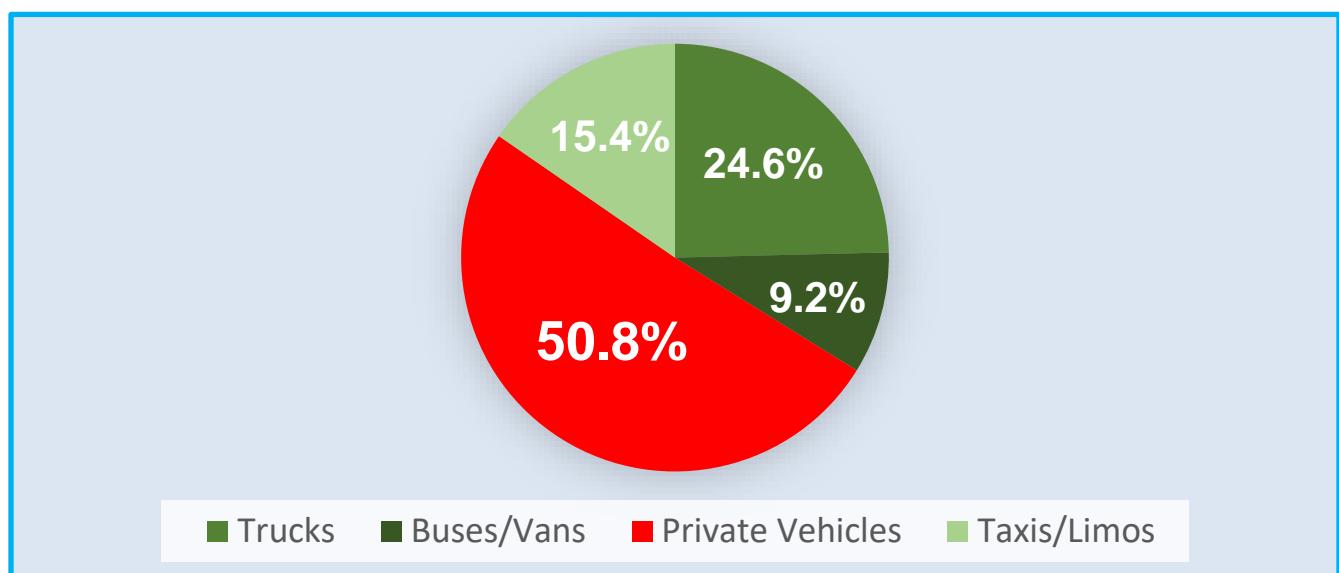
Both sides of Seaside Avenue between Kalākaua Avenue and Kūhiō Avenue are no parking with many regulatory exceptions that are ignored by the majority of vehicles using the curb. One should see no private vehicles parked along this curb except for active loading in the official City authorized three-minute passenger loading zone. Instead, Seaside is dominated by private vehicle parking displaying no permits for long time periods; thereby, denying the authorized and permitted use of the curb by those commercial vehicle operators who are properly displaying all applicable permits.



Private vehicles -- many suspected of operating as a transportation network company agent -- do whatever they want, when they want, without impunity. As shown below, over half of the observed vehicles on Seaside Avenue using restricted curbside loading zones were unpermitted private vehicles. Vehicle activity has returned to Waikīkī in a more unregulated environment than ever before. In the summer and fall months of 2021 commercial vehicle operators increased their operations. As they continue to do so, they are finding it more difficult to use permitted space.

SEASIDE AVENUE TRAFFIC VEHICLE COMPOSITION USING RESTRICTED LOADING ZONES

DATA COLLECTED FROM APPROXIMATELY 8:00 AM TO 10:00 AM, AUGUST 31, 2021



Seaside Avenue Curb Loading Management Pilot *(under development)*

Smart Loading Zone Coordinated Management



On both sides of Seaside Avenue, private vehicles without permits are occupying curb space reserved for other vehicles.

Permitted commercial vehicle passenger vehicles needing to stage or load guests find their space illegally occupied. Permitted commercial vehicles that make Waikīkī thrive in an orderly and appealing way are challenged to operate the way the City intended.

WTMA conducted an education program during 2023 that included the Seaside hot spot area. Those with 2023 permits welcomed WTMA's involvement. Those without current permits often expressed confusion. Seaside regulations are not just about how to serve the adjacent building, they work in concert with the curb regulations of nearby streets such as Royal Hawaiian Avenue.

WTMA is developing management standard operating procedures based upon a master schedule that converts participating and fully permitted commercial vehicle operator's needed curb time into a reservation. That reservation will be given priority by actively enforcing existing curb regulations that are now frequently ignored. When those regulations are enforced, that disincentive has proven to be insufficient to fix the problem. However, the emphasis will not be on issuing violations but on directing drivers to where they can stop or park.

Seaside Avenue Curb Loading Management Pilot (under development)

Smart Loading Zone Coordinated Management



While a car needs only 16 to 20 feet of curb length to park, tour buses are about 45-feet long and need at least 60-feet to safely pull up to the curb. Although smaller vehicles may leave gaps along the curb these are not sufficient for a tour bus which is required by ordinance to be within 18 inches of the curb.

At certain times of the day a tour bus will have to make another pass at their Seaside loading position or may stand in the general-purpose travel lane until enough vehicles have departed to maneuver along the curb.



WTMA is prepared to actively manage the Seaside curb in conjunction with Royal Hawaiian Avenue. Most of the commercial passenger vehicles serving the Royal Hawaiian curb only need three minutes to stop, unload, and load waiting passengers. Some of the scheduled vehicles need more time because of logistical and operational needs such as driver changes, cleaning, or being ahead of schedule. They could be directed to Seaside Avenue where the time limit is thirty minutes, not three minutes.

Seaside Avenue Curb Loading Management Pilot *(under development)*

Smart Loading Zone Coordinated Management



The regulatory signs along the entire length of the Diamond Head side of Seaside Avenue is no parking with two exceptions. These two exceptions occur along three sections of curb that are subdivided because of intervening driveways.

- The first exception is for buses: “BUS LOADING ZONE”
- The second exception is “FREIGHT LOADING ZONE - commercial vehicles with permit only – unauthorized vehicles will be towed away – 6 PM to 6:30 AM – no exceptions.”

Interviews with those drivers who are using the curb offer many reasons why they are parking illegally. Among the most frequent are other vehicles are parking here, I park here all the time, I don’t understand the signs, and I’m just stopping for a few minutes. Some drivers will depart upon being properly educated just to return the following day.

The WTMA will be expanding its curb management over the next year to include Seaside Avenue. Eventually, Royal Hawaiian Avenue, Seaside Avenue, and Manukai Street will be systematically managed to best use the time restrictions, routine commercial vehicle loading requirements, and passenger needs so that the entire area is more efficient and appealing.

The belief is that all current commercial vehicle needs can be met and conform with the existing regulatory requirements, but with some exceptions that will be included in proposed smart loading zone legislation that will be introduced to the Honolulu City Council during the forthcoming fiscal year.



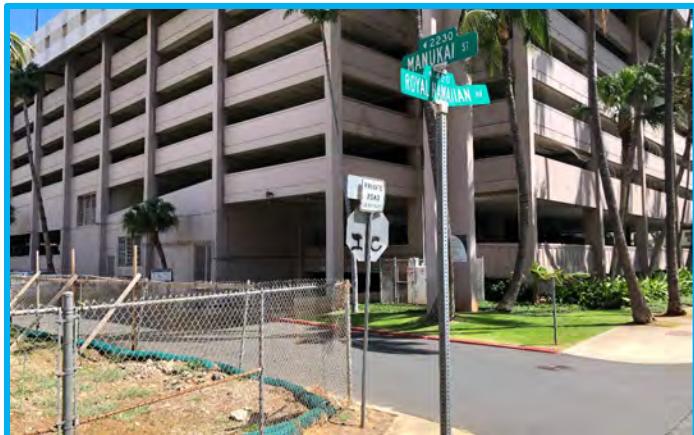
Centennial Park Passenger Vehicle Staging -- (under development)

Coordinated Smart Loading Zone Management

Commercial passenger vehicles such as large tour buses, double decker buses, and trolleys, frequently circle around Waikīkī streets before arriving at their assigned passenger pick-up locations and arrival times. This excess travel is due to the lack of unoccupied curb space where they can stage their vehicles and arrive on time. This adds to worsening traffic conditions in tourist and residential areas. It increases the probability a traffic collision may occur at a time of day in Waikīkī when pedestrian activity and distractions are at their peak. Commercial passenger vehicles need more locations where they can “stage” at a standstill, be parked, before they pick up passengers at a specific time at a different location.

The Rotary Club of Honolulu entered into an agreement with the City and County of Honolulu Department of Parks and Recreation (DPR) to create, develop, and provide funding to build Centennial Park. The park is bounded by Royal Hawaiian Avenue, Aloha Drive, Seaside Avenue, and Manukai Street. Most of the park has been constructed.

The WTMA identified an area adjacent to the park to provide a staging area for commercial passenger vehicles. The WTMA worked with the Rotary and the City (DPR) and DTS to delineate a 12-foot by 250-foot space on the Manukai Street side of the park for a vehicle staging area. This staging area will accommodate three 45-foot buses, keeping them from circling or loitering in other areas. This proposal is supported by the Waikīkī Neighborhood Board as it provides an area for large buses to dwell rather than increasing traffic or displacing parking.



The pictures above show the WTMA managed strip of land that has been set aside along Manukai Street. Several times a day commercial passenger vehicles can be seen staging next to Centennial Park primarily along Royal Hawaiian Avenue. There is insufficient designated curb space to properly serve these operations without making the proposed staging area. Commercial passenger vehicles can sometimes be seen waiting in the no parking zone along the Ewa side of the park.



Centennial Park Passenger Vehicle Staging -- (under development)

Coordinated Smart Loading Zone Management

The City has developed an agreement between DPR and DTS that allows WTMA to manage the Manukai Street staging area. WTMA will be responsible for the operations and maintenance of the staging area that adjoins Centennial Park.

WTMA has retained Fritz Johnson Incorporated to develop the plans to pave the site. Fritz Johnson designed Centennial Park and is familiar with the site. WTMA is expecting to complete design and the permitting process during 2024. Construction will occur in 2025.



The pictures above were taken in March 2024. They show the recent construction of the Centennial Park stone wall. The construction was stopped for about a month because of the discovery of an unreported concrete pipe that serves an underground stream. The WTMA managed strip of land along Manukai Street is not impacted by the wall or the stream but must await the completion of the wall construction before the staging area can be developed.

Lewers Street Managed Zone Pilot (*under development*)

Parking Zone Violations

Both sides of Lewers Street between Kalākaua Avenue and Kālia Road have ‘no parking’ signs except for two short loading zone areas. The no parking restriction is ignored by the majority of vehicles. The greatest violations occur on the Diamond Head side of Lewers Street between Don Ho Lane and Kālia Road.

Both sides of Lewers Street are signed the same way with ‘no parking’ signs listing the following: “NO STOPPING, NO STANDING, NO LOADING, NO UNLOADING.” These prohibitions apply seven days a week, twenty-four hours a day. There are no exceptions posted on the signs.

The prevailing law of the jungle amongst violators seems to be not to use the ‘Ewa side of the road, but its “OK” to violate the no parking restrictions on the Diamond Head side. This illegal practice has turned Lewers Street from a two-lane, one-way street into a one-lane, one-way street.

The Lewers Street loading activity poses a significant safety risk. Passengers exiting vehicles are constantly observed walking about the roadway and crossing at random locations. Their view of oncoming vehicles is often obstructed by large trucks. Truck drivers are making deliveries with a variety of large cargo dollies and carts pushing their loads down the middle of the street.

The City has received complaints over the past several years about the scale and seriousness of the Lewers Street illegal parking problem. HPD has issued tickets, but these are paid as the cost of doing business and the illegal parking practice continues. Enforcement alone is not the solution.

WTMA conducted an education program along Lewers during 2023 involving intercept interviews with drivers, passengers, store employees, and others who demonstrate knowledge of the problems. Many opinions are offered with some proposed solutions and many kind words of support for WTMA’s desire to address the problem and make Lewers Street work better for everybody.



Revised Ordinances of Honolulu Section 15- 14.8(a),

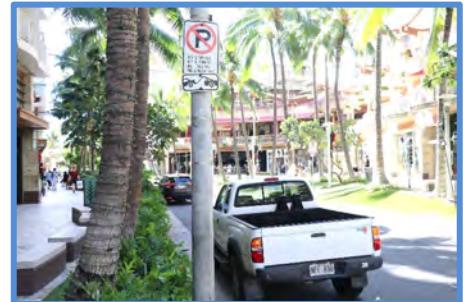
“when official signs are erected designating a street or portions thereof as a tow-away zone, no person shall stop, stand, or park a vehicle, even momentarily, between the hours indicated on such signs.”

Lewers Street Managed Zone Pilot (*under development*)

Parking Zone Violations

The pictures below show that although no parking at any time is allowed along the most troublesome sections of Lewers Street between Don Ho , that regulation is routinely ignored by drivers who know it exists. Drivers and passengers were interviewed extensively during the past two years.

The two pictures to the right show the diamond head side of Lewers Street makai of Kalākaua Avenue. All vehicles shown are in violation. These no parking regulations apply on all days at all times with no exceptions. The WTMA is proposing to use this location for a pilot demonstration.



The pictures to the left are taken along the diamond head side of Lewers Street and were taken by Wes Frysztacki in 2023.

The person being interviewed is the wife of the driver of the car violating the no parking zone. He brought her lunch and work clothes.

This operation, along with many other parking violations, could have easily used the Kuhio-Kaiolu parking lot. The lot is an easy walk - just 800 feet away. Other than crossing Don Ho Lane, the secondary entry to the Sheraton, walking involves only one major intersection which offers a pedestrian-friendly full scramble crossing.

Lewers Street has a greater variety of operators and private vehicles using the curb than the on-going Royal Hawaiian Avenue pilot. Coordination and communication with many participants will be necessary and it is best preceded with the proven pilot project already underway.



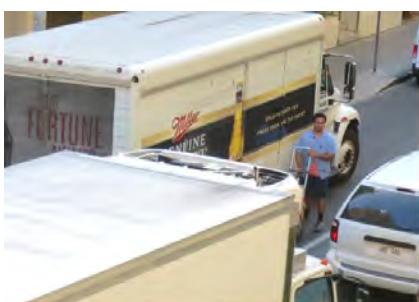
Lewers Street Managed Zone Pilot (*under development*)

Smart Loading Zone Possible Alternatives

A more systematic and comprehensive approach is needed. This starts with a better understanding as to why this problem has existed for so long. It likely dates to when the area was master planned about twenty-five years ago and multiple off-street loading docks and passenger vehicle loading areas were offered to address the needs identified. In fact, there were discussions of using Lewers Street as a pedestrianized mall or bus rapid transit right-of-way as part of the Beachwalk development.

Lewers freight activity serving the Beachwalk development was supposed to be accommodated by the off-street loading area on the ground floor of what is now Trump International Hotel & Tower. The loading dock does exist. Its' five bays are rarely used for the level of freight loading they were designed to serve.

When enforcement is conducted it would be valuable to direct vehicle drivers to conduct their business in a different way or at a different location rather than to simply issue the ticket or tow the vehicle for the ongoing violation. Perhaps the Trump International Hotel & Tower would be willing to let their bays be used as originally intended. WTMA has communicated with the City's Department of Planning and Permitting during the past year about this issue, and they are investigating the matter.



Lewers Street Managed Zone Pilot (*under development*)

Smart Loading Zone Possible Features

Passenger vehicles, vans, and small trucks which represent the majority of vehicles illegally using Lewers Street no parking curb could be redirected to other nearby locations. One possibility is the Kūhiō at Kai'olu parking lot accessed by pedestrians via a walkway from Lewers Street. This proposal is addressed in the subsequent section of this WTMA Annual Report.

Other solutions might include allowing some commercial vehicle activity along Lewers Street at certain times of day such as from 10:00 pm to 9:00 am as is allowed along the mauka side of Kalākaua Avenue. Regardless of the solution, the high number of conflicts between vehicles and vulnerable people (highlighted with a yellow circle below) on Lewers Street often with poor sight lines due to oversized vehicles needs to be addressed.



Kūhiō at Kai'olu Parking Lot Management – (under development)

Smart Loading Zone Enabling Feature

The WTMA is working with DTS to incorporate Kūhiō at Kai'olu Parking Lot Management into the Lewers Street no parking exemption demonstration program. WTMA is proposing to use parking pay stations with residential and SID permit identification and related facility utilization features. The pay stations will allow for credit and debit card payment. The stations can be programmed to include a Restricted (residential) Parking Zone allowing residents of the area to park at reduced rates during specified days and hours. The stations can be programmed to allow SID permit holders to use the lot for passenger and small cargo loading and unloading who are now using the no parking curb along Lewers Street.



There are 48 at-grade public parking stalls. Each stall has an upgraded parking meter. The parking rate is \$1.50 per hour and the maximum parking duration is five hours. The parking lot is open 24 hours a day. The lot has been severely and continuously underutilized. During 2023 spaces have been filled by contractors. It is unclear why Ritz-related contractor vehicles were not assigned to the City's nineteen parking spaces in the Ritz parking garage.

The City requested reviewing shared use options. Shared use may include taxi, shared ride staging, commercial passenger, or freight staging at specified times with commercial and residential parking at other times.



Kūhiō at Kai'olu Parking Lot Management – (under development)

Smart Loading Zone Enabling Features

The Kūhiō at Kai'olu parking lot is located on City property. There is a single vehicle public access point into the site from the intersection of Kūhiō Avenue and Kai'olu Street. The primary function of the property is to support the Beachwalk Wastewater Pump Station which occupies about one-third of the site. The remainder of the site is used as a public parking lot.

This parking lot is about 800 feet from where most vehicles are using the no parking curb along Lewers Street makai of Kalākaua Avenue. The lot is a much safer location for boarding people or for unloading small deliveries of cargo from commercial trucks.



The City reserves parking spaces for some contractors (typically, 5 days a week, 9 hours a day) for a specified number of days for construction workers. Such permits could be granted to vehicles now finding it necessary to park along Lewers Street. It would be best to locate the long-term parkers being granted reserved parking spaces to the 19 parking spaces dedicated to the City inside the Ritz-Carlton parking garage.



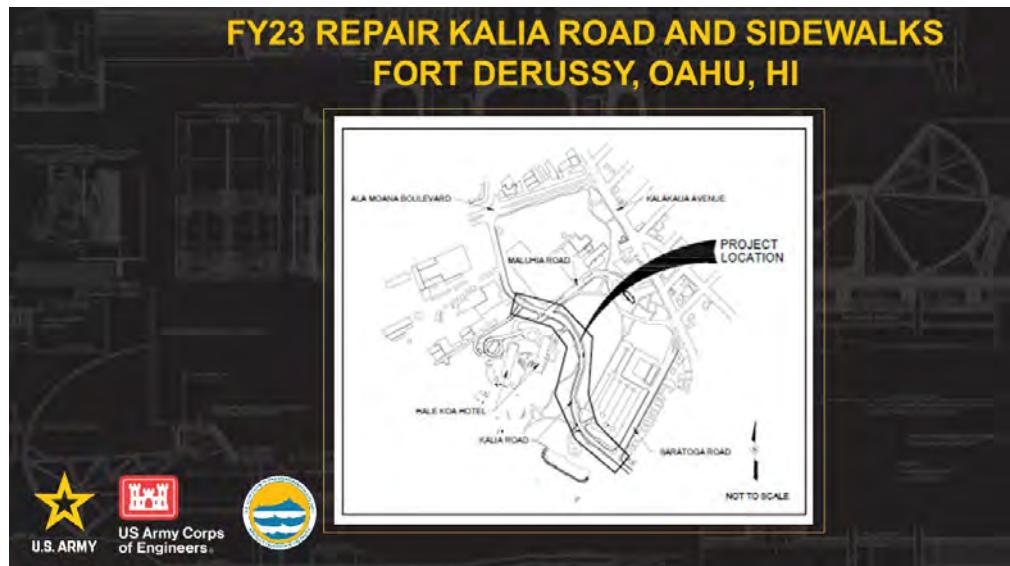
The Kūhiō-at Kai'olu parking lot was returned to the City in 2019 after being closed for four years. During that time PACREP 2 LLC was constructing the second tower of the Ritz-Carlton development. PACREP 2 LLC had entered into an agreement with the City so that it could use the area for construction staging.

PACREP 2 LLC paid the City a yearly fee to offset what revenues the City could have achieved if the parking lot were available to the public and fully occupied. The agreement required PACREP 2 LLC to return the lot to the City in the condition and configuration that exists now. The Waikīkī Neighborhood Board voted unanimously to approve a recommendation to have the WTMA manage the parking lot to better serve the community (June 9, 2020, meeting minutes, page 4).

Kālia Road and Sidewalk Repair (on-going)

Multi-Project Communication and Coordination

On Wednesday, March 20, 2024, WTMA organized a communication and coordination meeting to discuss the repair and reconstruction of Kālia Road and sidewalks. The project site is between Paoa Place by the Hilton Hawaiian Village and Saratoga Road. The U.S. Army Corps of Engineers is the project lead. Thirty-five people participated in the meeting.



