



LANIKAI TRANSPORTATION MANAGEMENT PLAN

**Department of Transportation Services
City and County of Honolulu
June 2025**

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Definitions and Acronyms

Bikeshare – A system of publicly available, short-term rental bikes for point-to-point transportation, a common component of shared mobility

Biki – Current public bikeshare system in urban Honolulu managed by the City and County of Honolulu

CCHNL – City and County of Honolulu

COR – City and County of Honolulu Corporation Counsel

DLNR – State of Hawai'i Department of Land and Natural Resources

DPR – City and County of Honolulu Department of Parks and Recreation

DTS – City and County of Honolulu Department of Transportation Services

E-Bike – Electric-powered bicycle

E-Scooter – Electric-powered foot scooter, often deployed as a fleet in a shared mobility system

HNLCC – Honolulu City Council

HOLO – Refers to DTS' smart payment system in use on TheBus, TheHandi-Van, and Skyline rail transit

HPD – Honolulu Police Department

HRS – Hawai'i Revised Statutes (Hawai'i State Laws)

NPTAZ – No Parking Tow-Away Zone, a designated area where cars may not be parked and can be ticketed and towed

POV – Personally owned vehicle or personally operated vehicle

PPP – Public-private partnership, in which government partners with private entities to build and/or maintain public facilities

Ridesharing – Smartphone-based applications allowing for paid point-to-point ride services

ROH – Revised Ordinances of Honolulu (City and County of Honolulu laws)

RPZ – Restricted Parking Zone, permit-based neighborhood parking

Shared Mobility – A system of vehicles available for short-term rental, including cars, bicycles, and electric mobility devices

SID – Special Improvement District, authorized in the Revised Ordinances of Honolulu

TheBus – The fixed-route transit operations of the City and County of Honolulu

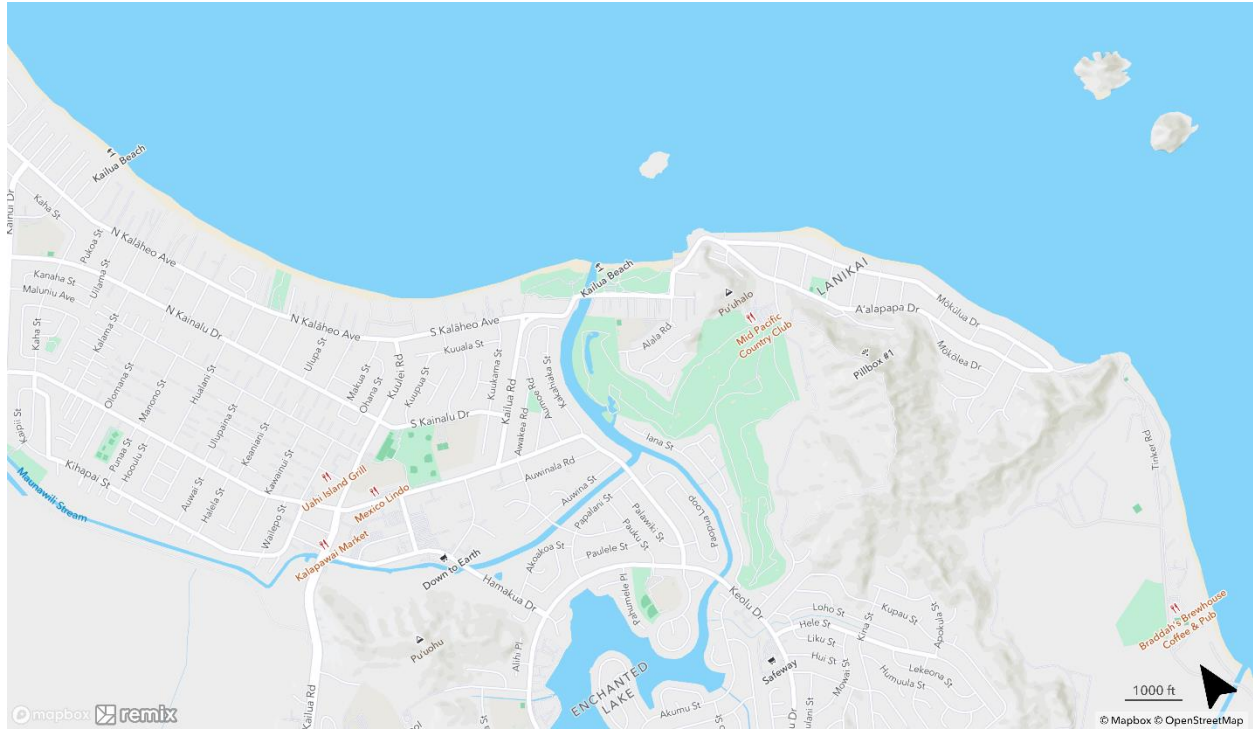
TheHandi-Van – The paratransit operations of the City and County of Honolulu

TMA – Transportation Management Association, authorized in ROH as a part of a Special Improvement District

TMP – Transportation Management Plan, which prescribes potential solutions to implement transportation programs and improvements and mitigate traffic conditions

VMT – Vehicle miles traveled, a measure of vehicle use and impact

Introduction



Location

Lanikai is a community on the Ka'ōhao shoreline of Kailua developed in the 1920s by Charles Frazier. Public roadway access to Lanikai is limited to one roadway. There is no other public road outlet for motorists once entering Lanikai from the Kailua Road and Kalāheo Avenue intersection.

