

Waikīkī Transportation Management Association

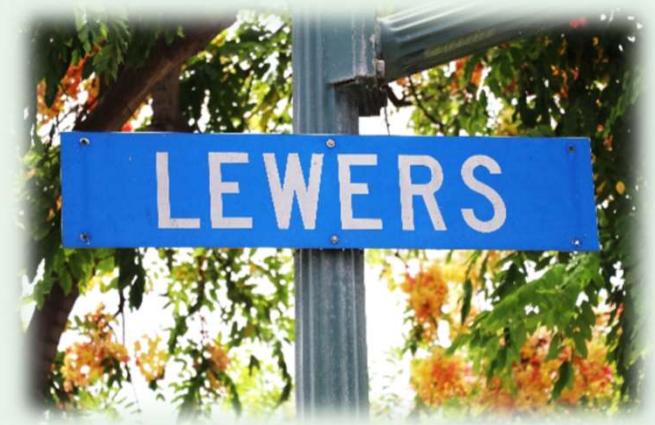
Lewers Street Design Studio

Thursday, September 18, 2025

Agenda

1. Opening

- Timelapse Video of Lewers Street
- Welcome and Introductions



2. Orientation

- Who is WTMA?
- What has WTMA done?
- What problems are you addressing?
- What solutions have you tried?
- What priority does Lewers have?



3. Solutions

- What has been considered?
- How have these been evaluated?
- What do you want from us today?
- What can simulations show us?

4. What Happens Next

- Work with the City to get things done!

5. You Are Welcome To Stay

- Join us at future events?



Transportation Management Association

A **Transportation Management Association** (TMA) is a formal organization dedicated to solving local transportation problems.

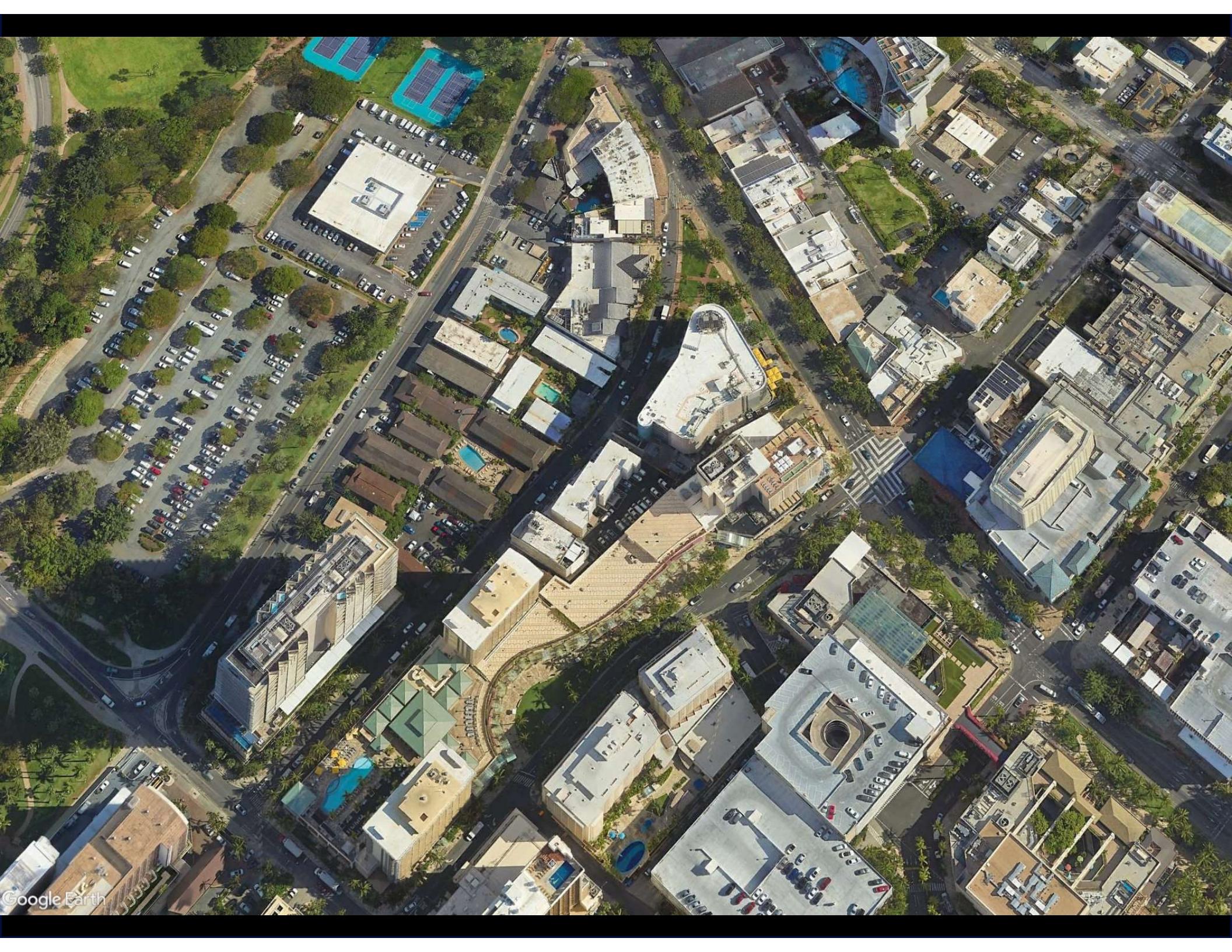
- TMAs identify and implement strategies to facilitate the movement of people and goods within a specified area.
- Each TMA has a unique set of responsibilities depending upon the identified transportation issues.

The **Waikiki Transportation Management Association (WTMA)** was created by City Ordinance in 2017. City officials, private passenger and freight carriers, business, residents, and landowners are represented on the WTMA Board. See our Annual Report for more information.

