



# Windward (Kailua) Community Transit Center

## PROJECT OVERVIEW

The City and County of Honolulu Department of Transportation Services (DTS) has initiated a project to plan and design a new community transit center in Kailua, Oahu. The new community transit center will be planned and designed in cooperation with affected agencies, land owners and the community. Access, operations, and transit demands will be important considerations in developing the new transit center.

## PRELIMINARY GOAL AND OBJECTIVES

### Goal

Provide an inclusive community transit center whose connectedness provides an efficient means for users desiring to use transit to get about Kailua, other Windward communities, and the rest of Oahu

### Objectives

1. Select a location that provides the greatest potential to serve bus riders in Kailua and other Windward communities
2. Plan the community transit center in consultation with affected stakeholders to seek consensus
3. Design the community transit center to be efficient, convenient, ADA-compliant, cost effective, and integrated into the surrounding context

## ANTICIPATED SITING AND DESIGN PROCESS

The process of identifying a location and design for the community transit center is an iterative process involving stakeholder and community consultations and technical analysis. The first round of stakeholder meetings will identify issues, concerns, and opportunities. After due diligence research, the project team will consult with stakeholders in a second round of meetings to obtain feedback on potential alternative locations and designs. After considering comments, a recommendation on site and design will be made and discussed with stakeholders in the third round of meetings. The HRS Chapter 343 compliance process, permit acquisition, and design phases of the project will occur after recommendations related to site and design are made.

## PRELIMINARY SITE SELECTION CRITERIA

The following site-selection criteria will be used to decide where the community transit center should be located:

- Will function as an intermodal location where passengers can access transit or transfer conveniently between modes. The modes would include local buses, express buses, paratransit service, automobiles, bicycles, and pedestrians.
- Is adjacent to major roads to maximize convenience and minimize disruption to existing operations and adjacent land uses.
- Will minimize impacts to traffic flow
- Will provide a sense of safety and security for users
- Will minimize potential impacts to the environment
- Will conform to the City and County of Honolulu's Sustainable Community Plan as well as the proposed changes to the Plan
- Will support community values and be consistent with local land use plans and urban design efforts



## PRELIMINARY FACILITY PROGRAM

The community transit center should include the following:

- Concrete bus pads for minimum of 2, but preferably 3 buses (approximately 120 to 180 feet long).
- Landing area for accessible bus ramps and lifts
- Transit patron shelters
- Transit patron waiting areas
- Signage
- Lighting

- Trash receptacles
- Pedestrian access to adjacent transportation facilities
- Bicycle access to adjacent transportation facilities
- Access/egress for transit vehicles to adjacent transportation facilities

The community transit center will not include the following:

- Comfort station
- Parking

## LAND USE PLANS

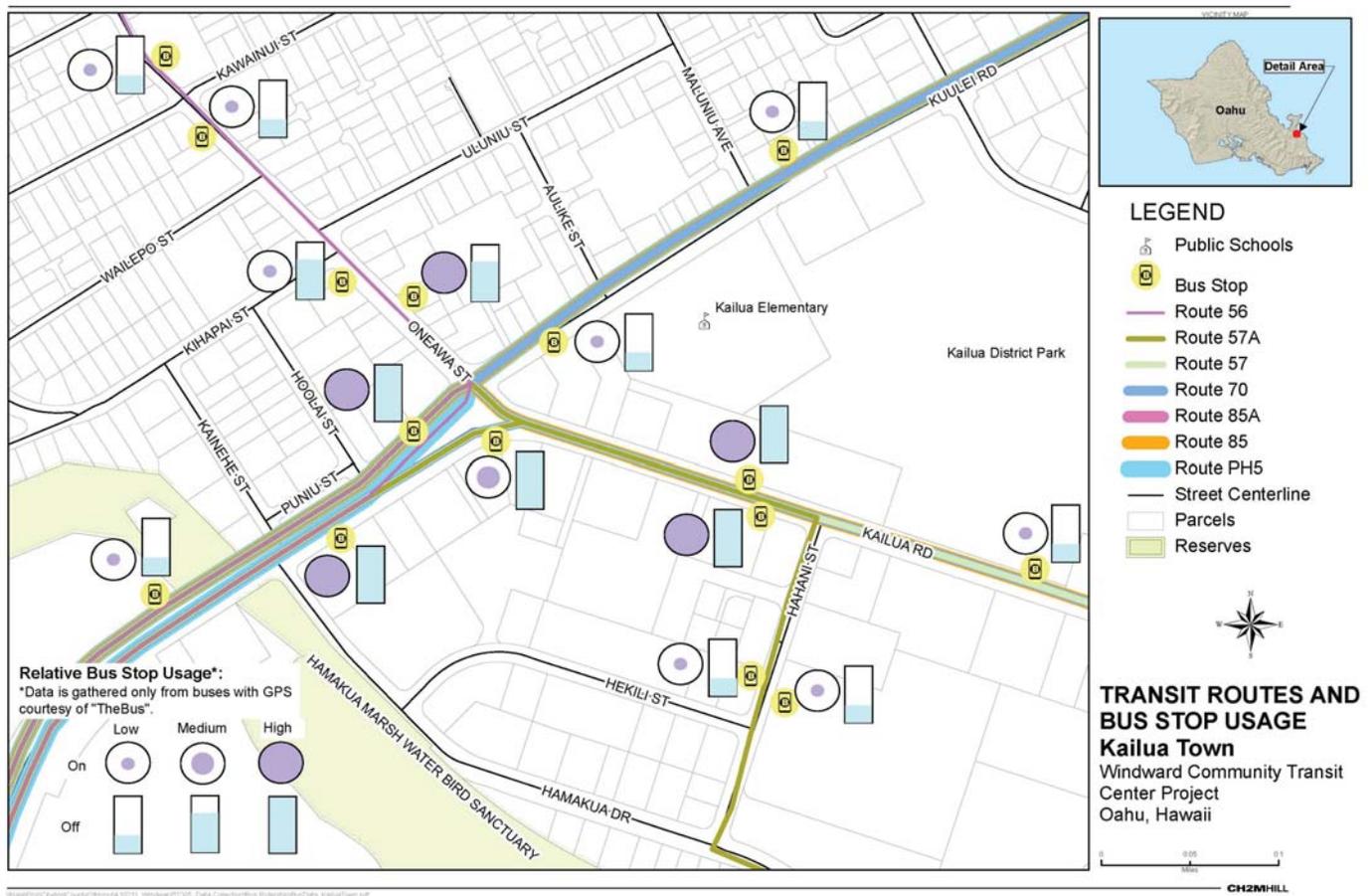
Preliminary research identified land use plans that might affect the siting and design of the Windward (Kailua) Community Transit Center. Primary focus has been given to Kailua Town.

The following principal planning documents are related to Kailua Town:

1. Koolaupoko Sustainable Community Plan (existing and proposed revisions)
2. Kaneohe Ranch Management Company, Ltd, Planning efforts:
  - Downtown Kailua Pedestrian Environment Guidelines, August 2005.
  - The associated Kaneohe Ranch Management Community Planning Process Presentation to the Kailua Neighborhood Board, February 2005.

## BUS ROUTE DATA

Existing transit routes, transit stops and boarding/alighting activity levels are depicted in the map below. The transit boarding and alighting data was provided by Oahu Transit Services, Inc. (OTS or The Bus). The data shows relative transit stop activities, as not all buses are equipped to collect this data. The transit stop activity data does, however, provide an indication of transit and transfer demand within the study area.



For further information, please contact:

James Burke  
 City and County of Honolulu  
 Department of Transportation Services  
 650 South King Street, 3rd Floor  
 Honolulu, HI 96813  
 808-768-8363  
[jburke@honolulu.gov](mailto:jburke@honolulu.gov)

Cheryl Yoshida, P.E.  
 CH2M HILL  
 1132 Bishop Street, Suite 1100  
 Honolulu, HI 96813  
 808-440-0213  
[cheryl.yoshida@ch2m.com](mailto:cheryl.yoshida@ch2m.com)



# Windward (Kailua) Community Transit Center

## PROJECT UPDATE

The City and County of Honolulu has initiated a project to plan and design a new community transit center in Kailua, Oahu. The development of the facility is an iterative process involving agency and community stakeholder consultations and technical analyses.