Vehicular Roadway Access

From the intersection of Kailua Road and Kalāheo Avenue, heading generally south-southeast from this intersection, access to Lanikai is first provided via Kalāheo Avenue and Lihwai Road. After crossing the Ka'elepulu Stream, Lihwai Road turns into Kawailoa Road passing Kailua Beach Park until a four-way stop-controlled intersection at Kawailoa and 'Alalā Roads. Access continues into Lanikai from the four-way stop via 'Alalā Road to Kāne'apu Place opposite the Kailua Beach Boat Ramp. 'Alalā Road turns into Mokulua



Drive passing the Lanikai Monument. The roadway forks past the Lanikai Monument into two one-way streets with frequent cross streets.

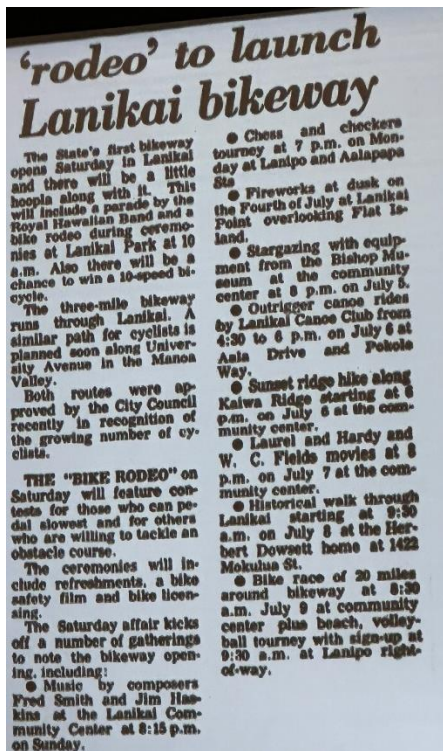
‘A‘alapapa Drive continues into Lanikai, passing the Mid-Pacific Country Club and Lanikai Pillbox hike at Ka‘elepulu Drive.

‘A‘alapapa Drive continues until its terminus at the end of Lanikai at the intersection of ‘A‘alapapa Drive and Mokulua Drive.

Mokulua Drive returns inbound to Kailua from ‘A‘alapapa Drive and completes the one-way loop prior to the Lanikai Monument.

