HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
ALTERNATIVES ANALYSIS / DRAFT ENVIRONMENTAL IMPACT STATEMENT
NEWSLETTER

NOVEMBER 2005

Honolulu High-Capacity Transit Corridor Project

The City and County of Honolulu Department of Transportation Services (DTS) is preparing an Alternatives Analysis and a Draft Environmental Impact Statement (EIS) to evaluate alternatives that would provide high-capacity transit for Honolulu. This high-capacity transit corridor will link University of Hawaii at Manoa and downtown Honolulu with fast growing areas in leeward Oahu and Kapolei. To date, a broad range of alternative modes and alignments have been screened resulting in a set of alternatives which are proposed for evaluation in the Alternatives Analysis.

DTS is presenting the results of this initial work for public review and comment. All comments will be considered in finalizing the statement of purpose and need for the project and the list of alternatives that will be evaluated in the Alternatives Analysis and EIS.

Why We Need To Improve Transit

Several transportation needs in the project area have been identified. These include a need to improve mobility for travelers facing increasingly severe traffic congestion in the study corridor; a need to improve transportation system reliability; a need to provide accessibility to new development in Ewa/Kapolei as a way of supporting policy to develop the area as a second urban center; and a need to provide improved transportation equitably to all travelers. More information explaining the needs is available on the project website at **www.honolulutransit.org** and will be presented at the scoping meetings.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to contribute to meeting these transportation needs. The project would provide an exclusive right-of-way alternative in the corridor, and thereby ensure faster, more reliable transit services than operating in mixed flow traffic. The project would support the goals of the regional transportation plan by serving areas designated for urban growth. The project also would provide an alternative to private automobile travel and improve linkages between Kapolei, Honolulu's Urban Center, and the urban area in between.

Development of Project Alternatives

Various alternatives can be defined that could meet the project purpose. In addition to defining transit alternatives, it is also important to understand what other transportation improvements are likely to occur between now and 2030. Long-range transportation planning is currently under way by the Oahu Metropolitan Planning Organization (OMPO) as it develops its 2030 Oahu Regional Transportation Plan (ORTP). The ORTP planning process has examined a variety of transportation improvements, including ferry service, expansion of portions of the H-1 Freeway, expansion of various arterial roadways, construction of a reversible toll roadway parallel to H-1 from Waiawa to Kalihi, and construction of a toll bridge or tunnel across Pearl Harbor. Some of these projects, such as the ferry service and many of the H-1 and arterial improvements, are included in the 2030 ORTP. Others may not be included because of lack of funding or other issues. The Pearl Harbor bridge or tunnel crossing options will likely not be included due to cost, lack of funding, and operational and security concerns associated with a crossing of the harbor. A reversible toll roadway alongside H-1 may also not be included because of cost and funding concerns; however a similar facility managed to provide priority for transit and HOVs may be a viable transit alternative.

Transit alternatives are defined by both the location of the facility - its alignment, and the type of vehicles that travel on the alignment. A range of different types of transit vehicles are available. One choice is the vehicle in use today on Oahu ... the bus. (See Page 2)

(from Page 1)

Development of Project Alternatives

Other types of transit vehicles include those that run with steel wheels on steel rails, those that run with rubber tires on concrete guideways, and those that are magnetically suspended above a guideway. They range in size from vehicles that carry fewer than 10 passengers to those that can be combined into trains carrying over 1,000 passengers.

Some types of transit vehicles are not suitable for use in the corridor. For instance, small Personal Rapid Transit (PRT) vehicles carry only 2-10 passengers and operate at a top speed of 20-30 mph; this would not provide sufficient speed and capacity for the expected transit demand in the corridor. At the other end of the scale, Commuter Rail vehicles are used to carry over 1,000 passengers per train over distances of 30-60 miles or more, to a single destination, usually a downtown. In Honolulu, smaller trains, operating more frequently, over shorter distances, to multiple destinations, are needed. A variety of automated transit vehicles provide this type of service were initially screened for suitability, including the ones shown below.

Personal Rapid Transit

Commuter Rail

Light Rail

Monorail

Magnetic Levitation

In addition to examining possible types of transit vehicles, potential transit facility alignment locations have also been explored. Possible alignments have been evaluated using many criteria, including: known engineering constraints; the location of existing and planned activity; employment and residential centers; support for economic development; minimizing the need to acquire new property; community and environmental quality; service to transit-dependent communities; and consistency with existing plans and policies. A number of fixed-guideway alignments were considered and eliminated because available space to construct and operate the guideway is limited, or because the alignment would not serve as many riders. The alignments considered but rejected include the OR&L rail right-of-way, the H-1 Freeway Ewa of Aloha Stadium, the Moanalua Freeway, Nimitz Highway through Kalihi Kai, School Street, and both H-1 and Beretania Street between downtown and University of Hawaii at Manoa. Based on the analysis of transit vehicle technologies and alignment locations, several alternatives are proposed for further analysis in the Alternatives Analysis. The following alternatives would rely on buses to provide transit services:

- ***No Build - the existing bus system with modest expansion of service to newly developing areas.***
- ***Transportation System Management - a more aggressive expansion of bus services including construction of relatively low-cost new facilities such as transit centers.***
- ***Managed Lanes Alternative - construction of a two-lane, grade-separated guideway between Waipahu and Downtown Honolulu for use by buses. The lanes would be managed to maintain free-flow speeds for buses, while allowing high-occupancy vehicles (HOVs) and variable pricing for toll-paying single-occupant vehicles.***

The remaining alternatives would all include construction of a new exclusive right-of-way transit facility, following various alignments. All of the alignment options could be served by light rail vehicles, and most of them could also be served by other technology choices such as monorail or magnetic levitation. The alignments being considered are shown in the figures on the opposite page. Specific station locations along each alignment have not yet been identified.

