Benefits of Rail Transit to Aloha Stadium

Aloha Stadium Station is an important link in the Honolulu Rail Transit system and will provide significant transportation benefits to the stadium, including:

- Fast, convenient and reliable transit service to Aloha Stadium
- Capacity to handle large stadium crowds
- More transportation options for stadium patrons
- Access to 3,500 other parking spaces with a short train ride
- Improved bus transit facilities
- Paved, striped, landscaped and lighted parking to replace current gravel lot
- Reduced roadway traffic congestion and delay

Specific issues are explored in more detail below.

Fast, Convenient and Reliable Transit Service to Aloha Stadium

A station at Aloha Stadium will be conveniently located a short walk from the stadium itself. With the rail station, combined with an improved bus transit center and shared parking facility, stadium patrons will have a variety of fast and reliable options for reaching the stadium during events. The rail project's planned service levels will be able to accommodate thousands of stadium patrons arriving or leaving the stadium, easing congestion on neighboring streets and improving access. Park-and-ride lots elsewhere on the system will be available on game days for use by stadium patrons. Using the train, Aloha Stadium station is only a few minutes away from major destinations such as Downtown, Ala Moana Center, Honolulu International Airport, Pearl Highlands and East Kapolei. It will become a very attractive way to reach the stadium.

More Transit Riders = Less Strain on Parking Supply and Less Traffic

A recent study found that availability of rail transit service at stadiums has a positive impact on transit ridership. The study found that the 12 out of 30 major league baseball stadiums with rail service had substantially higher transit share of access to games, ranging from 4% to 27% mode share, with an average of 17%. At capacity-crowd events at Aloha Stadium, 17% of fans arriving on transit would equal 8,500. That many people taking transit would result in reduced traffic congestion and delay, and reduced strain on stadium parking.

Many of those people would be new stadium patrons who would choose not to go and have to fight the traffic and parking headaches. 8,500 stadium patrons using transit on game day is equal to 3,400 cars (with an average of 2.5 persons per car). That's 3,400 fewer parking spaces needed and 3,400 fewer cars trying to exit the stadium parking lot after the game. In addition, overall delay on the highways in the future will be reduced by 20 percent because of the transit system, compared to not building it.

Transit Capacity to Meet Demand

The transit system will operate every few minutes, even on weekends. On game days, this could be the busiest station in the system. To meet demand, a storage track will be located adjacent to the Aloha Stadium station where additional trains can be stored to handle the large crowds at the end of an event. The general operating plan is to use two- and three-car trains, running every six minutes during the day on weekends. That would provide a normal capacity of 3,500 to 5,250 passengers per hour in each direction. However, the station platforms can actually accommodate up to four-car trains, and the automated trains can run as often as every 90 seconds, providing an

ultimate capacity of 28,000 passengers per hour per direction. Even with shorter trains, the system can easily handle the expected crowds at Aloha Stadium. On event days, the City will help with crowd control to minimize the impact of heavy pedestrian traffic between the stadium and the station.

Improved Parking and more Options for Aloha Stadium Patrons

Not only will the rail system provide fast frequent service to Aloha Stadium, other planned improvements will create more options for stadium patrons. A bus transit center adjacent to the station entrance, with loading platforms accessible from both Salt Lake Boulevard and Kamehameha Highway will provide locations from which to operate shuttle buses, tour buses and local transit buses to events at the stadium. There will be room for buses to layover, providing maximum flexibility to operations.

The remainder of the existing gravel overflow lot will be paved, striped, landscaped and lighted, offering a nicer, safer and more manageable parking experience. Approximately 600 parking spaces will be created to augment the bus and rail service. These parking spaces are primarily for the use of Aloha Stadium patrons and would only be used by commuters when not being used by the Stadium.

Other Parking Options for Stadium Patrons

Elsewhere on the rail transit system, a total of 3,500 parking spaces will be constructed for transit riders. These will be used by commuters primarily on weekdays, leaving most spaces available on the weekends for those who wish to park at one of the other stations and take the train to Aloha Stadium. For example, some Stadium patrons may prefer to park in the garage at Pearl Highlands station and take the 6-minute ride to Aloha Stadium, rather than deal with parking at Aloha Stadium and walking to the stadium.

Summary

The Aloha Stadium station will provide fast, reliable transportation to the stadium and offers nearby residents an easy and convenient way to access the regional transit system. The station is being designed to accommodate rail and bus transit demand while preserving and improving the parking supply. It will be heavily used by those going to events at the stadium and other nearby attractions. The combination of weekday commuters and weekend stadium patrons will make this station a well-used link in the overall transit system.