The WTMA Board of Directors

Transportation Management Association





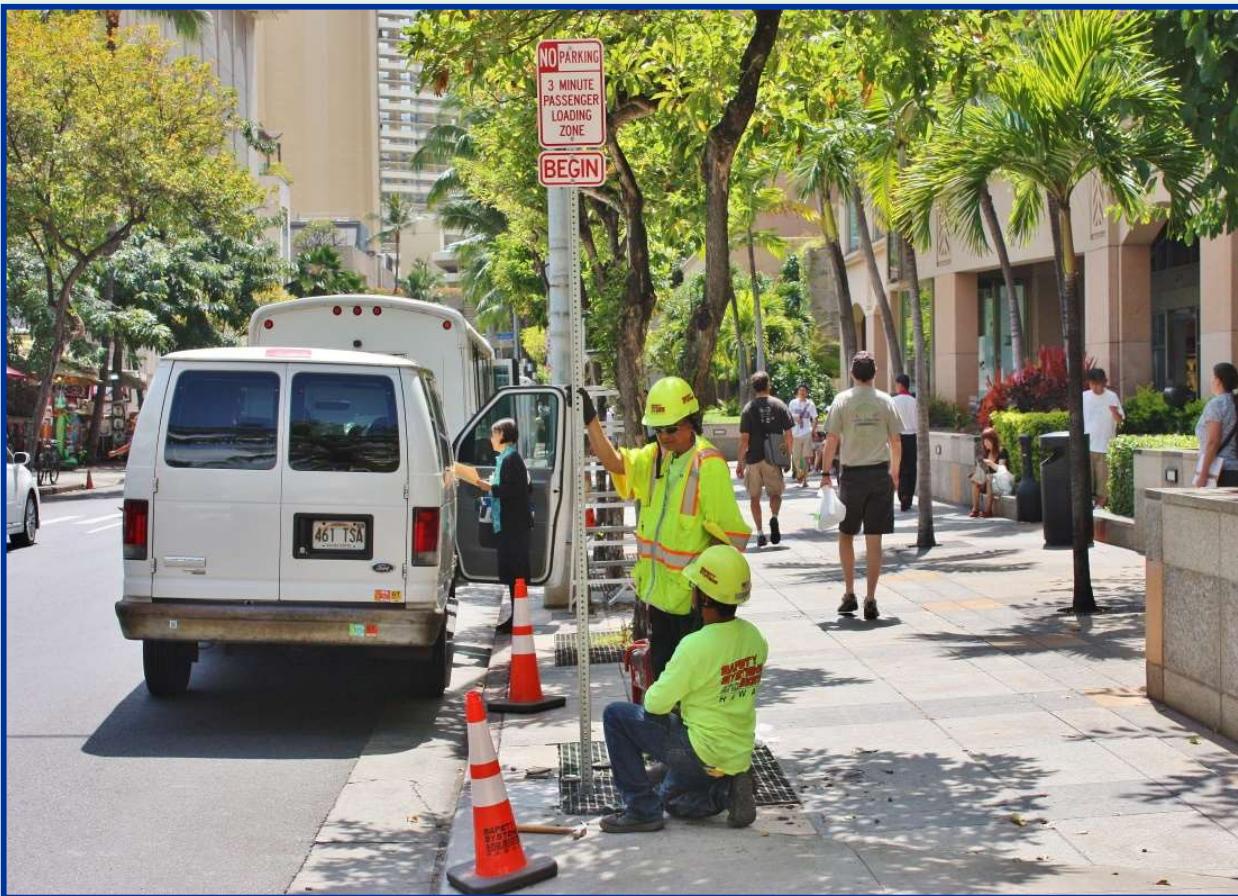
Royal Hawaiian Avenue Commercial Passenger Vehicle Operator Loading Zone Management

The WTMA's first project was the Royal Hawaiian Avenue Commercial Passenger Loading Zone Management.

First phase completed on March 30, 2016.



Royal Hawaiian Avenue Commercial Passenger Vehicle Operator Loading Zone Management



WTMA installed the new signs to establish the expanded 365-foot long three-minute passenger loading zone.

Royal Hawaiian Avenue Commercial Passenger Vehicle Operator Loading Zone Management

The WTMA conducted communication and monitoring activities now that the signs have been installed.



Curb Loading Management Solutions

Enforcement Program

- HPD issued 23,999 parking citations (1/2022 - 8/2022)
- HPD issued 6,119 citations in one month (6/2022)
- WTMA will continue to fund HPD
- WTMA has been given approval for Special Officer
- WTMA is developing new enforcement tactics
- WTMA will continuously monitor violations



Curb Loading Management Solutions

Education Program

- WTMA distributed warning and educational flyers



Curb Loading Management Solutions

Communications Program

- WTMA has interacted with people to better understand how possible solutions might work



Curb Loading Management Solutions

Communications Program

- WTMA has interacted with people to better understand how possible solutions might work



Curb Loading Management Solutions

Investigation Program

- WTMA has investigated why authority is given to obstruct curb loading zones. Nobody complained!



Curb Loading Management Solutions

Commercial Vehicle Permit Violations

- Permits are required!