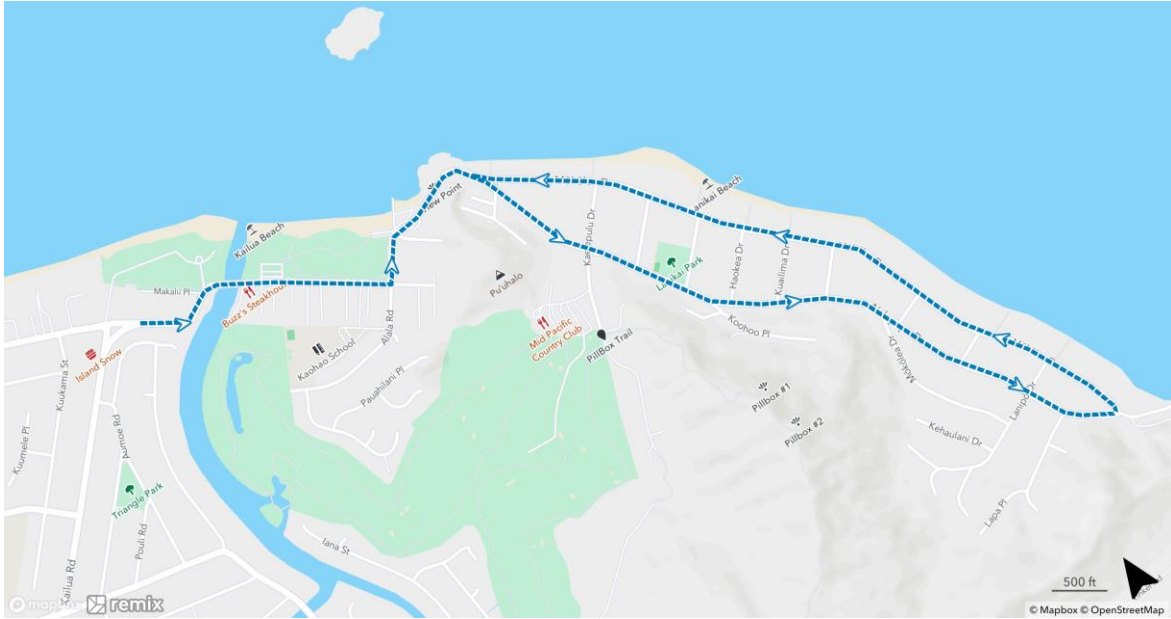


On days of peak demand more than 171 parked cars can be observed illegally parked on the unimproved sidewalk. ‘A‘alapapa and Mokulua Drive are classified as “Avenues”, each with a bike lane, one travel lane, bus service, and no on-street parking. Both are identified as part of the Pedestrian Priority Network in the O‘ahu Pedestrian Plan (2022).



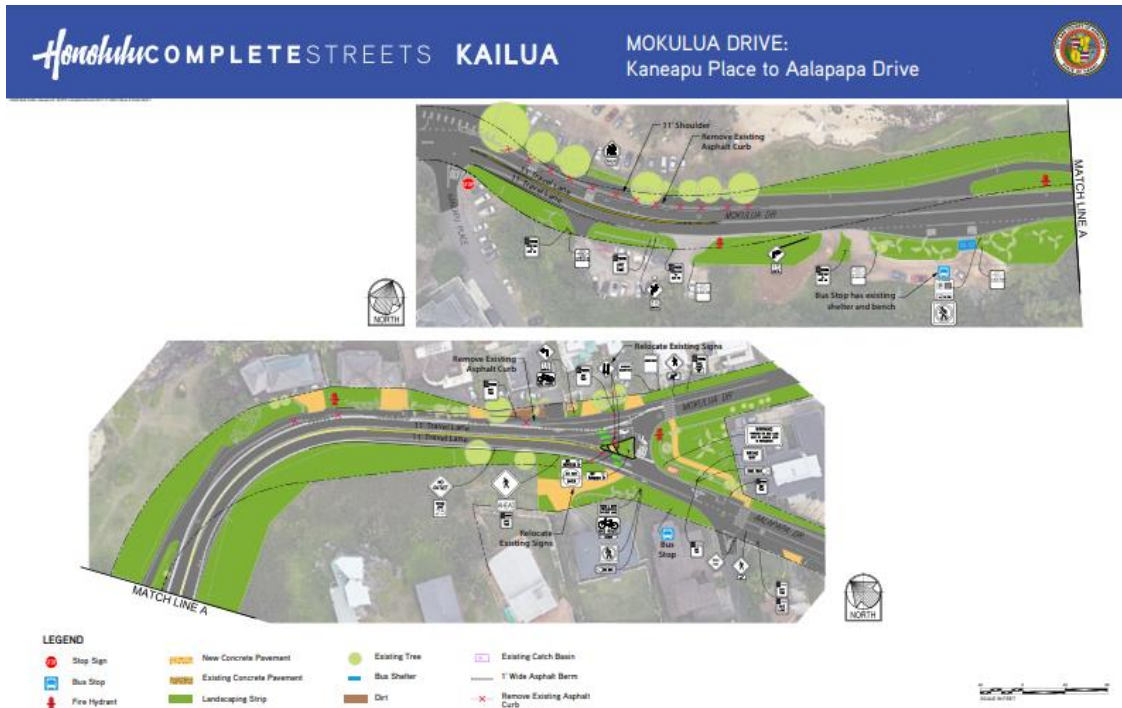
Bicycle and Pedestrian Access

Bicycle and pedestrian paths are available from the Ka‘elepulu Stream Bridge through Kailua Beach Park and to the Lanikai Monument. In the one-way ‘A‘alapapa-Mokulua Drive loop, bicycle lanes are provided. As recognized in City Council Resolution 22-97, the Lanikai Bikeway officially opened on July 1, 1972, as the first one-way traffic loop and bikeway of its kind on O‘ahu. The impetus for the Lanikai Bikeway was a near fatal accident that occurred when a young Lanikai student’s bicycle hit a rock, which caused her to fall into the roadway. The incident underscored the fact that two-way traffic along Lanikai’s narrow roadways resulted in unsafe travel for the growing number of bicyclists in the community. A community survey tallied about 600 bicycles in use in Lanikai, with most bicycles belonging to children. A



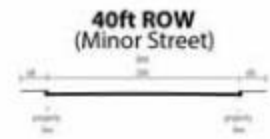
dedicated bikeway and a new one-way traffic loop configuration in Lanikai received widespread approval from the community.

A pathway improvement project (Project ID 3-22 in the 2022 O’ahu Pedestrian Plan) is planned for the the Kailua-Lanikai Multi-use Path (Kailua Boat Ramp to Lanikai). Project planning and design has not yet started design, but these activities are programmed for funding on the City and County of Honolulu’s (CCHNL) Capital Improvement Program and the OahuMPO Transportation Improvement Program (OC02 Bikeway Improvement Program).