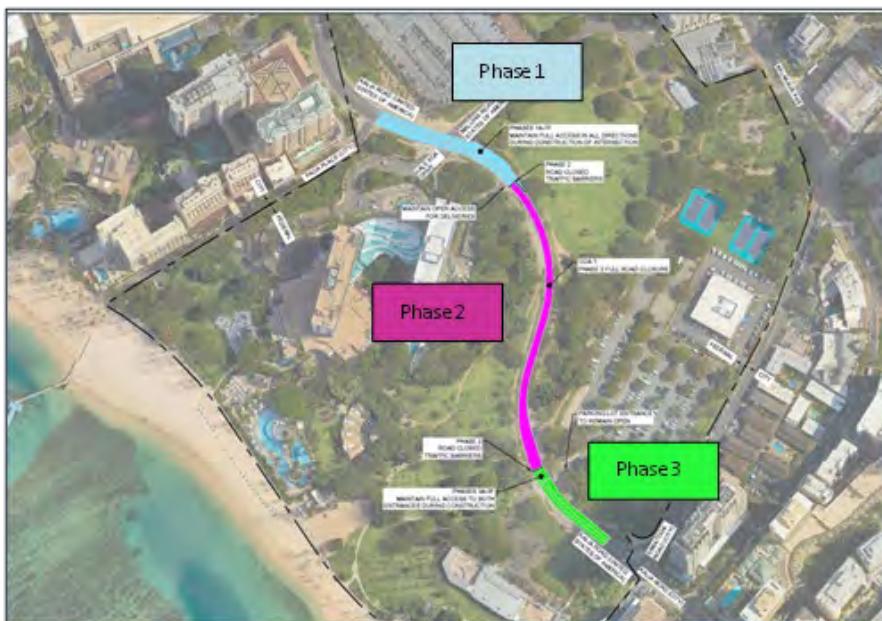
The participants included representatives from the Army, Chair Tommy Waters office, City Department of Transportation Services, Honolulu Police Department, TheBus, Hale Koa, and the Hawai'i Department of Transportation. Waikīkī was well represented by WTMA members, WIA, WBID, and Chair of Waikīkī Neighborhood Board.

The project will be conducted in three phases. Two of the phases (Phases 1 and 3) will maintain full access in all directions. The recommendation is for a course of action (COA) that includes full road closure for 30 days during Phase 2. The detour for this COA is shown below.



Kalia Road and Sidewalk Repair (*on-going*)

Multi-Project Communication and Coordination



The entire expected duration of the project is 162 calendar days or almost six months assuming no complications. Construction is expected to begin in January 2025.

Three other options were presented to offer different approaches to a full road closure but were judged to be not as preferable as the recommended course of action.

Concerns raised include:

- Managing detours of larger vehicles such as buses and freight vehicles. Plans for where to turn vehicles around need to be developed.
- Avoiding conflicts with events on Kalākaua Avenue including legacy parades.
- Managing and adjusting intersection signal timing needs to be considered.
- Outreach to adjacent and nearby hotels and businesses and those who routinely use the road needs to be done.
- Avoiding overlap with other roadway projects such as Kalākaua Avenue repaving, Board of Water Supply Projects, and Kūhiō Avenue Bus Lane installation.
- Working with Hawai'i Department of Transportation for temporary bus stops on Ala Moana Boulevard for passenger carriers.

The conclusion was that this project is essential and must be done. It will be a “huge mess” is an appropriate sentiment that was expressed. The best way to mitigate issues is to provide ample communication. The Army asked all participants to coordinate through the WTMA. It was recommended that ongoing communications be maintained so project impacts and news can be quickly identified, discussed, and information disseminated.

Ala Wai Boulevard Parking Demonstration Program – (progress was delayed)

Smart Parking Zone Enabling Features

The WTMA issued a Request for Proposals for Parking Technology and Management Services to prepare a parking demonstration program along the Ala Wai Boulevard and Hobron Avenue. This adds parking management to an area which is currently uncontrolled.

The first stage of the project focuses on the approximate 137 unstriped on-street parking spaces along the Alai Wai Boulevard between Kalākaua Avenue and the cul-de-sac at Ala Moana Boulevard and 24 striped spaces on Hobron Avenue (Biki Bike is occupying two of the spaces).

The second phase adds the remaining unstriped and unmetered parking spaces along the Ala Wai Boulevard between Kalākaua Avenue and Kapahulu Avenue.

The goal is to run a successful demonstration project that will introduce managed parking utilizing pay stations in conjunction with a Residential or Restricted Parking Permit Program. This parking program is planned to be compatible with the Holo Card developed by DTS. This will eventually allow people to use the one card to access bus, bike (Biki Bike) and parking. WTMA would provide additional enforcement of parking in Waikīkī adding to City revenue.

A vendor was selected in early 2019 to implement the demonstration program. The memorandum of understanding between the City and WTMA assures continuing City Council involvement.



Waikīkī Commercial Vehicle Loading Zone Management *(in-progress)*

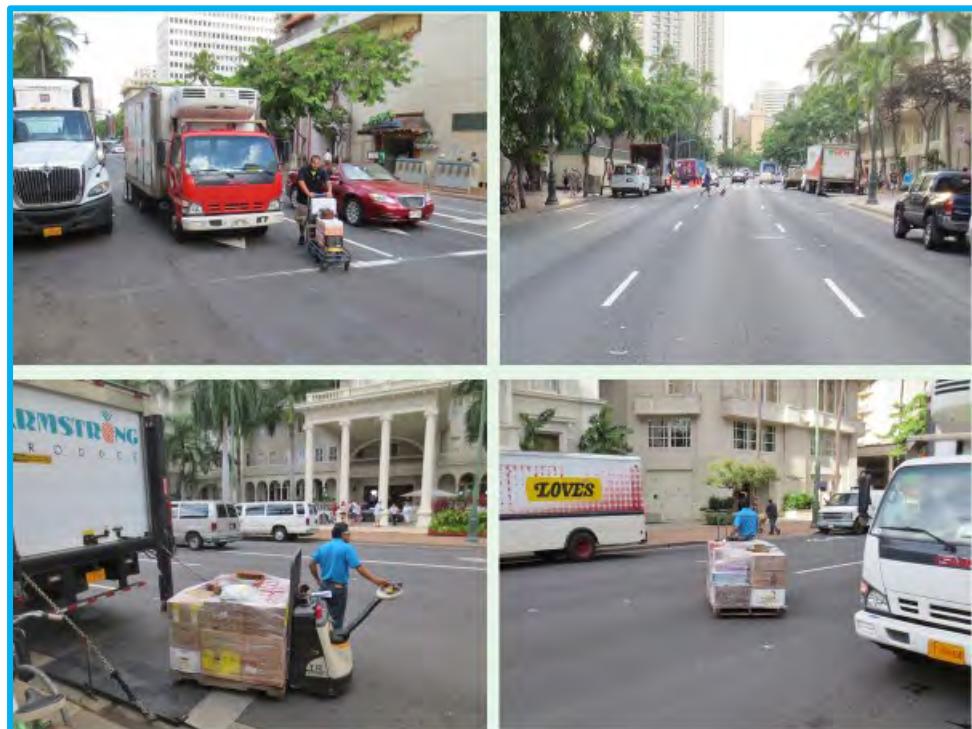
Smart Parking Zone Enabling Features

The WTMA, in providing additional management to Waikīkī loading zones, is partnering with Honolulu Police Department's District 6 to provide ongoing additional enforcement. This is possible due to the passage of Bill 38 (2019) and the funds made available for this coming Fiscal Year.

In addition to increased loading zone management, WTMA is continuing to identify problem areas and develop remedial actions (active management). Some actions may require changes to current ordinances. WTMA is developing Loading Zone Demonstration Pilot Projects. Program elements include:

- ❖ *Develop App to reserve zones and identify where open zones are available.*
- ❖ *Detect vehicles that are overstaying limits and provide active management.*
- ❖ *App to notify businesses when their deliveries have arrived.*
- ❖ *Identify new loading zone operating procedures.*
- ❖ *Collect operations data and conduct analysis of loading zone use.*
- ❖ *Monitor loading zone demonstration pilot project performance.*
- ❖ *Provide ongoing management, education, and enforcement.*

Ongoing management will assist the WTMA in identifying strategies to improve loading operations. Revisions to city ordinances may include allowing double parking on Kalākaua to unload freight in early morning hours (with oversight) and revisions to time restrictions for existing passenger loading zones.



Kalākaua Avenue Managed Zone Pilot (*under development*)

Loading Zone Violations

Data for the Kalākaua Avenue hot spot area was collected during 2021 on August 23 and 24 between 8:00 am and 10:00 am. The governing curb restriction along the mauka section is illustrated by the picture to the lower left of this page. The restriction is clearly posted on nineteen identical signs between Kūhiō and Lili'uokalani Avenues. There can be no doubt as to how this curb is regulated – proper permits are required!



The picture on the lower right side of this page is located on the makai side of Kalākaua Avenue. It has the same time restrictions for freight – 10:00 pm to 9:00 am. The sign allows commercial passenger vehicle loading anytime. The data collection determined these two activities are often in conflict with each other. Since there is great complexity to the vehicle activity on the makai side of Kalākaua Avenue a special emphasis was placed on this location. Data collection was followed by extensive interviews.

Obstacles in the furniture and landscaping cross-section or zone between the Kalākaua Avenue roadway curb and the edge of the meandering sidewalk is not conducive to freight or passenger loading activity on either side of Kalākaua Avenue. Freight loading along the mauka Kalākaua Avenue curb is not allowed after 9:00 am and physically discouraged by the absence of curb cuts and ramps. None-the-less, freight loading activity is abundant after 9:00 am on every day of the week. This observation was confirmed by subsequent vehicle activity monitoring conducted in March of 2023.



Kalākaua Avenue Pedestrian Scrambles (in-progress)

The City and WTMA have been studying and experimenting with several types of pavement markings at pedestrian scrambles along Kalākaua Avenue in Waikīkī at several locations. The most recent installation was done by the City in Lewers Street. The 2024 Kalākaua Avenue repaving project includes five intersections with this all-way pedestrian scramble crossing.

The picture below of the pedestrian scramble at Kalākaua Avenue and Lewers Street completed in June of 2020 was taken by the DTS Public Information Officer, Travis Ota. This was his first experience in a DTS bucket truck.



The bold, highly visible, wide, and long white lines shown in the picture above taken from a DTS bucket truck replaced the standard thin and short diagonal lines used in the past. These installations are more expensive than what was used previously. The 2024 installations will use thermoplastic treatments, and these should last longer. The WTMA is prepared to absorb any unanticipated responsibility to keep the installation looking clean and bright beyond what the City would normally provide as demonstrated by the recent pictures of similar past pedestrian scramble installations at Seaside and Royal Hawaiian Avenues.



The picture to the left is at Kalākaua Avenue and Seaside Avenue and the one at the right at Kalākaua Avenue and Royal Hawaiian Avenue were taken by Wes Frysztacki in November 2021. Both demonstrate wear that creates public safety concerns. The WTMA has proposed to exceed the baseline maintenance provided by the City to keep these intersection treatments looking clear to avoid confusion and keep people safe.



Ilikai Commercial Vehicle Loading Zones (in-progress)

The curb area along Ala Moana Boulevard has been regulated with no parking zones except where the City has established bus stops. This area of Waikiki is high density with inadequate freight and passenger carrier loading zone areas to accommodate demand. The WTMA has been tasked with finding alternative locations to accommodate these activities.



Sign Replacement *(in-progress)*

The WTMA continues to monitor the condition of traffic signs and either report the need for their replacement to the City or request that the adjacent property owner replace the defective sign depending upon the circumstances and urgency of the situation. The WTMA is prepared to assist in expediting sign replacement whenever so requested by the City or adjacent property owner.

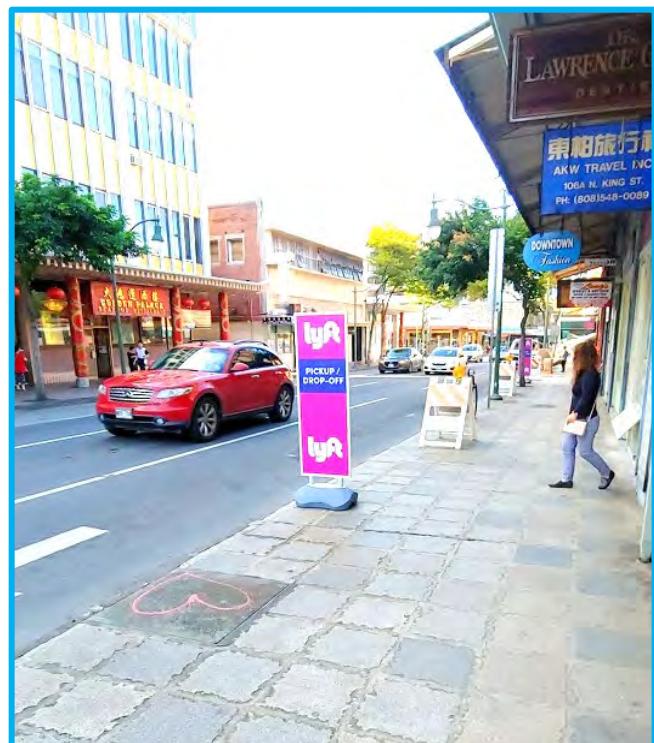


Legislative Monitoring *(in-progress)*

The WTMA monitors legislation at all levels of government to determine if there may be any impacts on transportation in and around Waikīkī. Past activity included proposed bills introduced to modify regulation of Transportation Network Companies (TNCs).

HB1681 HD2, the fourth version of one of the four 2022 bills, was passed by the legislature and signed by the Governor on June 17, 2022. The bill changes how TNCs are governed. This is a bill that one of our partners, the Hawai'i Transportation Association (HTA), opposed.

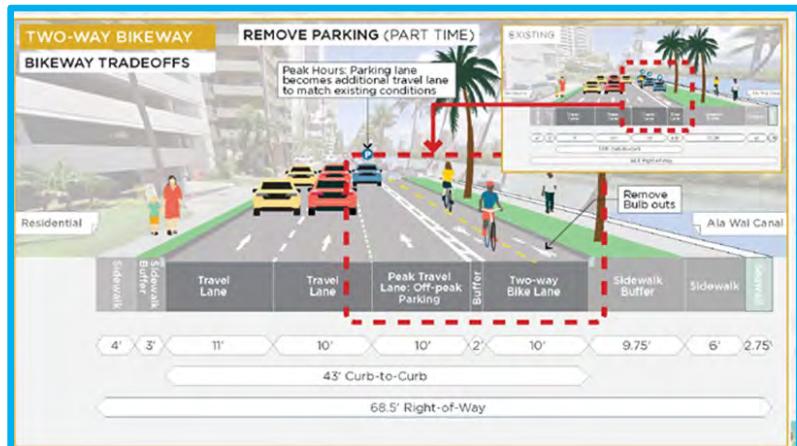
WTMA continues to support the HTA position which is that "...long established and well thought out regulations already exist for the transportation of passengers that provide for the safety and security of those passengers, and for the general public."



City Project Collaboration and Support (on-going)

The WTMA is collaborating and supporting the City's planning and design work on three major projects.

- The **Ala Wai Boulevard Complete Streets** project where tradeoffs are being evaluated to best accommodate parking, general purpose traffic movements, and a proposed bicycle path.



- The **Ala Wai Pedestrian and Bicycle Bridge** project where design is proceeding to provide the first non-motorized vehicle crossing of the Ala Wai canal.



- The **Kālia Mobility Plaza at Ala Moana** is a multi-modal transportation hub originally proposed by the Waikīkī Regional Circulator Study.



TMSID Permit Fees – (on-going)

WTMA worked with DTS and the City's Department of Customer Services (DCS) to prepare Bill 38 (2019), enacted as Ordinance 19-23, adding a loading zone permit surcharge for commercial vehicles occupying loading space in an authorized Transportation Management Special Improvement District (TMSID). The original countywide loading zone fee per vehicle was set at \$24.00 plus \$1.00 for the decal for a total of \$25.00. The countywide fee allowed a vehicle access to any loading zone including in Waikīkī. This countywide fee was set in the 1970s.

WTMA conducted a survey of other cities to determine their commercial vehicle fee structures and found that Honolulu fees were among the lowest. The bill added a surcharge for commercial vehicles operating in a TMSID to provide funding for management, enforcement, and other programs which aid properly permitted freight and passenger operators in conducting their business. In preparing the Bill, the City increased the overall countywide fee as well.

The City Council approved the bill, and the Mayor signed it into law in 2019. The new fees were implemented in calendar year 2020. The increase in fees resulted in half as many issued permits although total permit fee revenues increased. The supplemental permit requirement temporally reduced illegally parked vehicles in Waikīkī loading zones. Supplemental fees became available in FY2021 to provide increased management and enforcement of Waikīkī loading zones.

The WTMA has received \$853,675 from the TMSID permit fee revenue generated to fund the management and enforcement of commercial freight and passenger vehicle loading zones and other programs. Another \$199,675 is included in the City's Fiscal Year 2025 operating budget. These programs will aid legitimate commercial freight and passenger operator permit holders in conducting their business.



FINANCIAL REPORT - Fiscal Year 2023-2024

Projected revenue and expense totals are shown in the following tables for Fiscal Year 2023-2024 through May 20, 2024.

Summary:

Amount	Category
\$754,948	Beginning of Year Balance
\$330,175	Revenues
\$564,496	Expenses
\$520,627	YEAR-TO-DATE BALANCE (as of May 20, 2024)

Expenses:

Amount	Category
\$66,260	Consulting Services and Support
\$52,585	Outreach and Administrative Assistance
\$35,000	Enforcement and Traffic Control
\$51,700	Waikīkī Improvement Association Administration
\$23,324	Professional Services
\$332,023	Programs and Projects
\$3,604	Other (supplies and miscellaneous expenses)
\$0	In-kind Services
\$564,496	TOTAL EXPENSES

FINANCIAL REPORT - Fiscal Year 2024-2025

The WTMA Board of Directors met on May 20, 2024, and approved the WTMA Budget for Fiscal Year 2024-2025 ending June 30, 2025. The approved budget is summarized in the following table.

Summary:

Amount	Category
\$510,000	Beginning of Year Balance
\$594,500	Revenues
\$1,050,400	Expenses
\$53,600	PROJECTED END-OF-YEAR BALANCE

Expenses:

Amount	Category
\$70,000	Consulting Services and Support
\$65,000	Outreach and Administrative Assistance
\$35,000	Enforcement and Traffic Control
\$80,400	Waikīkī Improvement Association Administration and Rent
\$45,000	Professional Services
\$730,000	Programs and Projects
\$5,000	Other (supplies and miscellaneous expenses)
\$20,000	In-kind Services
\$1,050,400	TOTAL EXPENSES

Appendix

A. WTMA Board of Directors Meeting Summaries

July 10, 2023.....	A - 3
December 4, 2023.....	A - 21
February 26, 2024.....	A - 35
May 20, 2024.....	A - 49

B. WTMA Chronology of Organizational Development

.....	B - 1
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Appendix A - 1

WTMA Board of Directors Meeting Summary

July 10, 2023.....

A - 3



WTMA Board of Directors Meeting

July 10, 2023 - 9:00 a.m.
(via zoom platform)

Agenda

1. Call to Order

- Welcome
- Approval of May 8, 2023, WTMA Meeting Minutes

2. New Business

- Recommending \$35,000 Gift to HPD: Resolution 2023-01
- Supplemental Permits Annual Review
 - ❖ Recommending Against Fee Increase: Resolution 2023-02
 - ❖ Recommending Against Cap in Permits: Resolution 2023-03
- Revised Fiscal Year 2023/2024 Budget

3. Updates

- City Coordination
 - ❖ Designation of Special Officer
 - ❖ Sign Request
 - ❖ Vehicle Sensor

4. Meeting Dates

- 2023 Meetings:
 - ❖ September 18, 2023
 - ❖ December 4, 2023

5. Announcements and Adjournment

- HTA Annual Conference September 12-14



WAIKĪKĪ TRANSPORTATION MANAGEMENT ASSOCIATION
Board of Directors Meeting
Monday, July 10th, 2023, 9:00 AM – 10:15 AM

The following of the Waikīkī Transportation Management Association (WTMA) Board of Directors quarterly meeting, held on Monday, July 10th, 2023. The meeting was held on the Zoom Video Communications platform.

Participants

WTMA Board of Directors & Alternates

- Jamie Barut, Vice President, Polynesian Adventure Tours
- Rick Egged, President, Chair WTMA; President, Waikīkī Improvement Association (WIA)
- Bob Finley, Chair, Waikīkī Neighborhood Board
- Maki Kuroda, President, E Noa Corporation / Waikīkī Trolley
- Derek Mayeshiro, Deputy Director, City & County of Honolulu Department of Customer Service (DCS), Representative of Mayor Rick Blangiardi
- Roger Morton, Director, City & County of Honolulu Department of Transportation Services (DTS)
- Randall Platt, Major, Honolulu Police Department (HPD) District 6
- Gareth Sakakida, President, Hawai'i Transportation Association
- Kenji Takahashi, Director, Travel Plaza Transportation Hawai'i
- Layne Wada, Vice President, Royal Star Hawai'i

Associates & Guests

- Blake Arita, Sergeant / Acting Lieutenant, HPD District 6
- Renée Espiau, City & County of Honolulu Complete Streets
- Linda Frysztacki, Weslin Consulting Services, Inc.
- Venessa Frysztacki, Weslin Consulting Services, Inc.
- Wes Frysztacki, Weslin Consulting Services, Inc.
- John Lyles, AutoPark Hawai'i
- David Marasco, University of Hawai'i

Opening

Meeting participants received the following documents:

- 5-8-2023 WTMA meeting minutes
- 5-8-2023 WTMA meeting agenda
- Resolutions

Chair Rick Egged convened the meeting at 9:02 AM and welcomed participants. Chair Egged asked if there were any questions or comments about the May 8, 2023, WTMA meeting minutes. Chair Egged asked for a motion to approve the May 8th, 2023, meeting minutes:

► Action: It was moved by Maki Kuroda and seconded by Bob Finley to approve the May 8, 2023, meeting minutes. Chair Egged asked for any comments, change requests or those opposed to passing the minutes, and there was none. Chair Egged called for a vote and asked the Board to approve the minutes. The motion passed unanimously.

