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Office of Environmental Quality Control  
State of Hawaii – Department of Health

**RE: Honolulu High-Capacity Transit Project Final Environmental Impact Statement (EIS)**

Please accept the following comments on the City and County of Honolulu High-Capacity Transit Project Final Environmental Impact Statement (EIS).

The steel on steel rail technology chosen will create a huge amount of noise. To mitigate this noise the city is planning to build a 3 foot barrier on each side of the track all along the length of the track. This mitigation plan will only shoot the sound upwards and impact thousands of residences in towers which line the track and the barrier will add to the visual curtain created by the track. This is unacceptable.

Other technologies such a magnetic levitation systems, one of which is in operation in China and being extended by 125 miles, and others which are now being planned for the Washington, D.C. / Baltimore Corridor, and the corridor from L.A. to Las Vegas show that this technology is ripe. This technology would eliminate the majority of noise from a planned Honolulu Mass Transit System.

Honolulu is a noisy city and we just don't need a 30 mile source of more constant noise to be built.

The Plan also terminates at the Ala Moana Shopping Center and all the studies show that the ridership will only lessen traffic on the Freeway **if the system goes to the University of Hawaii Manoa and to Waikiki.** So this is just a waste of money and a horrible environmental scar on the Island of Oahu if the system does not go to these two major destinations; 50,000+ students attend the UH and 20,000+ workers travel to and from Waikiki daily.

The **huge stations proposed** in the existing plan will just be magnets for the homeless without needed bathroom facilities for them or for the transit users. These many huge stations (there are 2.3 times as many stations planned for this heavy rail system in Honolulu as is typically found on heavy rail systems in other American Cities) will create visual blight throughout our community.

A station plan such as exists in Portland, Oregon where all the stations are at ground level would eliminate the environmental visual blight of all these huge stations – and eliminate approximately 2 billion dollars of cost from the project – giving funds to extend the line to the UH and Waikiki.

The three stations planned for downtown Honolulu are located less than 2 blocks apart. This is environmentally unexceptionable as they visually block views of the harbor. The 8 to 12 escalators required for each of the planned 30 in the sky stations is too much maintenance for the city to pay for when they now can't afford to keep the simple bus stops clean all around the city – many are constantly filthy with spilled soda and nasty as are the fleet's bus windows and many many of the bus seats.

Sincerely,  
Robert Rodman