Other Lanikai streets classified as a “Street” are planned to have a shared roadway bikeway, one or two travel lanes, no bus service, and on-street parking.

The typical street cross sections resemble the design at right from Page 82 of the CCHNL’s Complete Streets Design Manual.



Visitor Attractions

With the advent of social media platforms, Kailua Beach Park and the Lanikai-Ka'ōhao Shoreline have become even greater visitor attractions. Particularly of interest is the vista of the Mokulua



Islands off Lanikai Beach, two islands which rank amongst the most photographed on social media platforms such as Instagram and Facebook.

Lanikai Beach is accessed via public and private shoreline access points. There are no public parking lots for Lanikai Beach. Restrooms, showers,

and lifeguards are not available for this half-mile stretch of beach.

The Lanikai Pillbox Hike is accessed via private property off of Ka'elepulu Drive. The half-mile hike provides views of Lanikai from atop the Ka'iwa Ridge which separates Lanikai-Ka'ōhao from greater Kailua. This site is managed by the State of Hawai'i Department of Land and Natural



Resources (DLNR). There is no parking available as well as no restrooms or other supportive infrastructure near the embarkation point on private property.

Traffic, Congestion, and Parking

Regular residential access coupled with high visitor demand places excessive strain on Lanikai's existing transportation resources. Access points, roads, and parking are limited and constrained, with little space for expansion.

Residents and visitors have expressed the need for better management of existing transportation options, as well as planning, development, construction, and implementation of future-facing programs to mitigate disproportionate traffic impacts to the Lanikai neighborhood.

Resident and visitor issues center around delayed ingress and egress that impact access to areas outside of the immediate Ka'ōhao-Lanikai shoreline, creating unpredictability in travel times and concerns about impacts to emergency response times.

This plan addresses existing problems and proposes solutions and mitigation actions to restore order to transportation operations in Lanikai. This plan will also explore methods to reduce vehicular impacts to the Ka'ōhao-Lanikai Shoreline by implementing alternative modes of access using proven multimodal solutions.

Route 671 replaced the former Route 70 in 2019. With the current 40-minute frequency, Route 671 operates more than double the service of former Route 70. There are a couple hundred rides a day on this route; for ridership scale, Route 671 ranks 26th out of 41 in productivity compared to similar community circulator routes.

Route 671 is currently a one-bus operation; expanding the service to double the frequency to operate every twenty minutes would cost approximately \$500,000 annually and would likely not double the current ridership. However, increasing the frequency of operations on the route offers the highest potential to increase ridership, and could help reduce visitor and resident car trips.



Public transit options are flexible and can be added or modified easily in accordance with available budget. If other off-site parking sites are made available through public-private agreements, transit routes can be modified to directly connect parking assets with Lanikai, and feed park-and-ride options. These routes can also be sized to meet peak demands during holidays and higher-use visitor seasons.

Implementation of Private Transportation Options

The attractiveness and popularity of Kailua Beach and Lanikai could justify the implementation of destination-based tourist transit services using branded commercial vehicles such as open-air trolleys or smaller, less-obtrusive vehicles.

Private transportation carriers can operate between popular nearby destinations on a continuous circuit, providing enough frequency so visitors can spend time at popular destinations. These destinations could include places as far as Waimānalo, Enchanted Lake, Lanikai, Kailua Town, Kalama Beach Park, and 'Aikahi Park. However, care must be taken to remain compliant with activities prohibited by the Revised Ordinances of Honolulu (ROH) on commercial activities in specific CCHNL parks and limitations on private transportation providers serving beach parks in the region.



These recreational transit vehicles could have different fare and pass structures for visitors similar to “Hop On, Hop Off” transit in other tourist destinations. This proposed fare structure could also be integrated into the existing City HOLO transportation network already including TheBus, TheHandi-Van, and Skyline rail system.

Like public transit options, private transportation providers can also provide direct access from pre-arranged off-site parking locations with the same time and seasonal flexibility.

Expansion of Shared Mobility and Active Transportation Modes

Shared mobility can be used as a tool to diversify visitor and resident access to Lanikai. Ongoing and proposed improvements to bicycling and pedestrian infrastructure and slower streets can assist in making bike or scooter share and active transportation more viable options. Lanikai residents have noted in the past that the vehicular crush, automobile congestion, and parking impacts have a greater impact on their mobility in and out of their neighborhood more than the number of actual visitors. Providing alternative options to access Lanikai is an important and essential potential mitigation.



Biki Bikeshare has been successful in urban Honolulu and could be expanded to serve greater Kailua, including Kailua Town, Lanikai, and other neighborhoods. The dock-based bikeshare model has the greatest sense of order and most efficient use of sidewalk and road space. There would be costs associated with growing the Biki fleet and system service area, as well as operational costs for the maintenance and balancing of the fleet.



