

Honolulu Fixed-Guideway AA/DEIS
Notes from FTA Meeting
May 21, 2007

What routes are available from Kahili to Ala Moana in the build alternative?

What are the speeds in the zipper lane?

Are park-n-ride lots oversized in the TSM alternative?

Discussion re: different values-of-time with respect to toll costs versus much lower v.o.t.s with respect to parking and other costs.

Tabulate boardings on every route surveyed in on-board survey data to determine how close data is on a route level to passenger counts.

Assign subsets of on-board data to better understand under/over-estimates on a route level (express bus versus local bus).

Are dwell times used? What are they? Add to speed table.

Stratify boarding comparisons by geographic area (covered later in day).

Formal versus informal PNR choice

- How many on-board trips have a choice between formal and informal lots?
- Informal constant is not based on choice – need to revise the code to calibrate constant if choice between formal and informal, and/or model choice as an extension of PNR/KNR nests.

Ala Moana under-estimate

- Look at district level comparison by purpose to better understand under-prediction of transit trips to Ala Moana and downtown.
- Analyze transfer data reported for trips attracted to Ala Moana. Are they falsely reporting Ala Moana as the alighting location but actually transferring between two routes that serve Ala Moana?
- Split the Ala Moana district into smaller districts to better understand where trips are traveling to/from

Boarding comparison by route:

- 52 and 62 are over-predicted
- All buses serving Waikiki are under-predicted
- Focus on the 5 or 6 travel markets served by LRT; try to get them right and hopefully the rest will improve as a result

Compare district summary to 1992 survey

Chris Slater criticism that observed boardings are too high (236k versus 207k)

- Compare LOS and pop/emp distributions and totals at district level for the old AA No-build versus actual to determine whether forecasted LOS and land-use was too high
- Also look at assumptions re: load factors

Central Oahu – Eva intra-district and Kapaleia (sp?) intra-district over-estimates. Trip length too short?

- Income distributions in 2030 are identical to 2005 – should they change?
- Auto ownership predicted to decrease 2005 to 2030 – diagnose why. Thematic maps of AO, also compared to 2000 Census. Analysis of transit accessibility calculations.
- Is the problem related to urban form?
- Transit attractions compared to employment by district

Explain difference between 2005 calibrated and 2030 MOSL ridership.

- What would happen if today's service offered in 2030? Run base-year transit service with 2030 network.
- What percent of market is within Eva/Kapaleia?
- What service levels are required in 2030 No-Build, and who would pay for the service deficit?
- Assign on-board survey to MOSL rail network using best path and measure ridership – what would ridership be if serves only existing riders?

Rail walk versus bus-required market segmentation

- May not be necessary. Look at share of trips in bus-required segments. If they aren't too high, probably isn't worth implementing more refined share model. Just assume TAZs with less than 100% walk get the lower bonus.
- Thematically map percent walk-rail by productions attractions
- Try a test run – read in percents and see what the UB number is without the more refined segmentation.
- If segmentation is required, need the following skims for rail. Build by controlling access/egress links using NOX:
 - Walk-rail-walk
 - Walk-bus-rail-walk
 - Walk-rail-bus-walk
 - Walk-bus-rail-bus-walk

Make user benefit maps same scale

Re-run NHB direct demand model, using only walk alightings