

## Purpose of the Scoping Meeting

**1 Learn about the Honolulu High-Capacity Transit Corridor Project**

**2 Visit the Seven Workshop Stations to Learn Details on:**

- ★ **The Project's Purpose and Need,**
- ★ **Study Alternatives,**
- ★ **Technical Studies to be Prepared, and**
- ★ **Project Schedule.**

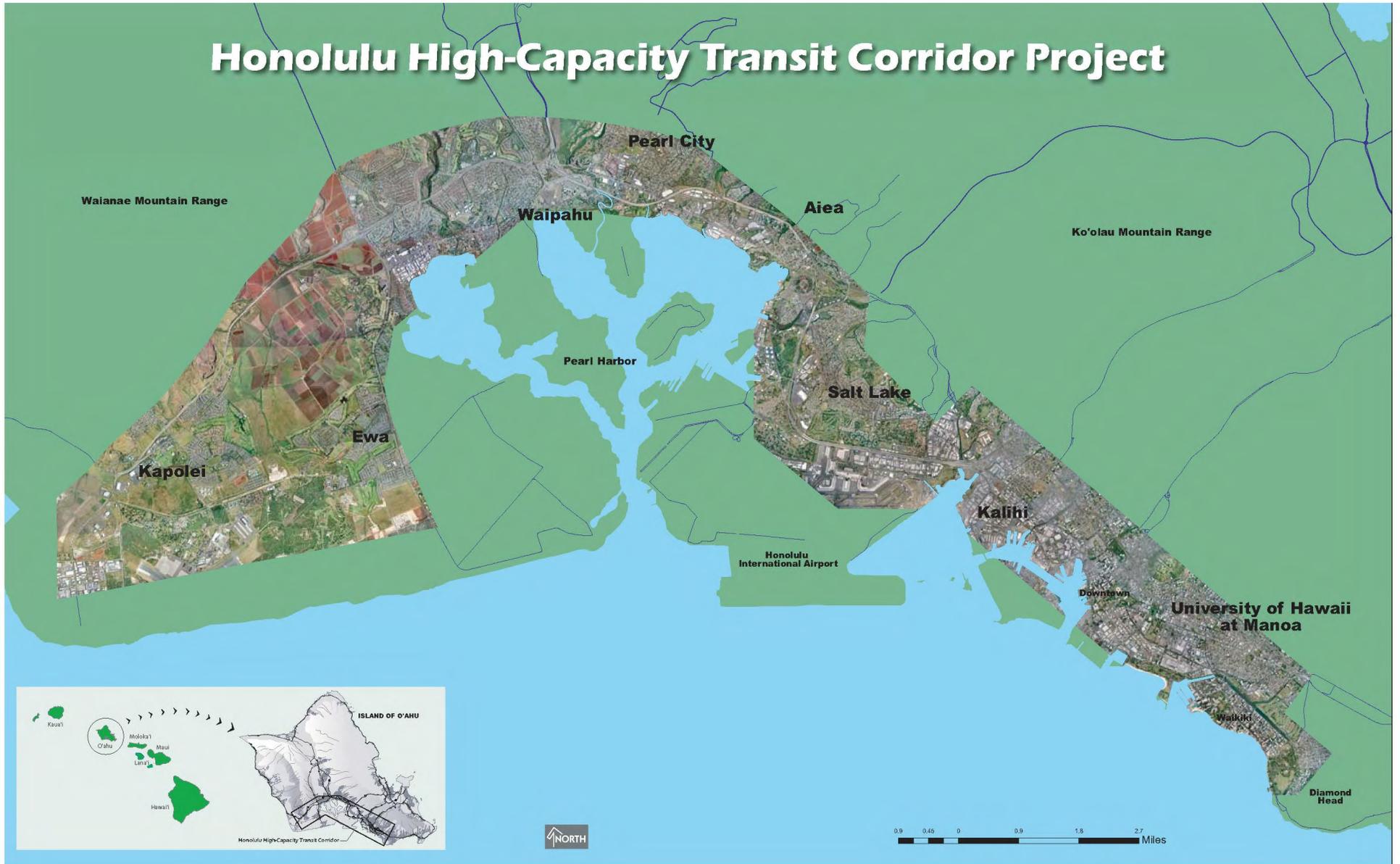
**3 Provide Comments on the Project's Purpose and Need, Proposed Alternatives, and Scope of the Environmental Impact Statement for the Project. You can do this by:**

- ★ **Visiting one of the COMMENT STATIONS to provide your oral comments, or**
- ★ **Completing a BLUE COMMENT CARD and dropping it in a comment box located around the meeting room.**

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**HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**