Other cities have implemented electric scooter-share programs. Honolulu does have ordinances in place to support shared scooter programs, and anticipates implementing ordinances governing the operations of both private and shared scooters on CCHNL streets. Any implementation of shared e-scooter programs should be done cautiously, with an eye to preserving accessibility on sidewalks and streets where they park, and emphasizing safe operations of e-scooters. The CCHNL ultimately retains the authority to determine where these devices may operate, and operators have the ability to geo-fence and limit device operation where not permitted.



E-bikes have recently emerged as a popular mode for travel on our streets. Private businesses can provide rentals by the hour or by the day to increase access to Kailua destinations and attractions. Currently there are multiple operators of bike rental services in Kailua for visitors.

With any anticipated increase in bike and e-bike access to Lanikai, additional bike infrastructure including on- or off-street sites to secure bikes or other mobility devices should be contemplated on public and private right-of-ways. Potentially, multiple hub sites could be established in Kailua to offer bike and other active transport parking. These sites could even be staffed and co-located with other services, such as concession refreshments, bike repair, or other amenities.

Expansion and Clarification of Parking Controls, Enforcement, and Ordinances

The Honolulu Department of Transportation Services (DTS) provides enhanced temporary parking controls during three-day holiday weekends, expressly prohibiting parking on unimproved shoulders along all local streets in Lanikai.

These parking prohibitions assist in reducing vehicle miles traveled (VMTs) on the limited roadways in Lanikai. When portable barriers are placed on the roadway, “No Parking – Tow Away Zones” (NPTAZs) are clearly marked on all unimproved sidewalks. The Honolulu Police Department (HPD) is able to enforce ticketing and towing when clear signage is present during holiday parking prohibitions.

HPD has expressed difficulty in ticketing and towing vehicles parked on the unimproved sidewalk during regular roadway operations without portable or permanent parking restriction signs in place. The ROH provides that vehicles may not park on unimproved paths adjacent to roadways (designated as unimproved sidewalks), however, this is unclear to residents and visitors alike. In sensitive, high-demand areas, this prohibition can be emphasized through increased signage for clarity and specificity.

The CCHNL can implement clearer parking prohibition signage along the ‘A‘alapapa and Mokulua loop to unequivocally demarcate where parking is not allowed. This would mirror the placement of barricades on holiday weekends in a more permanent way. While this may appear to be a visual proliferation of signage, past experiences have shown that in the absence of signage, both residents and visitors will park in violation of the law.

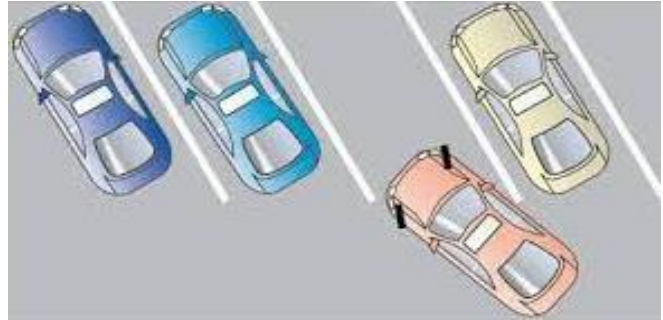
DTS, in working with the community, has previously implemented new “NO PARKING” signage along Ka‘elepulu Drive leading to the Lanikai Pillbox access, which has deterred illegal parking and assisted HPD in determining violations.



Implementation of Increased Parking Controls, Markings, and Zones

Most, if not all, Lanikai streets lack modern sidewalks with curbs and drainage infrastructure. Therefore, the unimproved shoulder along Lanikai streets are designated as unimproved sidewalks, and vehicles are not allowed to park or stand on unimproved sidewalks under ROH 15-14.2. However, if sufficient space exists on the street, under ROH 15-14.3, if no prohibitive signage is present, vehicles may park on the street pavement if leaving available at least 10 feet of passing clearance.

DTS can implement block-specific parking signage that reinforces these parking rules – clearly stating where parking is prohibited and leaving no areas open for interpretation between roadway users and HPD.



Specifically, ‘A’alapapa and Mokulua Drives currently have one vehicular travel lane, a designated striped bicycle lane, and unimproved sidewalks. Residents and visitors have long parked on the unimproved sidewalks in violation of the law. New signage could more clearly prohibit this illegal parking practice.

Cross streets can also be marked with designated on-street parking spaces in concert with signage indicating where to park. Based on availability of space and right-of-way, the CCHNL can investigate parallel, angled, or perpendicular parking spaces in selected areas.

To enhance the availability of parking along the side streets, meters or pay stations could be implemented along with the demarcation of parking stalls. Metering of parking is generally used in urban areas to encourage turnover of parking and to discourage all-day use of a parking space by a single vehicle, or only a few vehicles. The rules and duration of metered parking on Lanikai side streets could be tailored to the needs of residents and visitors.



