

Honolulu High-Capacity Transit Corridor Project
Meeting Minutes

Date: April 26, 2006

Organization: West Pearl Harbor Rotary Club

Time/Place: Noon at Pearl Country Club

Presenter: Alex Butaro, notes Pat Lee

Topic: HHCTCP Presentation

Approximate number of attendees: 11.

Summary of comments & questions: audience was quite supportive of the Fixed Guideway in general.

- Why are some opposed to rail? What can you provide as benefits to the naysayer?
- Other than preventing people from owning cars, not much we can do.
- Will the building of UHWO help?
- Transit won't work. Need to give people reasons for abandoning their cars.
- What is the maximum capacity of the managed lanes versus the maximum capacity of rail?
- Suggest fixing sewers and potholes first, before spending taxes on rail.
- Suggest re-engineering Makakilo Drive/Kamokila Blvd. route to the transit station in Kapolei. Riders coming to the proposed transit station in Kapolei from Makakilo to use a park and ride will clog up already congested shopping area to get to the station.
- Commutes from Kapolei to UH Manoa and will ride the transit system. He suggest an "executive class car" that has more leg room and WiFi capable so he can get e-mail, make calls and do work on his ride to work in the morning. That will appeal to business commuters to town. He is willing to pay more for that seat, like "business class" on airlines.
- Suggest a station at Pearl City Shopping Center. Would get more riders from Waimano Home Road and heart of Pearl City rather than nearer Sam's Club. He commutes every day from Manoa to Pearl City to work, and would ride transit. He lived in Chicago and road the "L" all the time.
- Suggest increased frequency for rail to accommodate special events, like UH football games.
- What are the headways between vehicles? Suggest no less than every 10-15 minutes to be attractive to commuters.