

	A	B	C
1	<b>Pearl Harbor Station - Comparit</b>		
2		<b>Option 1</b>	<b>Option 2</b>
3		<b>Makalapa Gate - Ewa of Radford Drive</b>	<b>Makalapa Gate - DH of Radford Drive</b>
4		<b>Option 1a: Makai Entrance</b>	<b>Option 2a: Makai Entrance</b>
5		<b>Option 1b: Mauka Entrance</b>	<b>Option 2b: Mauka Entrance</b>
6			
7	<b>Connectivity from Transit Station to Navy Base</b>	<b>Option 1a:</b> Direct walking connection to gate on existing and extended sidewalks - no street crossings	<b>Option 2a:</b> Will require crossing of Radford Drive to enter base
8		<b>Option 1b:</b> Walk path will require crossing of Kamehameha Hwy to Makalapa Gate..	<b>Option 2b:</b> Will require crossing both Kamehameha Hwy and Radford to enter base.
9			
10	<b>Property Impact to Navy</b>	<b>Option 1a:</b> Station entrance is in existing chapel/clinic parking lot - loss of parking and reconfiguration of remaining lot as necessary.	<b>Option 2a:</b> Station entrance located adjacent to existing Navy housing, will require moving secure perimeter fencing to allow for the entrance. May also require some housing removal per UFC4-001
11		<b>Option 1b:</b> Station entrance in open area below the Navy officers Makalapa housing. Emergency exit and elevator tower located adjacent to chapel/clinic parking (impacting parking by removal of stalls).	<b>Option 2b:</b> Station entrance in open area adjacent to abandoned housing. Emergency exit and elevator tower will be located adjacent to Navy housing on the makai side of Kamehameha Hwy. May also require some housing removal per UFC4-001
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13	<b>Security</b>	<b>Option 1a:</b> Station platforms adjacent to chapel/clinic and will overlook Makalapa Gate entrance. Station design could include screening to prevent direct views and video cameras to monitor/record activities. Approximate ROW need line for the station entrance is within 20 ft of chapel/clinic building.	<b>Option 2a:</b> Station adjacent Navy Housing and will overlook Makalapa Gate entrance. Station design could include screening to prevent direct views and video cameras to monitor/record activities. Approximate ROW need line is within 10 ft of the Navy Housing building and may require relocation of existing housing to provide security setback.
14		<b>Option 1b:</b> Station platforms adjacent to chapel/clinic and will overlook Makalapa Gate entrance. Station design could include screening to prevent direct views and video cameras to monitor/record activities. Entrance will be on mauka side of Kamehameha Hwy, however emergency exit and elevator tower will be within 20 ft to 30 ft of chapel/clinic building, depending upon final design.	<b>Option 2b:</b> Station adjacent Navy Housing and will overlook Makalapa Gate entrance. Station design could include screening to prevent direct views and video cameras to monitor/record activities. Station entrance will be along the mauka side of Kamehameha Hwy, however emergency exit and elevator tower will be located within 10 to 20 ft of the Navy Housing building. May require relocation of existing Navy house to provide security setback.
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	D	E
1	<b>ive Matrix</b>	
2	<b>Option 3</b>	<b>Option 4</b>
3	<b>Center Drive</b>	<b>No Station @ PH Navy Base</b>
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6		
7	Quarter mile from Makalapa Gate and half mile to main gate. Shuttle bus would be required to serve riders to base.	Shuttle bus connection from Aloha Stadium Station. Approximately 1060 daily riders will use the shuttle to the base.
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9		
10	Station entrance to be located on Navy property in open area adjacent to Kamehameha Hwy.	None
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12		
13	No permanent Navy facilities in close proximity to station. Shuttle bus will require security inspection upon entering base.	Shuttle bus will require security inspection upon entering base.
14		
15		

	A	B	C
16	<b>Transit Ridership</b>	4,400 daily trips in each direction will be generated.	4,400 daily trips in each direction will be generated.
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18	<b>Guideway geometrics (alignment and profile)</b>	No significant accommodations.	No significant accommodations.
19			
20	<b>Civil/Utility Works</b>	Potential relocation/modification of 138kV lines, underground lower voltage power lines, and extensive use of retaining wall at station entry area. Sidewalk will need to be extended from corner of Radford Drive intersection to the proposed transit station.	Underground lower voltage power lines.
21			
22	<b>Historical properties</b>	Adjacent to Aloha Chapel/clinic building.	None.
23			
24	<b>Traffic</b>	Bus interface issues due to right turn into base (DH Bound). Mitigation is to leave bus stops as existing (far side stop). Left turn bays will be modified.	Possible bus interface issues due to right turn leaving the base (Ewa Bound). Mitigation is to move bus stop to Ewa of Radford Drive intersection. Left turn lanes will be modified.
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	D	E
16	Fewer transit riders than Makalapa Gate location due to longer walk/shuttle bus connection, but station has not been modeled. Expected to be between 2,800 and 4,400 trips in and trips out as bounded by the other alternatives.	If the Pearl Harbor Station were eliminated, in 2030 about 1,500 fewer fixed-guideway trips per day would be taken on the system . Of the 4,400 trips that are expected to each get on and off at Radford Drive in 2030, about 2,800 shift to Aloha Stadium. It appears that of the 1,500 fewer boardings, about 600 are lost from Pearl Harbor/Hickam (within the bases) and the other 900 from other areas that are served by the station, including all of the off-base Navy Housing. The 2,800 trips that shift to Aloha Stadium would experience somewhat longer trip time than if they were served at Radford Drive. These numbers do not include any transit trips that might be taken by sailors whose ships are docked at Pearl harbor, but who do not regularly work on-base.
17		
18	Profile will be higher to accommodate station.	
19		
20	Underground lower voltage lines.	None.
21		
22	None.	None.
23		
24	No significant impacts.	Greater auto traffic due to lost transit riders, and shuttle bus service.
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