

A brief overview of the Managed Lanes Alternative:

Our proposal is to build a two or three-lane elevated Managed Lanes from just beyond the H1/H2 merge into town as far as Hilo Hattie on Nimitz. It will be reversible; into town in the mornings and out in the afternoons. Buses will go in the reverse direction using the relatively uncongested H-1 freeway.

There will be several on/off ramps. For example, coming into town get on at the H1-H2 merge, and at Pearl Ridge. Off at Pearl Harbor, Lagoon Drive, Waiakamilo Street, and Hilo Hattie.



Buses and carpools will have priority and go free; automobiles pay dynamically variable electronic tolls to keep the Managed Lanes full but free-flowing.

Each of the new lanes will carry twice as many cars per hour as a currently congested lane on H-1, according to the federal government. Thus a three-lane Managed

Lanes will be the equivalent of lifting six lanes of traffic off the existing H-1.

Express Buses have a major advantage over trains in that they can travel the length of the Managed Lane Alternative without stopping. Rail is like taking an elevator in a 40-story building that always stops at every floor. That's why buses are faster.

The Regional Bus/Rapid Transit plan pushed by Mayor Harris was forecast by Parsons Brinckerhoff to have more riders than they are currently forecasting for the rail project. And the Managed Lanes has a far greater advantage for bus riders than did the BRT plan.



Buses are much faster than trains; buses will travel at 55 mph on the Managed Lanes and 15 mph in town when off of it. Thus, from Waikale to an on ramp near the H1-H2 merge and then to Bishop Street would take 21 minutes or, 40 mph, much faster than the train's claim of 29 mph.

Cost built in Florida today would be \$500 million. In Honolulu, it is likely to be \$900 million. Half can be paid off with toll revenues leaving only \$450 million.

In brief it is less expensive, moves more people quicker both in cars and buses.

For more detail in video, text and images go to <http://honolulutraffic.com/HOTlanes.htm>

For details of how the City misevaluated the Managed Lane Alternative in the Alternatives Analysis see http://www.honolulutraffic.com/Elev_Ltr_MLA_B.pdf

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