# Honolulu High-Capacity Transit Corridor Project



# Project Purpose and Need

## Project Purpose

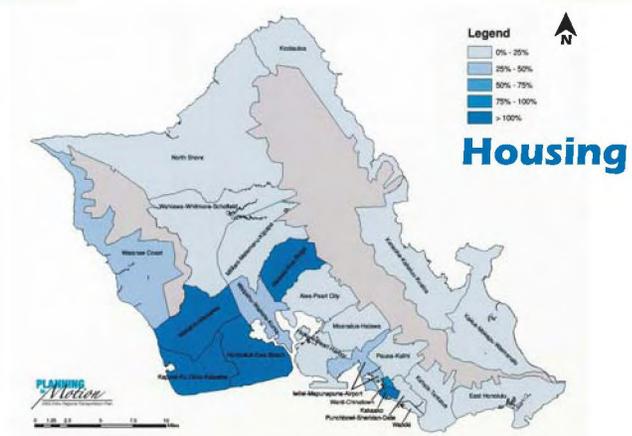
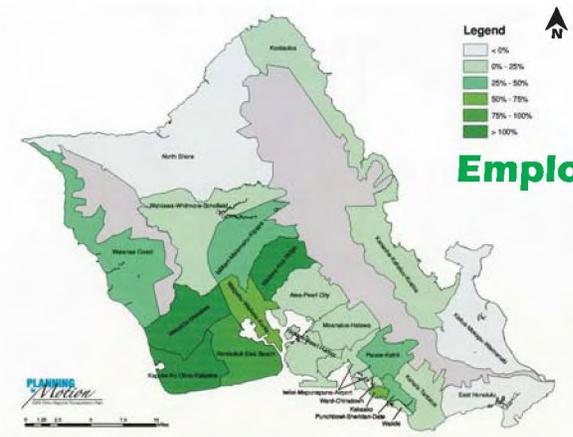
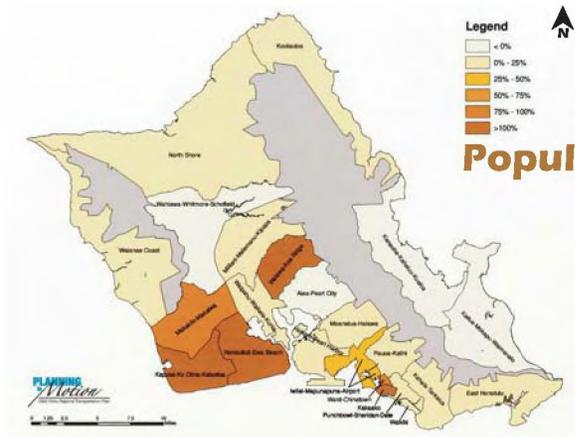
- ★ **The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved person-mobility in the highly congested east-west corridor between Kapolei and the University of Hawaii at Manoa (UH Manoa), confined by the Waianae and Koolau mountain ranges to the north, and the ocean to the south.**
- ★ **The project would provide faster, more reliable public transportation services in the corridor than those services currently operating in mixed-flow traffic.**
- ★ **The project would support the goals of the regional transportation plan by serving areas designated for urban growth.**
- ★ **The project would also provide an alternative to private automobile travel and would additionally improve linkages between Kapolei, Honolulu's urban center, UH Manoa, Waikiki, and the urban area in between.**

## Project Area Needs

- 1 Improved mobility for travelers facing increasingly severe traffic congestion in the study corridor.**
- 2 Improved transportation system reliability.**
- 3 Accessibility to new development in Ewa/Kapolei as a way of supporting the policy to develop the area as a second urban center.**
- 4 Improved transportation equity for all travelers.**

# Population, Employment and Housing

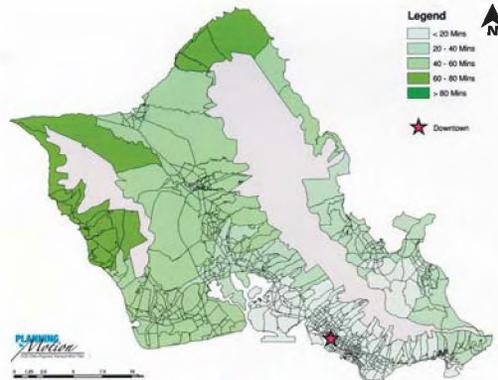
CHANGES BY TRANSPORTATION ANALYSIS AREA (FROM YEAR 2000 TO 2030)



SOURCE: Draft 2030 Oahu Regional Transportation Plan, 2005

## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

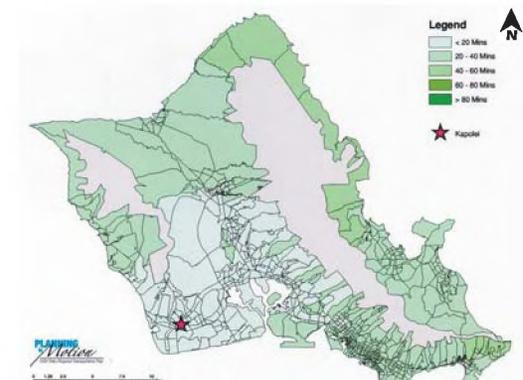
# Existing and Future Traffic Congestion