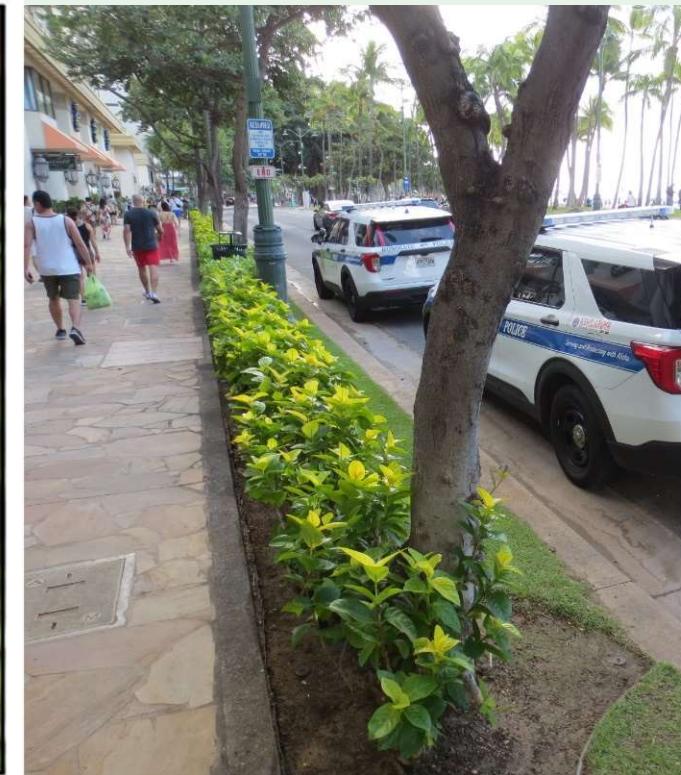
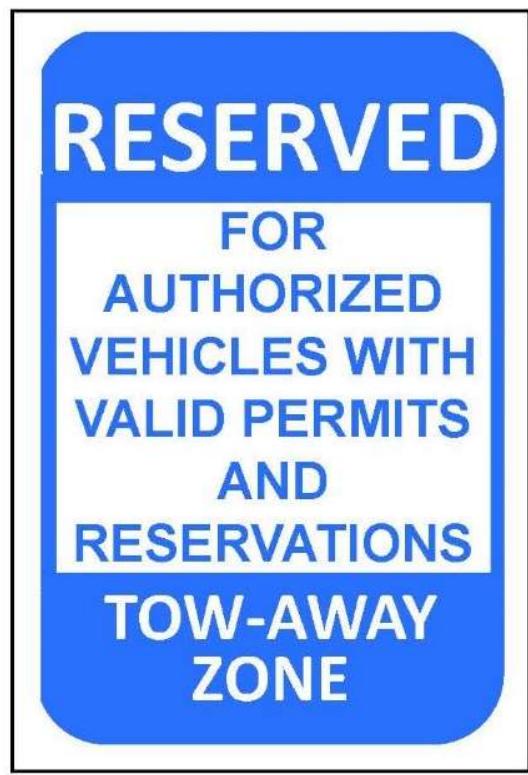


Curb Loading Management Solutions

Legislative Changes

■ WTMA Exemption Signage

The WTMA will be using special signs in some 3-minute passenger waiting zones managed by the WTMA for commercial passenger vehicles with SID permits and a reservation.



Curb Loading Management Solutions



▪ Smart Loading Zones

- **VALUABLE LESSONS LEARNED**
 - TECHNOLOGY IS A GAME CHANGER
 - APP ALONE IS NOT ENOUGH
 - NEED LPR
 - NEED CAMERAS
 - NEED SENSORS
 - NEED AMBASSADORS ON-SITE
 - NEED PRICING SCHEME
 - NEED ENFORCEMENT
- **WTMA IS WELL-POSITIONED**
 - HAS VENDORS
 - HAS ACCESS TO TECHNOLOGY
 - HAS PROGRAM MANAGEMENT
 - NEEDS PROVEN TESTS

EVALUATION CRITERIA

EVALUATION CRITERIA

LIST OF POTENTIAL SOLUTIONS		SAFETY		IMPACTS				TIMING		COSTS		ATTRACTIVENESS	
C. Changes to Curb Use Functions	D. Changes to How Leters Functions	Public safety (openness of viewsheds and sightlines)	Provides inviting and logical pathway	Tenants have altered delivery times and/or distances	Property owners and/or managers have changes to their responsibilities	Vehicle operators have changes to their operational requirements	Compatibility with current tourist and retailing environment	Near-term implementation timeframe	Operating potentially offset by increased business revenue opportunities	Capital cost potentially offset by funding opportunities	Enhances pedestrian experience	Considers International Best Practices	
C - 1 Permit-Only Access with Time Slots		●	○	○	●	●	●	●	●	●	●	●	
C - 2 Curb Modifications For Freight Use		●	●	●	●	●	●	○	○	●	●	●	
C - 3 Stronger Enforcement of No Parking		○	○	●	●	○	●	●	○	●	●	●	
C - 4 Partial Relaxation of No Parking Rules		○	○	●	●	●	●	●	●	●	●	○	
D - 1 Two-Way Conversion (Don Ho to Kalia)		○	●	●	●	○	○	○	●	●	○	●	
D - 2 Time-Based Street Closures		●	○	○	○	○	●	●	●	●	●	●	
D - 3 Pedestrian Fencing		●	●	●	●	●	●	○	●	●	●	●	
D - 4 Elevated Pedestrian Bridge		○	●	●	●	●	●	○	●	●	●	○	
D - 5 Home Zone Treatment		●	●	●	●	○	●	●	●	●	●	●	
DO NOTHING		○	●	●	●	●	○	●	●	●	○	○	



