

# honolulutraffic.com

Seeking cost effective ways to reduce  
Oahu's traffic congestion

Acronym: **AA** City's Alternatives Analysis, 11/1/2006

***City says:***

**\$4.6**

**billion**

This is the City's cost for the full 28-mile rail alignment. See AA Table 5-1.

**\$6.4  
billion**

That will need a 40% hike in property taxes

We used the 1992 estimate, allowed for construction inflation and longer mileage and arrived at a much higher number. It's almost the same number you get if you do the same thing with the Miami Metrorail line.

**Alternatives Analysis**  
**auto traffic forecast**  
**for rail transit alternative**

- H-1 & Kam. Hwy. at Pearl Ridge
- 2005 is now **6%** over capacity
- 2030 will be **31%** over capacity

Check out the AA, table 3-12, and note that at Pearl Ridge during the peak hour vehicles are 6% greater than our highway capacity. With rail in 2030 the City calculates we will be 31 percent over capacity!

- 1 Atlanta**
- 2 Washington, DC**
- 3 Dallas**
- 4 Los Angeles**
- 6 San Diego**
- 8 San Francisco**
- 8 Chicago**
- 11 Miami**
- 15 Boston**
- 16 Denver**
- 17 Seattle**
- 20 Portland**
- 22 New York**
- 26 Sacramento**
- 26 Salt Lake City**
- 38 Philadelphia**
- 43 St. Louis**
- 65 Cleveland**
- 65 Buffalo**
- 81 Pittsburgh**

Rail places have the worst increases in congestion. These 20 metro areas were those with rail in the 2000 Census. The worst 4 and 6 out of the top 10, all had new rail lines.

## **The worst 85 traffic congestion increases in the nation, 1982-2003**

Congestion data from Texas Transportation Institute,  
Urban Mobility Study, Table 4.

Atlanta  
Washington, DC  
Dallas  
Los Angeles  
San Diego  
San Francisco  
Chicago  
Miami  
Boston  
Denver  
Seattle  
Portland  
New York  
Sacramento  
Salt Lake City  
Philadelphia  
St. Louis  
Cleveland  
Buffalo  
Pittsburgh

## Percentage of transit commuters 1980- 2000

- 19 declined  
1 unchanged  
Ø increased

Transit is in decline as a percentage of commuters. See Federal Highways file [msacomparison.xls](#). Over this 20 year period no rail city showed an increase in percentage share — and that's key!

# *The 8/80 principle:*

***Oahu commuters:***

**8% use TheBus.**

**80% use their cars**

The reason that it is key is because of the 8/80 principle, which comes from Honolulu's numbers for the 2000 Census, remember that 80 is 10 times greater than 8!

# **The 8/80 principle:**

## **New commuters in 2030:**

100,000 new commuters

8,000 new transit users

80,000 new auto users

We can see that no one over time is gaining market share so that if we are lucky this will be the result of having all these new commuters in 2030. People do not get out of their cars since they save so much time over any other alternative.

## 8/80 principle for Vancouver, 1993-2003:

### Transit commuters

1993	88,550
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2003	121,000
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+32,450

+37%

This is the usual pitch you get from rail proponents: You see Vancouver increased its transit riders by 32,450 over 10 years and had a 37% increase. Isn't that great. Well, hold on; let's hear the rest of the story ....

## 8/80 principle for Vancouver, 1993-2003:

Vancouver commute method					
	Workers	Transit	%	Autos	%
<b>1993</b>	805,000	88,550	11.0%	595,700	74.0%
<b>2003</b>	1,100,000	121,000	11.0%	814,000	74.0%
<b>Change</b>	+295,000	+32,450		+218,300	

Note: Buses board four times as many riders as Skytrain.

Vancouver had a 37% increase in population! They did not increase their share of commuters. So, they got 32,450 more transit commuters but 218,300 more by auto and since they blew their budget on trains and didn't build roads the net result was drastically increased traffic congestion.

# 8/80 principle for Portland 1990-2000

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## Portland commute method

	Commuters	Transit	%	Autos	%
<b>1990</b>	861,141	41,335	4.8%	635,522	73.8%
<b>2000</b>	1,105,133	62,992	5.7%	807,852	73.1%
<b>Change</b>	+243,992	+21,657		+172,330	

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It was no different for Portland, 172,330 more by auto and only 21,657 by transit and yet this is the poster child for rail. Check out their traffic congestion on the web.