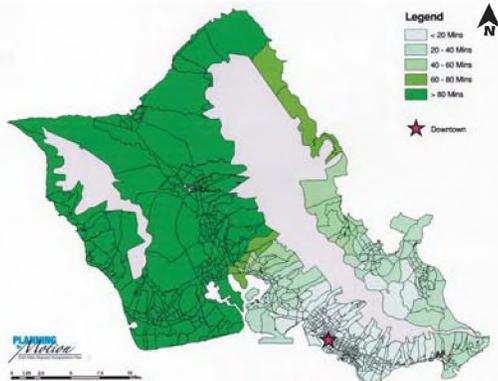
Year 2000 AM Peak Travel Time to Downtown Honolulu



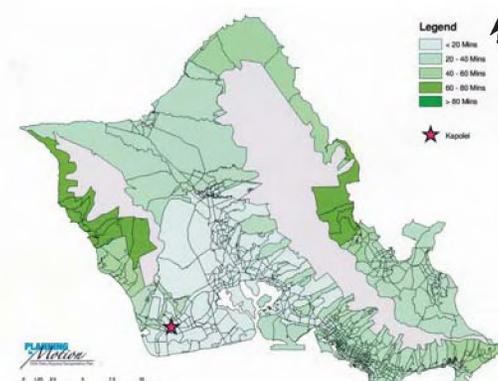
Locations of Significant AM Peak Congestion (Year 2030)



Year 2000 AM Peak Travel Time to Kapolei



Year 2030 AM Peak Travel Time to Downtown Honolulu



Year 2030 AM Peak Travel Time to Kapolei

SOURCE: Draft 2030 Oahu Regional Transportation Plan, 2005

## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

## **Alternative 1: No-Build Alternative**

**The No-Build Alternative includes existing bus and highway facilities and other committed transportation projects anticipated to be operational by 2030.**

**Committed transportation projects are those currently identified in the Draft Oahu 2030 Regional Transportation Plan being prepared by the Oahu Metropolitan Planning Organization (OMPO).**

**Highway elements of the No-Build Alternative will also be included in the build alternatives.**

**The No-Build Alternative's transit component would include an increase in bus fleet size to accommodate growth, allowing service frequencies to remain the same as today.**

**The specific number of buses, as well as required ancillary facilities, will be determined during the preparation of the Alternatives Analysis.**

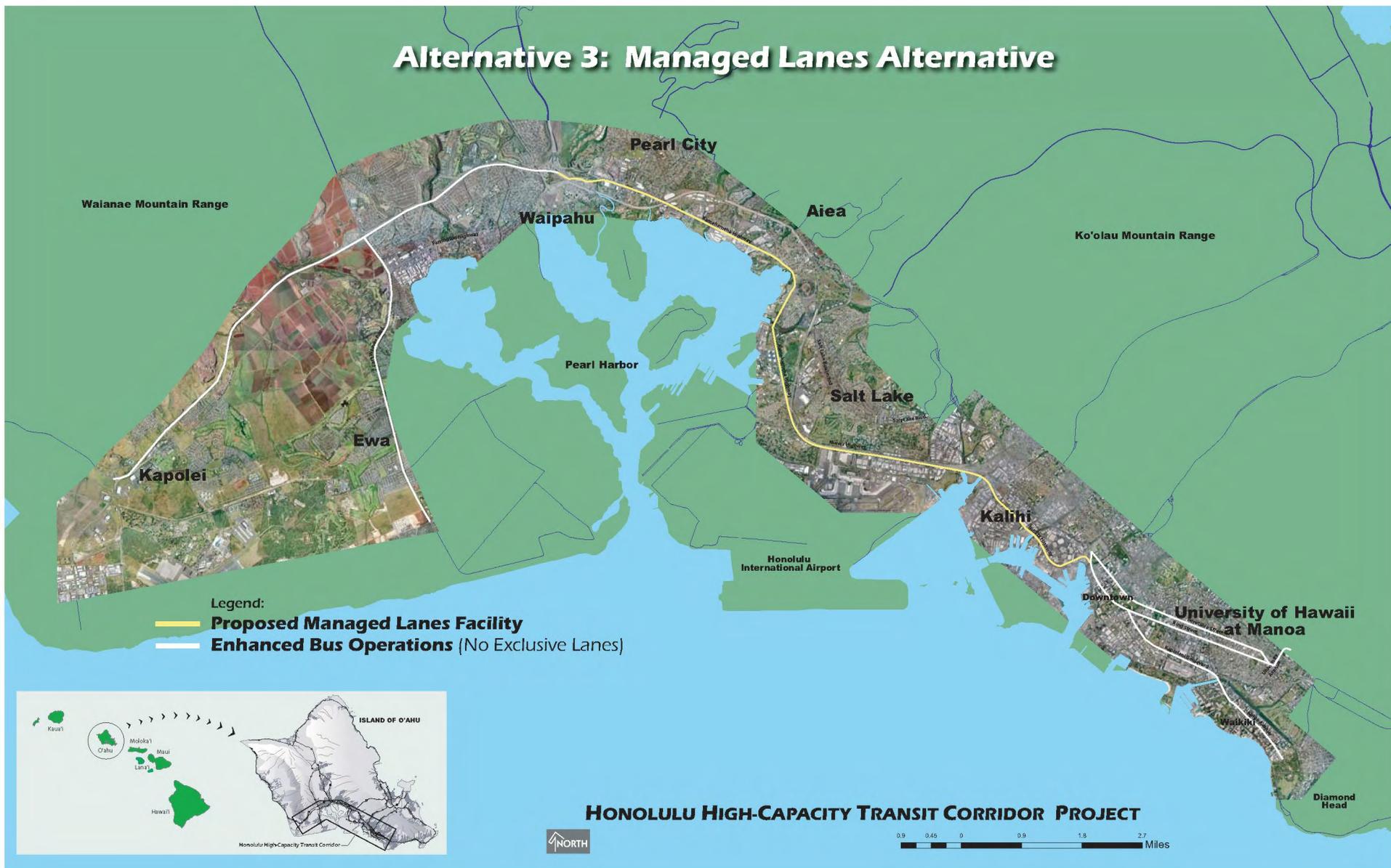
## **Alternative 2: Transportation System Management Alternative**

