Honolulu High Capacity Transit Corridor Project

MEETING NOTES

Meeting: Aloha Stadium Station Design

Date: February 24, 2010

Location: State Comptroller's Conference Room 410

Purpose: To discuss Aloha Stadium station design and receive feedback from State Comptroller and Stadium personnel.

Attendees:

DAGS:	Russ Saito, Ernest Lau, Ralph Morita, David Dupont, Chris Kinimaka
Stadium:	Scott Chan
RTD:	Faith Miyamoto
PB:	Mark Garrity, Ken Caswell, Kanuji Parmar

Notes:

1. Station Design
    a. Ken Caswell provided an overview of Aloha Stadium station components, design and function.
    b. The City will construct a rail station, bus transit center and paved, striped and landscaped parking lot in what is now a gravel overflow parking area.
    c. The station is designed to accommodate Aloha Stadium patrons during events and will also serve local and regional commuters to downtown and other locations on non-event days.
    d. There was discussion about hours of operation, access, security, capacity and tickets/fare policy.
    e. There was discussion about bus stops on Kamehameha and whether those stops should be closed (for safety) and all buses using the off-street facility.

2. Aloha Stadium
    a. It was mentioned that the stadium is used primarily on weekends, but there are high school games on Friday nights and other special events.
    b. There could a potential conflict between commuters and attendees using the parking lot on Fridays or other weekdays if there are special events.

3. Salt Lake Boulevard
    a. There was discussion about the future Salt Lake Boulevard (SLB), including configuration and timing.

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b. Closing the leg of SLB nearest the stadium would allow patrons to safely walk between the overflow parking lot/station entrance and the stadium.
c. It was recognized that any change to SLB would occur outside the scope of the rail project.
d. It was mentioned that closure and realignment of SLB could create opportunities for additional parking.

4. Pedestrians
    a. There was discussion about potential pedestrian overpasses connecting the station with the makai side of Kamehameha Highway (KH) and the stadium side of SLB.
    b. It was explained that the rail project cannot touch the makai side of KH due to the historic designation of Pearl Harbor. Therefore, there will be no overpass over KH.
    c. A large number of pedestrians will cross SLB on event days traveling between the station and the stadium. This was recognized as a potential conflict with automobiles and traffic.
    d. However, due to the uncertainty of future plans for SLB (which may be closed in the future), it is viewed as imprudent by the City to build an overpass over an area that may not have automobile traffic in the future.
    e. Regarding increased pedestrian traffic between the station and the stadium, the City agreed to look into the issue of how that may impact operations.

5. Parking
    a. Total parking for the stadium is approximately 8,000.
    b. The Stadium charges for parking at events and this is one of their sources of revenue. They charge $3 for high school games, $5 for UH games, and $10 for concerts and other large events.
    c. The overflow lot can accommodate approximately 1,100 cars, parked manually. The City's plan includes parking for approximately 600 cars. Stadium personnel expressed concern about the potential loss of revenue from the reduced number of parking spots.
    d. The stadium sometimes runs shuttle buses from remote overflow parking lots to accommodate demand at major events.
    e. It was mentioned that the rail project will be able to provide overflow parking for stadium patrons at other park-and-ride facilities such as Pearl Highlands.
    f. The City does not currently plan to charge commuters for using the parking lot adjacent to the station. That raised a question of how to transition from free parking to paid parking on Fridays when high school games are played.
    g. It was also mentioned the lot is used by the City for licensing truck drivers and that this function would need to be relocated.

6. Traffic

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a. There was discussion about traffic impacts. The stadium personnel are concerned about traffic "hot spots" in the area, and the impact the rail station could have on traffic congestion.
b. It was mentioned that a traffic analysis was completed for all park-and-ride stations, including Aloha Stadium station. However, the traffic analysis did not examine a worst-case traffic scenario involving both commuters and a stadium event.
c. There was also concern that the potentially large volume of pedestrians walking between the stadium and the station could disrupt traffic and create a safety hazard.
d. The City agreed to look at this issue in more detail.

Notes prepared by Mark Garrity
March 4, 2010

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