The initial stakeholder engagement focused on endorsement of plan goals, objectives and evaluation criteria and identification of general issues, concerns and opportunities associated with the community transit center. Based on stakeholder input, a list of 14 preliminary sites was

developed and evaluated. This brochure summarizes the preliminary sites and identifies the three sites recommended for further evaluation.

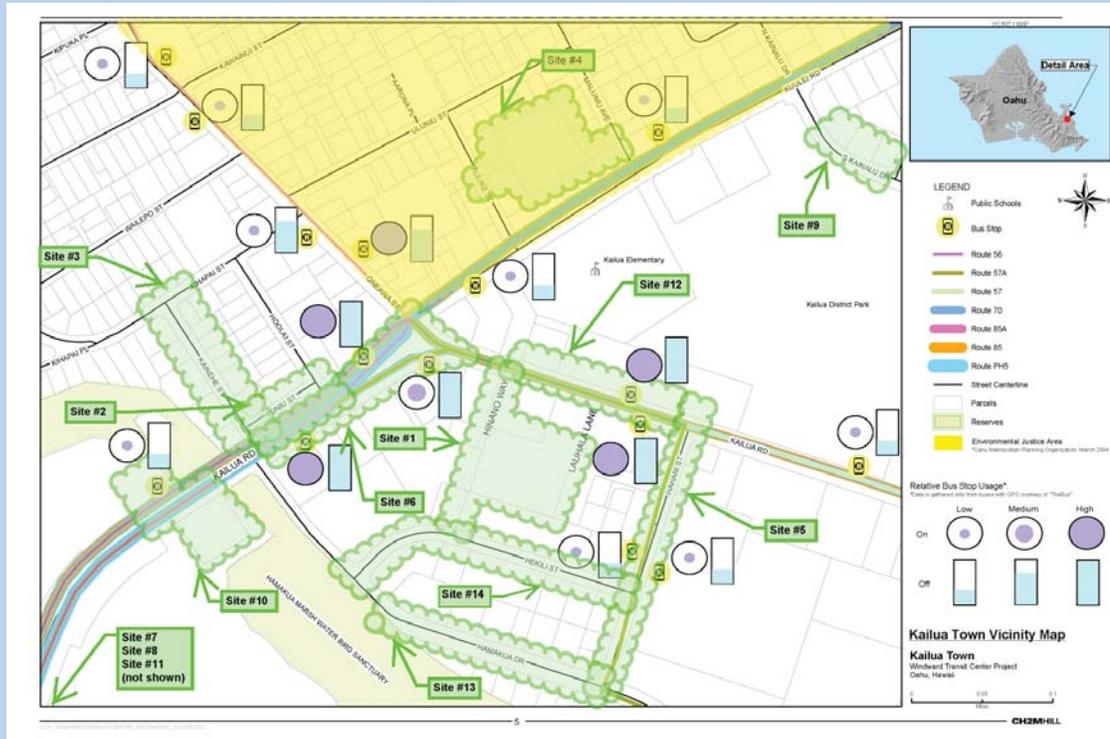
After consideration of stakeholder comments and further analyses, a recommendation on the preferred site and

design will be made. This recommendation will be discussed in a final round of stakeholder meetings. The HRS Chapter 343 compliance process, permit acquisitions, and design of the project will occur after recommendations regarding the site and design are finalized.

## PRELIMINARY SITES

Fourteen preliminary sites were identified and evaluated based on input from key city agencies and several Kailua community organizations and landowners. The streets listed in the parentheses indicate the location and span of the preliminary sites.

- |   |   |   |                                      |
|---|---|---|--------------------------------------|
| 1. Kailua Town Center Parking structure (Kailua Rd/Hekili St/Hahani St) | 5. Hahani St (Hamakua Dr/Kailua Rd)                   | 9. Kainalu Dr (near the Kailua Recreational Center) | 13. Hamakua Dr (Kailua Rd/Hahani St) |
| 2. Puniu St (Kainehe St/Hoolai St)                                      | 6. Kailua Rd (Hamakua Dr/Oneawa Ave)                  | 10. Parcels on Kailua Rd South of Hamakua Rd        | 14. Hekili St (Hahani St/Hamakua Dr) |
| 3. Kainehe St (Kailua Rd/Kihapai St)                                    | 7. Castle Junction (Kamehameha Hwy/Pali Hwy near HPU) | 11. Auloa Rd (near Luana Hills)                     |                                      |
| 4. CCH Parking Lot (Aulike St/Uluniu St/Maluniu Ave)                    | 8. Church parking lots (Pali Hwy/Kailua Rd)           | 12. Kailua Rd (between Macy's and Whole Foods)      |                                      |