### **The Transportation System Management (TSM) Alternative would:**

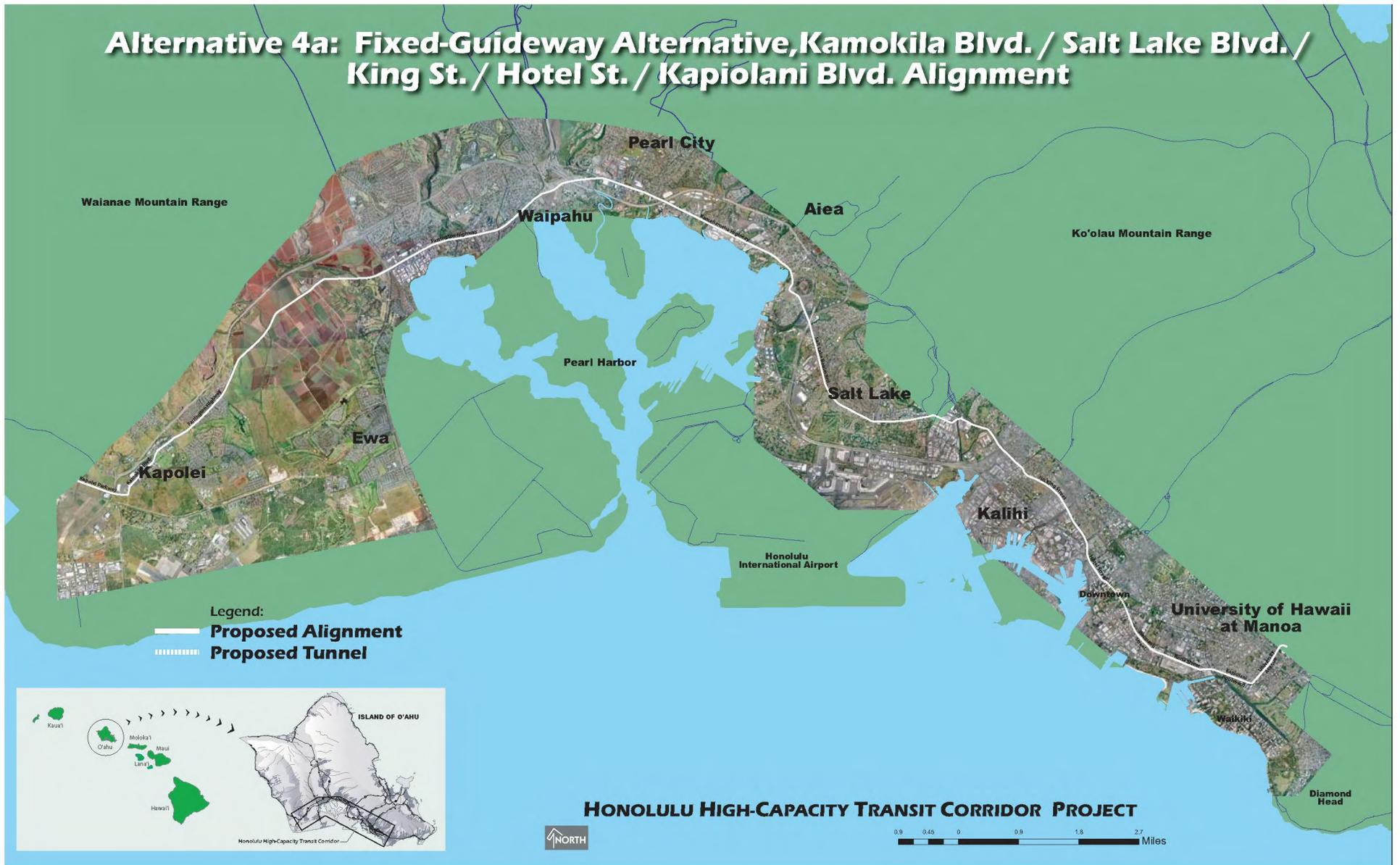
- ★ **provide an enhanced bus system based on a hub-and-spoke route network,**
- ★ **provide community bus circulators,**
- ★ **convert the present morning peak-hour-only zipper lane to both morning and afternoon peak-hour zipper lane operation, and**
- ★ **have relatively low-cost capital improvements on selected roadway facilities to give priority to buses.**

