Honolulu On The Move

Honolulu High-Capacity Transit Corridor Project **Presentation Recap**

Organization: Ko'olani Condo AOAO

Date: October 15, 2009

Time/Place: 6:00 PM Ko'olani Party Room

Presenter(s) & Type: Pat Lee, Clyde Shimizu, Lawrence Spurgeon, PPT

Note Taker: Pat Lee

PIT Attendees:

Organization's descriptions, Socioeconomic composition, & project support: Ko'olani is a luxury condo in Kakaako adjacent to the rail line. Owners are affluent and several are foreign born. Some support rail but most want it relocated away from their building.

Approximate number of attendees: 80

Male 40 % Female 60 %

Age Range:
30 & Under % Disabled %

31-54 20 %

55 & Older 80 %

Ethnic Background: (Check all that apply)

Asian 40 % Pacific Islander %

Caucasian 60 % Other %

Other: _____

General Discussion Overview: Briefed the attendees on the alignment, process, decisions made, benefits, issues such as elevated versus at-grade, and gave them specifics on noise, height of the guideway, selection process and schedule. Note: District Councilman Rod

Tam was asked to join the discussion for the second half of the meeting.

Honolulu High-Capacity Transit Corridor Project Presentation Recap Cont.

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Questions, Answers & Comments:

1. You chose a steel wheel technology. What about noise impacts? A: noise abatement measures will be incorporated. Noise level without mitigation is similar to a city bus or FedEx truck, but with a parapet wall and wheel skirts, noise can be cut in half to the sound of a small car.
2. Will bicycles be accommodated? A: Yes there will be allowances for bikes, but probably during non-peak times and bike racks will be available.
3. You are bringing rail into a quiet neighborhood with tree-lined streets and sound rises. Can't you change the route to a different street like Kapiolani? A: The scoping process began in 2005. There is a large population planned for this area and the rail stations will be within walking distance to residents and businesses. We looked at Kapiolani Blvd, but Halekauila was found to be a better route.
4. Won't the train make noise when it is braking or along curves? A: New trains use a regenerative braking system that reverses the motors. Not like the older systems.
5. What will be the speed through this area at curves and will it cause more noise? A: About 25 mph and there won't be much effect.
6. When will you construct in this area? A: Phase four, from Middle Street to Ala

Moana will start around 2014.

7. What is the decibel level? A: Mid-70's at fifty feet from the vehicles.
8. Have you done a study on the trains' impact on property values? A: Generally, properties in proximity to rail stations increase in value. Twenty systems were studied and in 18 cases, both residential and commercial property values went up.
9. Crime goes up near train stations. Why don't you move the rail to Ala Moana Boulevard then along the Ala Wai? A: crime increases in high density, low income neighborhoods with or without rail. We will have security measures. Studies do not indicate higher crime rates due to rail.
10. Property values decreased near the Chicago El.
11. Why not Nimitz to Ala Moana Boulevard instead of Halekauila? A: Ala Moana was looked at early on, but it was not appropriate, and there are coastal view regulations that would make approval difficult.
12. The train runs on electricity so what about EMF danger? A: It will be of no danger to humans.
13. Where are the parking lots for the train? A: most of the park and ride lots are on the western portion of the route, near Pearl Highlands, Aloha Stadium, UHWO.
14. How many properties are you condemning for rail? A: about 200 properties are affected and most only a small sliver is needed for right of way. The city would undertake friendly negotiations first and use of eminent domain only as a last resort.
15. You will complete the rail by 2019 or earlier? A: It depends on funds.
16. I am skeptical about claims rail will remove 30,000 cars from the road. How do you determine that? A: Based on ridership projections and projected daily trips in 2030.
17. You will need to acquire several buildings on Queen and Kona. When will you take them? A: Those properties would be needed around 2013 to 2015 when the project comes this way.
18. How set is the route? A: We are proceeding with the route selected by the City Council and described in the DEIS.
19. What is the fare? A: same as bus and can transfer between modes.
20. Why not start in town? A: Need large area for corporation yard, and it will be easier to start on the west side in lands that are not yet developed and under the control of large landowners.
21. If you go out to Kapolei or Waianae, traffic is horrendous. Many of those taking the bus will benefit from rail. Will your system have automated ticketing? A:

there will be paper tickets but no gates and an attendant on the train to check tickets, but not every passenger.

22. When was this route fixed and what other routes were looked at? A: the scoping process started in 2005 and studies narrowed down to two routes, Waimanu and Halekauila. King Street was looked at but not selected.

Councilman Rod Tam took the floor at this time, and was asked these questions. Lawrence provided some answers when the Councilman deferred to us (PB):

1. Why does rail have to pass through residential areas? A: this was explained in the EIS and you can still put in comments to the Council. The experts recommended this alignment and the Council approved it back in 2006.
2. How do you feel about the alignment? A: It has the least impacts and least land condemnations, but nothing is final. However if you delay the project, you kill it.
3. We are concerned that homeowners will lose values to their units and our quality of life will diminish.
4. The stations are too far to walk and not convenient for us. A: (PB) both the Ward and the Ala Moana stations are less than a quarter mile away, which is a 5 to 10 minute walk.
5. The guideway is 70 feet from our building and way too close. Why can't you relocate the train to the area across the street that is a city park? That lot was used as a limousine parking lot before.
6. Can't the train be moved to Kamakee instead? There are less residents on that street. This is a quiet street and we want to keep it that way.
7. How can you have confidence in the funding projections? Government projects always end up over budget.
8. Who will take the train from Ala Moana to Kapolei? We don't go out there. A: (PB) the train will be used by west Oahu commuters to get into town and back, and during the day the train will be used for trips within town, to the shopping center, etc.
9. Why doesn't the city use the MagLev system which is quieter? A: MagLev is not proven.
10. You say 70 dB, but I sleep at 45 dB. How far away from the train would be at 45 dB? A: (PB) about 250 feet.
11. What about the next mayor and next city council, couldn't they kill it?
12. Can you construct buildings under the guideway? A: (PB) Generally, no due to

emergency access requirements.

13. Is any building closer to the train than us? A: (PB) the building at 1133 Waimanu is closer.
14. The residents of 1133 Waimanu don't want it either.
15. Can you change the hours of operation? How many riders do you expect at four in the morning? Can you decrease your operating times? A: (PB) It is based on our analysis of traffic peaks and demand. There are lots of bus riders who come into town and Waikiki due to their 6:00 AM hotel shifts.
16. I paid over $1 Million for my condo unit and rail was never disclosed to me. If I knew rail was going to be right outside my bedroom window, I would never have purchased the unit. What can we do to stop this project? A: It is a process and you can send your concerns to the Mayor and the City Council.
17. Residents of the area condos at 1133 Waimanu, Ko'olani and Hokua will all be impacted. Can't you place a covering or build a tunnel over the guideway to shield us from the noise? A: (PB) It would be unworkable and probably more visual impact. FTA will have the city monitor noise and if more mitigation is needed.
18. What is the FTA dB limit allowed? A: (PB) it is 66 dB on a day/night average; you are not allowed to increase the noise level of the existing condition.
19. What is the role of the Governor, can she stop this project? A: It is a city project.
20. You said modern rail is quieter than the old Chicago El and older systems? A: (PB) yes, due to technology. For example, seamless welded rails are used so there isn't the clanking you get on older trains as the wheels cross over seams. There are lots of new technologies in place now.
21. Can't you use rubber tires instead of steel? A: (PB) No, but there are sound abatement materials that can be incorporated in the design.