NEW BUSINESS

Recommending \$35,000 Gift to HPD: Resolution 2023-01

Chair Egged shared that resolution 2023-01 is related to the gifting of \$35,000 from the WTMA to the Honolulu Police Department (HPD) for their support in the Curb Management Plan. The amount is based on what the HPD can expend based on available labor. This amount can be added to later in the year if HPD has additional capacity.

Major Platt said that he would take a look; the patrol is going to change to a 3-13 work schedule, which may free up officers so they may be able to provide more labor. The \$35,000 amount is good for now.

Chair Egged asked if there were any more comments about the resolution. Bob Finley made a motion to approve the resolution:

► Action: It was moved by Bob Finley and seconded by Maki Kuroda to approve Resolution 2023-01. Chair Egged asked for any comments or discussion regarding the resolution. Chair Egged asked if there was any opposition or wishing to abstain. Chair Egged called for a vote to approve Resolution 2023-01. The motion passed unanimously.

Supplemental Permits Annual Review

Chair Egged explained that these two resolutions are related to housekeeping items that the WTMA, by ordinance, must address periodically.

Recommending Against Fee Increase: Resolution 2023-02

Linda Frysztacki explained that per ordinance the Directors of DTS and DCS can propose raising the fees on the Special Improvement District (SID) permits no more than 5% per year. As the permit fee income has been received by the WTMA only recently, it has been unable to do implement the major programs the permit fee income is budgeted to fund. Therefore, the WTMA is recommending to the City to not raise the permit fees for calendar years 2023 and 2024.

Chair Egged added that this resolution fulfills our obligation to let the Director of DTS and the City Council know that we are not proposing any permit increase at this time. Chair Egged asked if there were any questions about the resolution.

Roger Morton asked if there has been any thought of raising the supplemental permit fee. He added that getting the rate of compliance up would be a huge step forward.

Chair Egged agreed and added that now that the WTMA has received the permit fee revenue it will be able to get its programs running. This resolution is a pro forma to ensure the WTMA is not ignoring the request to review the fees, which are not recommended to be increased at this time.

Chair Egged asked if there was a motion to approve the resolution:

- ➡ Action: It was moved by Maki Kuroda and seconded by Bob Finley to approve Resolution 2023-02. Chair Egged asked for any questions or comments regarding the resolution. Chair Egged asked if there was any opposition or wishing to abstain. Chair Egged called for a vote to approve Resolution 2023-02. The motion passed unanimously.

Recommending Against Cap in Permits: Resolution 2023-03

Linda Frysztacki explained that like the SID permit fees, the Directors of DTS and DCS can put a cap on the number of SID permits that are authorized. Through Resolution 2023-03, the WTMA is recommending not to put a cap on the number of permits issued at this time.

Chair Egged asked if there was a motion to approve the resolution:

- ➡ Action: It was moved by Maki Kuroda and seconded by Bob Finley to approve Resolution 2023-02. Chair Egged asked for any questions or comments regarding the resolution. Chair Egged asked if there was any opposition or wishing to abstain. Chair Egged called for a vote to approve Resolution 2023-02. The motion passed unanimously.

Fiscal Year 2023/2024 Budget

Chair Egged spoke about the WTMA budget for fiscal year 2024 which was passed on May 8th, 2023. The SID permit fees for the prior three years were received from the City before the start of the new fiscal year, so the \$654,000 amount was moved to fiscal year 2023

(actual) and the updated SID permit fees amount for fiscal year 2024 is \$199,675. There are three expenditures over the approved fiscal year 2024 budget which the Board is being asked to authorize.

FISCAL YEAR	FY 2024	FY 2024
	Original Budget	Updated Budget
Expenses		
WIA Management Fees	\$40,000	\$56,000
Professional Expenses	\$10,000	\$50,000
Loading Zone Projects	\$350,000	\$400,000

Wes Frysztacki shared that since the WTMA received the SID permit fee money before the end of fiscal year 2023, a few expenditures were reevaluated, and their budgeted amount increased as shown above. The increase under “Professional Expenses” is going towards legal services for the planned bus staging area off Manukai Street and adjacent to Centennial Park. Now that the WTMA has received the SID permit fee income it is ready to move forward with its projects.

Linda Frysztacki added that the City Council and the Administration added \$199,675 in SID permit fees for the current fiscal year 2024, based on the permit fees collected last year. Moving forward the WTMA should receive the previous year's SID permit fees for each fiscal year.

Chair Egged thanked City Council Chair Tommy Waters, who is also a member of the Board for all his work for the WTMA ensuring the SID permit fees were accounted for in the City budget. Chair Egged also thanked Directors Morton and Kawano and their staff. Roger Morton added that the SID permit fees need to be identified in the City budget as both a revenue source and expenditure. Chair Egged clarified that the SID permit fee funds do not go into a special fund, that they are kept in an account. Roger Morton said that was correct.

Chair Egged said that it is important to note that even with the revised spending numbers proposed today, the end of year balance is still solidly in the black. Chair Egged said that the WTMA now has the funds available to set up the programmatic work that it was set up to do. This fiscal year 2024, which begins now in July for the City and for WTMA, should be a momentous year. Chair Egged asked if there were any questions about these additional spending numbers in the budget.

Chair Egged asked if there was a motion to approve the additional spending in the fiscal year 2024 budget:

- .addAction: It was moved by Jamie Barut and seconded by Maki Kuroda to approve the additional spending in the fiscal year 2024 budget. Chair Egged asked for any discussion. Chair Egged asked if there was any opposition or wishing to abstain. Chair Egged called for a vote to approve. The motion passed unanimously.

UPDATES

City & County of Honolulu Coordination

Wes Frysztacki introduced the next three topics, which are related to three different letters sent to DTS in April and June of 2023. One letter was a designation of special officer request. The second letter was a request for a sign which is similar to the HPD sign on Kalākaua Avenue (RESERVED FOR AUTHORIZED VEHICLES WITH VALID PERMITS AND RESERVATION / TOW AWAY ZONE). The third letter was to show the City what the WTMA is planning in terms of the vehicle sensors that would be located on the pavement for each pilot project. Wes Frysztacki invited Roger Morton to present an update from the City on each of the topics.

WTMA Request for Designation of Special Officer is Under Review

Roger Morton said the City (including the City Administration and HPD) met internally on the topic. HPD appears to have no objections. There is a training requirement under the ordinance and the HPD is willing to host the individual. There should be forward movement on this request and a letter will be written to that effect.

Sign Request

Roger Morton shared that there is a continued concern over allowing the WTMA to install signs in the absence of concurrence from UPW. To that end, Morton shared that he has his first lunch, which has taken over a year to get, with Kalani Warner, the State Director for UPW, next Friday and will discuss this issue.

Wes Frysztacki explained that when the WTMA made this request, it was more about the design of the sign rather than who would install it. The WTMA is fine with the City installing the sign. Logistically and administratively how do we go about getting the sign installed? The WTMA wants to get these pilot programs launched and sometimes the City takes a bit more time than we have to post these signs.

Chair Egged said that the point that should be made to UPW is that this is for a pilot program, and we want to get these up and running expeditiously. We have discussed that we want to go through the City process for installing signs going forward until we can get an agreement. Roger Morton replied that he will see how receptive UPW is to that next week and will let the WTMA know. Morton said he noticed that the sign is not MUTCD compliant. This is probably not a problem as the City has other signs that are not MUTCD compliant, but sometimes DFM pushes back on certain non-compliant signs. Morton will see how he can help facilitate an agreement between UPW and the WTMA.

Vehicle Sensor

DTS has no objection to the sensors being installed in the places mentioned in the letter. Ty's only concern is that they stay away from traffic signals, loops, and things like that. The sensors are surface applications and would not interfere with City equipment.

Complete Streets Projects – Renée Espiau, City & County of Honolulu Complete Streets
Renée Espiau gave an update on the City's Complete Streets projects in Waikīkī:

Kūhiō Avenue Bus Lanes

\$350,000 was received for the project in the current year's budget which started in July. With that amount, combined with leftover funds from a Hilton hotel development, the City is planning to move forward with the Ewa-bound direction beginning this fall. Installation work is expected to start the new year, after the holiday tourist season. Chair Egged said that by the second week of January they are past the holiday peak.

Espiau said that she was happy to announce that Complete Streets is hiring someone to do quick build projects (bus lanes, bike lanes, medians), so they should have a new project manager for this project soon.

Ala Wai Boulevard

No Updates. The planning contract has been completed and so they have a concept and are continuing to work with the community on the revision that provides more capacity for vehicles. Complete Streets is happy with the concept for now and will continue to work with stake holders until the project goes into design.

Kalākaua Avenue Paving

Espiau does not have an update on Kalākaua Avenue but is happy to track down any information that the WTMA needs.

Chair Egged asked for a summary of what is being accomplished with the project. Espiau replied that it is a mill and fill paving project on Kalākaua Avenue from 'Olohana Street to Poni Mō'i Road, leaving the roadway with smooth pavement. As far as Complete Streets changes, there are few. There will be no lane reconfigurations. There will be the addition of high-visibility, plus-sign style markings at all six all-way pedestrian crossings along Kalākaua Avenue, like the intersection at Lewers Street. There will also be a wider stripe on the bike lane, gaining about 6 inches.

Bob Finley asked if there was a schedule to repave Kūhiō Avenue. Espiau replied that it is her understanding that Kūhiō is supposed to have utility work done first, involving the Board of Water Supply. The paving crew would follow behind that project.

Ala Pono Pedestrian Bridge

Roger Morton shared the celebratory news that DTS was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant of \$25,000,000 to construct the bridge. The discretionary grant was recently approved. The timing will remain the same, but it will help ensure the money for the bridge. Chair Egged said that was great news and asked what the timing was. Morton replied that he believes construction will begin 2025; they are in the process of updating the City Capital Improvement Program (CIP), so there will be better answers in about a month. Roger Morton said that Renée Espiau was instrumental; she took the Federal Transit Administrator on a hazardous bike ride on Ala Wai Boulevard and a week later they were awarded the grant.

OTHER BUSINESS

Ala Moana Boulevard All-Pedestrian Signal Phase

Linda Frysztacki mentioned that she heard from Shelly Kunishige of Hawai'i Department of Transportation (HDOT) regarding the all-pedestrian signal phase at Hobron Lane and Ala Moana Boulevard. Kunishige said that HDOT continues to work with the University of Hawai'i to optimize the timing for each cycle segment. Kunishige will give an update on their work at a future WTMA meeting.

Kalākaua Avenue Traffic Light Timing

Chair Egged mentioned that the way the traffic light cycles work on Kalākaua Avenue, there are gap periods where there is no traffic, but pedestrians are not allowed to walk because it is not their cycle. He notices this especially at Seaside Avenue and Kalākaua Avenue. This is confusing to the pedestrians and encourages jaywalking which is observed and worrisome. Is there a way to get them in better sync?

Roger Morton replied that he was not aware of the issue and could ask Ty to look at it.

Wes Frysztacki said that the signals are timed so that there is progressive timing along Kalākaua. Frysztacki said that he did not think Kalākaua needs sequencing of signals for traffic purposes as there are often more pedestrians than vehicles. The question becomes, would it be better to have the individual signal cycles not be based on them being in a progressive series. That is easy to do when it is a one-way street with lots of T-intersections. It is more important in Waikīkī to prioritize the pedestrians and the scrambles.

Waikīkī Curb Loading Management Plan

Wes Frysztacki said that in the last couple of weeks they have been meeting and discussing details of Royal Hawaiian Avenue and Lewers Street. It is great news that DTS has no objection to the sensors. The low-profile smart technology sensors will be installed in the loading zones and sense vehicles parked over them.

Frysztacki is looking forward to making a presentation to all the participants that will be involved on Royal Hawaiian Avenue, making sure that they are comfortable with the project. It is looking to be a good improvement to the area. Royal Hawaiian should be an easy location for this project, which is why it was selected as the first pilot project; there is only one major property owner and there are only a couple major commercial passenger operators.

Lewers Street has far more parties involved: more vehicles, more tenants, more stores. There will be a lot of communication with all of those impacted before the system is demonstrated on Lewers, which will take some time. A successful demonstration on Royal Hawaiian Avenue will help show those on Lewers how it is working.

Kalākaua Avenue projects will wait until the mill and fill is completed. Seaside Avenue is another location of interest for the system, but like Lewers there are a lot of signs with different parking restrictions, and users that will need to be communicated with. There is a good progression of things to be testing and demonstrating this year.

Chair Egged mentioned that at the top of the list should be the Outrigger management people that manage the Beachwalk. Use them to communicate with all those different stores that are in that area because they manage the leasing for all those stores. The only end that is separate from that is at the Kalākaua end of Lewers and the area that is around the timeshare at the corner of Lewers and Kūhiō Avenue.

Bob Finley said that he notices a lot of little mom and pop stores that have deliveries with vehicles that have no stickers. Are those part of the people that you talk to? Frysztacki clarified that on Royal Hawaiian Avenue the section they are referring to is on the Ewa side, in front of DFS Galleria. That entire length is a 3-minute passenger loading and unloading zone. Any vehicle, if they are only there for three minutes, can use that curb, which is part of the problem. There are many commercial passenger vehicles that want to use the zone, but it only takes one or two unpermitted Uber/LYFT/ or tourist vehicles lingering longer that can gum up the zone.

Bob Finley was referring to the Diamondhead side of the street. There are a lot of deliveries off-loading to those little stores. Chair Egged said with loading on both sides of the street, it can effectively make Royal Hawaiian Avenue a one-lane street.

Pedestrian Crosswalk Buttons on Kūhiō Avenue

Bob Finley asked that the pedestrian crosswalk buttons be reviewed on Kūhiō Avenue. He sees many visitors getting confused because the location of the button seemed hidden. At International Marketplace there are no buttons, it is automatic. At other nearby intersections people stand around and wait because they do not see the button and think it is automatic; leading to more jaywalking. Chair Egged agreed that this would be a good thing to review, especially Royal Hawaiian Avenue and Kūhiō Avenue, and Seaside Avenue and Kūhiō Avenue, where pedestrian volumes vary throughout the day. Roger Morton said that Ty would be a good person to talk to about it.

HTA Annual Conference, September 12-14

Linda Frysztacki said that the WTMA will be presenting at the HTA Annual Conference regarding the demonstration project on Royal Hawaiian Avenue. Rick Egged, Wes Frysztacki, and John Lyles will be the speakers.

Kālia Road

Kenji Takahashi asked if there was an update on the paving of Kālia Road. Chair Egged said that he believes that the military has decided to move forward with the effort on their own without requesting funds from the City. Roger Morton agreed that was his understanding as well. Chair Egged will follow up with the Army.

Parking Enforcement Support

Chair Egged said that the WTMA is interested in exploring how to get labor for the curb management project and thought about the idea of covering the cost of parking enforcement officers. Chair Egged asked Major Platt if it was possible for the WTMA to get support from them. Major Platt said he could look into that. Chair Egged added that they could take some pressure off the Beach PD line officers if they are available.

Major Platt responded that parking enforcement is part of the HPD Traffic Division, and he has already talked to the Traffic Major about this topic. If District 6 patrol cannot do it the Traffic Division would be able to. Chair Egged said that one of the primary reasons they get support from the transportation membership is the need to have better enforcement of the rules and it is still the wild west out there in terms of compliance. Chair Egged stated issuing tickets is not the goal but encouraging compliance.

Parking Meters

Roger Morton said, in reference to the parking meters going down, they will start installing new parking meter tops starting next week. They should have all 4,200 parking meters in the fleet completed by year end.

Resident Parking Permit

Chair Egged mentioned he often gets asked by residents about the potential for a resident parking program. WTMA has discussed this with the neighborhood. Roger Morton said that they have Bill 20 before the council right now, the purpose of which is to establish a residential restricted parking zone. Each area is a little different, but the potential population in Honolulu that would want a residential restricted parking zone is huge and it is a lot to implement in any one area. WTMA will work with Bob Finley to see about making a request for Waikīkī.

December 4th Meeting in Person

Linda Frysztacki mentioned that she is working with the Hawai‘i Convention Center to schedule an in-person meeting for December 4th.

Closing

Chair Egged thanked everyone for their attendance and support for the WTMA.

Congratulations to the new mother in our group, Venessa Frysztacki. Congratulations on the new baby!

Chair Egged adjourned the meeting adjourned at 9:55 AM.

Upcoming Meetings:

Monday, September 18, 2023, 9:00 AM - 10:15 AM

Monday, December 4, 2023, 9:00 AM - 10:15 AM



Waikīkī Transportation Management Special Improvement District No. 4

RESOLUTION NO. 2023-01

RELATING TO GIFT

WHEREAS, pursuant to Ordinance 17-57 allowing transportation management, including traffic operations, parking control and supply development, mobility enhancements for all modes of travel, physical and operational access improvements, information displays, and the installation and maintenance of related electronic devices, to be provided and financed by a Special Improvement District ("SID") providing DTS with the authorized public-private partnership and innovative business relationships with private entities to engage in concessions or other means for advertising, parking or other revenue-generating activities as specified in the Charter; and

WHEREAS, pursuant to Ordinance 17-58 establishing the Waikīkī Transportation Management Association Special Improvement District No. 4 ("WTMSID"), the WTMSID is to provide for and finance supplemental services and improvements in and to Waikīkī as authorized by Chapter 36, Revised Ordinances of Honolulu 1990 ("ROH"); and

WHEREAS, pursuant to the Approval of the Fiscal Year 2024 WTMSID Budget by the WTMSID Board of Directors ("BOD") on May 8, 2023, identifying \$35,000 for Enforcement and Traffic Control; now, therefore,

BE IT RESOLVED by the WTMSID Board of Directors ("BOD") that \$35,000 be gifted to Honolulu Police Department, District 6 for enhanced police patrols to address illegal activities in Waikiki, including parking violations; and,

BE IT FURTHER RESOLVED that the WTMSID BOD Chair, or the Chair's designee, is hereby authorized to carry out the provisions of this resolution; and,

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the City and County of Honolulu Chief of Police, Director of Budget and Fiscal Services, Mayor, and Councilmembers.

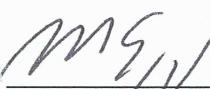
This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of the Waikīkī Transportation Management Special Improvement District No. 4 on July 10, 2023.



LAYNE WADA
Secretary

ATTEST:



RICHARD EGGED
Board Executive Officer

Waikīkī Transportation Management Special Improvement District No. 4

RESOLUTION NO. 2023-02

**RELATING TO THE SPECIAL IMPROVEMENT DISTRICT
COMMERCIAL VEHICLE PERMIT AND DECAL FEES**

WHEREAS, pursuant to Section 6-1703 of the Revised Charter of the City and County of Honolulu 1973 (2017 Edition) (the "Charter"), the Department of Transportation Services ("DTS") is the agency of the City responsible to identify, create and recommend new sources of revenue from non-fare sources to provide additional funding for the planning, operation and maintenance of the City's multimodal transportation system including entering into public-private partnerships or other innovative business relationships with private entities or other public agencies and engaging in concessions or other means for advertising, parking or other revenue-generating activities; and

WHEREAS, pursuant to Ordinance 17-57 allowing transportation management, including traffic operations, parking control and supply development, mobility enhancements for all modes of travel, physical and operational access improvements, information displays, and the installation and maintenance of related electronic devices, to be provided and financed by a Special Improvement District ("SID") providing DTS with the authorized public-private partnership and innovative business relationships with private entities to engage in concessions or other means for advertising, parking or other revenue-generating activities as specified in the Charter; and

WHEREAS, pursuant to Ordinance 17-58 establishing the Waikīkī Transportation Management Association Special Improvement District No. 4 ("WTMSID"), the WTMSID is to provide for and finance supplemental services and improvements in and to Waikīkī as authorized by Chapter 36, Revised Ordinances of Honolulu 1990 ("ROH"); and

WHEREAS, pursuant to ROH Chapter 36, Ordinance 19-23, the City established a Transportation Management Supplemental Permit annual fee of \$120 and a fee of \$10 for each decal within a SID; and,

WHEREAS, pursuant to ROH Chapter 36, Ordinance 19-23, the City authorized the DTS Director, at the discretion of the director, to increase the additional transportation management SID permit fee and the decal fee by no greater than five percent once each calendar year; and,

WHEREAS, those commercial freight and passenger vehicle operators paying the additional transportation management SID permit fee and the decal fee have not benefited from the intended expenditure of the revenues from their fee payments; now, therefore,

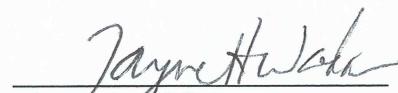
BE IT RESOLVED by the WTMSID Board of Directors ("BOD") that the City DTS Director be requested to not increase the permit and decal fees for the calendar years 2023 and 2024; and,

BE IT FURTHER RESOLVED that the WTMSID BOD Chair, or the Chair's designee, is hereby authorized to carry out the provisions of this resolution; and,

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the City and County of Honolulu Director of Department of Transportation Services, Director of Customer Services, Director of Budget and Fiscal Services, Mayor and Councilmembers.

This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of the Waikīkī Transportation Management Special Improvement District No. 4 on July 10, 2023.