**Highway components in the TSM Alternative would be the same as the No-Build Alternative.**

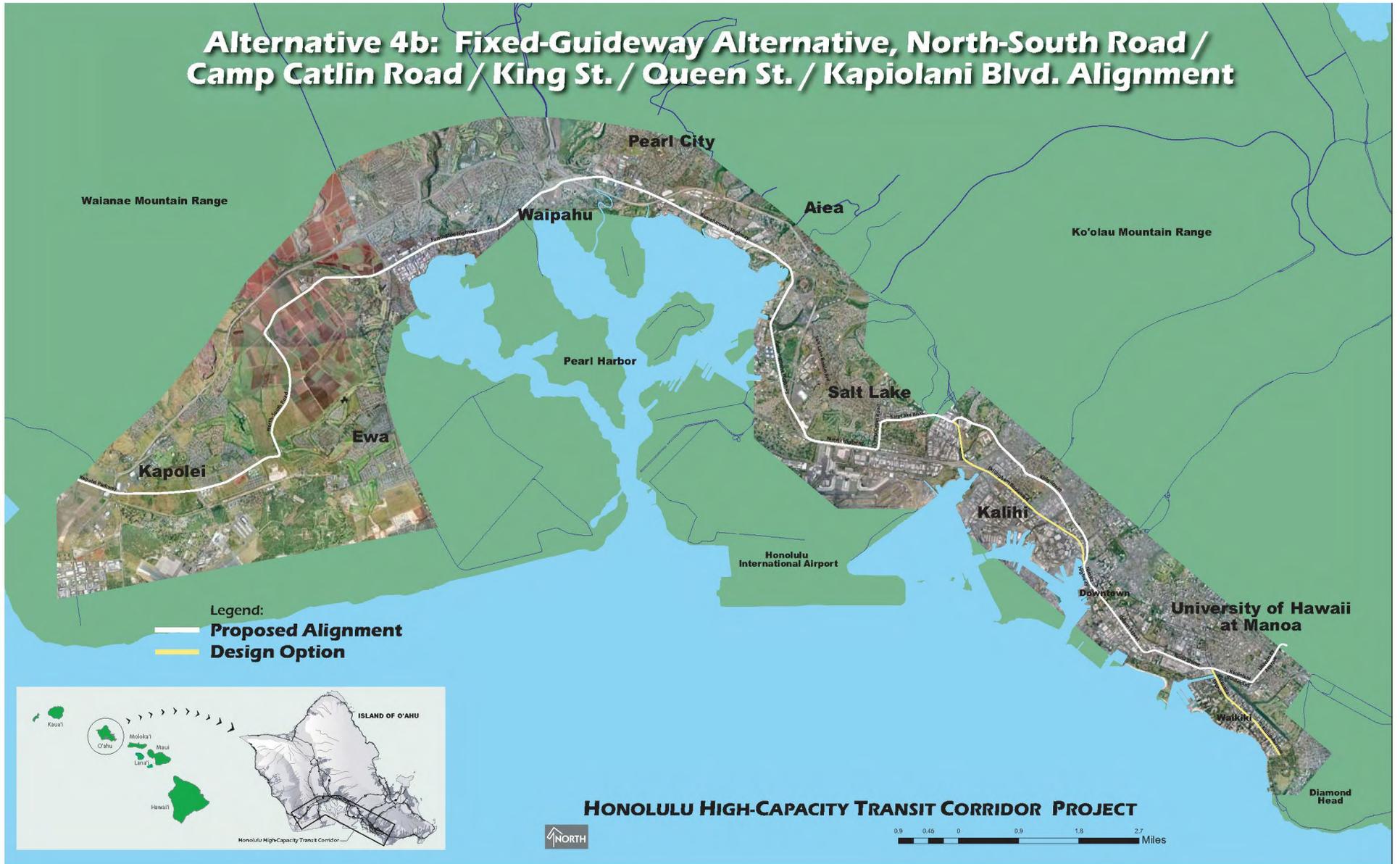
# Alternative 3: Managed Lanes Alternative



