

— continued from front

(BRT)/Busway system would be appropriate for Honolulu. The Busway was considered in detail in the Alternatives Analysis and was deemed an unsuitable alternative for Honolulu because of construction and operating costs, design considerations and operating inefficiencies. The elevated BRT/Busway system does not fit within the definition of the fixed guideway selected by the City Council because it does not provide as much capacity, has a larger visual impact on the community, requires more property acquisition for access ramps, and would cost more than the fixed guideway for a system of equal length.

The right-of-way requirements for a BRT/Busway system on an elevated guideway with local road access points make this a tough pill to swallow. In addition to very large transit stations the

BRT/Busway system would have an additional requirement of interchange on- and off-ramps in order to allow local road access. The fixed guideway station is miniscule compared to the interchange requirements for the busway. To provide the bus access to existing roadways, four on- and off-ramps at least 1000' long and 24' wide each would have to be constructed to connect to the major roadways.

The claims made by those advocating for the BRT/Busway system that it can be built faster and cheaper cannot be true, using simple logic, — a bigger Busway structure cannot be easier or cheaper to build than a smaller fixed guideway system.

**Aloha!** Now that the Scoping Process, required by the National Environmental Policy Act (NEPA), is complete, many other elements of the project are kicking into high gear. The State's environmental requirements (Chapter 343) are also being addressed concurrently. Work is on-going to refine the travel forecasting model for the corridor, engineering is moving along, and the Environmental Impact Statement (EIS) is well under way.

A travel forecasting model is used to estimate future traffic flow, transit use, and the number of walkers and bikers by simulating the future travel patterns on O'ahu. Through this simulation, the use of highways, roads, buses and the fixed guideway is estimated. The results from the model are used to help engineers size the facilities and infrastructures associated with the project. Engineers are working hard to make certain that every nuance of O'ahu's traffic and travel patterns is captured in the model.

Engineering is also underway to provide more detailed engineering

drawings and plans for the fixed guideway system as selected by the City Council. In the upcoming months, general station concepts, support column locations, and guideway appearance will start to solidify. Engineering work is being done with enough detail to clearly identify potential environmental impacts associated with the system.

One of the reasons a NEPA EIS is required for our project is because we are seeking federal funding. The EIS process ensures public oversight and involvement in the development of new projects. In this study, environmental impacts associated with the three alternatives (Fixed Guideway, No Build, and Transportation System Management) are identified. Impacts such as noise, air quality, vibration, vegetation, socio-economic, historic, cultural, and hazardous materials will be scrutinized. In the event that a negative impact could be incurred as a result of any of these alternatives, a complete mitigation plan will be developed to remove or minimize the impact as much as possible. Next month's newsletter will provide much more information regarding the EIS process.

### NEWS FLASH!

We would like to take this opportunity to correct some

misperceptions in the community that a Bus Rapid Transit

— continued on back

## We're Moving On and Moving Up!

Look for an upgraded format and additional content in coming editions of Honolulu On the Move. New monthly features include a Project Timeline to keep our steps in sync, Myth Busters to help clarify fact from fiction, Success Stories of transit in other areas of the U.S., and a Questions from Readers section which will answer your questions directly.

## Federal Update

The U.S. House Appropriations Committee recommended \$10M and the U.S. Senate Appropriations Committee recently recommended \$20M for preliminary engineering of the Honolulu High-Capacity Transit Corridor Project. The final amount will be determined by a conference committee.

## Contact Us

We'd love to hear from you on these new ideas. If you have recommendations, questions, or comments, please send your thoughts to us. You can contact us by email through the "Contact Us" at [www.honolulustransit.org](http://www.honolulustransit.org) or by calling our project hotline at 566-2299.

### Save the Date!

## Transit Symposium 2007

Tuesday, November 13

8:00 a.m. — 5:00 p.m.

Neal Blaisdell Center

Save the date for this year's Transit Symposium. The symposium will feature panel discussions by dynamic leaders who successfully developed local fixed guideway transit systems and a renowned keynote speaker during the lunch session.

For pre-registration and questions, please contact us by calling the Transit Hotline at 566-2299 or via the website at [www.honolulustransit.org](http://www.honolulustransit.org).

**We look forward to seeing you there!**