## KAILUA TOWN VICINITY MAP

The locations of the fourteen preliminary sites are shown below, as well as the existing transit routes, transit stops and relative boarding/alighting activity levels.

**Kailua Town Vicinity Map**  
Kailua Town  
Windward Transit Center Project  
Date: Hawaii  
CH2M HILL

## SITES RECOMMENDED FOR FURTHER EVALUATION

Based on how well sites addressed the site selection criteria and through a consensus by the Department of Transportation Services, the Oahu Transit Services, and the Department of Planning and Permitting, three locations will be further analyzed for the Windward (Kailua) Community Transit Center. Characteristics of the three sites are summarized below.

### Site 1: Kailua Town Center Parking structure (Kailua Rd/Hekili St/Hahani St)

- ◇ All local, express and paratransit services will be accommodated; minor route restructuring will be required.
  - ◇ Bus stop activities are off-street.
  - ◇ Bus transfers will not require street crossing.
  - ◇ Kiss-and-Ride area will be available off-street.
  - ◇ Possibility for a future park-n-ride, with construction of a third level in the parking structure.
  - ◇ Bicycle facilities, sidewalks and crosswalks are adjacent to the site. Bike lanes are proposed along Kailua Road, Hahani Street, and Hamakua Drive.
  - ◇ Pedestrian attractors/generators and compatible land uses are adjacent to the site.
  - ◇ Area is well lit and populated at night.
  - ◇ Site will use an existing parking structure and not require new impervious area.
- ◇ The site supports the Koolauapoko Sustainable Communities Plan and local land use plans.



### Site 5/Site 12: Hahani St and Kailua Rd

- ◇ All local, express and paratransit services will be accommodated; minor route restructuring will be required.
  - ◇ Kiss-and-Ride area will be available off-street, in adjacent parking lots.
  - ◇ Bicycle facilities, sidewalks and crosswalks are adjacent to the site. Bike lanes are proposed along Hahani Street, Kailua Road, and Hamakua Drive.
  - ◇ Pedestrian attractors/generators and compatible land uses are adjacent to the site.
  - ◇ Bus stop activities will occur on Hahani Street, creating additional delays due to higher bus activities along the corridor.
  - ◇ Area is well lit and populated at night.
  - ◇ Site will use existing roads and not require new impervious area.
- ◇ The site supports the Koolauapoko Sustainable Communities Plan and local land use plans.



### Site 6: Kailua Rd (Hamakua Dr/Oneawa Ave)

- ◇ All local, express and paratransit services will be accommodated; no re-routing would be required.
  - ◇ Limited areas for Kiss-and-Ride are available off- and on-street.
  - ◇ Bicycle facilities, sidewalks and crosswalks are adjacent to the site. Bike lanes are proposed along Kailua Road and Hamakua Drive.
  - ◇ Pedestrian attractors/generators and compatible land uses are adjacent to the site. Bus stop activities occur on Kailua Road, similar to existing operations.
  - ◇ Area is lit and populated at night.
  - ◇ Site will use existing roads and not require new impervious area.
- ◇ The site supports the Koolauapoko Sustainable Communities Plan and local land use plans.



For further information, please contact:

Irvin Higashi  
City and County of Honolulu  
Department of Transportation Services  
650 South King Street, 3rd Floor  
Honolulu, HI 96813  
808-768-8363  
[ihigashi@honolulu.gov](mailto:ihigashi@honolulu.gov)

Cheryl Yoshida, P.E.  
CH2M HILL  
1132 Bishop Street, Suite 1100  
Honolulu, HI 96813  
808-440-0213  
[cheryl.yoshida@ch2m.com](mailto:cheryl.yoshida@ch2m.com)