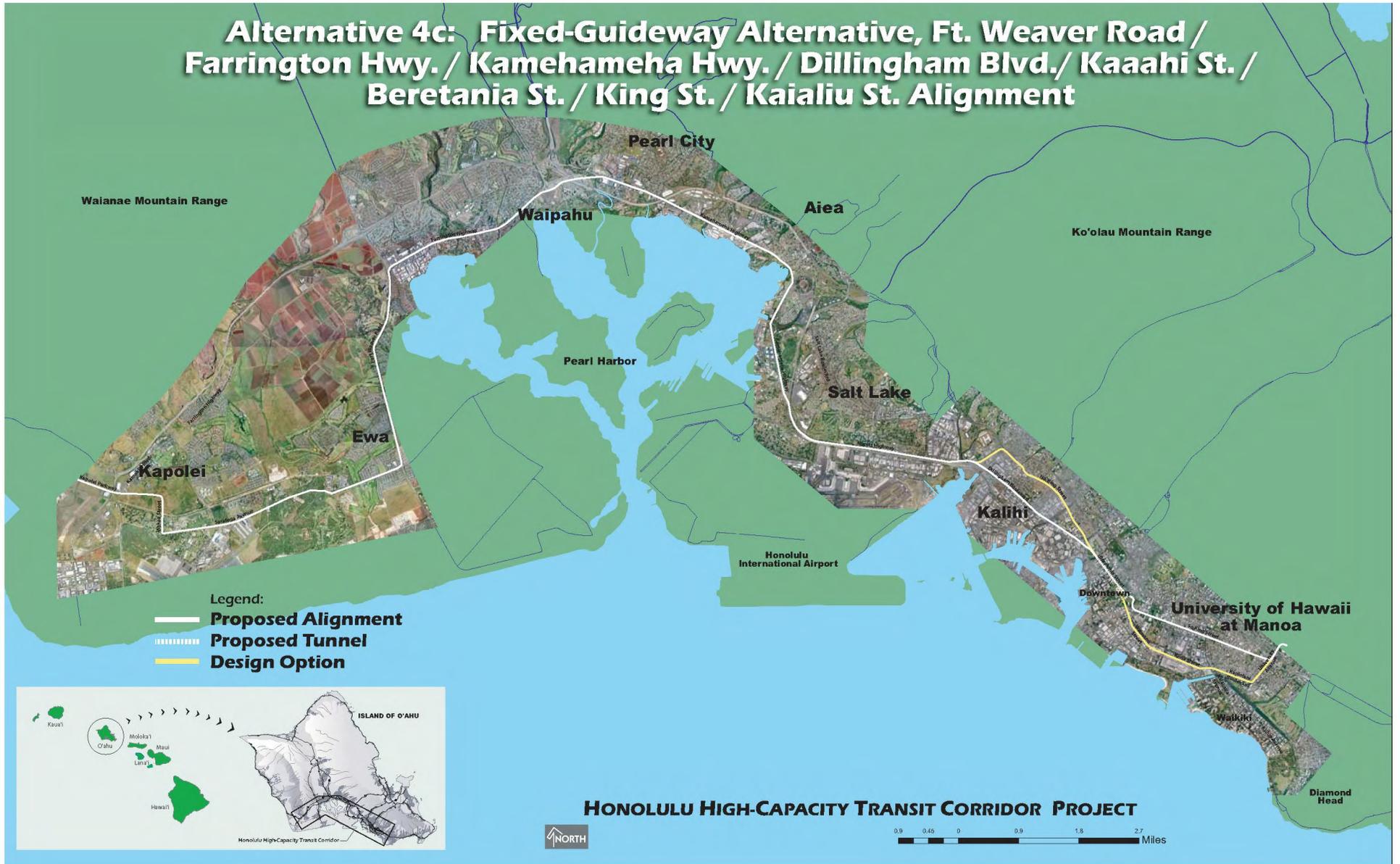
# Alternative 4a: Fixed-Guideway Alternative, Kamokila Blvd. / Salt Lake Blvd. / King St. / Hotel St. / Kapiolani Blvd. Alignment



# Alternative 4b: Fixed-Guideway Alternative, North-South Road / Camp Catlin Road / King St. / Queen St. / Kapiolani Blvd. Alignment



# Alternative 4c: Fixed-Guideway Alternative, Ft. Weaver Road / Farrington Hwy. / Kamehameha Hwy. / Dillingham Blvd./ Kaaahi St. / Beretania St. / King St. / Kaialiu St. Alignment