LAYNE WADA
Secretary

ATTEST:



RICHARD EGGED
Board Executive Officer

Waikīkī Transportation Management Special Improvement District No. 4

RESOLUTION NO. 2023-03

**RELATING TO THE SPECIAL IMPROVEMENT DISTRICT
COMMERCIAL VEHICLE PERMIT RULES AND LIMITATION**

WHEREAS, pursuant to Section 6-1703 of the Revised Charter of the City and County of Honolulu 1973 (2017 Edition) (the "Charter"), the Department of Transportation Services ("DTS") is the agency of the City responsible to identify, create and recommend new sources of revenue from non-fare sources to provide additional funding for the planning, operation and maintenance of the City's multimodal transportation system including entering into public-private partnerships or other innovative business relationships with private entities or other public agencies and engaging in concessions or other means for advertising, parking or other revenue-generating activities; and

WHEREAS, pursuant to Ordinance 17-57 allowing transportation management, including traffic operations, parking control and supply development, mobility enhancements for all modes of travel, physical and operational access improvements, information displays, and the installation and maintenance of related electronic devices, to be provided and financed by a Special Improvement District ("SID") providing DTS with the authorized public-private partnership and innovative business relationships with private entities to engage in concessions or other means for advertising, parking or other revenue-generating activities as specified in the Charter; and

WHEREAS, pursuant to Ordinance 17-58 establishing the Waikīkī Transportation Management Association Special Improvement District No. 4 ("WTMSID"), the WTMSID is to provide for and finance supplemental services and improvements in and to Waikīkī as authorized by Chapter 36, Revised Ordinances of Honolulu 1990 ("ROH"); and

WHEREAS, pursuant to ROH Chapter 36, Ordinance 19-23, the City established a Transportation Management Supplemental Permit without any limitation to the number of permits and decals to be issued within a SID; and,

WHEREAS, pursuant to ROH Chapter 36, Ordinance 19-23, the City authorized the Director of Customer Services and the Director of Transportation Services to adopt rules, in accordance with HRS Chapter 91, having the force and effect of law for the implementation, administration, and enforcement of the SID permit, including limiting the number of SID permits issued; and,

WHEREAS, the number of commercial freight and passenger vehicle operators paying the additional transportation management SID permit fee are less than anticipated; now, therefore,

BE IT RESOLVED by the WTMSID Board of Directors ("BOD") that the City Director of Customer Services and the Director of Transportation Services be requested to not adopt rules including limiting the number of SID permits issued until the results of ongoing permit compliance monitoring can be properly analyzed and reviewed by the WTMSID BOD; and,

BE IT FURTHER RESOLVED that the WTMSID BOD Chair, or the Chair's designee, is hereby authorized to carry out the provisions of this resolution; and,

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the City and County of Honolulu Director of Department of Transportation, Director of Customer Services, Director of Budget and Fiscal Services, Mayor, and Councilmembers.

This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of the Waikīkī Transportation Management Special Improvement District No. 4 on July 10, 2023.



LAYNE WADA
Secretary

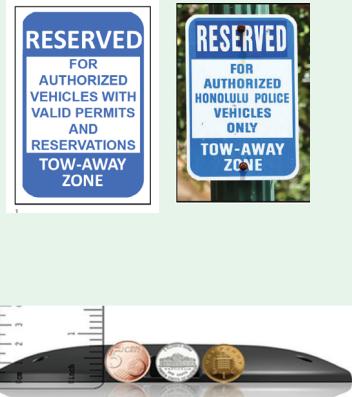
ATTEST:



RICHARD EGGED
Board Executive Officer

City Coordination

- Designation of Special Officer
- Sign Request
- Vehicle Sensor



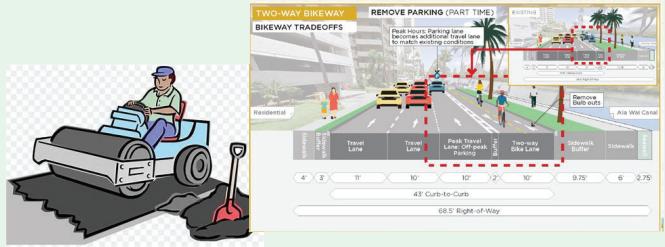
Complete Streets Projects



Kūhiō Avenue Bus Lanes –
No updates

Ala Wai Boulevard –
No updates

Kalākaua Avenue Paving –
Work has commenced



City Coordination

Waikīkī Transportation Management Association

Meeting of the Board of Directors

Monday, July 10, 2023

Appendix A - 2

WTMA Board of Directors Meeting Summary

December 4, 2023.....

A - 21



WTMA Board of Directors Meeting

December 4, 2023 - 9:00 a.m.
Hawaii Convention Center Room 319B

Agenda

1. Call to Order

- Welcome
- Approval of July 10, 2023, WTMA Meeting Minutes

2. WTMA Board of Directors Handbook

3. Progress Reports

- Royal Hawaiian Avenue – Monitoring/Management
- Centennial Park

4. Initiatives

- Legislative Initiatives
- Future Pilots

5. Updates – City Projects

- Kūhiō Avenue Bus Lane
- Kalākaua Avenue Repaving
- Ala Pono Bridge
- Kalākaua Avenue and Ala Wai Boulevard Intersection Missing Pedestrian Link

6. Meeting Dates

- 2024 Meetings TBD

7. Announcements and Adjournment



WAIKĪKĪ TRANSPORTATION MANAGEMENT ASSOCIATION
Board of Directors Meeting
Monday, December 4th, 2023, 9:00 AM – 10:15 AM

The following are the minutes of the Waikīkī Transportation Management Association (WTMA) Board of Directors quarterly meeting held on Monday, December 4th, 2023. The meeting was held at the Hawai'i Convention Center, Boardroom A.

Participants

WTMA Board of Directors & Alternates

- Jamie Barut, Vice President, Polynesian Adventure Tours
- Rick Egged, President, Chair WTMA; President, Waikīkī Improvement Association (WIA)
- Bob Finley, Chair, Waikīkī Neighborhood Board
- Maki Kuroda, President, E Noa Corporation/Waikīkī Trolley
- Derek Mayeshiro, Deputy Director, City & County of Honolulu Department of Customer Services (DCS), Representative of Mayor Rick Blangiardi
- Roger Morton, Director, City & County of Honolulu Department of Transportation Services (DTS)
- Randall Platt, Major, Representing Honolulu Police Department (HPD) District 6
- Gareth Sakakida, Hawai'i Transportation Association (HTA)
- Kenji Takahashi, Director, TPT Hawai'i
- Tommy Waters, Council Chair, District 4 Councilmember

Associates & Guests

- Trevor Abarzua, President, Waikīkī Business Improvement District (WBID)
- Linda Frysztacki, Weslin Consulting Services, Inc.
- Wes Frysztacki, Weslin Consulting Services, Inc.
- Wes Frysztacki III, Weslin Consulting Services, Inc.
- Kelvin Kohatsu, Interim Director, Hawai'i Transportation Association (HTA)
- Terrence Lee, Lee & Martin LLC
- John Lyles, Auto Park Hawai'i
- Ernie Martin, Lee & Martin LLC
- Fred Moore, Auto Park Hawai'i
- Germaine Salim-Hagihara, City & County of Honolulu, DTS

Opening

Meeting participants received the following documents prior to the meeting:

- 7-10-2023 WTMA Meeting Summary
- 12-4-2023 WTMA Meeting Agenda
- Access to Honolulu Convention Center Meeting Room PDF

Chair Rick Egged convened the meeting and welcomed the participants to the first in-person meeting in over two years. Chair Egged asked if there were any questions or comments about the July 10, 2023, WTMA meeting summary. Chair Egged asked for a motion to approve the July 10th, 2023, meeting summary:

 Action: It was moved by Bob Finley and seconded by Maki Kuroda to approve the July 10, 2023, meeting summary. Chair Egged asked for any comments, change requests or those opposed to passing the minutes, and there was none. Chair Egged called for a vote and asked the Board to approve the minutes. The motion passed unanimously.

NEW BUSINESS

WTMA Board of Directors Handbook and WTMA Bag – Wes Frysztacki

WTMA branded canvas bags were distributed. Wes Frysztacki explained the contents, which included a fob, whistle, hat, and vest. Frysztacki shared that the most important item inside the bag is a fob that contains ten directories filled with information related to the history of the WTMA and transportation in Waikīkī.

Contained within the directories on the fob are the WTMA annual reports, articles of incorporation and bylaws, the Honolulu ordinances related to the creation of the WTMA, meeting minutes from the last several years, the Memorandum Of Understanding (MOU) with DTS, the transportation reports related to Waikīkī, and all the Environmental Impact Statements completed for Waikīkī projects in the last 30 years. All this information is now in one place in file formats that are easier to access. There are also videos showing passenger and freight loading situations in Waikīkī.

Frysztacki continued that one of the items in the bag is a whistle that is included as a safety item. Frysztacki asked Major Platt to comment on whistle use. Major Platt agreed that a whistle is a great attention getter, and it is recommended as a safety precaution to not only curb-side monitors, but to walkers as well. They are lightweight, easy to have and can be used to draw attention to oneself in the case of a threat. Officers will also use whistles to gather attention to direct traffic or pedestrians when needed, but a curb-side monitor would not necessarily use them in this way. HPD would not want a curb-side monitor to be whistling at everyone they see in violation, irritating people, and becoming a nuisance. It is important to use discretion when using the whistle. Using the whistle as a safety tool when in danger to get the attention of people nearby is an effective use. Chair Egged added that the WTMA would not want to be responsible for adding nuisance noise to Waikīkī.

PROGRESS REPORTS

Royal Hawaiian Avenue – Monitoring and Management – Wes Frysztacki

Royal Hawaiian Avenue was selected as the first location of the WTMA curb management pilot program. The section of roadway selected for the pilot is unique in that it is a 3-minute passenger loading zone, whose use is dominated by two commercial passenger operators. These two operations have various routes that are run on fixed schedules.

In the coming weeks, the sensors, the technology described at previous meetings, will be installed. These sensors detect overhead vehicles and communicate with the WTMA RFID tags inside the vehicle and the base station to which they relay the messages they receive. There is a draft agreement with the DFS which will allow the WTMA to put a base station on their roof. There are additional strategies with this project such as real-time displays, so visitors know when their vehicle is going to be arriving and at what curb location.

Wes Frysztacki thanked Kenji Takahashi and TPT for allowing them to use TPT vehicles to test the technology.

Bob Finley asked if this was going to be on the Ewa side, the Diamondhead side, or both. Frysztacki responded that initially it will just be on the Ewa side for this pilot. A problem that they see is that trucks who need to make deliveries on the Diamondhead side are blocked by vehicles that should not be there, so they will park on the Ewa side. Eventually sensors will be placed on the Diamondhead side to manage the curb.

Centennial Park – Wes Frysztacki

In October 2023 there was a meeting with four City departments (DTS, Department of Parks and Recreation (DPR), Department of Facilities Maintenance, and Department of Land Management) to discuss the prospective WTMA vehicle staging area. It is located off-street on the mauka side of Manukai Street, between Royal Hawaiian Avenue and Seaside Avenue, adjacent to the new Centennial Park on Aloha Drive. The land is held by DPR, which does not allow commercial use of park land. As this portion of land was always intended to be used for vehicle staging since the parcel was acquired by DPR to create a park, DPR is supportive. DPR suggested an internal MOU be created between departments. A draft was developed and sent to DTS.

Roger Morton said the draft MOU was received by DTS and circulated. They have received comments from DPR and are incorporating them before sending it back to the WTMA.

Wes Frysztacki continued that when the MOU is finalized and Rick Egged gives the go ahead to proceed, the staging area will be able to be paved. It will look like a simple paving job when it is finished, but there are subsurface factors that need to be considered with staging heavy vehicles on the site. WTMA will get a geotechnical opinion and update the topographical survey.

Chair Egged said that using WTMA funds to pave the site without an agreement with the City would be ignoring his fiduciary duty.

Roger Morton said that DTS will work with DPR to have their own MOU to cover their duties, responsibilities, and commitment to maintain their portion of it. That is still forthcoming. The current intention is to have a departmental agreement but work towards having a subdivided piece of land. It is a little complicated because the parcel must be removed from the Land Court and put in the normal system first. Then they can work with the Department of Planning and Permitting to create the actual subdivision of the property. DPR is in agreement. This all started about five or six years ago and it was always the intention that this would be the result, a park, and a staging area. Now there is a nice park next to a twelve-foot strip of weeds. Once the staging area is complete it will be an improvement to the whole area.

Chair Egged said the City has been supportive but has had more pressing issues on its plate. The WTMA has been able to help the situation move forward by providing staff support. The WTMA's attorneys have been looking into the legal matters and helping to resolve any perceived issues.

Legislative Initiatives – Council Chair Tommy Waters

A few weeks ago, Director Morton, Council Chair Waters, and Corporation Counsel (COR) met regarding street closures. A conceptual agreement was created, and COR is currently working through any potential legal concerns. The agreement in bill form should be ready for Council Chair Waters to introduce early next year.

There has been a push from residents of Waikīkī to introduce an ordinance that would require garbage haulers to pick up starting at 6:30 AM. They are currently operating much earlier. Council Chair Waters sees how this could wreak havoc for residents, on the work that WTMA members do, as well as other businesses in Waikīkī, and is wondering what WTMA members think about this issue. Council Chair Waters has not introduced a bill at this time. These are private haulers, because he does not believe city haulers will begin before 6:30 AM, but the private haulers will start at 2:30 AM and this is very disruptive to the people who live there.

Gareth Sakakida mentioned that the private haulers do not have enough drivers. The drivers are required to make two trips to empty their trucks and thus start earlier in the day to make their trips. Chair Waters said he understood what they were saying and that the number of drivers could be a problem.

The garbage haulers arrive early to stage the garbage bins in the street, then the large garbage trucks with forklifts come through later to take the garbage. They load their trucks, take it to Campbell to dump it and then return for a second load. If they do not start early enough, then there will be garbage bins lining the streets of Waikīkī at 10 AM, which is busy with tourist activity by that time.

Maki Kuroda asked if there was any way to lessen the loudness of the beeping from the trucks. Kuroda has heard from those living in Waikīkī that the loud beeping of the trucks is the worst part of it. Roger Morton said that at one point the City tried to lower the noise of TheBus beepers as well. The manufacturer refused to do it because the beepers are governed by motor vehicle standards. They said you can do it if you want to, but there could be liability implications. TheBus chose not to have their vehicles operate outside of motor vehicle standards.

Bob Finley said that his building uses West Oahu Aggregate (WOA) who has gone to the sandpaper backup beeper and plastic buckets to reduce noise.

Chair Egged said a lot of these pickups are governed by agreements between the waste management companies and the condominiums so there is some potential for mitigation without legislation. The whole situation is not ideal; in fact, putting the canisters in the street for this process is illegal. During his 25 years in Waikīkī, he remembers a time when HPD started cracking down on this process and ticketed the garbage canisters due to complaints. It was then determined that having garbage removed from Waikīkī is necessary, and that this process was the only way the job could get done. This is a problem for Waikīkī residents, and there needs to be work toward creating a solution. Residents have said to hire more drivers and purchase more trucks, but as we have heard from Gareth Sakakida, there is a shortage of drivers.

Terry Lee expanded on Bob Finley's earlier observation about WOA using plastic bins rather than metal ones. His office is handling a claim where a fire in a plastic garbage can caused damage to a property which was adjacent to the plastic garbage can. A metal garbage can could have contained the fire because it is not flammable.

Roger Morton agreed that it is not legal to stage the garbage bins in the streets. However, the City is currently looking at exempting some affordable housing projects from requiring a dedicated area for garbage collection as that adds costs to affordable housing. The City is reviewing exempting the requirement in isolated cases. There is also the opportunity to dictate where those trash cans would be picked up; would it be on Kūhiō Avenue or a side street. Later in the day when there is more traffic and transit, it becomes a logistical issue. If trash cans are blocking transit lanes at 2 AM, that is less of an issue from a traffic perspective than transit lanes being blocked at 6 AM. It becomes a problem for the garbage haulers as well having to work around the traffic.

Chair Egged said it is easy to see why this is not an easy problem to solve. Chair Egged and Council Chair Waters have been discussing this for at least a year and it is certainly a legitimate concern that the residents have; the noise is very disruptive. This topic comes up in the Waikīkī Neighborhood Board meetings every month, though it is the first time discussing the topic during a WTMA meeting. Work will continue to try and find reasonable solutions.

Bob Finley mentioned the Surfjack Hotel has limited deliveries and garbage pickup to a 6 AM start. The Waikīkī Neighborhood Board supports the initiative to not allow garbage collection before 6:30 AM. The WIA has not taken a position on this topic because it recognizes the issues on all sides of this problem.

Wes Frysztacki said there are videos of garbage collection activity on the fob that were handed out to WTMA Board members. On windy days, garbage can be seen being blown onto the sidewalk. Garbage haulers and other drivers have shared with him that they are uncomfortable with having to operate outside of what is legal and would rather have what they do be okay with the ordinance, the street signs, and the paint on the curb. The WTMA is working toward solutions for these issues.

Future Pilots – Wes Frysztacki

The WTMA would like to progress quickly yet methodically toward addressing the loading and unloading issues in other areas of Waikīkī, expanding out from the current pilot on Royal Hawaiian Avenue. The technology is working with sensors and communication with the hub.

Before proceeding it is important to make sure the problem is well understood as well as how to best manage it. One option is to change ordinances to make these activities compliant. Another is to create a resolution with the City Council allowing certain activities during the pilot period that are not currently allowed, under certain conditions. On Lewers there is no parking, no standing, and no loading, yet it is used in all those ways on a regular basis.

Royal Hawaiian Avenue was a good choice for the first pilot because it is possible to work with the existing signage and make only relatively minor changes to what is already allowed. Before, you needed permits, but now you will also need a reservation. Most of the people who are not complying with the signage do not have a City commercial vehicle permit or the Waikīkī SID permit.

Lewers Street is the next hot spot. On various occasions, due to a parade or a special event, traffic will be rerouted, and Lewers becomes two-way for a couple of hours. Everything that people do 95% of the time cannot be done and this creates even more havoc. There may be significant traffic or regulatory changes that will have to be made on Lewers Street before a pilot can take place. Kalākaua Avenue will be scheduled after the road repaving is completed.

Chair Egged mentioned that he has spoken with the attorneys about being able to bill companies for their loading and unloading in Waikīkī. There has been a poor response to the permit process. There may be a way, as technological capabilities increase, to identify a vehicle's loading activity and charge for that. Obviously, there would need to be an ordinance to enable that, so it is something WTMA is exploring. This is in the concept stage. As things develop, they will be discussed with the WTMA Board, DTS, the City Council, DCS and others.

Wes Frysztacki added that ten years ago no cities were doing what Rick described, but more recently cities are doing dynamic pricing. It requires legislative change; Chicago and Seattle are doing it and others have implemented pilot projects. Sometimes the best way to control demand is through pricing. When someone is unloading for 45 minutes, they are taking that capacity away from someone else. There should be some pricing differential given our best practices on how the curb is regulated.

Chair Egged said that they are discussing some of the most valuable property that the City controls in Waikīkī; the whole premise for the WTMA is that there needs to be a better way of managing it. That is not the only thing that the WTMA is doing. WTMA is providing funds to HPD to make sure that they can cite those companies that are not getting the required permits. Some of them have only the City-wide permit, some have both, but most have none. That needs to change both from the standpoint of managing Waikīkī and the City ordinance that was passed in 2019, when the special improvement district permit was created. Compliance with permits is a City-wide problem.

UPDATES / CITY PROJECTS

Kūhiō Avenue Bus Lane – Germaine Salim-Hagihara

The City will begin Phase One, which is Ewa-bound only, from Kapahulu Avenue to ‘Olohana Street. The designated curb bus lane would allow bicycles, trucks, and right-turning vehicles as well as commercial passenger vehicles. Freight loading would be allowed in the lane between the hours of 10 PM and 7:30 AM. Signs will be posted. The design does consider guidelines around the use of colors and so the red markings for the bus lanes will be less of a primary red and more earth toned.

There has been a lot of stakeholder outreach to date. Postcards are being finalized right now to be distributed in the Kūhiō area during the first quarter of 2024.

The plans for the specifications are still under review in the City. Once those are approved, they can go out for procurement, which will hopefully be in the first quarter of 2024, with construction beginning in the second quarter. This estimate may be a bit optimistic.

Chair Egged said that it was the preference of the WTMA to begin with the Ewa-bound direction and they appreciate DTS being receptive to that request.

Bob Finley said that he was opposed to the bus lane. He does not see the value that would be gained by spending all that money to ultimately cause more congestion. Tourists in rental cars may have a tough time understanding the signs and paint.

Roger Morton replied they are going slow, doing westbound first, which will give them an opportunity to evaluate if it has created a problem. Their models say that it will not, but if it does create a problem there will be time to reevaluate the impact. Honolulu will be one of the first cities to do this and allow truck drivers and private commercial buses to use the lane.

Chair Egged said the costs are paint and signs and so it is not a high-cost project. Roger Morton said that it is a lot of costly traffic paint, but it is relatively low cost for construction. There will not be a continuous red paint treatment. It will be similar to King Street; the red paint will be at the entry points of the intersections versus the entire stretch of pavement. It seems just as effective, and it saves money. Some cities paint the entire stretch of bus lane.

Kalākaua Avenue Repaving – Roger Morton

The City Department of Design and Construction is getting ready to start Kalākaua Avenue resurfacing. This will include painting lines and stripping which are faded. There have been many requests for repainting. They will get back to the WTMA on the exact dates, but it is an upcoming project.

