

Airport Area Transit-Oriented Development Plan

Resident Survey EXECUTIVE SUMMARY

September 2014



Department of
Planning & Permitting



NRC
National Research Center Inc

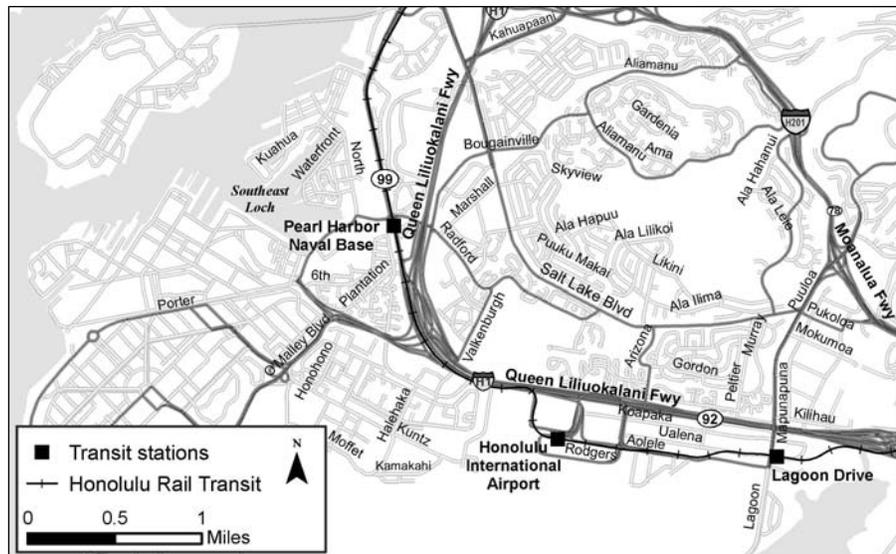
Survey Background

Survey Purpose

The Department of Planning and Permitting (DPP) of the City and County of Honolulu sought to capture the perspectives of residents living near the planned rail transit stations at Pearl Harbor, Honolulu International Airport and Lagoon Drive. National Research Center, Inc. (NRC) assisted the City in conducting a survey to assess residents' perceptions about their neighborhood and opinions about potential transit-oriented development opportunities in these areas. The results of the survey, combined with other sources of community input, will help the DPP make plans to guide future public investment and development around the rail stations.

Survey Methods

A sample of 4,050 households within two miles of each of the three proposed rail stations (Pearl Harbor, Airport and Lagoon Drive) was mailed the survey. (Separate surveys were conducted of employers and employees in the area.) The survey area was expanded from the usual half-mile radius around each station because of the area's high concentration of industrial activity and relatively low residential concentration, especially around Honolulu International Airport. Surveys were mailed to 1,979 households (both on and off base) around the Pearl Harbor rail station, 565 around the Airport station, and 1,506 around the Lagoon Drive station. Of the 4,050 mailed surveys, 3,746 were delivered to occupied households. A total of 719 completed surveys were received, for a response rate of 19%; this is a typical response rate compared to those that NRC typically sees for surveys in large cities. The margin of error is plus or minus 4 percentage points around any given percent for the entire sample.



Survey Reports

This executive summary of survey results highlights key findings across the entire Pearl Harbor/Airport/Lagoon Drive sample, hereafter referred to as Airport/Salt Lake/Mapunapuna. A full report of survey methods and results, including the survey itself and responses categorized by location, gender and tenure (whether the resident owns or rents their home), can be found online at:

www.todhonolulu.org.