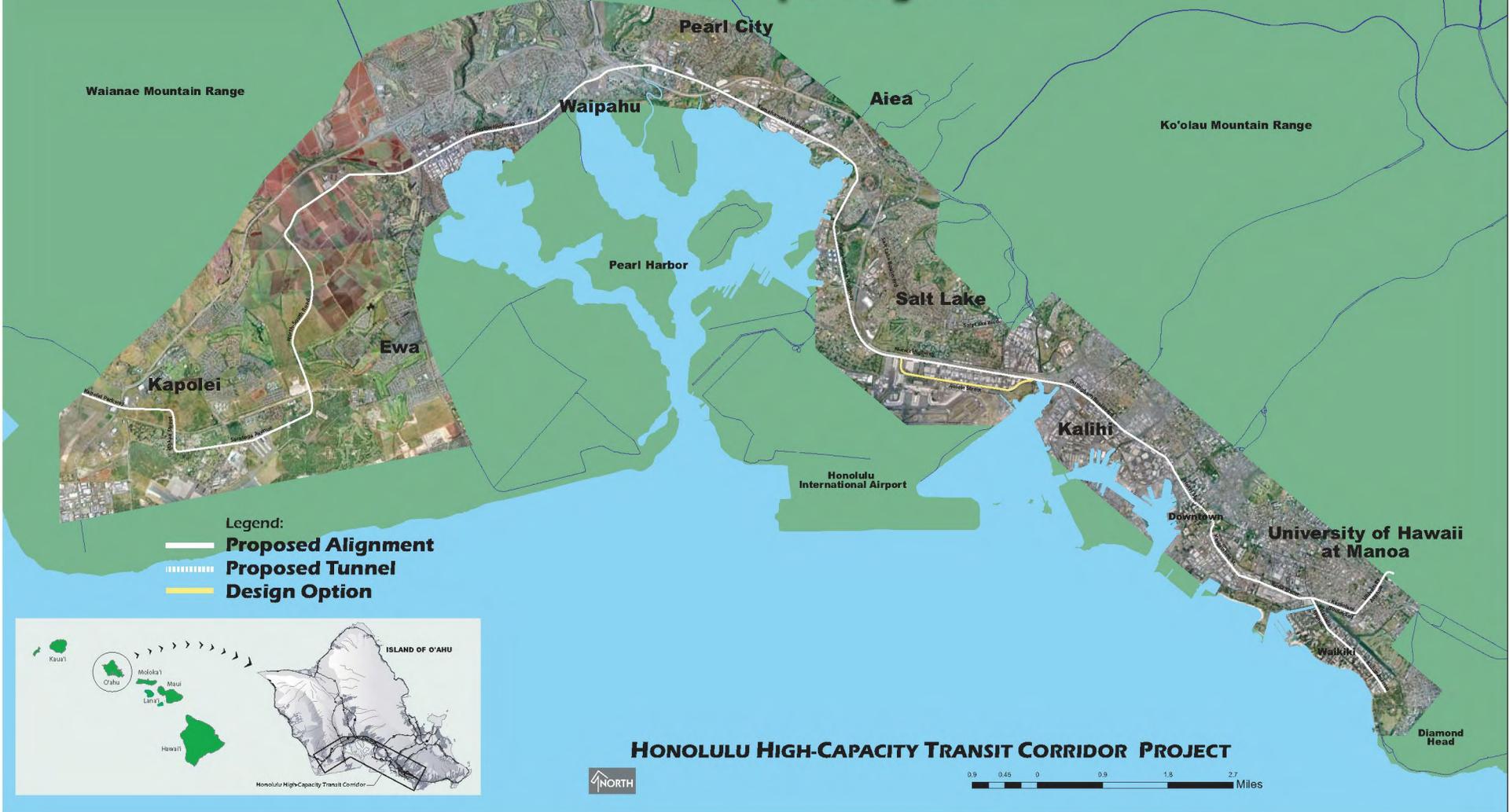


**HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**



0.9 0.45 0 0.9 1.8 2.7 Miles

# Alternative 4d: Fixed-Guideway Alternative, North-South Road / Farrington Highway / Airport/Dillingham Boulevard / Hotel Street / Kapiolani Boulevard With A Waikiki Spur Alignment



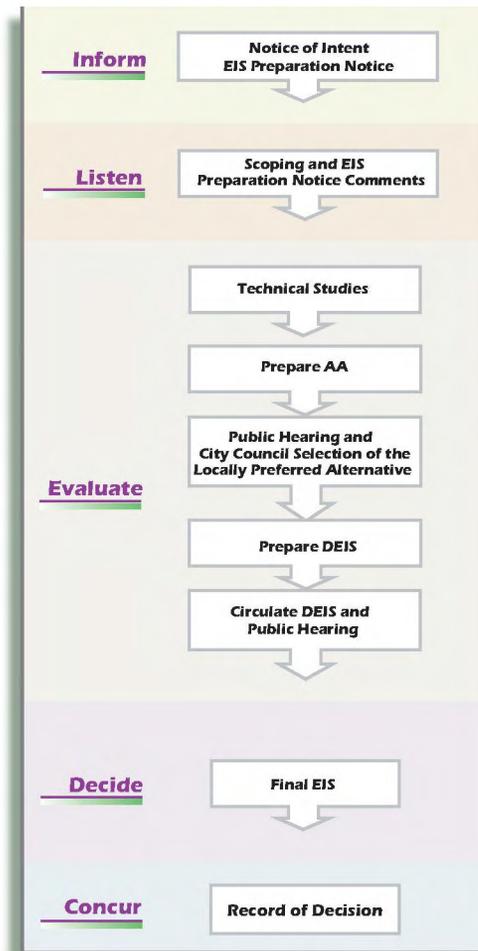
## **Transportation Analysis**

- ★ **Determine Corridor Alignments and Station Locations**
- ★ **Develop Transit System Operating Plans**
- ★ **Prepare Transit System Ridership Forecast for 2030**
- ★ **Develop Conceptual Engineering Plans**
- ★ **Develop Construction and Annual Operating and Maintenance Costs**
- ★ **Evaluate Transportation Impacts**

# Alternatives Analysis & Environmental Process

DTS will conduct an **Alternatives Analysis (AA)** that evaluates the potential impacts and benefits of a range of alternatives, leading to the selection of a **Locally Preferred Alternative**.