More information on the identification and screening of alternatives is available at: www.honolulutransit.org.

Public Scoping Meetings

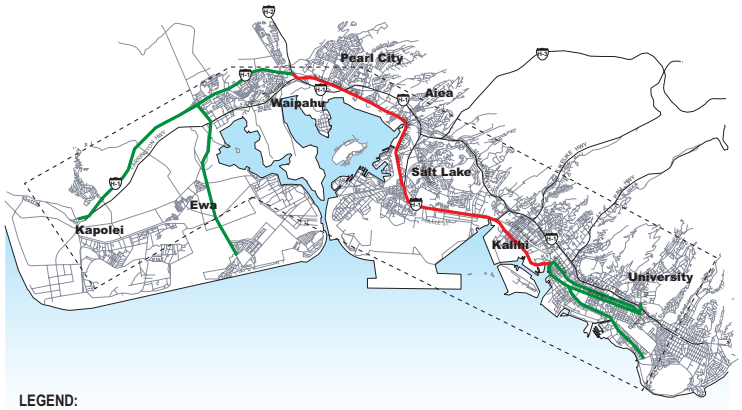
Learn more about the project and provide your comments on the Purpose and Need, Alternatives, and scope of the studies by visiting the website: **www.honolulutransit.org.** or call the project hotline **566-2299** and leave a message with your name and your current address.

Written comments can be mailed to:
Department of Transportation Services,
City and County of Honolulu, 650 South King Street, 3rd Floor, Honolulu, HI, 96813
Attention: Honolulu High-Capacity Transit Corridor Project
Scoping comments are due by January 9, 2006.

December 13, 2005 from 5 to 8 pm
at the Neal Blaisdell Center's Pikake Room
(777 Ward Avenue, Bus 3, 9, 40, 11, 15, 43, 52, 54, 62)

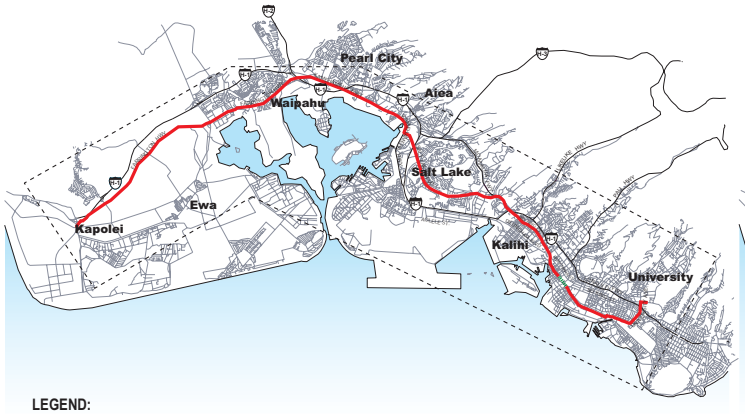
December 14, 2005 from 7 to 9 pm
at Kapolei Middle School Cafeteria
(91-5335 Kapolei Parkway, Bus 41)

Honolulu High-Capacity Transit Corridor Project



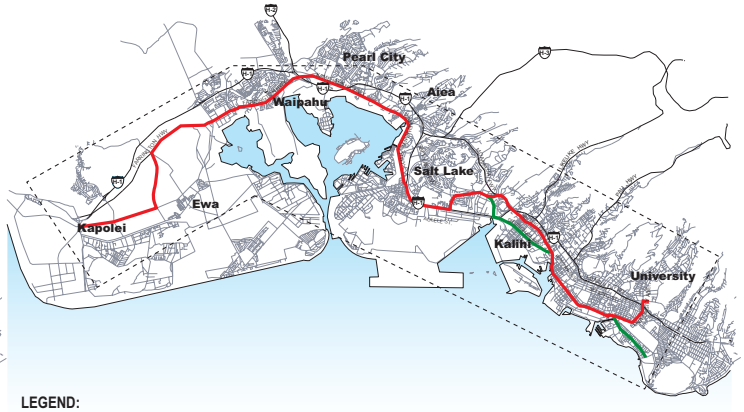
LEGEND:
New Managed Lanes Facility
Enhanced Bus Operations (No Exclusisve Lanes)