Establishment of a Restricted Parking Zone (RPZ) Program

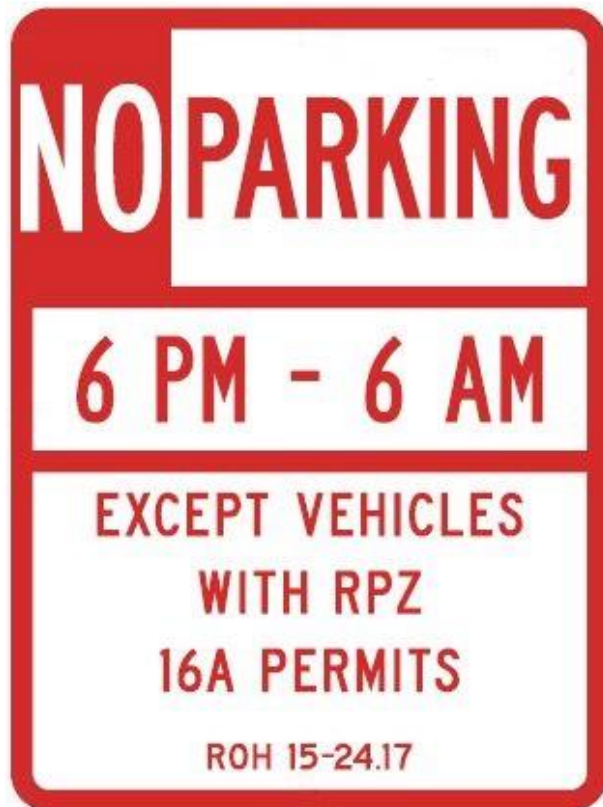
Restricted Parking Zones (RPZs) provide on-street parking during specified posted hours for the exclusive use of those vehicles displaying a valid RPZ permit or other identification issued by the CCHNL as part of the RPZ Program. A permit does not guarantee the availability of an on-street parking space within the designated restricted parking zone.

RPZs are intended where on-street and off-street parking is limited by geography and population density, many vehicles parked in the area are not registered to area residents, and an identifiable trip and traffic generator is present. Considerations for and against the establishment of an RPZ include community support, relative benefits and adverse impacts to the community and visitors, and whether

restricted parking would impact public access to the shoreline, hunting areas, and trails.

Honolulu City Council and Mayor Rick Blangiardi enacted Ordinance 23-27 on October 20, 2023 ("Ord. 23-27").

The existing ordinance, however, precludes the establishment of an RPZ in Lanikai since an RPZ may not be established within a half mile of the shoreline.



Ord. 23-27 also does not authorize parking where it is not currently allowed. The ordinance only provides persons with a valid RPZ permit exclusive access to whatever on-street parking is currently available in the affected area, for the duration allowed by the type of RPZ permit. RPZs cannot permit anyone to park in what is already determined to be a "No Parking Anytime" zone.

Establishment and Marketing of Off-site Parking

In addition to on-street parking, Kailua has numerous public and private lots which can help accommodate drivers destined for Lanikai.

Private facilities that may be able to offer paid parking include churches, commercial shopping centers, the Lanikai Community Association site, and Mid-Pacific Country Club. The Ka'ōhao Public Charter School also has more than 50 parking spaces that are within walking distance of Lanikai. The school has used these spaces as a fundraiser and charged \$25 per day for parking in 2024. Shared parking arrangements like this serve as an opportunity for revenue generation for the school and maximize the use of an existing public resource.

CCHNL also operates the Kailua Municipal parking lot and garage.

While weekends may present capacity challenges with regular usage of parking facilities, but mid-day weekday parking is highly available and can be monetized by private and public entities.

Visitors parking outside of Lanikai will still require alternate modes of access into Lanikai; off-site parking should consider public and private transit, bicycle, and pedestrian access.



Managed Access for Lanikai Attractions

The Ka'ōhao-Lanikai Shoreline has many attractions, including beaches, access to the Mokulua Islands, and hiking via the Lanikai Pillbox Trail.

While beach access rights-of-way connect community roads and the shoreline, they lack infrastructure and amenities such as restrooms, parking, and shelter – common at other visitor sites and beach parks.