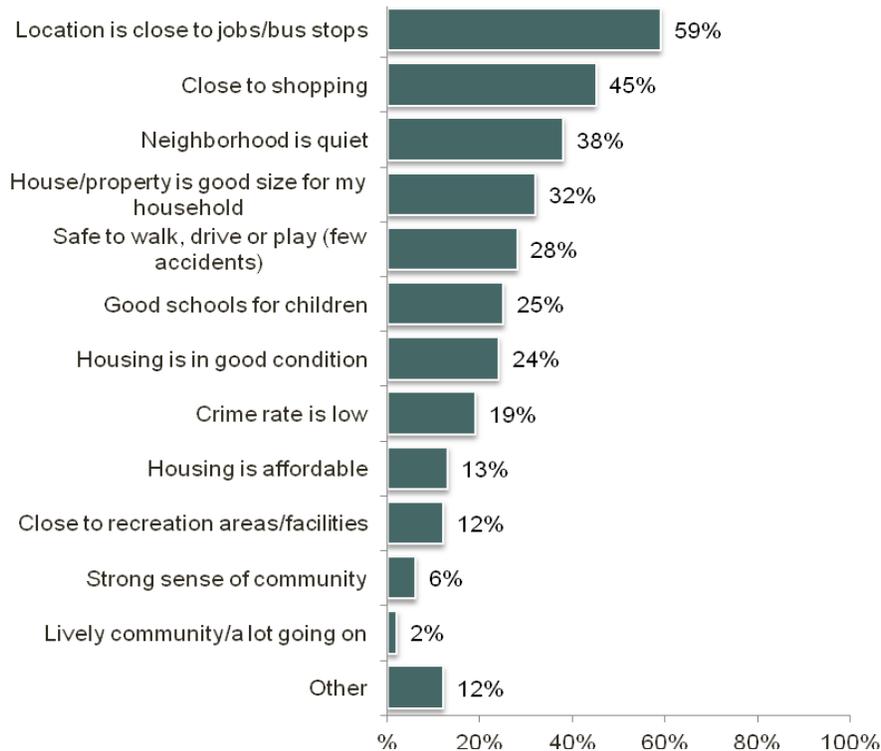
Survey Findings

Community Values

Location, neighborhood tranquility, parks viewed as important assets

Residents most often cited proximity to jobs, shopping and bus stops as among the things they liked best about the Airport/Salt Lake/Mapunapuna area. They also said the area is quiet and safe, with good schools and well-kept housing. Few residents said their neighborhood had a strong sense of community and many disliked the high cost of housing. More than eight in ten said they prefer single-family-home neighborhoods to multifamily housing, and they prefer getting around by automobile rather than by transit. Residents identified green space, trees and landscaping as important assets to preserve.

What 3 things do you like most about living in your neighborhood?



Total exceeds 100% as respondents chose three items.

Parking, crime reduction, public spaces seen as areas for improvement

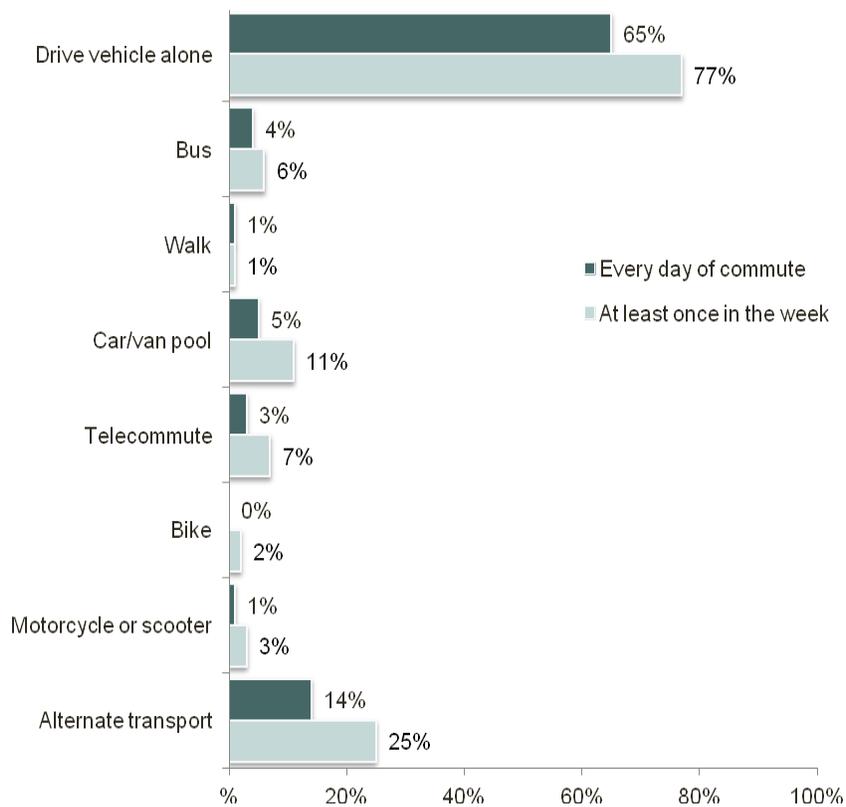
When asked (in an open-ended format) what one thing they would do to improve their neighborhood, 19% of residents wanted to improve parking, 14% wanted more police presence to reduce crime, and 9% each wanted parks and recreation areas; improved roads; and cleanup efforts to maintain an attractive community. From a more defined list, residents chose car parking, walking paths and trails, sports facilities, improved sidewalks and crosswalks, community gardens, and bicycle paths and lanes as their top choices.