IF I AM DRIVING IN
AN UNSAFE MANNER,
PLEASE CALL
447-4223

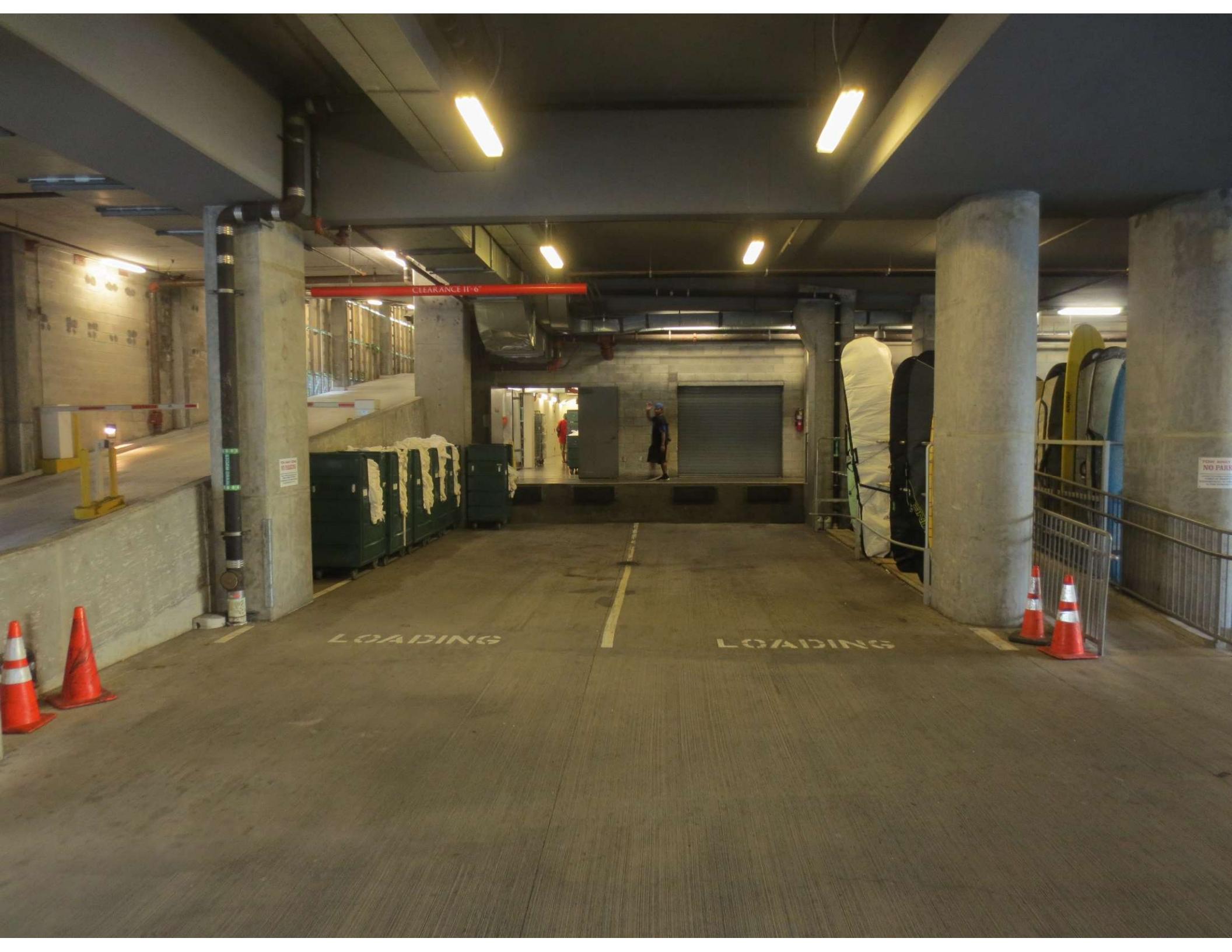
123670

IF YOU CAN'T SEE
MY MIRRORS, THEN
I CAN'T SEE YOU!