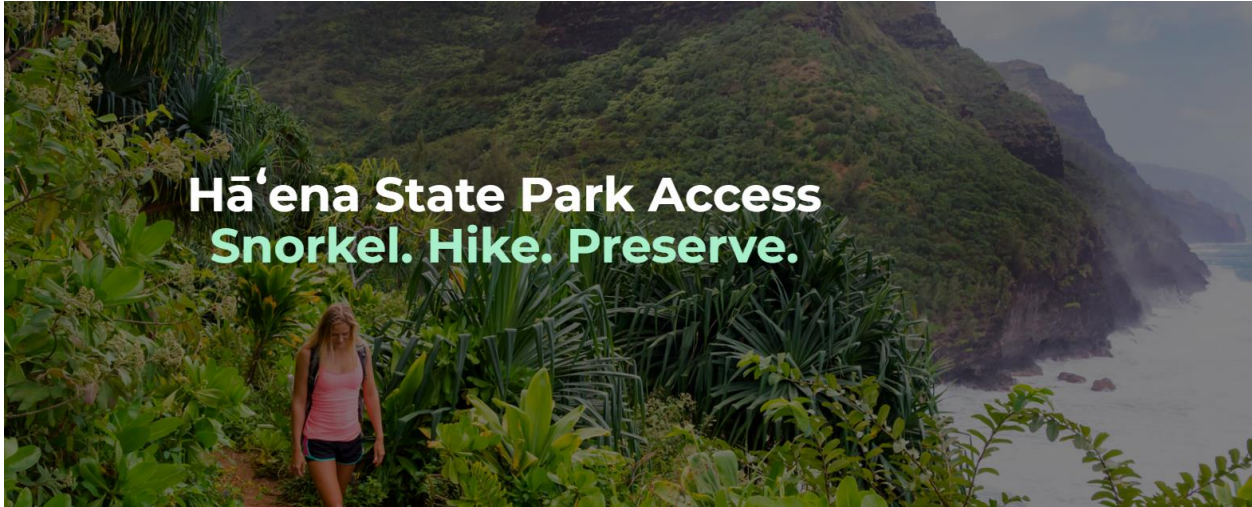
The State of Hawai'i and neighbor island counties have begun managing access and parking at busy visitor attractions. Managed access is a practice where visitor access numbers to a specific site or area are restricted for communities and site sustainability. This practice is used globally to mitigate and minimize both traffic impacts and strain on natural resources, and are already used locally.

At the nearby Pali Lookout site managed by the State, parking fees are assessed to visitors and waived for State residents who show valid identification. These fees offset the cost of human resources to manage the parking system and provide some security for parked vehicles.



Maui County has implemented its Park Maui program, which aims to improve free access to beach parks for residents, while visitors are currently assessed a \$10 per day fee. Park Maui also aims to increase the turnover of cars in high-demand districts, preserve employee access, improve safety, and generate revenue to fund operations, educate visitors, and protect sensitive cultural sites and natural resources.

Kaua'i County implemented the GoHaena program through a public-private partnership to manage access to the Hā'ena State Park on the island's north shore. Similar to the Ka'ōhao-Lanikai shoreline, the region has one road for access and houses a number of natural resources and cultural sites popular with residents and visitors. Access to Hā'ena State Park via the narrow and occasionally weather-impacted Kūhiō Highway is completely access controlled and now subject to daily visitor limits imposed by the State's Department of Land and Natural Resources (DLNR).



Hā'ena State Park Access Snorkel. Hike. Preserve.

Advanced reservations and entry fees are required for all visitors across all modes, including walk-in, bike, car, and shuttle options. Residents, as in the Park Maui program, are free with a valid State ID. The various sites encompassed in the Hā'ena Region are managed with specific access rules. For example, the Nāpali Coast State Wilderness Park requires users to arrive by shuttle, private drop-off, or acquisition of an overnight parking permit restricted to those with a Kalalau camping permit.

The Lanikai Pillbox trail along Ka'iwa Ridge is also managed by the DLNR as part of the Nā Ala Hele Trail System. This trail is a major attraction for visitors and residents. Accessed via Ka'elepulu Drive (near Mid-Pacific Country Club), the trail begins with a short, steep ascent and follows a meandering path to World War II-era military observation bunkers.



Residents along both the public and private portions of Ka'elepulu Drive and Mid-Pacific Country Club have noted impacts from the many visitors who traverse the roadway. These impacts include security concerns and trespassing, unauthorized use of facilities, illegal parking, and obstruction of the roadway. The CCHNL has provided enhanced signage along the public portion of Ka'elepulu Drive to clearly demarcate "No Parking" areas, however, illegal parking persists.



Managed access should be considered for the Lanikai Pillbox trail. Such a program could have the following features and characteristics:

- A reservation-based system with daily caps on non-Hawai'i resident visitors;
- A reasonable visitor access fee intended to fund the managed access program;
- An impact fee used to maintain the site, establish and maintain infrastructure, mitigate community and natural impacts, and fund transportation access to and from the site;
- Restrictions on same-day walk-ins, except for Hawai'i residents, who would not be considered in the daily maximum caps; and
- Requirements for visitors to arrive and depart via public transit, or an private shuttle could be implemented.

Public Feedback

The draft Lanikai Transportation Management Plan was presented to the public on February 27, 2024, at a public meeting. Members of the public were asked to provide comments on the proposed actions by April 30, 2024.