Chair Egged requested to not have construction over the Summer as it is a busy season for Waikīkī, and asked how long the construction will take. Roger Morton replied that it will take a year to complete the project and so it will include a Summer season. Renée Espiau will give an update at the next meeting.

Ala Pono Bridge – Roger Morton

DTS was successful in obtaining a Federal RAISE grant and so they have funding identified for the bridge. They are about 60% complete in their environmental review. They are still working on outreach with the various stakeholders and consulting parties. DTS has brought on board someone from Parsons Transportation who is experienced in bridge design, and they will be working on DTS' behalf. When they choose a design-build contractor, they will have expertise that will be specifically looking out for the City's interest and making sure that the contractor is operating in an appropriate way.

There are two interesting parts to the design-build process. There is a process called alternative technical approaches, which is a technical engineering perspective, and their consulting parties will be part of that process. Another part of the process is called alternative configuration, which means that they will provide some ability to allow different types of bridges to be considered, so not just one is considered. Their consulting parties will help with that process as well. They have a variety of consulting parties including private and public entities such as the Hawai'i Historical Association and State Department of Land and Natural Resources.

The project is ongoing, and the City hopes to begin construction sometime in the year 2025.

Chair Egged said that most of the opposition he has noticed is centered around the fact that the bridge will break the existing view plane and that it will create additional pressure on the mauka side of the street where there is no parking available. Chair Egged disagrees because you cannot have less parking than no parking, and that is how much parking is available in the evening: none. That is the area that is most critical to the residents. From a planner's perspective the bridge may relieve some of that pressure because it gives you another way to leave the area that does not involve cars. There is an opportunity for an iconic bridge design that will enhance the view plane. The WIA supports the bridge, the WTMA has not taken a position, and the Waikīkī Neighborhood Board supports the bridge.

Bob Finley clarified that in 2016 the Waikīkī Neighborhood Board supported a new bridge but was not specific on what kind of bridge. As far as he is concerned, they are still in support of it. Roger Morton said that DTS will be at the next Waikīkī Neighborhood Board meeting to provide an update in January.

Council Chair Waters said there is a canoe club, Waikīkī Surf Club, which is on the opposite side of the bridge. DTS is working with them to try to mitigate some of the problems that may occur with the bridge. Also, Mo'ili'ili Neighborhood Board took a position against the bridge because they do not want Waikīkī people coming through their neighborhood. They think it will bring crime and things like that. The Diamondhead Neighborhood Board has weighed in against it because they did not like the spire in the design. However, there needs to be alternative ways out of Waikīkī if there is an emergency such as a tsunami. Council Chair Waters has been supportive of the bridge, but there are others who do not live in Waikīkī who are not.

Chair Egged agreed it would be impossible to quickly evacuate Waikīkī in case of emergency in its current state.

Kalākaua Avenue and Ala Wai Boulevard Intersection Missing Pedestrian Link

Wes Frysztacki shared an email from Renée Espiau who was not able to attend the meeting.

DTS conducted a study of alternatives for a Kalākaua Avenue crossing behind the Convention Center near the senior housing, but the team ultimately did not find a feasible solution. They considered an at-grade signalized crossing (too close to the adjacent signals), an elevated bridge (too hard to meet ADA) and an underpass (too wet).

They also identified adding the missing crosswalk leg at the Ala Wai Boulevard and Kalākaua Avenue intersection, but the right turns from Ala Wai Boulevard onto Kalākaua Avenue are so heavy that cannot really be done. To be safe or useful it would really need to be no right-turn on red, but the traffic flow impacts of that change will be significant. People are concerned about the minor traffic impacts of their bike lane project on Ala Wai Boulevard but constructing that movement would have much worse traffic impacts since its basically where Ala Wai Boulevard ends, and all the traffic has nowhere else to go.

Ala Wai Boulevard Complete Streets Project – Roger Morton

No current updates. Construction is still a few years out because it is dependent on rehab to do that project. A lot of these projects would be impacted by the flood control project if it goes forward. Chair Egged said that the price tag made that questionable. Roger Morton replied that it was a billion plus program that was triple the original cost. If the flood control project does go forward it would require reconfiguration of the Ala Wai Boulevard.

OTHER BUSINESS

Kapahulu Avenue Crosswalks

Bob Finley shared that he has been getting multiple complaints about Kapahulu Avenue crosswalks and people are asking if there is a way that they could be made safer with technology.

Roger Morton replied that probably, yes. They have been prioritizing crosswalk improvements throughout the City. They just added four raised crosswalks on Pensacola Street a couple of weeks ago. With the assistance and partnership of the State Department of Transportation, the number of pedestrian safety improvements at intersections have probably gone up by ten-fold over the last three years. Roger Morton has seen the complaints and the requests for raised crosswalks and other treatments. DTS traffic engineers will evaluate these ideas.

Chair Egged said that the speed humps that were added after a tragic accident on Kapi'olani Boulevard, a major thoroughfare, really do work to slow down traffic.

Kālia Road

Kenji Takahashi asked if there was an update on the Kālia Road repaving situation; it is in terrible condition. Chair Egged said that the last he had heard was that the Army was going to repave it themselves. It seemed too complicated to work it out with the City. Chair Egged will

make an inquiry to find out their timeline for the project.

Kenji Takahashi asked if the intersection of Kālia Road and Ala Moana Boulevard could be improved. The old system is preferred by TPT. With the all-pedestrian phase added, traffic backs up on Kālia Road, especially between 2 PM and 5 PM. Regularly, they must wait for about five traffic signals to make a left turn onto Ala Moana Boulevard.

Roger Morton replied that the intersection is State controlled as it is considered part of Ala Moana Boulevard, which is a State road.

Linda Frysztacki replied that they have had Shelly Kunishige from the DOT at meetings in the past. She has shared that they have been repeatedly fine tuning the signals at this intersection and at Hobron Lane, with help from the University of Hawai'i. Frysztacki will contact Shelly Kunishige for an update.

Roger Morton said that on Hobron Lane they did ban a bit of parking on the approach to Ala Moana Boulevard to provide two lanes with more storage for vehicles. Reflecting back on Wes Frysztacki's earlier comment, most of those changes were made for pedestrian safety reasons. The right turn on red was a big issue and these changes were made because of the history of pedestrian injuries in these intersections.

Chair Egged said that the bottom line is that pedestrian safety needs to come first, and we need to figure out if there is something else that can be done to make this work better. The WTMA will continue to work with DTS and the State on this issue.

Roger Morton said that the State makes the decisions, but DTS runs the traffic signals. The physical changes to the traffic signals are made by the State, but then the operation of them becomes part of the City, except in this case where the State and the University of Hawai'i are running an experimental system on Ala Moana Boulevard all the way out to the airport. All those traffic signals along Ala Moana Boulevard are not in the City system of operation at this point but are under the University of Hawai'i.

Chair Egged said that we should have the University of Hawai'i come in and explain what they are doing.

Roger Morton said that they are trying to replace and update all the outdated traffic control boxes on the island, there are over one thousand between the City and the State. The State has about three hundred and the City has about seven hundred. Part of bringing them up to date is that they can use more technology in their traffic signal operation. What the State is trying to do on Ala Moana is called adaptive traffic control. They are trying to move to less pre-programmed splits, where certain patterns are initiated at certain times, to more real-time monitoring of the traffic. The intent is to choose the cycle splits based on current demand.

Wes Frysztacki mentioned that on the fob that was handed out to WTMA Board members, there is a six-minute video taken from aboard one of the Waikīkī trolleys. The trolley is stuck for several traffic signal cycles at the intersection on Kālia Road that Kenji Takahashi mentioned. When the trolley finally gets through the intersection you can see the lightness of the intersecting traffic, it is not that heavy, so there is something more that needs to be done there.

The video will be shared with the State.

ANNOUNCEMENTS AND CLOSING

Chair Egged and the WTMA Board wishes Gareth Sakakida well in his retirement from HTA. We will miss Gareth who has been instrumental in WTMA's development. The Board is pleased to welcome Kelvin Kohatsu as Interim Director of HTA.

Chair Egged and the WTMA Board wishes Major Platt well on his transfer to HPD's Information Technology Division. We thank Major Platt for his assistance and involvement in WTMA projects. The Board is pleased to welcome Major James Slayter and looks forward to a continuing strong partnership with HPD Division 6.

Chair Egged wished everyone a Merry Christmas and a Happy New Year. Thank you to everyone who was able to attend in person. Thank you to the City, DTS, DCS, HPD, and the City Council for all their cooperation and help this year. This organization can function because of everyone working together. Aloha.

Chair Egged adjourned the meeting adjourned at 10:22 AM.

MEETING DATES

2024 Meetings TBD

Since the meeting, the following 2024 dates have been identified:

February 26, 2024, via zoom, 9:00 AM
May 20, 2024, Hawai'i Convention Center Boardroom A, 9:00 AM
September 23, 2024, via zoom, 9:00 AM
December 9, 2024, Hawai'i Convention Center Boardroom A, 9:00 AM



Appendix A - 3

WTMA Board of Directors Meeting Summary

February 26, 2024.....

A - 35

WTMA Board of Directors Meeting

February 26, 2024 - 9:00 a.m.

Via Zoom:

<https://us02web.zoom.us/j/86373362750?pwd=N242TTE0eDluLy9BVTZSTk10RHhKZz09>

Agenda - updated

1. Call to Order

- Welcome
- Approval of December 4, 2023, WTMA Meeting Minutes

2. Progress Reports

- Legislative Initiatives
 - ❖ Refuse Collection
 - ❖ Smart Loading Zones
- Ala Moana Boulevard All-Pedestrian Signal Phase Discussion – Shelly Kunishige, HDOT
- Royal Hawaiian Avenue – Monitoring and Management
- Centennial Park

3. Fiscal Report

4. Updates – City Projects

- Kūhiō Avenue Bus Lane
- Kalākaua Avenue Repaving
- Street Closures

5. Meeting Dates

- May 20, 2024 – Hawai‘i Convention Center, Boardroom A, 9:00 AM
- September 23, 2024 – via Zoom, 9:00 AM
- December 9, 2024 - Hawai‘i Convention Center, Boardroom A, 9:00 AM

6. Announcements and Adjournment

- Kālia Road Paving Update



WAIKĪKĪ TRANSPORTATION MANAGEMENT ASSOCIATION

Board of Directors Meeting Minutes

Monday, February 26, 2024, 9:00 AM – 10:00 AM

The following are the meeting minutes of the Waikīkī Transportation Management Association (WTMA) Board of Directors quarterly meeting held on Monday, February 26, 2024. The meeting was held on the Zoom Communications Platform.

PARTICIPANTS

WTMA Board of Directors & Alternates

- Trevor Abarzua, President / Executive Director, Waikīkī Business Improvement District (WBID)
- Jamie Barut, Vice President of Operations, Polynesian Adventure Tours
- April Coloretti, Representing Council Chair Tommy Waters, District 4 Councilmember
- Rick Egged, President / Chair, WTMA; President, Waikīkī Improvement Association (WIA)
- Kelvin Kohatsu, Director, Hawai'i Transportation Association (HTA)
- Derek Mayeshiro, Deputy Director, City & County of Honolulu Department of Customer Services (DCS)
- Scott Miyasato, Senior Vice President and General Counsel, Outrigger Hotels and Resorts
- James Slater, Major, Honolulu Police Department (HPD) District 6
- Andy Sugg, Chief of Staff, City & County of Honolulu, Representing Mayor Rick Blangiardi
- Kenji Takahashi, Director, Travel Plaza Transportation Hawai'i (TPT)
- Anthony Valdez, City & County of Honolulu Department of Transportation Services (DTS), Representing Director Roger Morton
- Layne Wada, Vice President, Royal Star Hawai'i

Associates & Guests

- Blake Arita, Lieutenant / Acting Captain, HPD District 6
- Linda Frysztacki, Weslin Consulting Services, Inc.
- Venessa Frysztacki, Weslin Consulting Services, Inc.
- Wes Frysztacki, Weslin Consulting Services, Inc.
- Wes Frysztacki III, Weslin Consulting Services, Inc.
- Shelly Kunishige, Hawai'i Department of Transportation
- John Lyles, Auto Park Hawai'i
- Fred Moore, Auto Park Hawai'i

CALL TO ORDER

Meeting participants received the following documents prior to the meeting:

- December 4, 2023, WTMA Meeting Minutes
- February 26, 2024, WTMA Meeting Agenda

Chair Rick Egged convened the meeting at 9:00 AM and welcomed the participants. Introductions were made. Chair Egged asked if there were any questions or comments about the December 4, 2023, WTMA meeting minutes. Chair Egged asked for a motion to approve the December 4, 2023, meeting minutes:

 Action: It was moved by Jamie Barut and seconded by Kelvin Kohatsu to approve the December 4, 2023, meeting minutes. Chair Egged asked for any objections to the minutes. Hearing none, the December 4, 2023, meeting minutes were unanimously approved.

PROGRESS REPORTS

Legislative Initiatives:

Refuse Collection

Wes Frysztacki said that this topic was spoken about at length during the last WTMA meeting. The main complaint is that refuse collection creates unwanted noise in the early morning hours for Waikīkī residents. Refuse collection operators say they need to start collection in those early morning hours to get the job done.

Restricting when refuse collection can take place is common around the United States. There is even a National Waste & Recycling Association that has a report entitled, The Impact Noise Ordinances Have on Waste and Recycling Collection Hours. The National Waste & Recycling Association has membership and support service, but currently has no Hawai'i chapter.

Some cities have certain hours during which trash collection is prohibited, such as from 9 PM to 6 AM in Los Angeles, and 10 PM to 7 AM in Albuquerque.

Trash collection is highly regulated in some states. Jurisdictions are not allowed to collect trash directly; it needs to be collected through a certificate of operation from the state public utility commission. Regulations include when the operators are allowed to operate.

The future of trash collection is evolving with prototypes of self-driving, all-electric refuse collection vehicles in existence, though Frysztacki is unsure if they are currently operating any place.

Frysztacki queried the group about their interest in having the WTMA do more to identify the best practices that may or may not be useful for Waikīkī. Frysztacki presented Resolution No. 2024-01 Relating to Private Commercial Refuse Collection Vehicles.

Rick Egged said that he has spoken to Council Chair Tommy Waters about the issue, and it has come up at the neighborhood board meetings multiple times.

April Coloretti said that there was currently no related bill. The bill that had been introduced is about to expire in two months and was not going to solve the problem for everyone in Waikīkī. Since Waikīkī has mixed zoning, it makes figuring out the solution more challenging. Since they cannot change a bill title or bill purpose, they cannot amend it to fix it, so it will expire.

Rick Egged recommended that the WTMA defer this conversation for now. There is a lot of discussion going on elsewhere that is working toward finding a solution. The two main garbage collectors (West Oahu Aggregate and Honolulu Disposal) have been talking with the City, and the Mayor is keen to find a solution.

Smart Loading Zones

Wes Frysztacki said that he has previously discussed the possibility of legislation to compliment the smart loading zone technology that the WTMA is currently piloting on Royal Hawaiian Avenue. Other cities that have tested technology have added legislation, either before, during or after the testing period.

Of the 100 or so Waikīkī loading zones, about 10 are “hot spot” areas. These are the areas that would have special provisions for smart loading zone technology. Observations from the pilot project show that: current regulations are ignored, abuse is difficult to remedy (ticketing does not solve the problem), the situation constantly changes, pre-defined regulations alone are inadequate, and on-site management is needed.

WTMA is constantly monitoring what others are doing. Seattle also uses sensors, embedded in the roadway. They are located every ten feet in every one of the 200 loading zones in the downtown Belltown neighborhood. Their base stations are located high on metal poles installed in the sidewalk. No RFID tags in vehicles are used and so they only detect the presence of vehicles, not specific information. There have been reports of false reads such as pallets, shoes or passing traffic triggering the sensors.

The proposed Smart Loading Zone (SLZ) legislation would allow SLZs island-wide, but each SLZ would be approved by the DTS Director. As far as the role of the WTMA, much of that exists in the legislation that we already have.

The key features of the proposed SLZ legislation are:

- Maintains existing traffic regulations.
- Allows for reservations in a SLZ.
- Exempts vehicles during reservation time slot.
- Allows for innovative detection devices.
- Uses “purple” for any SLZ color marking.
- Allows for fees for reservation:
 - For loading beyond the time limit.
 - These will inflate exponentially to encourage turnover.
- Fees are deducted from voluntary payment.
- Adds immobilization device to removal of vehicle.

- Commercial trucks are difficult to remove by towing, especially with the loading gate down.

For example, Royal Hawaiian Avenue is a 3-minute passenger loading zone, though you will regularly see violations of that regulation. WTMA members are honoring that limit for the most part and are operating on a schedule. Those schedules would be used to create a reservation for them, exempting vehicles from the regulations during their reserved time.

Each location is different and different exemptions may help each current situation. For example, after 9 AM on Kalākaua Avenue you will see commercial trucks unloading and loading where they are not supposed to be. In some cases, it does not appear to cause any issue and so maybe that should be allowed and governed, so that after 10 AM the area can be cleared.

Chair Egged said that we are not proposing any legislation today, this is simply an introductory discussion to keep the group informed as to what we are working on.

Ala Moana Boulevard All-Pedestrian Signal Phase Discussion – Shelly Kunishige, HDOT

Shelly Kunishige reported that the lane configuration was changed last November at Ala Moana Blvd and Kalia / Ena intersection to make the middle lane left turn only onto westbound Ala Moana Blvd. This intersection, along with the Ala Moana Blvd. intersection with Hobron Lane are part of their “vehicle-to-everything” signals; 38 traffic signals along Nimitz / Ala Moana between the airport and Waikīkī, managed by Centracs. (The “vehicle-to-everything” units will connect HDOT’s traffic software to any internet connected that passes through the intersections. Everything from cellphones to car infotainment systems will form a new traffic network.)

Centracs adjusted the traffic signal at Ala Moana Blvd and Kalia / Ena intersection around November 20, 2023. They implemented an early afternoon timing plan from 12 PM to 3:30 PM, that allows for 42 seconds of green time for the left turn to Ala Moana Blvd.; this is about 10 seconds more than the PM peak plan. From 3:30 PM to 7 PM they must use the regular peak PM plan because of high demand in all directions. That is the latest news from Centracs. If there are any other questions or requests in adjustments to the timing, they can be directed to Shelly Kunishige.

Kenji Takahashi of TPT said that his drivers have not noticed a difference, and that the situation is the same. There is extremely high traffic, especially coming from Kalia Rd. to turn left onto Ala Moana Blvd.

Linda Frysztacki thanked Shelly Kunishige for her responsiveness in working with the WTMA.

Royal Hawaiian Avenue – Monitoring and Management

Wes Frysztacki gave an update on the SLZ pilot program. The RFID tags, which go in commercial vehicles participating in the program, have been installed and are operating on JTB / TPT and E Noa / Waikīkī trollies. Thank you to Kenji Takahashi and JTB / TPT for allowing the WTMA to test this technology on all their trollies. E Noa has agreed to have the tags installed onto all their trollies next.

The sensors, which receive and transmit data from the tags and to the base stations, have also begun to be installed. They are attached to the edge of the roadway about 5-feet from the curb using a strong adhesive. There are 15 installed and operating on Royal Hawaiian Avenue, and one each so far on Lewers St and Seaside Ave to test the range of the base station. The base station is installed atop the DFS Galleria.

The data collected from the base station is populated on an online map which shows which SLZ spots are occupied in red and which SLZ spots are available in green. There are other colors to designate other conditions. If a vehicle has an RFID tag, then it can be known what vehicle is occupying the SLZ.

Sensor placement will be expanded in the next couple of weeks as 20 sensors are to be installed on Seaside Avenue. This should help clear the 3-minute loading zone and direct vehicles to where space is available.

John Lyles mentioned that one of the beauties of the system is that for WTMA members participating in the program, the SLZ availability data for Waikīkī is available to be viewed on a google map through an app on their phone or tablet.

Wes Frysztacki said the next step is to manage the area. The legislation discussed earlier is needed to deploy the reservation aspect of the system. Right now, there is more demand than availability, but if it were choreographed with reservations, then the vast majority of the demand can be accommodated.

What is disrupting Royal Hawaiian Avenue right now are non-passenger, non-commercial vehicles. Both JTB / TPT and E Noa have fixed routes / fixed schedules that operate every 15 or 30-minutes. WTMA has created a master schedule for the curb to be reserved at those times for the vehicles. In between those reserved times other vehicles actively loading/unloading passengers can be accommodated. The reservation system needs to be tested and then put in the ordinance to be proposed to the City Council.

Centennial Park – Wes Frysztacki

Wes Frysztacki gave an update on Centennial Park. The WTMA has retained Fritz Johnson, the architect involved in the original design and plans of Centennial Park, to design and plan the 12'-wide WTMA bus staging area that is planned to be adjacent to Manukai St. The topographic survey will be updated, an engineer will be retained to look at the subsurface conditions and get all the permits required from the City. Then the project can move forward once the cost has been determined and qualified contractors have been hired.

Anthony Valdez said that DTS agreement regarding the property is currently with DPR. They took the proposed WTMA agreement and sent it to the different departments and determined that DPR needed to sign it. Changes were made based on the suggestions they received. The agreement is now in DPR's court, and they are waiting to hear if Laura Thielen is okay with the final revision. Once that is done it looks like the WTMA will be able to proceed. Roger Morton mentioned that another agreement may be needed with the WTMA. The current agreement allows DTS to take over management and control of responsibilities for that area, which includes contracting with third parties, and that may be sufficient.