R25





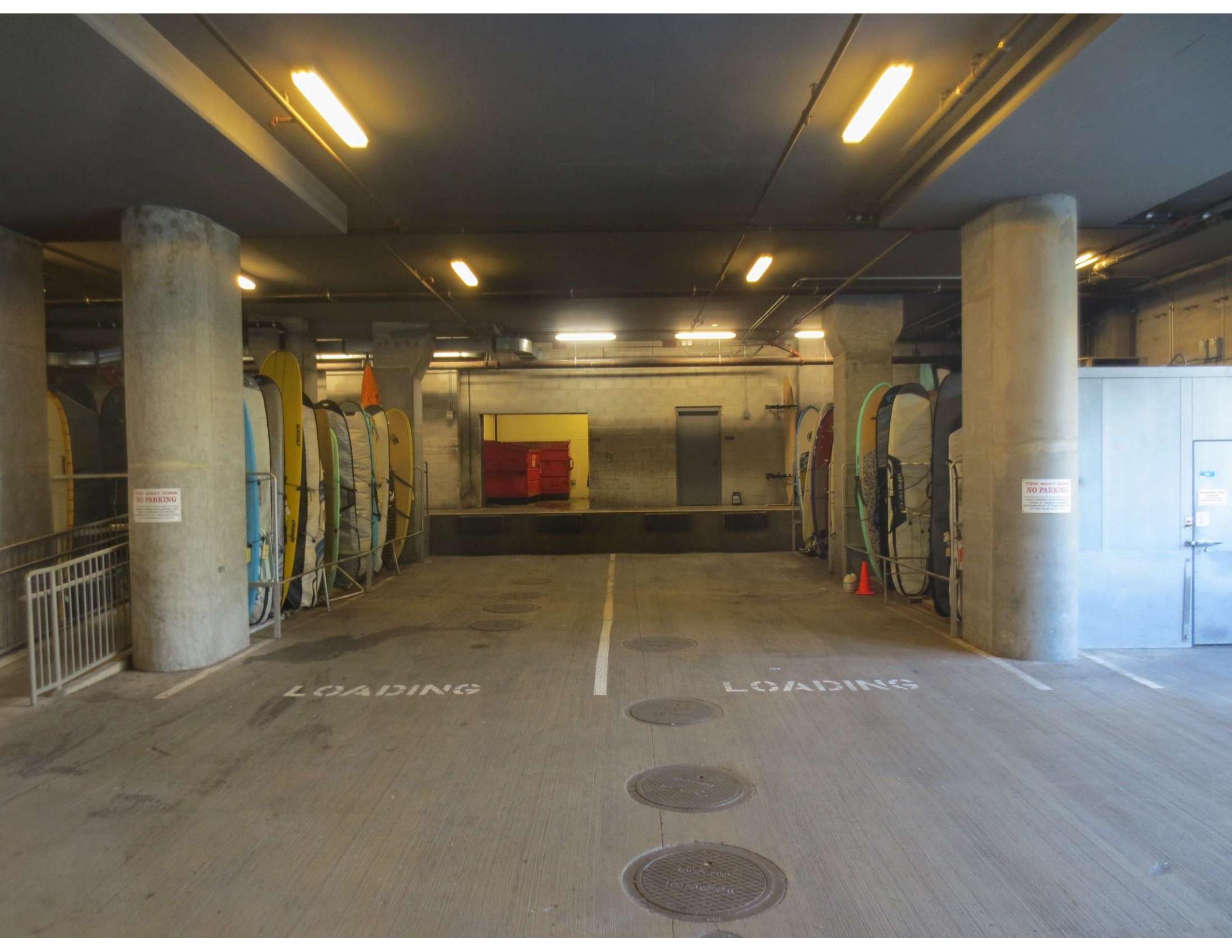


CLEARANCE 11'-6"