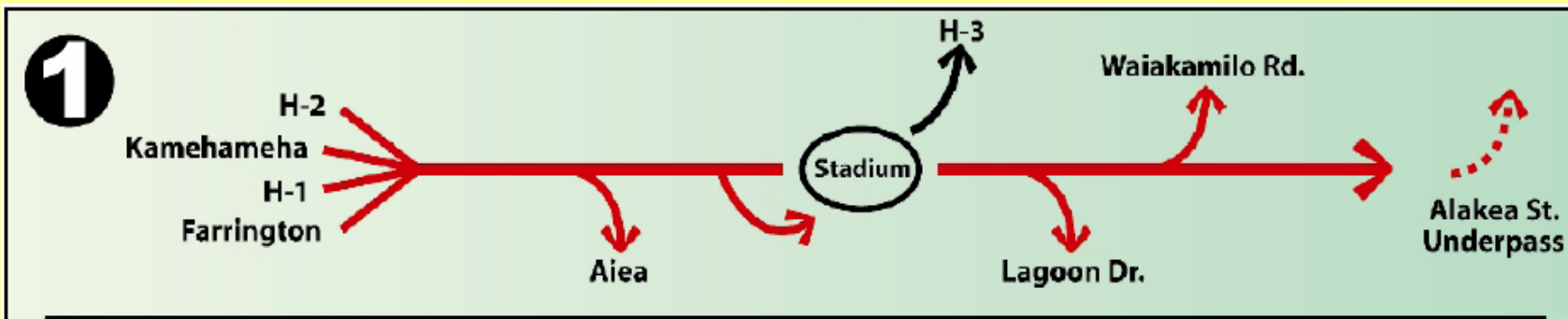
Traffic congestion is a highway problem, not a public transportation problem

Therefore, we can only solve the congestion problem by expanding highway capacity

**Reversible HOT lanes — Buses and vanpools go free — autos pay toll**



This the new 3-lane reversible Tampa Expressway. It took 4 years to build cost \$420 million and can carry as many as 6,000 vehicles per hour. It ended traffic congestion in this Tampa corridor.



Here's the route we recommend and how the traffic would be distributed at the town end of the highway.

# Cost: A difference of opinion?

- Tampa Expressway cost           \$420 million
- Our estimate for Honolulu       \$900 million
- City's estimate of cost           \$2.6 BILLION

The Tampa cost includes a sub-contractor error that cost \$100 million to fix and that the Expressway Authority expects to recover in a pending legal settlement. So, starting with a base cost of \$320 million in Tampa, how the city and

# *HOT lanes*

- Construction cost = \$900 million
  - Less feds contribution = \$450 million
  - Less toll revenue bonds\* = \$450 million
  - Local tax needed = **ZERO**
- 
- \*paid by HOT lanes users over 30 years.

# **HOT lanes advantages:**

- Network: Buses travel door-to-door.
- Speed: 55-60mph vs. rail at 25 mph
- Efficiency: Lanes carry 30% more vehicles than regular freeways.
- Congestion: Takes 20-30% of autos off the regular freeway.

# **Summary:**

- Rail has never improved traffic congestion.
- We have a traffic problem, not a transit problem.
- HOT lanes gives motorists a choice.
- HOT lanes outperform rail transit.
- We can afford HOT lanes; we cannot afford rail.

# Three ways to defeat the Holy Rail

- Educate the voters
- Educate the voters
- Educate the voters

City Councilmembers, Representatives and Senators experience enormous pressures from various interest groups. The only pressure group that can overcome that influence are these officials' constituents. We must educate them as to the facts and the action they must take if we are to avoid a radical increase in our already high cost of living

# Do something!

- Join Honolulutraffic.com
- Educate yourself at [www.honolulutraffic.com](http://www.honolulutraffic.com)
- Tell your friends about Honolulutraffic.com
- Educate employees w/payroll staffers
- Get us speaking engagements with your organizations
- Call or fax your Councilmembers, Senators and Representatives
- Write 'Letters to the Editors'

*[honolulutraffic.com](http://honolulutraffic.com)*

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**Questions to  
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