Chair Egged explained that the proposed WTMA bus staging will allow commercial passenger buses to stage themselves out of the way in advance of passenger pick-ups in Waikīkī. Buses tend to arrive a little early to Waikīkī so that they will be on time. The staging area will prevent buses from needlessly circling Waikīkī as they wait for their pick-up time. WTMA has been unable to proceed with paving the area until there is an appropriate use agreement in place as WTMA funds will be used to pave the area.

FISCAL REPORT

Linda Frysztacki presented the Fiscal Report, including the Statement of Financial Position and Statement of Activities. The cash on hand is higher than typical at the moment; the WTMA is partially funded by the permit fees for the Waikīkī Special Improvement District (SID) and the past three years' worth of permit fee revenue was finally acquired by the WTMA last June. The permit fees had been collected by the City and put into a separate account. Instead of releasing them annually there had to be some decisions and paperwork regarding how to do that.

Chair Egged thanked Roger Morton who was instrumental in getting the SID permit fee revenue released to the WTMA. Thank you also to Council Chair Tommy Waters for making sure this got into the budget. Thank you also to Andy Kawano from Budget and Fiscal Services. The City may be collecting the money for a specific purpose, but unless it is in the budget and allows them to apply those funds it just sits there. There needs to be a legal mechanism to move those funds. The WTMA was three years behind in receiving this important revenue and is now able to proceed with the projects that it has been planning for years.

Linda Frysztacki discussed the Statement of Activities. The WTMA fiscal year is aligned with the City and begins on July 1 of the previous calendar year. Frysztacki highlighted that \$35,000 under Enforcement and Traffic Control is the gift from the WTMA to HPD District 6 that was accepted by Council in December 2023. That amount has been fully expended. Chair Egged mentioned that the amount of the recent \$35,000 gift was decided upon by the previous Major based on what they would be able to deploy. The WTMA will soon prepare to develop its next fiscal year's budget. The WTMA is prepared to offer additional funds to the HPD for enforcement purposes and would like to discuss with the HPD what amount would be most mutually beneficial.

Linda Frysztacki said the Professional Expenses are running a bit lower than budgeted. Some of the specific legal services that were needed, such as legal services related to Centennial Park, were assigned to their specific category (e.g., Centennial Park) rather than Professional Expenses. If there is an identified project, related costs are being accounted for under the project category.

Parking projects have not started yet as they are contingent upon agreements that are still being finalized with DTS. Loading Zone Projects includes the current projects on Royal Hawaiian and Seaside Avenues and monitoring of Lewers Avenue.

The Centennial Park category includes the monitoring and legal fees that have been expended so far. The originally budgeted \$110,000 was intended to include the paving of the 12'-wide by 180' staging area, but it is now understood that it will be a higher amount. Part of Fritz

Johnson's contract is to develop estimates for the actual construction costs and to solicit bids from certified contractors.

Linda Frysztacki said that at the next meeting in May the WTMA budget will be prepared for the next fiscal year, 2025. The budget for Centennial Park will be updated to reflect actual costs by that time. The Loading Zone Projects will be expanded to include other "hot spots."

Chair Egged asked for any questions regarding the financial report. Hearing none he asked for a motion to accept the financial report:

.addAction: It was moved by Jamie Barut and seconded by Kenji Takahashi to approve the Financial Report. Chair Egged asked for any questions or objections to the Financial Report. Hearing none, the Financial Report was unanimously approved.

UPDATES

Complete Streets Projects

Linda Frysztacki gave the Complete Streets update for the City.

Kūhiō Avenue Bus Lane

Work will begin on the Ewa-bound direction of this signage and paint project in the third quarter of this year. They are currently in the bidding process and working out contract details as they select a contractor.

Kalākaua Avenue Repaving

The update for this project is the exact same as it was at the last WTMA meeting in December 2023. The contractor is waiting for approval of the traffic plan. Once there is more information available it can be better known when to expect work to begin, but they do anticipate this project being finished in this calendar year.

Street Closures

April Coloretti said that Chair Tommy Water looked at the current Street Closure bill, had a few changes and then it was sent to the Office of Council Services. Once it is returned, it will be sent to DTS and Corporation Counsel for review, then it will be introduced. The bill has already gone through several iterations as it has traveled through different City departments. There are many factors to consider, such as how to close loopholes without opening new ones.

Chair Egged said that 104 street usage applications (which result in street closure) were received on the day that applications were first accepted by DTS, all from one party; there were a lot of issues with the submittal. Chair Egged stated this is an egregious abuse of the system.

April Coloretti said that the way the permitting is happening now, by the time they have a bill ready it is too late for the current cycle.

Anthony Valdez said that he only sees the applications if there is a first amendment issue with it, so out of 104 applications he has seen three of them. Some applicants have played the game of

submitting duplicate applications on different dates to stack the odds in their favor. Street Usage is aware of that ploy, and they are looking at that.

Anthony Valdez said they checked with the Corporation Counsel to see if there was a duty they had to address fraud on applications. There have been situations where applications are signed in the name of a third party who, when contacted, did not know about the application. They are very aware of the abuse of the process that occurs.

Chair Egged said that this topic will also be on the next meeting agenda. This is an important issue for all in Waikīkī as there are impacts that affect everyone. Rick would like the bill to be introduced soon giving the public an opportunity to comment.

ANNOUNCEMENTS

Kālia Road

Linda Frysztacki reported that they queried the Army on the progress on repaving of Kālia Road. The Army replied that the project is in the design phase, and they anticipate awarding a construction contract in late September of 2024. If that occurs, they will start the repaving in January 2025.

Frysztacki responded that the WTMA would like to be kept informed of the progress of the project and the WTMA is interested in being able to comment and help with the traffic mitigation plan. The road is important to members of the WTMA.

Chair Egged said that it is great news the road will be repaved soon, but it will be disruptive.

ADJOURNMENT

Chair Egged thanked the meeting participants and adjourned the meeting at 10:02 AM.

MEETING DATES

- May 20, 2024 – Hawai‘i Convention Center, Boardroom A, 9:00 AM
- September 23, 2024 – via Zoom, 9:00 AM
- December 9, 2024 – Hawai‘i Convention Center, Boardroom A, 9:00 AM

The background of the slide features a stylized, colorful silhouette of a city skyline, likely Waikiki, Honolulu, against a light blue gradient. The skyline includes recognizable buildings like the Four Seasons Hotel and the Sheraton Waikiki. In the foreground, there is a faint reflection of the skyline on the water.

Agenda

- 1. Call to Order and Opening**
 - Welcome
 - Approval of December 4, 2023, Meeting Minutes
 - 2. Progress Reports**
 - Legislative Initiatives
 - Refuse Collection
 - Smart Loading Zones
 - Aia Moana Boulevard All Pedestrian Signal Phase Discussion – Shelly Kunishige, HDOT
 - Royal Hawaiian Avenue – Monitoring and Management
 - Centennial Park
 - 3. Financial Report**
 - 4. Updates – City Projects**
 - Kūhiō Avenue Bus Lane
 - Kalākaua Avenue Repaving
 - Royal Hawaiian Avenue – Monitoring and Management
 - 5. Meeting Dates**
 - May 20, 2024 – Hawai‘i Convention Center, Boardroom A
 - September 23, 2024 – Zoom
 - December 9, 2024 – Hawai‘i Convention Center, Boardroom A
 - 6. Announcements and Adjournment**
 - Kālia Road Pavement Update

1

2

Trash Collection Issues

- **Hours Trash Collection Prohibited**
 - **Los Angeles**
9 p.m. to 6 a.m.
 - **Washington, DC**
9 p.m. to 7 a.m.
 - **Fort Worth**
11 p.m. to 6 a.m.
 - **Albuquerque**
10 p.m. to 7 a.m.

Within 300 feet of



The Impact Noise Ordinance
on Waste and Recycli
Collection Hours

The Impact Noise Ordinances Have on Waste and Recycling Collection Hours

3

4

Trash Collection Issues

Trash Collection Issues

- National Waste & Recycling Association
 - What other solutions exist?A dark grey, boxy autonomous vehicle designed for waste collection. It has large black wheels and a small window at the top. The side of the vehicle features the URSA ROBOTICS logo and text that reads "self-driving vehicle for waste collection fully electric". To the left of the vehicle is a tall black pedestal with a screen displaying a video and the URSA ROBOTICS logo. The URL "ursa.ai" is printed on the pedestal. The background shows an industrial setting with pipes and a concrete floor.

5

6

National Waste & Recycling Association

- No Hawaii Chapter

7

WTMA Role?

- None?
- Wait?
- Get expert?

Waikiki Transportation Management Special Improvement District No. 4
REGULATORY NO. 2024-41
RELATING TO PRIVATE COMMERCIAL REFUSE COLLECTION VEHICLES

WHEREAS, at the December 4, 2023, Waikiki Transportation Management Association Special Improvement District No. 4 (WTMISD) Board of Directors (BOD) quarterly meeting concerns were discussed about the noise created by private commercial refuse collection vehicles;

WHEREAS, at the July 11, 2023, Waikiki Neighborhood Board meeting a resolution was passed by unanimous vote to support a Bill to prohibit refuse collection before 6:00 am in residential areas;

WHEREAS, testimony and other communications received regarding limiting refuse collection hours have been met with opposition with concerns raised by commercial operators regarding the impact on their business, including loss of revenue, increased operating costs, driver availability, traffic delays, long trip times, and increasing refuse vehicle volumes during high pedestrian activity;

WHEREAS, pursuant to Ordinance 17-58 establishing the WTMISD is to provide for and finance supplemental services and improvements in and to Waikiki as authorized by Chapter 3C, Hawaii Revised Statutes;

BE IT RESOLVED by the WTMISD BOD that the FY 24-25 WTMA Budget and Annual Report include retaining a solid waste management expert to assess Waikiki refuse collection operations and propose recommendations to mitigate the negative impacts of refuse collection vehicles, and;

BE IT FURTHER RESOLVED that the WTMISD BOD Chair, or the Chair's designee, is hereby authorized to carry out the provisions of this resolution; and;

This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of the Waikiki Transportation Management Special Improvement District No. 4 on

LAYNE WADA
Secretary

RICHARD EGGED
Board Executive Officer

1

8

Smart Loading Zones

Loading Zone (LZ) Legislation Needs

9

Smart Loading Zones

Loading Zone (LZ) Legislation Needs

- Observations from ongoing monitoring
 - About 10 out of 100 Waikiki LZs are “hot spots”
- Observations from pilot project
 - Current regulations are largely ignored
 - Abuse is difficult to remedy
 - The situation constantly changes
 - Pre-defined regulations alone are inadequate
 - On-site management needed
- Observations from other cities
 - Chicago, Omaha, Miami Beach, Seattle
 - LZ ordinance or pilot applied to limited area
 - LZ ordinance normally allows new authority, devices, procedures and fees.

10

Smart Loading Zones

Smart Loading Zones In Seattle

11

Smart Loading Zones

Smart Loading Zone (SLZ) Legislation

- City enabling legislation
 - SLZs allowed island-wide
 - Each is approved by DTS Director
 - Authority already exists for DTS to use WTMA
- Features
 - Retains existing traffic regulation
 - Allows for reservations in a SLZ
 - Exempts vehicles during reservation time slot
 - Allows for innovative detection devices
 - Uses “purple” for any SLZ color marking
 - Allows for fees for reservation
 - Fees are deducted from voluntary pre-payment
 - Adds immobilization device to removal

12

2

HDOT Coordination

Shelly Kunishige, HDOT



13

Royal Hawaiian Avenue

Royal Hawaiian Avenue Progress Report

- Tags Installed and Operational
 - JTB – TPT – HiBus Trolleys
 - E Noa – Waikiki Trolleys
- Common Features
 - Fixed Routes and Schedules
 - Half-hourly timed departures at RHA



14

Royal Hawaiian Avenue

Royal Hawaiian Avenue Progress Report

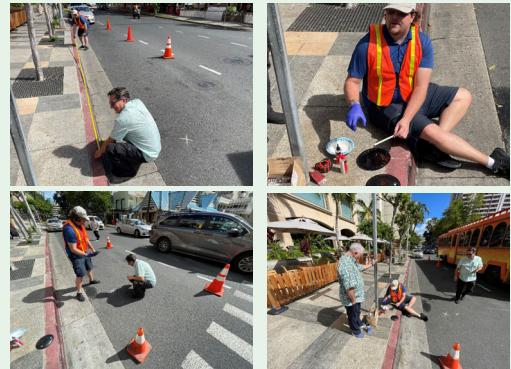
- Sensors Installed and Operational
 - RHA - 15
 - Lewers - 1
 - Seaside - 1
- Expanding sensor locations



15

Royal Hawaiian Avenue

Royal Hawaiian Avenue Progress Report



16

Royal Hawaiian Avenue

Royal Hawaiian Avenue Progress Report

- Base Station Installed and Operational



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18



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Financial Report

Waikiki Transportation Management Association
Statement of Financial Position

February 23, 2024

ASSETS	
Current Assets	
Cash	\$635,353.13
Total 1110 Cash	\$635,353.13
Accounts Receivable	
4010 - AR-Membership Dues	\$10,500.00
4020 - AR-City & County Fees	\$0.00
4060 - AR Projects	\$0.00
Total 4000 Accounts Receivables	\$10,500.00
Total Current Assets	\$645,852.13
Fixed Assets	\$0.00
Other Assets	\$0.00
TOTAL ASSETS	\$645,852.13
LIABILITY & EQUITY	
Current Liabilities	
2000 - Accounts Payable	\$1,812.76
2120 - Prepaid Fees	\$148,900.00
Current Liabilities	\$149,912.76
Equity	
1050 - Project Funds	\$495,999.43
Total Equity	\$495,999.43
TOTAL LIABILITIES & EQUITY	\$645,852.19

2/26/2024

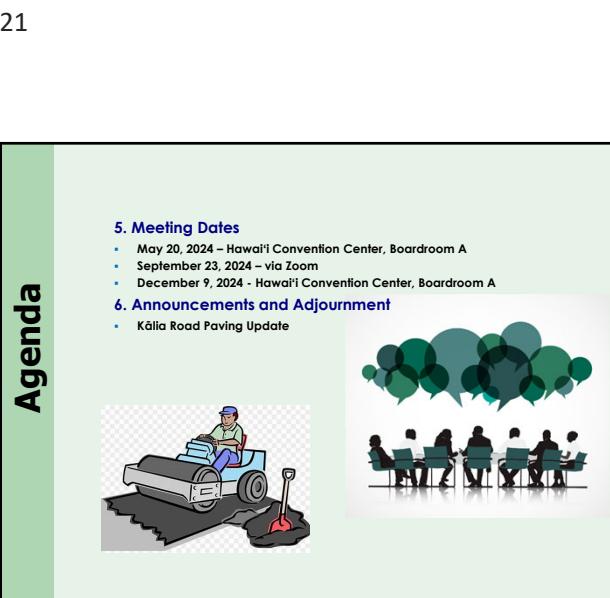
20

Financial Report

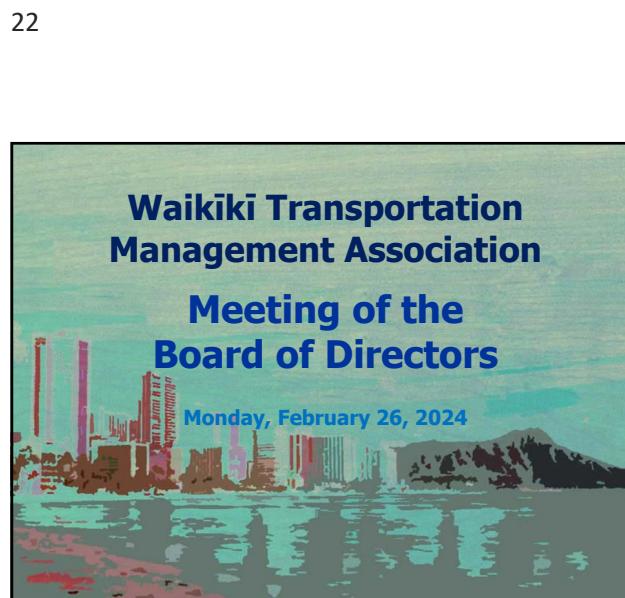
Waikiki Transportation Management Association
Statement of Activities

FISCAL YEAR	FY2024 YTD	FY2024 Budget	Difference YTD
Revenue			
Program Revenue	\$0	\$0	\$0
Federal Grants	\$0	\$0	\$0
Non-Kind Donations	\$0	\$20,000	\$20,000
Sub Total	\$0	\$20,000	\$20,000
Expenses			
WTMA Member Funding			
Administrative Dues	\$120,000	\$240,000	\$120,000
Non-Member Dues	\$0	\$0	\$0
Sub Total	\$120,000	\$240,000	\$120,000
Program Services			
Parking Revenue	\$0	\$0	\$0
Permit Revenue	\$0	\$0	\$0
CD Demonstration Res. Fees	\$0	\$50,000	\$50,000
BID Permit Fees	\$199,675	\$199,675	\$0
Sub Total	\$199,675	\$299,675	\$50,000
Total Revenues	\$320,675	\$509,675	\$179,000
Expenses			
Consulting Services & Support	\$49,697	\$70,000	\$24,303
Employee Benefits	\$100,000	\$100,000	\$0
Enforcement & Traffic Control	\$35,000	\$35,000	\$0
Signage and Painting	\$0	\$30,000	\$30,000
Marketing and Outreach	\$37,000	\$35,000	\$2,000
Professional Expenses	\$8,496	\$50,000	\$41,504
Parking Projects admin	\$0	\$40,000	\$40,000
Permit Admin	\$0	\$10,000	\$10,000
Planning and Analysis	\$0	\$10,000	\$10,000
Loading Zone Projects	\$114,247	\$40,000	\$104,247
Transportation	\$7,000	\$10,000	\$-3,000
Other (supplies, shipping)	\$3,342	\$5,000	\$-1,658
Contingent	\$35,964	\$110,000	\$-74,036
Sub Total	\$429,271	\$509,400	\$-80,129
Net	\$-109,696	\$-499,725	
Previous Year's Balance	\$754,940	\$754,940	
YTD Balance	\$645,812	\$308,223	

2/26/2024



23



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Appendix A - 4

WTMA Board of Directors Meeting Summaries

May 20, 2024.....

A - 49



WTMA Board of Directors Meeting

May 20, 2024 - 9:00 a.m.

Hawaii Convention Center Boardroom A

Agenda

1. Call to Order

- Welcome
- Action: February 26, 2024, WTMA Meeting Minutes Approval

2. New Business

- WTMA Board Members
- WTMA Officers
 - ❖ Action: Approval
- Annual Report 2023-2024
- WTMA Year Ahead 2024-2025
- Budget Fiscal Year 2024-2025
 - ❖ Resolution Relating to Banking Matters
 - ❖ Action: FY24-25 Budget Approval

3. Updates

- City Coordination
 - ❖ Street Usage
 - ❖ Kalākaua Avenue Project – Underway
 - ❖ Kūhiō Bus Lane
 - ❖ Ala Wai Pedestrian and Bicycle Bridge
 - ❖ Ala Wai Boulevard Bike Lane Project
- Kālia Road Reconstruction

4. Meeting Dates

- September 23, 2024 – via Zoom, 9:00 AM
- December 9, 2024 - Hawai'i Convention Center, Boardroom A, 9:00 AM

5. Announcements and Adjournment



WAIKĪKĪ TRANSPORTATION MANAGEMENT ASSOCIATION

Board of Directors Annual Meeting Minutes

Monday, May 20th, 2024, 9:00 AM – 10:00 AM

The following are the meeting minutes of the Waikīkī Transportation Management Association (WTMA) Board of Directors Annual Meeting held on Monday, May 20th, 2024. The meeting was held at the Hawai'i Convention Center, Boardroom A.

PARTICIPANTS

WTMA Board of Directors & Alternates

- Trevor Abarzua, President and Executive Director, Waikīkī Business Improvement District (BID)
- Gene Albano, Director and Chief Engineer, City & County of Honolulu Department of Facilities Maintenance; being Mayor Blangiardi
- Kalani Clemente, Safety and Driver Manager, Travel Plaza Transportation (TPT)
- Rick Egged, President and Chair, WTMA; President, Waikīkī Improvement Association (WIA)
- Bob Finley, Chair, Waikīkī Neighborhood Board
- Kelvin Kohatsu, Director, Hawai'i Transportation Association (HTA)
- Maki Kuroda, CEO and President, E Noa Corporation
- Roger Morton, Director, City & County of Honolulu Department of Transportation Services
- James Slater, Major, Honolulu Police Department (HPD) District 6
- Kenji Takahashi, Travel Plaza Transportation (TPT)
- William Trugillo, Administrator, City & County of Honolulu Department of Customer Services

Associates & Guests

- Renée Espiau, City & County of Honolulu Complete Streets
- Linda Frysztacki, Weslin Consulting Services, Inc.
- Venessa Frysztacki, Weslin Consulting Services, Inc.
- Wes Frysztacki, Weslin Consulting Services, Inc.
- Wes Frysztacki III, Weslin Consulting Services, Inc.

CALL TO ORDER

Meeting participants received the following documents prior to the meeting:

- February 26, 2024, WTMA Meeting Minutes
- May 20th, 2024, WTMA Meeting Agenda
- WTMA Resolution No. 2024-05-01, Relating to Banking Matters

Chair Rick Egged convened the meeting and welcomed the participants. Chair Egged asked if there were any questions or comments about the February 26, 2024, WTMA meeting minutes. Chair Egged asked for a motion to approve the February 26, 2024, meeting minutes:

Action: It was moved and seconded to approve the February 26, 2024, meeting minutes. Chair Egged asked for any discussion or corrections to the minutes. Hearing none, the February 26, 2024, meeting minutes were unanimously approved.

