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Abstract

This Primary Corridor Transportation Project, Final Environmental Impact Statement (FEIS) responds to the comments received on the Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) published in August 2000 and the Supplemental Draft Environmental Impact Statement (SDEIS) published in March 2002. It also reaffirms selecting the Bus Rapid Transit (BRT) Alternative as the Locally Preferred Alternative (LPA).

Actions described in this FEIS are intended to address existing and future mobility constraints in Oahu's primary transportation corridor. The primary transportation corridor extends from Kapolei in the Ewa District to the University of Hawaii-Manoa and Waikiki in the Primary Urban Center (PUC). Three alternatives are presented in this document: (1) The No-Build Alternative consists of a reconfiguration of the present bus network to a hub-and-spoke pattern, with modest expansion of bus service in developing areas (e.g., Kapolei) to maintain existing service levels; (2) The Transportation System Management (TSM) Alternative which features the reconfiguration of the present bus route network to a hub-and-spoke network, expansion of service by 14 percent over the No-Build Alternative, plus some bus priority treatments on arterials in the Primary Urban Center (PUC) and in Leeward Oahu; and (3) Refined Locally Preferred Alternative (Refined LPA): This alternative builds on the hub-and-spoke bus system in the other alternatives, and adds Regional and In-Town Bus Rapid Transit (BRT) routes. The Regional BRT element includes a continuous H-1 BRT Corridor from Kapolei to Downtown using a.m. and p.m. contraflow zipper lanes and express lanes. The In-Town BRT component is a high capacity transit spine from Middle Street to Iwilei, an Iwilei to Waikiki Branch via Kakaako Makai, a University Branch from Downtown to UH-Manoa, and a Kakaako Mauka Branch. All three alternatives include the recently updated regional highway plan contained in the Oahu Metropolitan Planning Organization's Transportation for Oahu Plan (TOP 2025).

The first segment of the Refined LPA to be constructed is a 5.6-mile section between Iwilei and Waikiki. Funds for this Initial Operating Segment (IOS) are fully appropriated. Construction is expected in 2004-2005, with service projected to start at the end of 2005. The impacts of the IOS are described in this FEIS for its first year of service, 2006. The remainder of the Refined LPA will be phased over a period of 12 years after construction of the IOS.

This document includes copies of comments received on the MIS/DEIS and SDEIS plus the letters responding to those comments. In addition, this document presents the final analyses of these three alternatives in terms of transportation and environmental impacts, financial feasibility and funding sources, and cost-effectiveness. Transportation analyses include effects on transit service and other surface transportation systems, and transit ridership. Environmental parameters examined include land use, displacements and relocations, neighborhood setting, natural resources, air quality, noise, parklands, historic sites, visual resources and impacts during construction. This FEIS presents a description and impact analysis