Resident Mobility

Residents commute mostly by car, enjoy walking, find bicycling environment uninviting

One-fourth of Airport/Salt Lake/Mapunapuna residents who worked or attended school commuted via alternate transportation at least one day a week, while 65% drove alone every day. Just 14% of residents used alternate transportation each day. Car/van pools were the most popular mode of alternate transportation. More than two-thirds of residents rated ease of walking or pedestrian facilities such as sidewalks and crossing lights as good or excellent, while less than one-third rated ease of bicycling, bike safety and availability of bike paths and bike racks as good or excellent.

Commute by travel mode in prior week (if work or attend school)



About half of residents plan to use rail transit, but many will access stations by auto

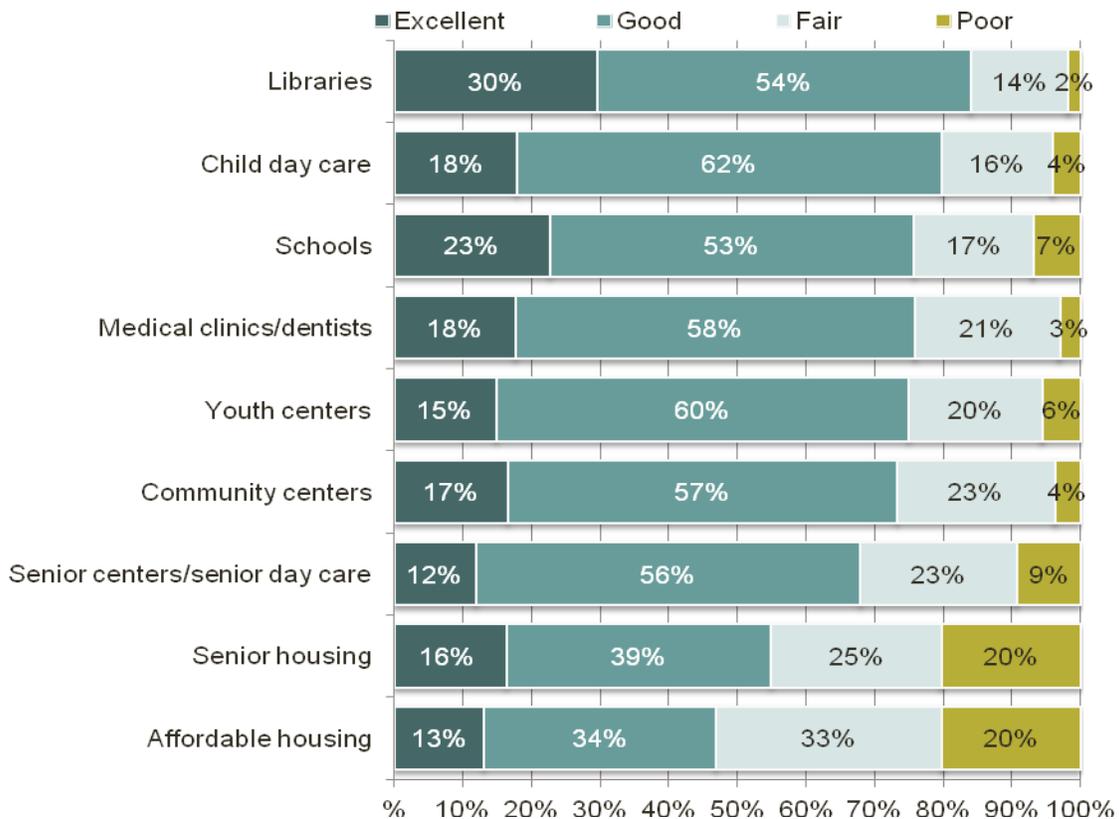
Ninety-three percent of residents said they were aware of the city’s rail transit project, and 40-51% thought they would ride the train to a variety of destinations. Renters were more likely than homeowners to say they would use rail transit. When asked how they would access rail stations, 66% said they would likely be dropped off and picked up by car, 54% plan to walk, 39% will connect by bus and 36% by bicycle. Half of the residents said they would most likely use the Pearl Harbor rail station, 30% the Airport station, and 20% the Lagoon Drive station.

Neighborhood Amenities

Residents give high marks to some community resources and businesses, others lacking

Most residents are aware of community resources in their neighborhood, and the area is also well served by a broad range of businesses. The elements that seem to be most lacking are bars and nightclubs, family entertainment, youth and senior centers, and affordable and senior housing. Slightly more than half said the proximity of parks was good or excellent, yet only 24% said they use their neighborhood parks regularly (at least a few times a week), and one-fifth said they never use neighborhood parks. Renters gave better ratings to the quality of neighborhood parks than homeowners and said they felt safer in parks compared to homeowners. There also appeared to be better business ratings in the Pearl Harbor area than around the Airport/Lagoon Drive stations.