LOADING

LOADING

NO PARK

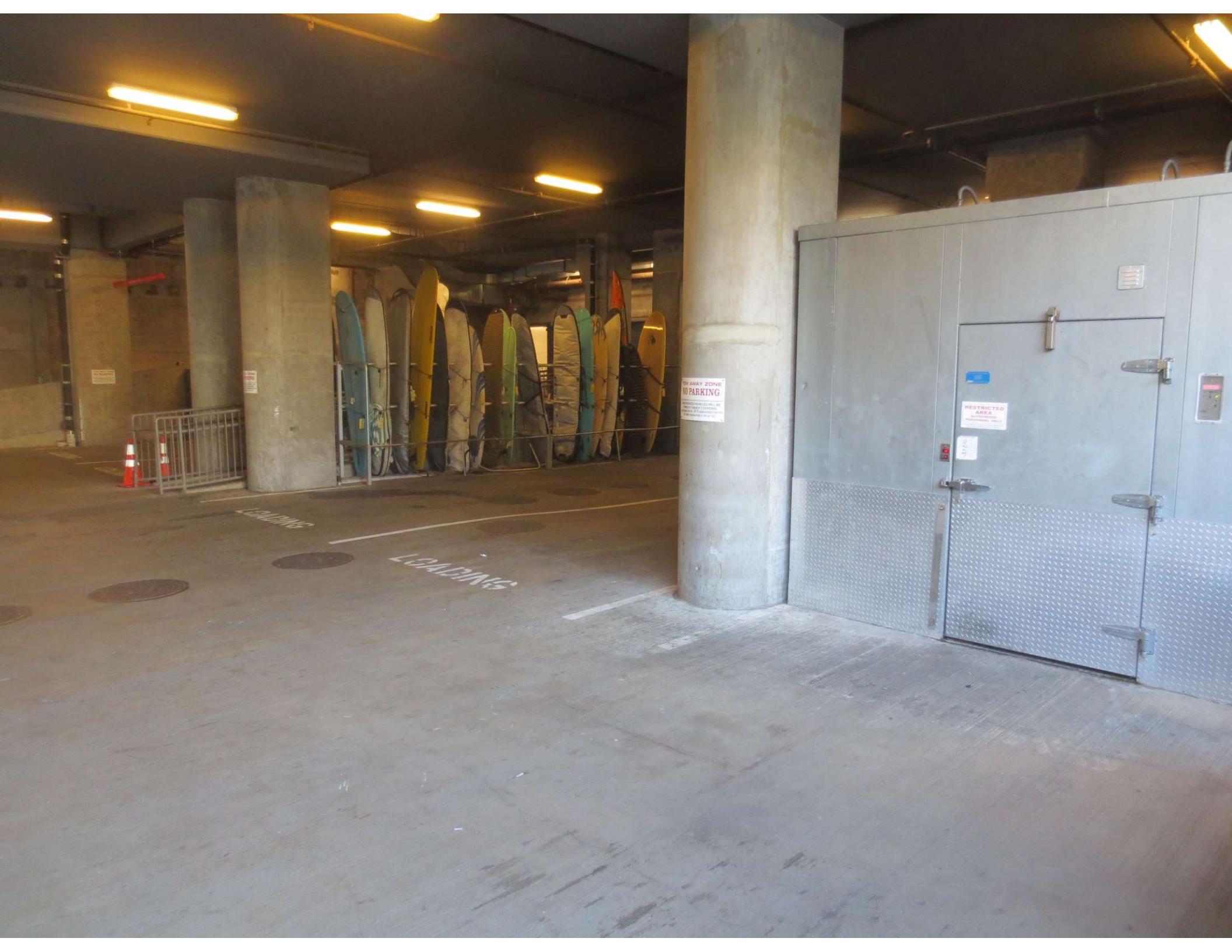


TO TOW AWAY ZONE
NO PARKING

TO TOW AWAY ZONE
NO PARKING

LOADING

LOADING



NO PARKING

RESTRICTED
AREA
EMPLOYEE
PERSONNEL ONLY

LOADING

LOADING









IRISH PUB

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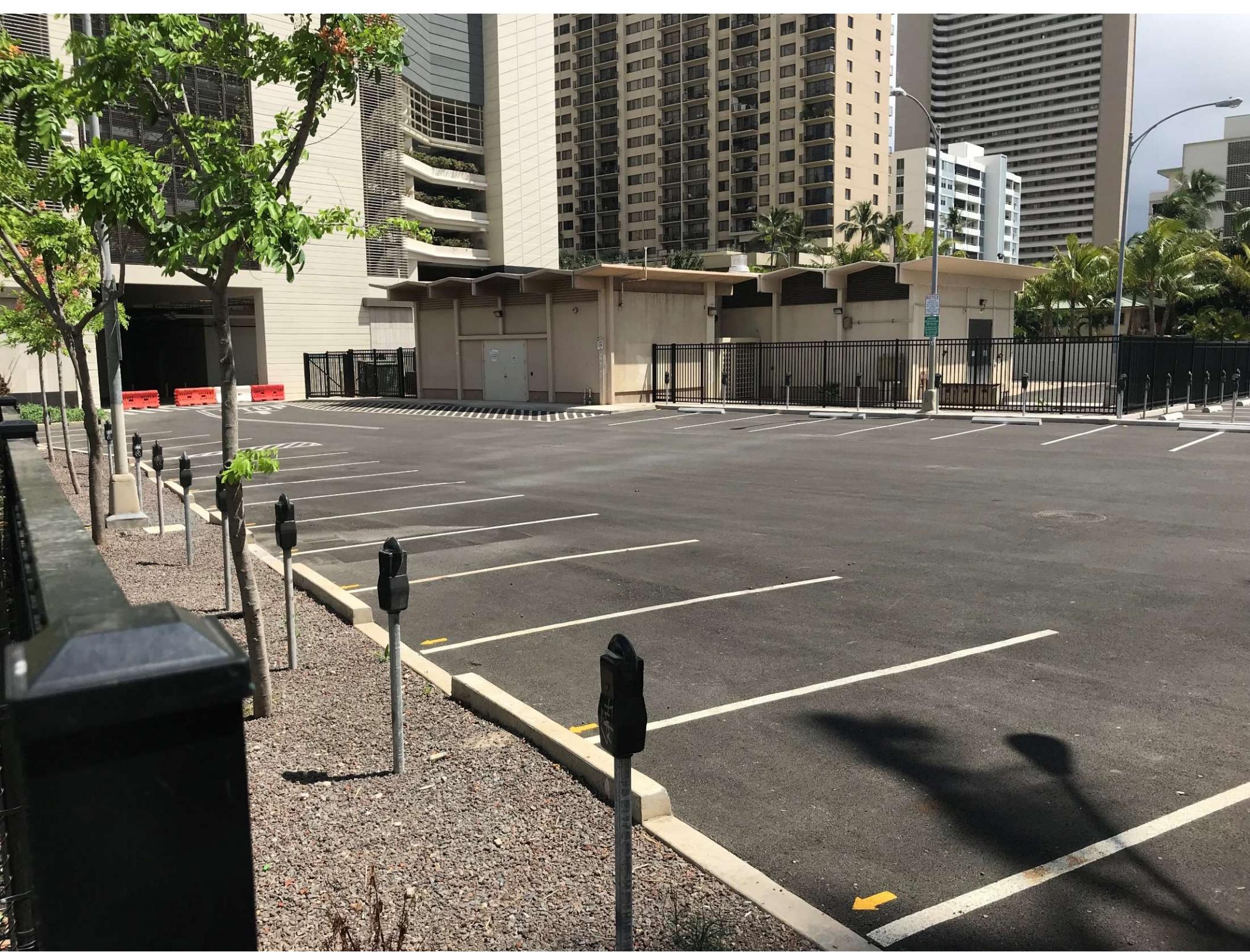