NEW BUSINESS

WTMA Board Members and Officers Approval – Rick Egged, WTMA

No Board Members or Officers are up for reelection at the time. There was going to be an adjustment to the officers, but that will be handled at a subsequent Board meeting.

Today it was learned that Kenji Takahashi has an exciting new opportunity and so will be leaving his role with TPT and the WTMA. The WTMA is sad to see Kenji go as he has been a key participant and supporter of the WTMA since before its inception. Thank you, Kenji, for all your contributions to the WTMA, which have positively impacted its success. It has been a pleasure to work together, and we wish Kenji well on his new endeavor.

Kenji introduced Kalani Clemente of TPT. Clemente is the current Safety and Driver Manager for TPT and will be participating with WTMA going forward.

WTMA Annual Report 2023-2024 – Wes Frysztacki, Weslin

By ordinance, the WTMA is required to submit to the City Council an annual report detailing what the WTMA is doing, and that is available for review. Wes Frysztacki gave a progress report on WTMA's current major projects.

Royal Hawaiian Avenue Progress Report

This time last year there was a presentation discussing the concept of using technology (tags, sensors, base stations) to manage curb loading in Waikīkī and today this technology is installed and operating in a demonstration project on Royal Hawaiian and Seaside Avenues. The tags have been deployed on 38 vehicles, both for E Noa and TPT. In some cases, there are two tags

on each vehicle. There have been three base stations installed, which receive information from the sensors on the roadway, and these are working.

The sensors were originally placed 20' apart, but as that distance is longer than some vehicles, it was thought that they might be missing some vehicles. When more sensors were added on Royal Hawaiian Avenue, a review of the different spacing was conducted to see what worked best. There are currently 42 sensors installed: 27 on Royal Hawaiian Avenue and 15 on Seaside Avenue. There was a sensor on Lewers at one point, to test the range; that sensor had been removed. All the sensors are successfully detecting vehicles when the vehicle is directly over the sensor.

An application (app) is available that will show on a map where all the sensors are located and whether they are detecting a vehicle present. If the sensor icon is green the spot is available, if it is red the spot is occupied. When the sensor icon is blue, that means that it is detecting a tag within a vehicle, which is an up-and-coming technology the WTMA was eager to test. The tag identifies the specific vehicle present (make, model, company, license) and the exact arrival and departure is recorded. The reliability of the tags is hit and miss with about 20-30% reliability. This is due to a Faraday cage effect where the mass of the metal of the vehicle is interfering with the Bluetooth signal. They have tried positioning the tags differently and using multiple tags but have not discovered the solution yet. Last week the heavy rain interfered with the sensors; one of the sensors was underwater and it was detecting the water to be a vehicle. An advantage of a demonstration project is being able to test technology on a small scale and see how it does and how it can improve.

Looking to other ways to use the technology that is working (the sensors) Frysztacki presented slides of a new on-street parking management approach in Marseille, France. The pictures shown were taken four weeks ago, showing innovative technology. Adjacent to three on-street parking spaces is a reader board sign that indicates the current parking time-limit (it is a variable time-limit) and whether each spot is taken. If a spot is taken, the current time the vehicle has been parked there is also displayed and counting. This allows parking enforcement officers to quickly and easily see if a vehicle is in violation of the time limit. Would be violators may think again before overstaying the limit as it will be on display for all to see.

Wes Frysztacki showed slides giving examples of how other cities use technology to communicate with passengers and manage pedestrian zones. These examples could all be applied to the various hot spots in Waikīkī (Kalākaua, Lewers, Seaside, Royal Hawaiian Avenue):

- In Cartagena, Spain, reader board signs display real-time route information, including arrivals and delays, at tourist bus stops.
- Pedestrianized zones (photos of Gibraltar) cordoned off by bollards limit vehicular traffic, but they can open to allow for delivery trucks at specific times or for permit holders.
- Through signs and signalization, permitted traffic can be limited to one vehicle at a time.
- Bollards that slide out of the way versus those that lower into the ground may be a lower cost solution that does not require digging as deep.
- Some delivery services typically carried out in a box truck, such as FedEx, can be seen modified for a bicycle to easily get through cordoned off pedestrianized zones.

- In other examples delivery trucks must park outside the cordon and carry their goods (even Loomis).
- In Istanbul, an area about the size of Waikīkī limits vehicular traffic in a historic district. Tourist buses must drop off passengers outside the cordoned area.
- In Philadelphia, to protect the curb space needed for the hop-on-hop-off bus schedule, cones are used to block the spot when not in use.
 - Blue cones will be used in this way on Royal Hawaiian Avenue.

Curb space on Royal Hawaiian Avenue is a 3-minute passenger loading zone, yet there are still folks who try to make a 50-minute delivery. The blue cones will help deter this. With the app we can direct them to Seaside Avenue where space is available. The problem is that on Seaside Avenue deliveries are also being made in the passenger loading zones. The WTMA hopes to work with legislation to create smart loading zones and exempt certain vehicles from the time limits and the restrictions if they have a permit and reservation, this could include a fee for those staying beyond the limit.

The vision is to have the smart loading zones, the bus staging area on Manukai Street, and the off-street parking lot off Kūhiō Street being managed and optimized to meet loading needs of the area.

Manukai Street Progress Report

The rotary club, who is responsible for constructing Centennial Park, is currently constructing a park wall near the future bus-staging area. There are still stones in the area that the WTMA will build the bus staging area. The WTMA is proceeding with the design of the project.

Chair Egged said that the WTMA has the attorney firm, Lee and Martin, who has been helping with the wording and to expedite setting up this area for a bus staging area. It was always the plan to have the bus staging area adjacent when it was decided the area would become a park. The City has been supportive but has had trouble getting an appropriate document saying the WTMA can use the area. Chair Egged, in response to his fiduciary responsibilities to the organization, has been reluctant to expend WTMA funds and proceed with construction without such a document.

Roger Morton said there has been progress; DTS finally found the right language to use, and they have worked out an unusual agreement with Parks. Once DTS gets the agreement back they will take it to the Managing Director. The Managing Director is supportive of the project.

Chair Egged said that this will be the WTMA's first major physical improvement project, and he wants to ensure it is done properly.

WTMA Financial Position – Linda Frysztacki, Weslin

The current WTMA Financial Position was displayed and described and is attached to the end of meeting summary.

It was asked what the Prepaid Fees under Liability & Equity was regarding. They are the contributions from the WTMA Founding Partners. The Founding Partners contributions helped

WTMA to get started with the understanding that they would get credit for their initial contributions towards future reservation fees.

WTMA Budget Fiscal Year 2024-2025 – Linda Frysztacki, Weslin

The WTMA Budget for Fiscal Year 2025 was displayed and described; attached to the end of meeting summary.

The WTMA's gifts to HPD are under Enforcement and Traffic Control and remain at \$35,000. This amount is what HPD currently expects to be able to expend as confirmed by Major Slater. With the loading zone projects underway WTMA is establishing a control center. WTMA will have an office and control center within a new office that the WIA will have in the Waikīkī Business Plaza. The office will be available July 1, 2024. The control center is where sensor activity is monitored, and video feed can be viewed in the future once cameras are installed. The new WTMA office is under the new heading "Rent." The Loading Zone Projects category will include Lewers Street in the upcoming year.

"Centennial Park" is the bus staging project, which is in the design phase. WTMA is viewing alternative solutions such as permeable surfaces rather than asphalt which would help with drainage in heavy rains. The way Centennial Park was built sends runoff towards the future bus staging area site. The \$110,000 budget includes \$35,000 for the services of an engineer to obtain an opinion and resolutions needed regarding any geologic, utility, storm drainage, or other subsurface conditions and the services of a topographic survey firm, and design. The remaining amount is half of the estimated construction cost; the other half of the construction cost will be in next year's budget.

Chair Egged highlighted that under "SID (Special Improvement District) Permit Fees," for FY2023 the \$654,000 amount was a few years' worth of permit fees that the WTMA had not received, which is why it is much higher than in subsequent years. Thank you to Roger Morton for making sure that got done. If compliance with the permit requirement were higher, there would be more revenue from SID permit fees. Currently, compliance is low, but this is a focus point for this coming year.

The WTMA is developing an agreement with the Waikīkī BID. This will involve working with their contractor Block By Block to help manage the curb. The initial curb segment will be on Royal Hawaiian Avenue and will target peak periods (10am to 3pm) in particular. This is beneficial and cost efficient to the WTMA as it allows use of a contractor who already has a presence in Waikīkī working with the BID. They will help provide education and curb management.

Roger Morton thanked the WTMA for establishing this research and development arm of DTS. He added it is exciting to see the technology of what you are trying to do such as the automation of loading zones. At one point the WTMA had sought delegation of authority from the HPD police chief and DTS Director for enforcement. Has that idea been dropped? Chair Egged replied that at the time the WTMA had an individual who was very qualified, but that person has moved on to other things. The WTMA will continue to look for a qualified individual.

Roger Morton asked if there was any intention to have an annual audit done of expenditure. Chair Egged said that at the Beach SIDA they do an annual audit, and this topic has been mentioned. This current year is the first year that WTMA has been sufficiently funded to

implement programs as described in the project progress reports. Chair Egged mentioned if needed, a budget amendment could be asked of the Board to have an audit commissioned. If not, an audit will be conducted next year. An audit will provide assurance that WTMA funds are being used appropriately.

Chair Egged asked if there were any more questions about the budget and asked for a motion to approve.

- ⊕ Action: It was moved and seconded to approve the WTMA Budget Fiscal Year 2024-2025. Chair Egged asked for any further discussion or questions. Hearing none, the WTMA Budget Fiscal Year 2024-2025 was unanimously approved.

Resolution Relating to Banking Matters

WTMA Resolution No. 2024-05-01, Relating to Banking Matters was circulated to the Board before the meeting. Currently the WTMA has a non-interest-bearing account and desires an interest-bearing account. This will allow the WTMA to earn interest on its account balance. Most of the language in the resolution is from Bank of Hawai'i who requires that the WTMA request permission from the Board to open the account.

Chair Egged asked for a motion to approve the resolution as circulated:

- ⊕ Action: It was moved and seconded to approve WTMA Resolution No. 2024-05-01, Relating to Banking Matters. Chair Egged asked for all those in favor to say aye and for any abstentions. WTMA Resolution No. 2024-05-01, Relating To Banking Matters was unanimously approved.

UPDATES

City Coordination

Street Usage Bill

Chair Egged shared that the street usage bill is currently with the council chair's office. They have been working together with stakeholders and the Council Chair and expect the bill to be introduced soon. The bill sets out to further limit the number of street festivals, which are particularly disruptive as compared to other street events. Street festivals can result in road closures from 2pm to midnight, which really snarls traffic in Waikīkī.

There was a real issue when the street usage permits opened this year with one of the applicants. Chair Egged brought this to the attention of DTS. The applicant submitted 104 applications and was trying to game the system. The validity of some of the applications was called into question, which would be a legal matter.

Kalākaua Avenue Paving– Underway

The Kalākaua Avenue paving is underway. Chair Egged said that Trevor's organization (BID) has been coordinating getting the information out and doing a terrific job. It has been very disruptive but because of the information being released it has been better than anticipated. The

newly paved street is appreciated.

Renée Espiau shared that typically for complete streets projects they have time to do a planning process, assessment, and address some of the safety issues, but they did not have that luxury with this project. This is an interim paving project, so there will be only some minor complete streets improvements. The City is increasing the bike lane stripe from 6 inches to 12 inches to improve visibility. They are also installing thermoplastic crosswalk patterns, originally piloted at Lewers Street in 2020, at all six of the all-way pedestrian crossings along the corridor.

Trevor Abarzua commented that at Kalākaua and Lewers there is a little lip, and scooters or bikes keep hitting the lip and crashing. They have received reports of 5 or 6 people getting hurt. The BID alerted the contractors which will become a priority.

Chair Egged agreed that the bike lane along Kalākaua is dangerous. Just last week a man tragically passed away from his injuries after he bicycled into an open car door. These are known dangers and considerations when planning. The hope is that the future improved bike path on Ala Wai Boulevard will become the preferred route for bicyclists.

Ala Wai Boulevard Complete Streets Project

Renée Espiau shared that the City has completed the planning process and is waiting for the Department of Design and Construction (DDC) to add Ala Wai Boulevard to its list of projects for design. When the DDC is ready to repave the road, they will incorporate the design changes at that time. That is not expected to take place anytime soon. There will be a report back to the WTMA before there is any major progress with the project. Chair Egged asked for another presentation on the proposed design before the project proceeds. Renée Espiau said they will have the opportunity to make changes, but their planning contract is closed, nonetheless they are open to ideas.

Ala Wai Pedestrian and Bicycle Bridge

Roger Morton shared that the City is attempting to close out the State and National environmental process and the Section 106 historic property process. This is based on federal department approval, and the City has no control over timing. Some of the community has been speaking out about having a less visually impactful bridge and some have expressed a desire for a complete Environmental Impact Statement (EIS) for the project rather than an Environmental Assessment (EA). The EA process is something that the Federal Highway Administration (FHWA) has as part of their policy. The determination to do an EIS is a FHWA determination, not a DTS determination.

This project is a design-build project; that is a change from what they initially thought they would do. One of the reasons they did make the change is that in the design-build process there is more opportunity for changing the design than there would be in a design-bid-build project. In a design-bid-build project you tell the contractor the desired design. In the design-build project they have the opportunity to look at technical innovation, technical configuration changes, and different configurations of the bridge.

The City has a community-based team that will be part of the discussion of the pros and cons of the various approaches. Part of that is dependent on when they can close out their current environmental and Section 106 process. They are hopeful they can start the design-build

process in the 2025 calendar year. Parsons Transportation was hired to help them assess, through the procurement process, the best contractor.

Chair Egged heard there were some requirements in the current city budget proposal that would affect the bridge. Roger Morton replied that there is a proviso in the budget that says essentially that they shall consider a less impactful bridge.

Chair Egged said that even though there is a small, noisy group that is against the bridge, most of the community supports the idea of having the bridge there. What the bridge looks like is a different issue and it is good the DTS is open to different ideas. The WTMA has long been supportive of the bridge. Trevor Abarzua added that the pedestrian and bicycle bridge will add a much-needed route in case of emergency evacuations.

Kūhiō Bus Lane

Renée Espiau said the City was hoping to advertise the Kūhiō project this spring for installation, but the project is backed up in the City purchasing division. There are lapsing funds which need to be encumbered by June 30th, the end of their fiscal year. There is \$300,000 in private contributions from a hotel development from about 18 years ago that was intended for a Saratoga Bus Rapid Transit project, but Corporation Counsel said it could be used for Kūhiō instead. These funds are not lapsing, but more funding is needed to construct the west-bound only direction. The City will allow private coaches and freight partners to use the bus-only lane.. It may be best to have construction begin after the new year to avoid the busy holiday season in Waikīkī.

Linda Frysztacki noted that the Kālia Road Reconstruction Project may begin in the first quarter of next year and we do not want these two projects happening concurrently.

Kālia Road Reconstruction

Chair Egged said that the Kālia Road Reconstruction Project is a federal project that is needed but it will be very disruptive. Construction is expected to begin in January 2025. Thank you to DTS for working with the WTMA to figure out how to work with the Army to get this project going. The WTMA, encouraged by Kenji Takahashi, has been continually reaching out to the Army to learn the status of the project as the roadway has been in dire need of repaving.

The WTMA requested a meeting with the Army, which took place last March 20, 2024, to learn about the details of the repaving project. Representatives from the State, the City, the Army, and WTMA members were present. Notes from this meeting are available upon request.

Concern was expressed about street closure events being dramatically affected, especially during the full road closure expected to last 30 days during phase 2 of the project. The city might want to reconsider anything but long-standing events or essential street closures during this period.

Linda Frysztacki said the Army expects to award the contract in fall 2024. Roger Morton said that it would be helpful to know the exact dates when they get to issuing 2025 street use permits, which are issued this year; the process is already underway. Chair Egged said even though this is not a city project, it will affect the traffic in Waikīkī to a large degree. It is important to work together to coordinate getting the information out.

OTHER BUSINESS

Bob Finley said that he submitted a concern to the City through their Mayor's representative about a 101-year-old man who rides a scooter. The poor sidewalk conditions in Waikīkī have him occasionally pushed off the sidewalk and he has fallen. He is also being run off by those motorized mobility devices with the big wheel in the middle. There are several sidewalks from the Ala Wai to Kūhiō that are in bad shape and need resurfacing to avoid our ADA people tripping and falling.

ADJOURNMENT

Chair Egged thanked the meeting participants and said a lot was accomplished. Thank you WTMA members for your time and continued participation. The meeting was adjourned at 10:26 AM.

MEETING DATES

- September 23, 2024 – via Zoom, 9:00 AM
- December 9, 2024 – Hawai'i Convention Center, Boardroom A, 9:00 AM



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Agenda

1. Call to Order and Opening
 - Welcome
 - Action: February 26, 2024, Meeting Minutes Approval
2. New Business
 - WTMA Board Members and Officers – Rick Egged, WTMA
 - WTMA Annual Report and Year Ahead – Wes Frysztacki
 - WTMA Budget Fiscal Year 2024–2025 – Rick Egged, WTMA
 - Resolution: Relating to Banking Matters
 - Action: FY2024-2025 Budget Approval
3. Updates
 - City and County of Honolulu Coordination – Rick Egged, WTMA
 - Street Usage
 - Kalākaua Avenue Project – Underway
 - Kūhiō Bus Lane
 - Ala Wai Pedestrian and Bicycle Bridge
 - Ala Wai Boulevard Bike Lane Project
 - Kālia Road Reconstruction – Coordination Ongoing
4. Next Meetings and Adjournment
 - September 23, 2024 – via Zoom, 9:00 AM
 - December 9, 2024 – Hawai'i Convention Center, Boardroom A, 9:00 AM
5. Announcements and Adjournment

2

2025 WTMA Board

Mayor Rick Blangiardi
 Council Chair Tommy Waters
 Roger Morton, Department of Transportation Services, Director
 Andrew Kawano, Budget and Fiscal Services, Director
 Gene Albano, Department of Facilities Maintenance, Director
 Major James Slayter, Honolulu Police Department, District 6
 Jamie Barut, Vice President, Polynesian Adventure Tours
 Rick Egged, President, Waikiki Improvement Association
 Bob Finley, Chair, Waikiki Neighborhood Board
 Yasuhiko Ishikawa, Vice President, Kyo-Ya
 Kelvin Kohatsu, Managing Director, Hawai'i Transportation Association
 Maki Kuroda, President, E Noa Corporation
 Scott Miyasato, Senior Vice President and General Counsel, Outrigger
 Kenji Takahashi, Director, Travel Plaza Transportation
 Layne Wada, Vice President, Royals Star Hawai'i

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Annual Report and Year Ahead

FY 2024 Annual Report and FY 2025 Year Ahead – Wes Frysztacki

The image shows three blue street signs with white lettering. From left to right: "LEWERS", "SEASIDE", and "ROYAL HAWAIIAN". Each sign is mounted on a metal pole with some greenery in the background.

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Royal Hawaiian Avenue

- Royal Hawaiian Avenue Progress Report
 - Tags Installed and Operational
 - JTB – TPT – HiBus Trolleys
 - E Noa – Waikiki Trolleys
 - Common Features
 - Fixed Routes and Schedules
 - Half-hourly Timed Departures at RHA

The first photo shows a woman in an orange shirt holding up a small white rectangular device. The second photo shows two people standing outside a building with a "JTB TRANSPORTATION" sign.

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Royal Hawaiian Avenue

- Royal Hawaiian Avenue Progress Report
 - Base Stations Installed and Operational

The left photo shows a man kneeling on a sidewalk, working on a black rectangular base station with a solar panel on top. The right photo shows two men standing indoors, one holding a large white rectangular device.