Quality of community resources in your neighborhood



Keehi Lagoon Beach Park improvement ideas identified

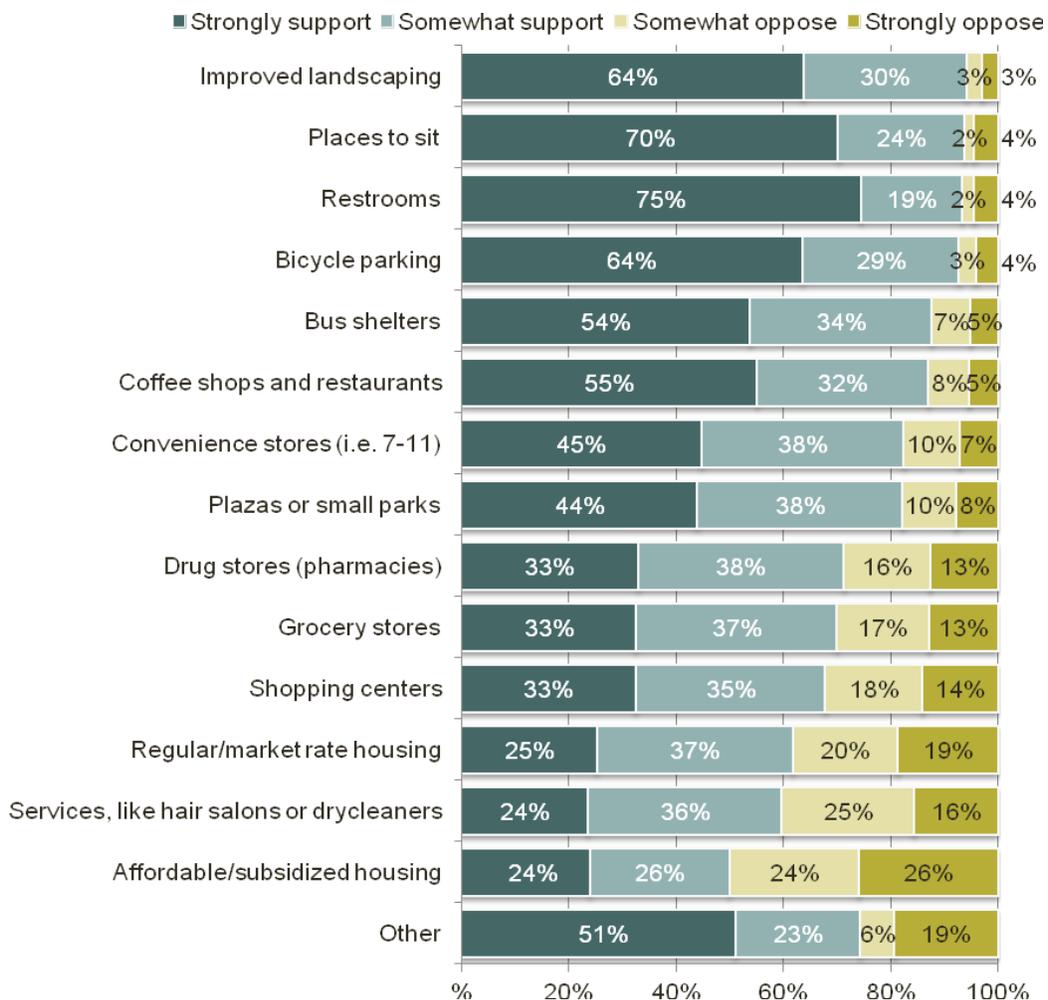
About seven in ten residents said they never use Keehi Lagoon Beach Park, the largest public park along the rail line in this survey area. Another one-fourth of respondents said they use the park once a month or less. Asked what improvements they would make, 14% said they would address the problem of homeless people who camp at the park, 12% called for improved landscaping and greenery, 11% wanted better maintenance to keep the park clean, 9% suggested restrooms, and others suggested more parking, increased security and better lighting.

Development Opportunities

Support strong for improved public spaces, little desire for office and residential towers

Three-quarters of residents supported development of parks, parking structures and retail stores and services when asked what specific types of development they would like to see near the closest planned rail station. Residential towers, office towers and hotels had the least support, at about 35% each. Salt Lake Boulevard was seen as the roadway most in need of major improvements, followed by Nimitz and Kamehameha Highways. Pedestrian-oriented projects were the most popular type of proposed street improvements, such as improving sidewalks and adding street lighting, crosswalks and trash bins.

Support for building the following near your closest proposed rail station



For more information on the Airport/Salt Lake/Mapunapuna TOD program and a full report of survey results, visit www.todhonolulu.org. This report paid for by the taxpayers of the City & County of Honolulu.