

**Honolulu High-Capacity Transit Corridor Project**

**Meeting Minutes**

**Date of Meeting:** Friday July 7, 2006,  
1:30 - 3:00 p.m.

**Location:** Airports Division, Conf Room C

**Subject:** Project Update

**Attendees:** See attached sign in sheet

**Summary:**

PB ~~provided angave a project~~ update on the projectsummary. A handout (attached) was passed out ~~thatand~~ included the Fixed Guideway Alternative Section 3 map of the Salt Lake/Pearl Harbor/Airport area and preliminary Plan and Profile sheets ~~forof~~ 1) Mauka of Airport Viaduct Alignment, 2) Makai of Airport Viaduct Alignment, and 3) Aolele Alignment.

Following are comments and discussion items.

- Regarding community comments on alignment preferences, the Salt Lake Neighborhood Board stated that they want to be directly served by the fixed guideway alignment.
- ~~In-general-t~~The City's transit policy is that only luggage that can fit on a person's lap is allowed on their transit system. Several rail transit systems in the country do allow luggage, however, and some accommodations on the Honolulu system, such as non-peak period allowances, may be considered at a later time.
- Airports Division indicated that if luggage were to be allowed on the transit vehicles, then the Aolele Alignment would likely be their preferred alignment.
- If luggage was not to be allowed, then the Makai of Airport Viaduct Alignment may be sufficient for serving ~~their~~ airport employees.
- Airports Division will assess their Master Plan needs, evaluate the various alignment benefits and impacts and provide written comments.
- Airports Division requested a map of the Section I alignments.

**Actions Required:** Airport Division to provide written comments.

PB to provide Section I map to Airports Division.

**Distribution** File: #16434A **By:** Clyde Shimizu

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