Managed Lanes Alternative



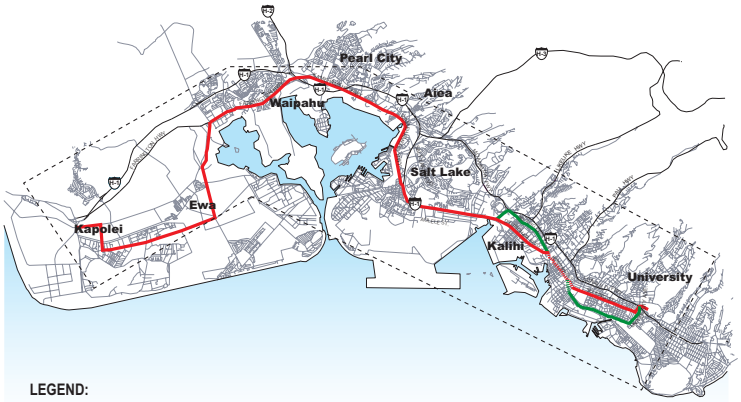
LEGEND:
Proposed Alignment
Proposed Tunnel

Fixed-Guideway Alternative, Kamokila Blvd. / Salt Lake Blvd. / King St. / Hotel St. / Kapiolani Blvd. Alignment



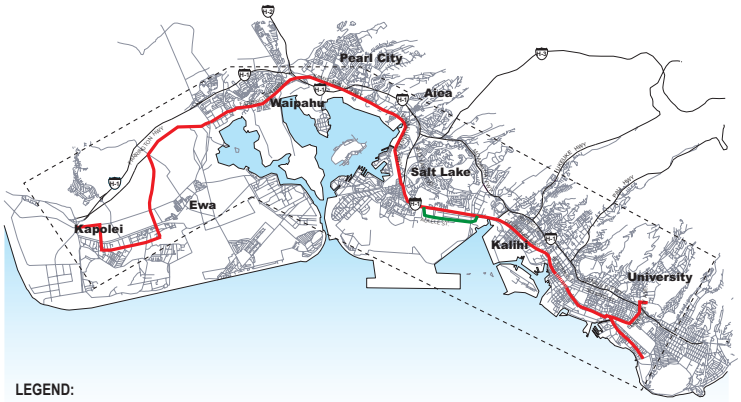
LEGEND:
Proposed Alignment
Design Option

Fixed-Guideway Alternative, North-South Road / Camp Catlin Rd. / King St. / Queen St. / Kapiolani Blvd. Alignment



LEGEND:
Proposed Alignment
Proposed Tunnel
Design Option

Fixed-Guideway Alternative, Ft. Weaver Road / Farrington Hwy. / Kamehameha Hwy. / Dillingham Blvd. / Kaaahi St. / Beretania St. / King St. / Kaialiu St. Alignment



LEGEND:
Proposed Alignment
Proposed Tunnel
Design Option

Fixed-Guideway Alternative, North-South Rd. / Farrington Hwy. / Kamehameha Hwy. /Airport / Dillingham Blvd. / Hotel St. / Kapiolani Blvd. With A Waikiki Spur Alignment

Samoan
"Mo nisi fa'amatalaga, telefoni mai i le 566-2299, pe asiasi atu i le matou website, **www.honolulutransit.org**".

Vietnamese
"Moun biet them chi tiet Vietnamese xin com tren mang **www.honolulutransit.org.** Hoac de lai loi nhan tin nha dia chi lien lac so 566-2299".

Tagalog
"Para sa mga iba pang impormasyon sa tagalog, bisitahin lang po ninyo ang website **www.honolulutransit.org** o mag-iwan lang po ng mensahe kasama ang inyong pangalan at pang-kasalukuyang tirahan sa 566-2299".

Ilocano
"Para iti ad-adupay nga impormasyon iti Ilokano ket bisitaen iti daytoy a website **www.honolulutransit.org** wenno mangibati iti mensahe agraman ti address yo iti numero 566-2299".

Spanish
"Para más información en español visite Ud. el sitio electrónico **www.honolulutransit.org** o deja un mensaque incluyendo su dirección postal al 566-2299".

Korean
"한국 어로 더자세한 정보가 필요하면 웹사이트를 체크하십시요 **www.honolulutransit.org** 아니면 566-2299 에 전화 하셔서 주소를 포함하여 메세지를 남기십시요"

Japanese
更に日本語で詳しく知りたい方は
ウエブサイト **www.honolulutransit.org** を
御覧下さい。又は 566-2299 に
貴方の御用件及び住所・氏名を
御入れください。

Laotian
ຕ້ອງການລາຍລະອຽດ ໃຫ້ເປີດ ເວບ ໄຊ **www.honolulutransit.org**
ຫລື ຝາກຄວາມ ເວົ້າ ແລະ ທີ່ຢູ່ ຂອງ
ທ່ານ ໄວ້ ເຄື່ອງ ຍົດ ສ່ຽງ ທີ່ ເລກ ໂທ ແລະ ສົ່ງ 566-2299

Chinese
" 如要中文資料, 請進入 **www.honolulutransit.org**
網址查看或致電 566-2299 連同你的聯系地址留言給我們."

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Honolulu Needs You !!!

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