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Royal Hawaiian Avenue

- Royal Hawaiian Avenue Progress Report

7

- Royal Hawaiian Avenue Progress Report
- Sensors Installed and Operational (February, 2024)

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Royal Hawaiian Avenue

- Royal Hawaiian Avenue Progress Report
- Sensors Installed and Operational
 - RHA – was 15, now 27
 - Lewers – was 1, now 0
 - Seaside – was 1, now 15

9

- Royal Hawaiian Avenue Progress Report
- Sensors Installed and Operational (May 2024)

10

- Royal Hawaiian Avenue Progress Report
- Phone App Operational (May 2024)

11



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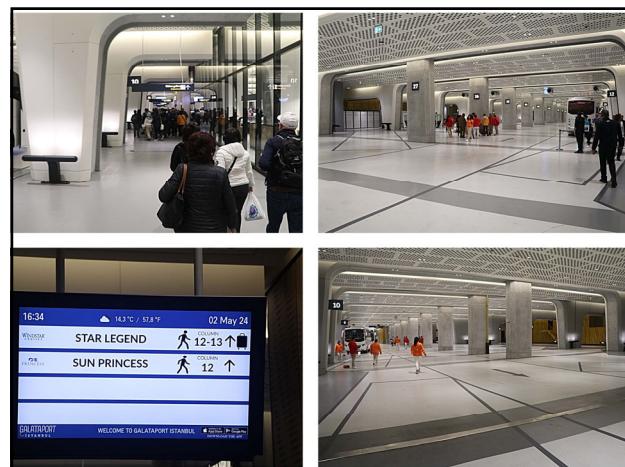
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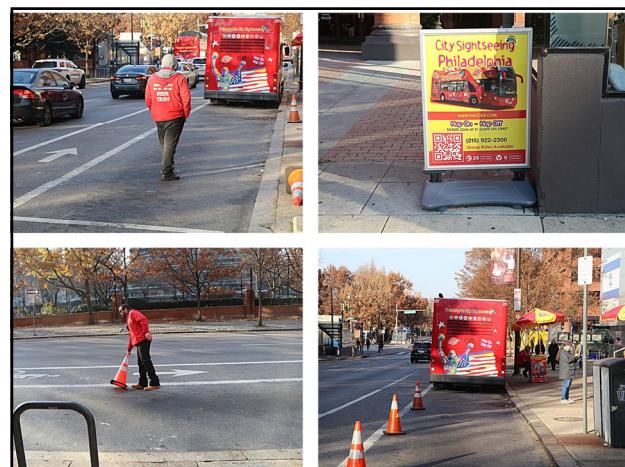
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WTMA Financial Position

Waikiki Transportation Management Association
Statement of Financial Position
May 20, 2024

ASSETS		May 20, 2024
Current Assets		
Cash	1110 Cash	\$517,628
Total 1110 Cash		<u>\$517,628</u>
Accounts Receivable		
4010 - AR-Membership Dues		\$2,000
4020 - AR-City & County Fees		\$0
4060 - AR-Projects		\$0
Total 4000 Accounts Receivable		<u>\$2,000</u>
Total Current Assets		<u>\$520,628</u>
Fixed Assets		\$0
Other Assets		\$0
TOTAL ASSETS		<u>\$520,628</u>
LIABILITY & EQUITY		
Current Liabilities		
2000 - Accounts Payable		\$0
2120 - Prepaid Fees		\$148,000
Current Liabilities		<u>\$148,000</u>
Equity		
1050 - Project Funds		\$372,628
Total Equity		<u>\$372,628</u>
TOTAL LIABILITIES & EQUITY		<u>\$520,628</u>

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WTMA Budget Fiscal Year 2025

FISCAL YEAR	FY2023	FY2024	FY2024	FY2025
	Actual	Budget	Year-to-Date	Budget
Revenue				
Project Partners	\$0	\$0	\$0	\$0
Interest Income	\$0	\$0	\$0	\$0
Interest				\$9,000
In-Kind Donations	\$0	\$20,000	\$0	\$20,000
Sub Total	\$0	\$20,000	\$0	\$29,000
WTMA Member Funding				
Membership Dues	\$133,500	\$240,000	\$127,500	\$150,000
AR				\$3,000
Sub Total	\$133,500	\$240,000	\$130,500	\$156,000
Program Services				
Public Revenue	\$0	\$0	\$0	\$125,000
Grants	\$0	\$0	\$0	\$0
UZ Demolition Rep. Fees	\$0	\$50,000	\$0	\$50,000
SDU Permit Fees	\$654,000	\$199,675	\$199,675	\$240,000
Sub Total	\$654,000	\$249,675	\$199,675	\$415,000
Total Revenues	\$787,500	\$509,675	\$338,175	\$594,000
Expenses				
Consulting Services & Support	\$62,981	\$70,000	\$66,260	\$70,000
Outreach & Admin Assistance	\$5,000	\$65,000	\$52,665	\$65,000
Enforcement & Traffic Control	\$0	\$35,000	\$35,000	\$35,000
Leash Zone Project	\$0	\$0	\$0	\$0
Other (including Staffing)	\$182	\$45,000	\$3,604	\$3,000
WTA Management Fees	\$36,000	\$58,400	\$51,700	\$56,400
Rent				\$24,000
Professional Expenses	\$2,890	\$50,000	\$25,320	\$50,000
Parking Projects - admin	\$0	\$40,000	\$0	\$40,000
Parking Projects - vendor	\$0	\$75,000	\$0	\$75,000
Centennial Park	\$0	\$110,000	\$54,103	\$110,000
In-Kind	\$0	\$20,000	\$0	\$20,000
Total Expenses	\$149,047	\$956,400	\$566,498	\$1,050,400
Net	\$638,453	\$446,725	\$-224,321	\$-456,400
Previous Year's Balance	\$116,495	\$754,948	\$755,948	\$510,000
End of Year Balance	\$754,948	\$308,223	\$520,627	\$55,600

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Agenda

3. Updates

- City and County of Honolulu Coordination – Rick Egged, WTMA
 - Street Usage
 - Kalākaua Avenue Project – Underway
 - Kūhiō Bus Lane
 - Ala Wai Pedestrian and Bicycle Bridge
 - Ala Wai Boulevard Bike Lane Project
- Kālia Road Reconstruction – Coordination Ongoing

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City Coordination

City Coordination – Rick Egged



Street Usage Bill



Kalākaua Avenue
Paving – Underway

Thank you to BID for construction updates



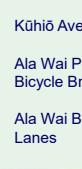
31

City Coordination

Other City Projects –



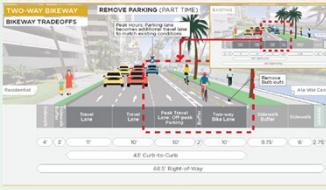
Kūhiō Avenue Bus Lanes



Ala Wai Pedestrian and
Bicycle Bridge



Ala Wai Boulevard Bicycle
Lanes



32

Army Coordination

Kālia Road Reconstruction Project –



On Wednesday, March 20, 2024, the Waikiki Transportation Management Association (WTMA) organized a coordination meeting to discuss the repair and reconstruction of Kālia Road and sidewalks. The project site is between Paoa Place by the Hilton Hawaiian Village and Saratoga Road. The U.S. Army Corps of Engineers is the project lead.

The project will be conducted in three phases. Two of the phases (Phases 1 and 3) will maintain full access in all directions. The recommendation is for a construction period that includes a road closure for 10 days during Phase 2. The entire expected duration of the project is 162 calendar days or almost six months assuming no complications. Construction is expected to begin in January 2025.

Three other options were presented to offer different approaches to a full road closure but were judged to be not as preferable as the recommended course of action.

Concerns raised include:

- Managing detours of larger vehicles such as buses and freight vehicles. Plans for where to turn vehicles around need to be developed.
- Avoiding conflicts with events on Kalākaua Avenue including legacy parades.
- Managing and adjusting intersection signal timing needs to be considered.
- Outreach to adjacent and nearby hotels and businesses and those who routinely use the road needs to be done.
- Avoiding overlap with other roadway projects such as Kalākaua Avenue repaving, Board of Water Supply Projects, and Kuhio Avenue Bus Lane installation.
- Identifying how passenger and freight carriers can temporarily serve their customers at the Hilton, Waikiki Beach locations.
- Working with Hawaii Department of Transportation for temporary bus stops on Ala Moana Boulevard for passenger carriers.



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Agenda

4. Next Meetings and Adjournment

- September 23, 2024 – via Zoom, 9:00 AM
- December 9, 2024 – Hawai'i Convention Center, Boardroom A, 9:00 AM

5. Announcements and Adjournment

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Waikīkī Transportation Management Association

Annual Meeting of the Board of Directors

Monday, May 20, 2024



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Appendix B

WTMA Educational Brochures

B - 1



**Waikīkī Transportation Management
Special Improvement District**

What is the WTMA?

What Problem Does WTMA Address?

The Waikīkī Transportation Management Association (WTMA) was born in response to a growing problem: curb space abuse. Curb space is usually not thought about by drivers until it's needed. In most areas this is not a big problem. In Waikīkī, it is.

Waikīkī is a uniquely dynamic area. It offers one of the world's premier resort destinations. On an average day, Waikīkī hosts 71,000 visitors and 32,000 employees. This tourist mecca coexists with 26,000 residents. Waikīkī has Oahu's 2nd densest neighborhood population. This human activity all occurs in one square mile!



New developments keep pushing Waikīkī skyward, while down on the ground the same roads and curbs are expected to handle the increase. Added vehicles place many divergent demands on curb space. All curb space demands are important: deliveries of goods to stores, restaurants and hotels; picking-up and dropping-off guests going to experience the island's sights and delights; and, parking for residents, tourists, and employees living and working in the area. In Waikīkī these activities are often in conflict.

The conflicts often involve unsafe conditions. The chaos creates an unpleasant atmosphere for visitors, residents, and workers alike. Waikīkī curb space is the first physical interaction that the visitor has upon arriving and the last on their way back home. What kind of impression are we making?

How Was The WTMA Created?

The WTMA grew out of rigorous data collection, investigation, analysis, problem identification, community involvement, stakeholder participation, and recommendations conducted by the City. The Waikīkī Improvement Association (WIA) agreed with the City's recommendations and to help implement them.

The WIA and many private businesses agreed to provide the financial support to create a new partnership. The WIA got the partnership going. Now, the City and the private sector are working cooperatively to address the problems identified by the City.



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What is the WTMA?

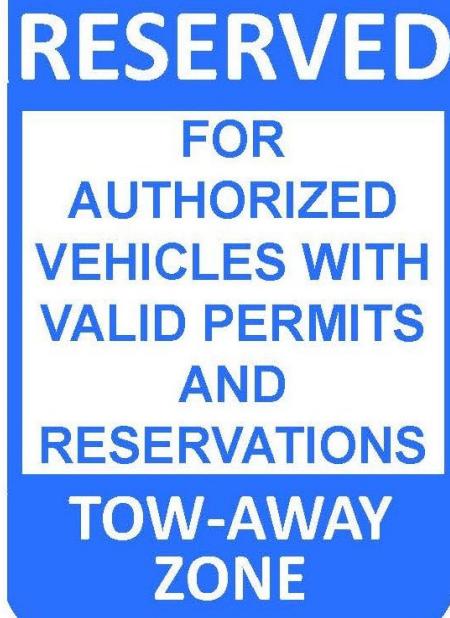
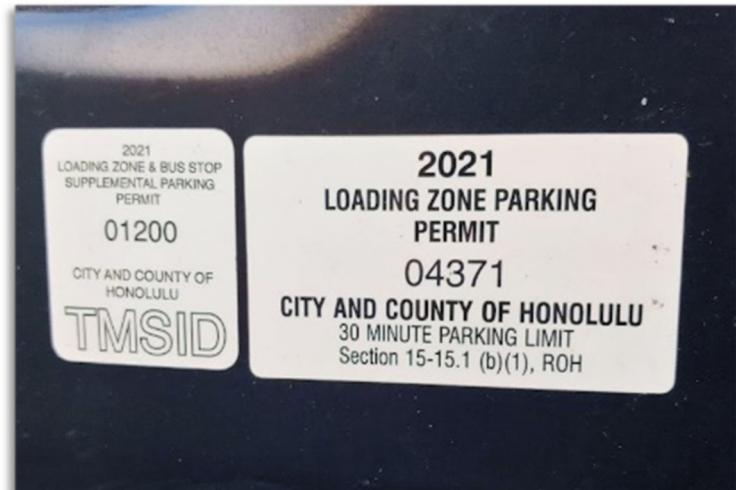
What Is A TMA?

Establishing a Transportation Management Association (TMA) creates an avenue for the City and the private sector to work together to address the curb-side challenges of Waikīkī. TMAs are formal organizations dedicated to solving local transportation issues. TMAs identify and implement strategies to facilitate the movement of people and goods within a specified area. There are over 135 TMAs around the country, each different and tailored to address the exact needs of a jurisdiction, known as a Special Improvement District in Hawaii.

What is a Special Improvement District?

The WTMA has the advantage of serving a specific geographic area called a Special Improvement District, or SID.

SIDs are established by Ordinance to help provide and finance supplemental services and improvements for the promotion and enhancement of the district as stated in the Revised Ordinances of Honolulu (ROH Sec. 36.1). Three SIDs exist in Waikīkī – 1) the Waikīkī Business Special Improvement District, 2) the Waikīkī Beach Special Improvement District, and 3) the Waikīkī Transportation Management Special Improvement District.



Each SID has an explicit role. The SID roles were expanded by City Ordinance 17-57 which added to **Sec. 36-1.5 Types of supplemental services and improvements**, the following:

"Delegable transportation management services, including traffic operation, parking control and supply development, mobility enhancements for all modes of travel, physical and operational assess improvements, information displays and the installation and maintenance of related electronic devices."

WTMA is the organization that manages Special Improvement District No. 4. the Waikīkī Transportation Management Special Improvement District. The WTMA was established by Ordinance 17-58 in October 2017.

The WTMA is launching a series of pilot projects to test transportation management techniques using various procedures, programs, and technological innovations.



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The WTMA's Royal Hawaiian Avenue Project

What Problem Is WTMA Addressing?

The Waikīkī Transportation Management Association (WTMA) was born in response to a growing problem: curb space abuse. Curb space is usually not thought about by drivers until it's needed. In most areas this is not a big problem. In Waikīkī, it is. Especially on Royal Hawaiian Avenue at certain times. Driver traffic code violations are excessive as show below.

WAIKĪKĪ COMMERCIAL LOADING ZONE VEHICLE ACTIVITY

Along the 'Ewa Curb of Royal Hawaiian Avenue

DATA COLLECTED FROM APPROXIMATELY 8:00 AM TO 2:00 PM, APRIL 2023

Violations	8 am to 10 am	10 am to Noon	Noon to 2 pm	Totals
Exceeded 3-Minute Limit	18	21	21	60
Within 20-feet of crosswalk	12	16	12	40
Stopping Prohibited	7	13	9	29
Too far from the curb	7	11	1	19
Within 4 feet of a driveway	1	3	4	8
On a crosswalk	0	4	2	6
TOTALS	45	68	49	162

The data above was collected along the 'ewa curb of Royal Hawaiian Avenue beginning at the exit driveway of the DFS T-Galleria building and ending near Kalākaua Avenue. This section of curb has one type of regulatory signage – a 3-minute passenger loading zone. The data was collected during three two-hour periods: 1) 8:00 am to 10:00 am, 2) 10:00 am to noon, and 3) noon to 2:00 pm. A total of 144 vehicle arrivals were observed during the six-hour period of which 110 were commercial vehicles.

The 144 vehicles were observed making 162 traffic code violations. Eighty-nine percent of all commercial vehicles had both 2023 City and Waikīkī Special Improvement District permits. The 10 am to noon time period had 68 violations, 19 more than the next highest time period.

Royal Hawaiian Avenue is a prime candidate for a pilot project since two of the commercial passenger operators account for 83 of the 144 vehicle arrivals using 22 vehicles. This is a reasonable number of vehicles to equip with transmitters used as part of the loading zone management demonstration. Sensors along the roadway will detect a vehicle and whether it has the proper permits. Permitted commercial vehicles participating in the demonstration program will be assigned a date and time for their arrival. WTMA will have personnel on site to assist drivers interested in being assigned a reservation. The reservation must be made at least 24 hours before the scheduled vehicle's arrival.



Waikīkī Transportation Management Association

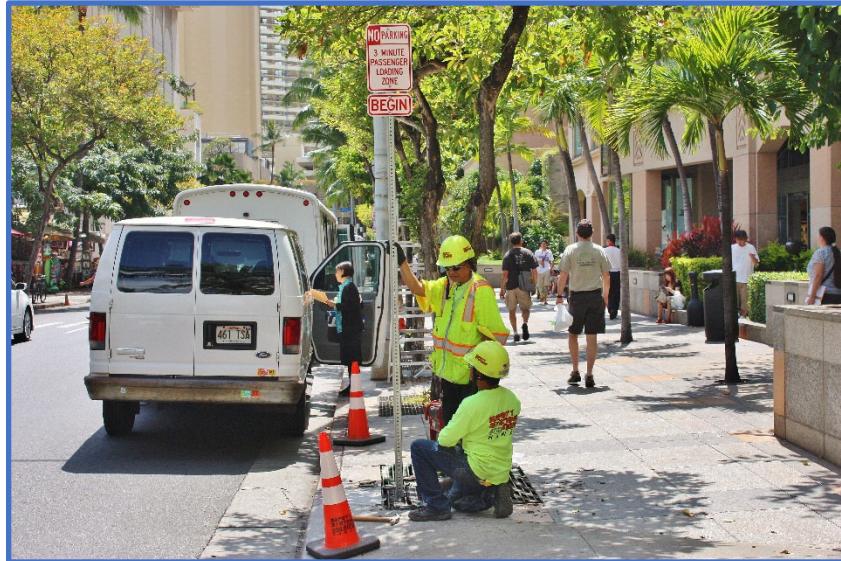
2250 Kalākaua Avenue, Suite 315, Honolulu, Hawai'i 96813

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The WTMA's Royal Hawaiian Avenue Project

When Did The WTMA Start Addressing Royal Hawaiian Avenue Curb Activity Problems?



The WTMA worked with the City and DFS Galleria to install new regulatory signs along Royal Hawaiian Avenue in 2016. The change in regulatory signs was part of an overall plan to improve traffic flow, pedestrian safety and vehicle loading efficiency.

The new signs enlarged the passenger loading zone from 44 to 365-feet. The WTMA conducted communication and monitoring activities after the signs were installed. The changes worked well until recently.

The 365-passenger loading zone tested the ability of the enlarged loading zone to serve all current commercial passenger vehicles willing to comply with the three-minute loading limit. Honolulu Police Department Special Duty enforcement was used to advise vehicle drivers of applicable regulations. HPD Special Duty is allowed to issue citations for those who do not comply.

Those vehicles abusing the 3-minute time limit negatively impact the ability of major commercial passenger vehicle operators from serving their guests reliably. WTMA has erected new signs, installed sensors, and established operating procedures to address this problem. Vehicles will need to have proper permits and reservations to use the Royal Hawaiian Avenue 'ewa curb.



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ED02_01-2024

TOW

VIOLATION

The Waikiki Transportation Management Association is conducting an ongoing program to educate vehicle operators of potential violations being observed. This document is not a traffic ticket. However, a parking infraction may be issued by the Honolulu Police Department concurrently with this notification.

License Plate: _____

Date: _____

Location: _____

Time: _____

Recorder: _____

Surveyor: _____

PARKING INFRACTION(S) COMMITTED & MONETARY ASSESSMENT(S) PAYABLE (INCLUDING FEES) AND SUBJECT TO BEING TOWED

ROH 15-15.5 Permits and supplemental permits to park in loading zones and official bus stops.

- | | |
|--|------------|
| <input type="checkbox"/> (c) A person may not park a vehicle in a permitted loading zone or bus stop unless there is affixed to the vehicle a valid and current decal ...is subject to a fine of \$100 for each offense. | \$100 |
| <input type="checkbox"/> (c) Any vehicle parked in a permitted loading zone or bus stop without a valid and current decal ...is subject to being towed, ... | TOW |

ROH 15-14.8 Parking prohibited in tow or tow-away zones.

- | | |
|--|------------|
| <input type="checkbox"/> (a) ... no person shall stop, stand, or park a vehicle, even momentarily, between the hours indicated ... | \$50 |
| <input type="checkbox"/> (a) ... no person shall stop, stand, or park a vehicle , even momentarily, between the hours indicated ... (no person in vehicle) | TOW |
| <input type="checkbox"/> (b) In no case shall the stop for the loading or unloading of freight exceed 30 minutes ... | \$50 |
| <input type="checkbox"/> (b) In no case shall the stop for the loading or unloading of freight exceed 30 minutes ... (no person in vehicle) | TOW |
| <input type="checkbox"/> (b) In no case shall the stop for the loading or unloading of ... passengers ... exceed ... three minutes ... | \$50 |
| <input type="checkbox"/> (b) In no case shall the stop for the loading or unloading of ... passengers ... exceed ... three minutes ... (no person in vehicle) | TOW |

ROH 15-15.1 Standing in loading zones for loading or unloading only

- | | |
|---|------|
| <input type="checkbox"/> (b)(2) A taxicab licensed under Section 36-6.9 may stop, stand, or park in a freight curb loading zone for the purpose of active loading and unloading passengers or their personal property so long as the taxicab is not stopped, standing, or parked for a period longer than 30 seconds . | \$50 |
| <input type="checkbox"/> (b)(3) An armored vehicle may stop, stand, or park in a freight curb loading zone for the purpose of active loading and unloading of money, securities, negotiables, instruments and other valuables and documents, so long as the armored vehicle is not stopped, standing, or parked for a period longer than 10 minutes . | \$50 |

ROH 15-14.1(a) Stopping, standing, or parking prohibited

- | | |
|--|------|
| <input type="checkbox"/> (1) On a sidewalk. | \$35 |
| <input type="checkbox"/> (2) In front of a public or private driveway or within four feet of either side of a public or private driveway; | \$35 |
| <input type="checkbox"/> (4) Within 10 feet of a fire hydrant; | \$35 |
| <input type="checkbox"/> (5) On a crosswalk; | \$35 |
| <input type="checkbox"/> (6) Within 20 feet of a crosswalk at an intersection or within 20 feet upon the approach to any midblock crosswalk; | \$35 |
| <input type="checkbox"/> (7) Within 30 feet upon the approach to any...stop sign... | \$35 |
| <input type="checkbox"/> (8) Within 75 feet upon the approach of any traffic control signal. | \$35 |
| <input type="checkbox"/> (9) On the far side of the street at any signalized intersection, within 30 feet of the curb line of the intersecting street. | \$35 |
| <input type="checkbox"/> (14) On the roadway side of any vehicle stopped or parked at the edge or curb of a roadway; | \$35 |
| <input type="checkbox"/> (16) Any place where offical signs prohibit stopping; | \$35 |



STATIONNEMENT
TELE-SURVEILLE

LAURENT MALL



10:47



FINALITE 30

VILLE DE MARSEILLE