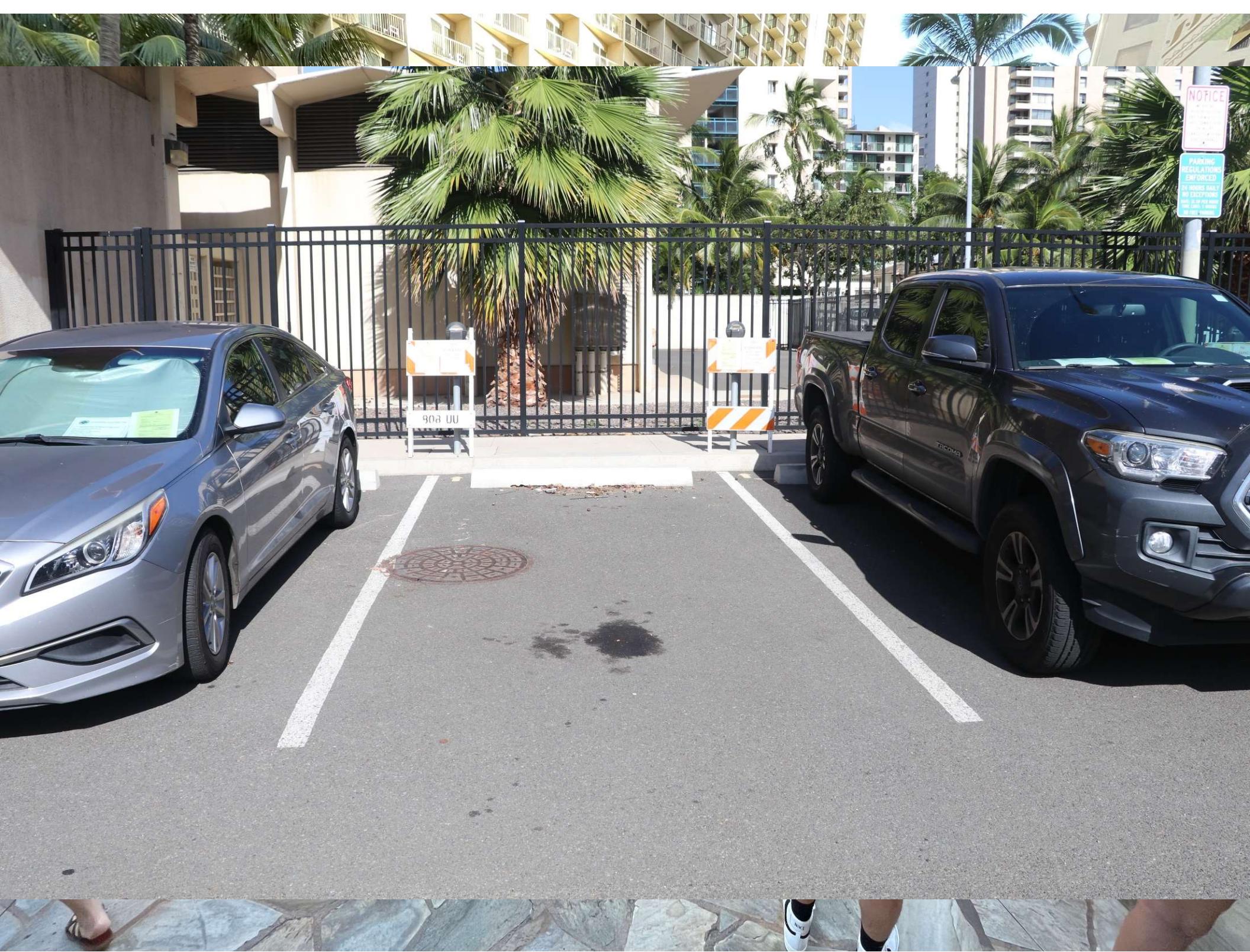
















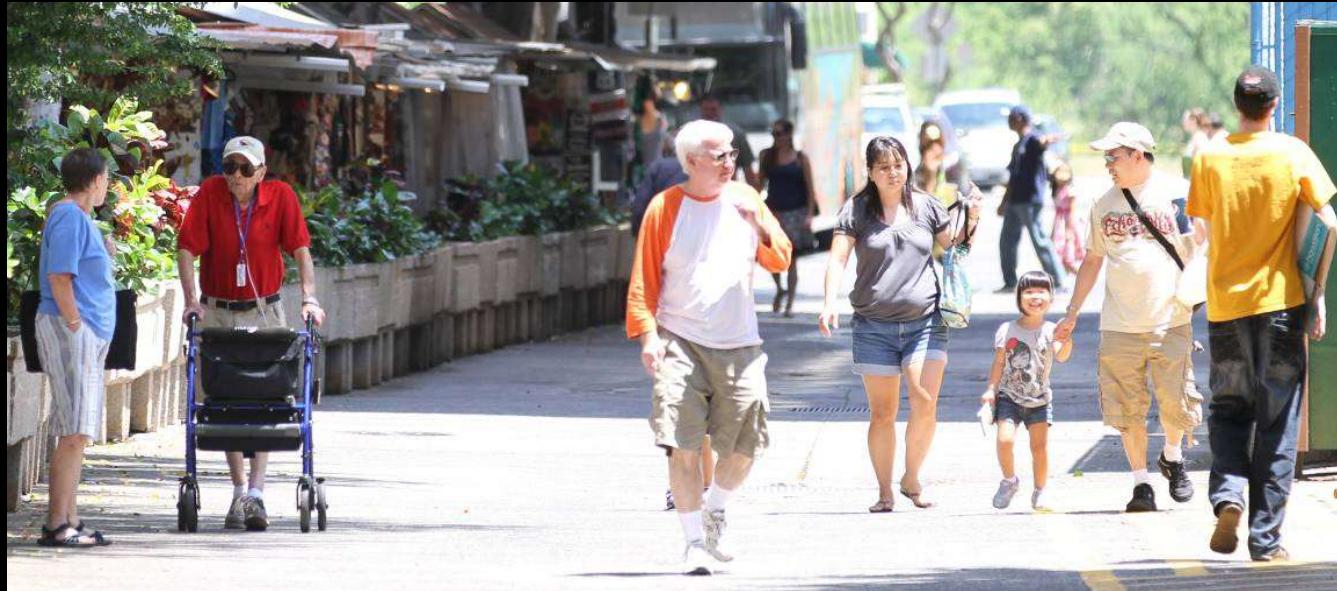




International Standard: *Home Zones*



*Duke's Lane
is an example
of a
Home Zone.*



Duke's Lane



Duke's Lane – two way traffic during events



International Standard: *Home Zones*



Sweden



Spain



Poland



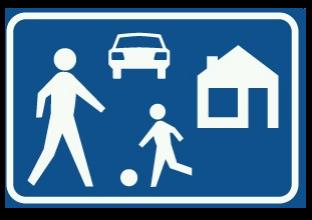
Denmark



Hungary



France



Netherlands



Germany



Czech Republic

International Standard: *Home Zones*



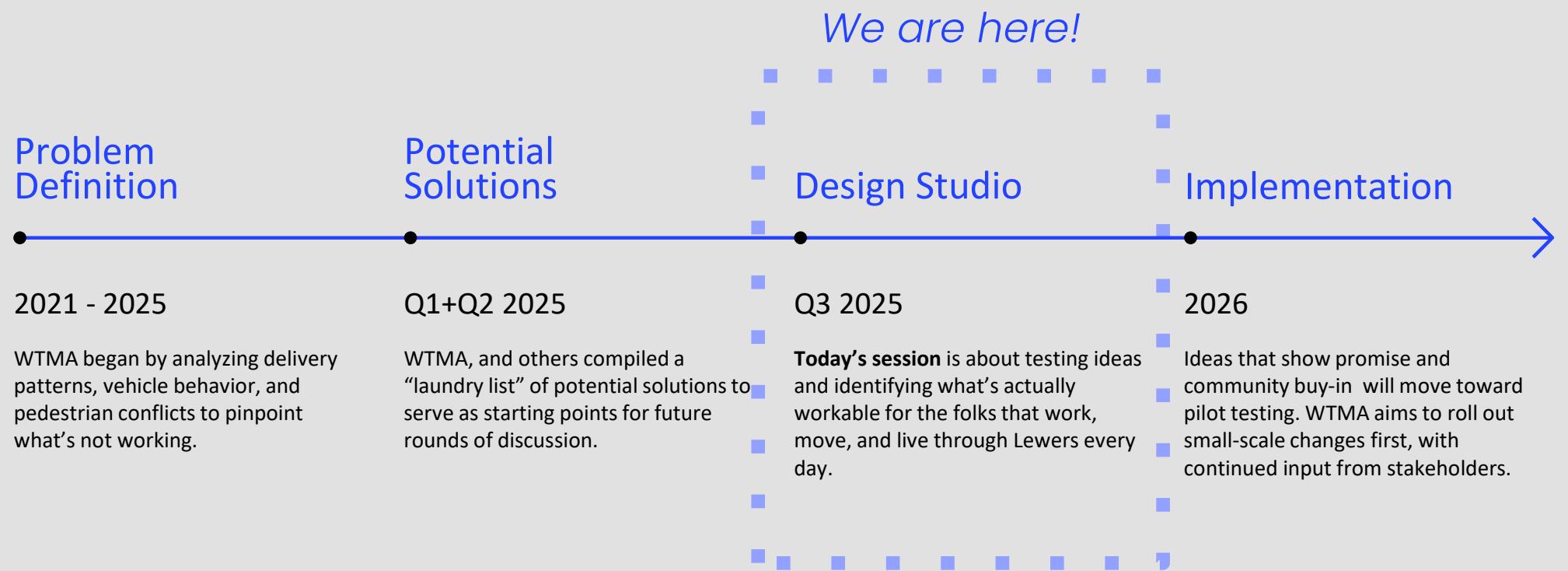
Baden Baden,
Germany







Timeline of Lewers Street Pilot Project



Problem Definition

01

More Demand than Supply:

Off-street dock and parking space can only satisfy a portion of the demand, forcing delivery drivers to idle on-street for long periods, impairing flow and reducing access.

02

Safety:

Ongoing surveillance of Waikiki Hot Spot areas reveals many vehicle/delivery/passenger/bicycle/pedestrian conflicts.

03

Compliance:

Only 7% of vehicle observations involved a commercial vehicle that was fully compliant with the traffic code.

01 More Demand than Supply

- More passenger pick ups & drop offs
- More small freight deliveries
- More large trucks staying longer
- More traffic searching for a space
- More vehicles circling



The Problem

02 Safety

- Pedestrians jay walking
- Drivers with hand carts in roadway
- Passengers unloading into traffic



03

Compliance

- No parking signs are ignored
- Commercial vehicles lack permits
- Flagrant traffic code violations



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.”

Potential Solutions

In-depth analysis of all solutions discussed
at the 2-24-25 WTMA Board of Directors meeting
available in memo format upon request.

4 Solution Types:

Freight Loading Changes

**Passenger Loading and
Waiting Changes**

**Changes to Curb Use
Regulations**

**Changes to How Lewers
Street Functions**

Potential Solutions

In-depth analysis of all solutions discussed at the 2-24-25 WTMA Board of Directors meeting available in memo format upon request.

4 Solution Types:

Freight Loading Changes

- Off-Street Dock Utilization for Freight Loading

Passenger Loading and Waiting Changes

- Kūhiō-Kai'olu Lot as Waiting Zone for Passenger Pickup

Changes to Curb Use Regulations

- Stronger Enforcement of No-Parking

Changes to How Lewers Street Functions

- Home Zone Treatment

Freight Loading Changes:

Off-Street Dock Utilization for Freight Unloading



01

Some buildings near Lewers already have off-street loading docks — but, delivery drivers still default to the curb.