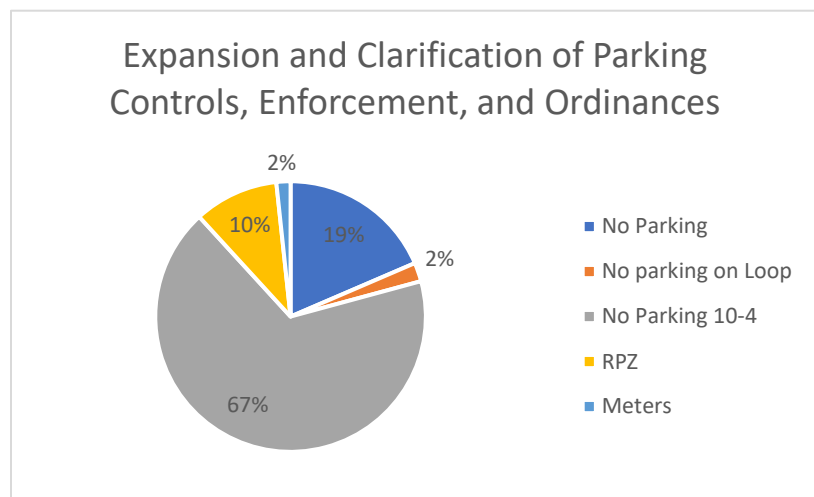
More than 188 comments were provided to DTS. Only 1 of the 188 respondents lived outside of the 96734 zip code, and most (90%) live in Lanikai. Most (82%) respondents' impression of the draft plan and DTS community outreach was positive.

More than half of the respondents supported the specific recommendations for the Lanikai Traffic Management Plan submitted by the Lanikai Association on March 15, 2024. Some respondents (6%) supported the creation of a non-government Transportation Management Association to enforce parking restrictions, manage off-street parking, or manage a parking reservation system for tourists to access recreational areas. Some respondents would like to see property owners remove any homeowner-installed impediments (trees, rocks, bushes) blocking unimproved sidewalks.

"Over tourism" and disrespect for the natural environment by visitors was regularly cited as a concern.

Respondents overwhelmingly support making the no-parking enforcement permanent, although, many desire the restriction to only be enforced from 10 am to 4 pm daily.

Many respondents specifically noted support for mobility solutions that include smaller, more frequent electric bus service (27%). Relatively few respondents requested other mobility solutions described in the draft plan, including shuttles (3%), BIKI bikeshare, and scooters.



Many (26%) residents supported the installation of bike racks at beach accesses, improved bicycle paths such as along Mokulua Drive from Kaneapu Place to 'A'alapapa Drive, raised crosswalks, and additional signage and markings to protect non-motorized travelers.

Alternative solutions like the designation of loading zones or disabled parking stalls, converting all Lanikai streets to one-way operation, and building a secondary access road were submitted.

This finalized report provides recommendations based on best practices, public comments, and available City resources. Recommendations were presented at a second community meeting held at Kailua Intermediate School on December 12, 2024.

Recommendations

DTS will continue to work with the Lanikai community, and other City departments such as Department of Parks and Recreation and Department of Environmental Services, to develop and implement the transportation management actions that best meet the needs of residents and visitors. Ultimately, our goals are to alleviate congestion within Lanikai and by maintaining access but reducing single-occupancy vehicle travel.

While all proposals within this draft plan are still conceptual, DTS recommends the following near- to mid-term actions:

1. Install permanent “No Parking Any Time” signage on ‘A‘alapapa and Mokulua Drives.
2. Modify mauka-makai streets to alternate as one-way streets.
 - a. Mauka-bound: Mokumanu Drive, Haokea Drive, Onekea Drive, Pōkole Way
 - b. Makai-bound*: Kua‘ilima Drive, ‘A‘ala Drive, and Lanipō Drive (Ka‘elepulu Drive and Kai‘ōlena Drive are already one-way)
3. Design and seek funding to provide on-street parking on mauka-makai streets:
 - a. Widen the roadway pavement on the streets narrower than 18’ to accommodate on-street parking (8’) and one travel lane (10’).
 - b. Sign and stripe parking bays or a parking lane on the roadway pavement to allow for legal on-street parking before 10 am and after 4 pm daily.
4. Request funding to increase the frequency of TheBus route #671, particularly on weekends, holidays, and during the summer, and evaluate the demand for enhanced bus stops.
5. Seek funding to install and designate loading zones at beach access locations.
6. Install bike racks at beach access points.
7. Explore the possibility of a bikeshare system for Kailua and Lanikai.
8. Encourage the creation of a Transportation Management Association by the community to manage access and parking.

Sample One-Way Mauka-Makai Roadway Configuration with On-Street Parking



Recommended Beach Access Loading Areas



