

HONOLULUTRAFFIC.COM

SEEKING COST-EFFECTIVE SOLUTIONS TO TRAFFIC CONGESTION

WHY WE ARE HERE:

The primary reason for our protest is the exclusion of Managed Lanes from further consideration in the upcoming Environmental Impact Statement. Another concern is the City's refusal to make a clear statement that traffic congestion is going to be far worse with rail than it is today. For further details, go to our website HONOLULUTRAFFIC.COM.

HOT LANES EXCLUSION WAS RIGGED

We have protested to FTA that the MLA study was eliminated for political cause, not a "good cause" and we have given them extensive documentation to back that up. For example, in brief,

1. The construction cost forecast for the MLA by Parsons Brinckerhoff (PB) and the City was seven times the cost the Tampa Expressway (a similar facility). The "soft costs" alone



(architects, PB, and sundry consultants) for the MLA was forecast to be \$544 million, or 30 percent higher than the total cost to construct the entire Tampa Expressway, including soft costs. That is biasing the cost in comparison to rail.

2. While they say they used our HOT lanes plan, they changed it by allowing HOVs (cars with two or more occupants) on the MLA at no charge, which meant that the zipper lane would not be needed and thus reduced the MLA's additional

two lanes down to one. That is also rigging the rail comparison.

3. To drive up costs, PB and the City also forecast that the MLA would need 50 percent more buses than the low cost alternative yet get only five percent more bus riders.

And so on ... the rigging has been endless. For full details of our protest to the Federal Transit Administration, read the March 22 entry at: www.honolulutraffic.com

CITY FORECASTS TRAFFIC TO BE FAR WORSE — WITH RAIL!

In the Alternatives Analysis (AA), which very few people read, we learn that, "Traffic congestion on key corridor facilities is expected to continue to exist under all alternatives, particularly during peak travel periods." ([AA, p. S-3](#))

Even this statement does not really tell us how bad traffic is going to get. For that we have to go to the fine print in [table 3-12 of the AA](#). Here we learn that the Volume/Capacity ratio for H-1 at "Kalauao Stream Koko Head bound" (H-1 regular lanes where they are abreast of Pearl Ridge Shopping Center town bound during the peak hours) is presently 15 percent over its capacity, which is why it is so congested. When we look in last but one column for "Kalaeloa - Halekauwila" rail transit alternative for 2030, we find that this V/C ratio increases to 1.81, or 81 percent over

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capacity. This is an amount of congestion that is difficult to comprehend unless you were caught in the H-1 traffic on Martin Luther King Day early in 2007.

Table 3-10 in the Alternatives Analysis shows that the island-wide Vehicle Hours of Delay is presently 57,000 hours daily. In 2030, with rail, the City forecasts 67,000 Hours of Delay — 18 percent more than today — with far greater effect on Leeward Corridor residents than Windward or East Honolulu residents.

A final word on congestion: There is no additional capacity planned for the H-1 freeway at the Pearl Ridge screenline and the City intends to allow 60,000 new homes on the Ewa plain. This is why traffic congestion in the future will only get far worse than it is today unless we build HOT lanes or, as the City calls them, Managed Lanes.

RAIL IS NOT SUSTAINABLE



Rail transit is environmentally unsound. It will give us visual and noise blight, there will be no energy savings, and the costs will preclude spending on more environmentally necessary efforts.

Energy: According to the U.S. Energy Dept., daily rail transit energy use per passenger mile is only 10 percent less than automobiles now and, because of new technologies like hybrids, will be less than rail by the time rail would be built. And that does not even take into account the enormous amount of energy used to build rail.

Construction cost: The City forecasts that it will cost \$4.6 billion to finish the Kapolei to UH rail line. We say they have underestimated. It will be more like \$6.4 billion. That will take new taxes

far in excess of what we currently pay — including the new ½ percent GE tax.



Next cost: After 30 years we must start spending the equivalent of its original cost in replacement and refurbishing.

Visual blight: Imagine the rail going along the foot of Bishop Street, along Halekauwila, up Ward Avenue, along Kona Street, along Kapiolani Avenue and then up University Avenue and OVER the H-1 freeway to UH all at 75-77 decibels.

THERE'S NOT ENOUGH MONEY TO FINISH RAIL — MORE TAX HIKES COMING

Focus on the whole UH to Kapolei line; if the short line gets built, the full alignment will also get built. To do that will take far more in taxes than the mere ½ percent GE tax increase we are now paying. Virtually all large public works projects turn into fiscal nightmares.

BETTER WE RUN EXPRESS BUSES ON HOT LANES.

HOT lanes would allow buses to run at 60 mph from Waikale to Downtown, which would be far faster than they do now and far faster than the trains, which, according to the federal government, average less than 24 mph because of all the stops they must make.