Improving visibility, clarifying rules, and coordinating with vendors could turn these underused docks into a pressure-release valve for street-level chaos.

Discussion Questions:

- ***Why aren't loading docks used more effectively?***
- ***Are loading docks appropriate for all freight needs?***
- ***Is current loading dock capacity sufficient?***

Passenger Loading Changes:

Kūhiō-Kai'olu Lot as Waiting Zone for Passenger Pickup



02

Instead of circling the block or double-parking on Lewers, rideshare and private vehicles could wait at the underused Kūhiō-Kai'olu Lot to connect with their passenger.

A “wait-until-called” model—backed by signage, hotel coordination, and in-app cues — could dramatically cut curb congestion without sacrificing convenience.

Discussion Questions:

- ***Will drivers access lot?***
- ***Will passengers wait?***
- ***Will tenants call?***



Curb Use Regulations: Stronger Enforcement of No-Parking Signs

03

Even though Lewers has many signs marked as “No Parking,” cars and delivery trucks still stop illegally — and often.

Stronger enforcement, like more towing, citations, or regular patrols, could help keep the curb clear. This only works if people understand the rules and believe there are real consequences for breaking them.

Discussion Questions:

- *Why is enforcement of the no-parking rule weak on Lewers?*
- *How does illegal curb use affect local businesses or residents?*
- *How can we warn people before ticketing or towing starts?*

Street Function Changes:

Home Zone Treatment

04

A “Home Zone” means designing the street so cars, bikes, and people all share the space, but cars move slowly and respectfully. Duke’s Lane points to a local example of what we could aim to replicate on Lewers.

This could include textured pavement, signs, planters, or art that tells drivers: you’re a guest here.

Discussion Questions:

- Can cars and people safely share this street?
- Can they share all day or at certain times?
- What features would reflect the Waikīkī vibe?



Design Session

We will now take 30 minutes for group discussions on each of the solutions we presented earlier.

Traffic Change Modeling

Vissim Sim 1

Dave add here



Vissim Sim 2

Dave add here



Next Steps

WTMA will use feedback from today's studio to inform if/how to implement potential solutions on Lewers.

We appreciate your time and feedback immensely.

In addition to commentary collected during earlier discussions, please scan the QR code to the right to complete a survey with specific questions.

QR CODE TO NEW SURVEY GOES HERE

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