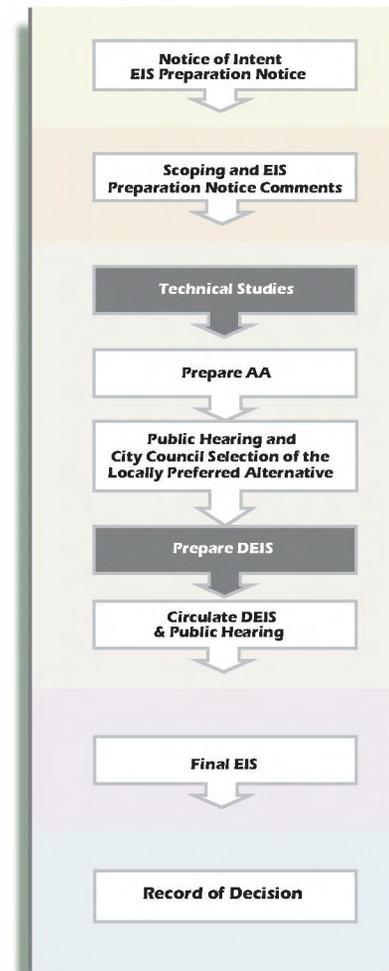
Potential impacts and benefits of those alternatives advancing from the AA will be formally documented in the **Hawaii Environmental Impact Statement Process** and **National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS)** in compliance with steps in the environmental review process.



## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

# Environmental Technical Process

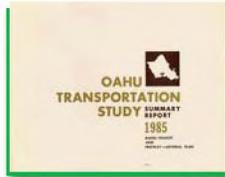
- ❖ **Community Impact Assessment**
  - ✓ Land Use and Economic Activity
  - ✓ Displacements and Relocations
  - ✓ Neighborhoods and Communities
  - ✓ Farmland
  - ✓ Growth Inducement
  - ✓ Environmental Justice
  - ✓ Social Impacts
- ❖ **Visual and Aesthetic Resources**
  - ✓ Scenic Resources
  - ✓ View Preservation
  - ✓ Visual Quality
- ❖ **Air Quality**
  - ✓ Regional
  - ✓ Local
  - ✓ Short-term
- ❖ **Noise and Vibration**
- ❖ **Biological Resources and Ecosystems**
  - ✓ Vegetation
  - ✓ Wildlife
  - ✓ Endangered Species
  - ✓ Farmland
- ❖ **Water Resources**
  - ✓ Water Quality
  - ✓ Aquifers
  - ✓ Floodplains
  - ✓ Wetlands
  - ✓ Waterways
- ❖ **Geology and Soils**
- ❖ **Energy**
- ❖ **Hazardous Materials**
  - ✓ Contaminated Soil
  - ✓ Asbestos and Lead
- ❖ **Cultural Resources**
  - ✓ Historic
  - ✓ Archaeological
- ❖ **Section 4(f) Resources**
  - ✓ Parklands
  - ✓ Historic Sites



## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



## Previous Documents Reviewed



**Oahu** ★  
**Transportation Study Summary Report, 1967**  
 Rapid-Transit and Freeway-Arterial

“The results of the Study show that both highway improvements and an improved rapid-transit system will be required by 1985; that rapid-transit can attract large numbers of passengers . . . and influence the requirements for highway capacity.”



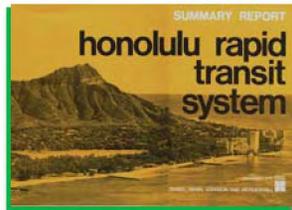
**Honolulu Area Rail Rapid Transit Project, April 1982** ★

“The proposed fixed guideway system would decrease average trip time, increase rider convenience and comfort, and improve mobility and accessibility compared to “No-Build” or All Bus Alternatives.”



**Primary Corridor Transportation Project Locally Preferred Alternative Report, January 2001** ★

“The Bus Rapid Transit (BRT) Alternative was selected as the preferred alternative because: it would substantially increase people-carrying capacity within the corridor, and would establish an attractive, high capacity transit linkage between Kapolei and the Urban Core.” No additional taxes required.



**Honolulu** ★  
**Rapid Transit System, December 1972**  
 Preliminary Engineering Evaluation Program Phases I & II

“A rubber-tired fixed guideway transit system supported by feeder buses, is a pre-requisite in meeting the Island of Oahu’s transportation needs for the remainder of the century.”



**FEIS** ★  
**Honolulu Rapid Transit Project Final Environmental Impact Statement, July 1992**

“The first part of the decision on a locally preferred alternative was between an all-bus solution and a fixed guideway solution. The fixed guideway solution was selected . . . with the amended LPA similar to the Kamehameha/Nimitz alternative (Alternative 8) in the AA/DEIS except the Waikiki segment is eliminated and the Metcalf terminus is changed to the Quarry area at the university.”

## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

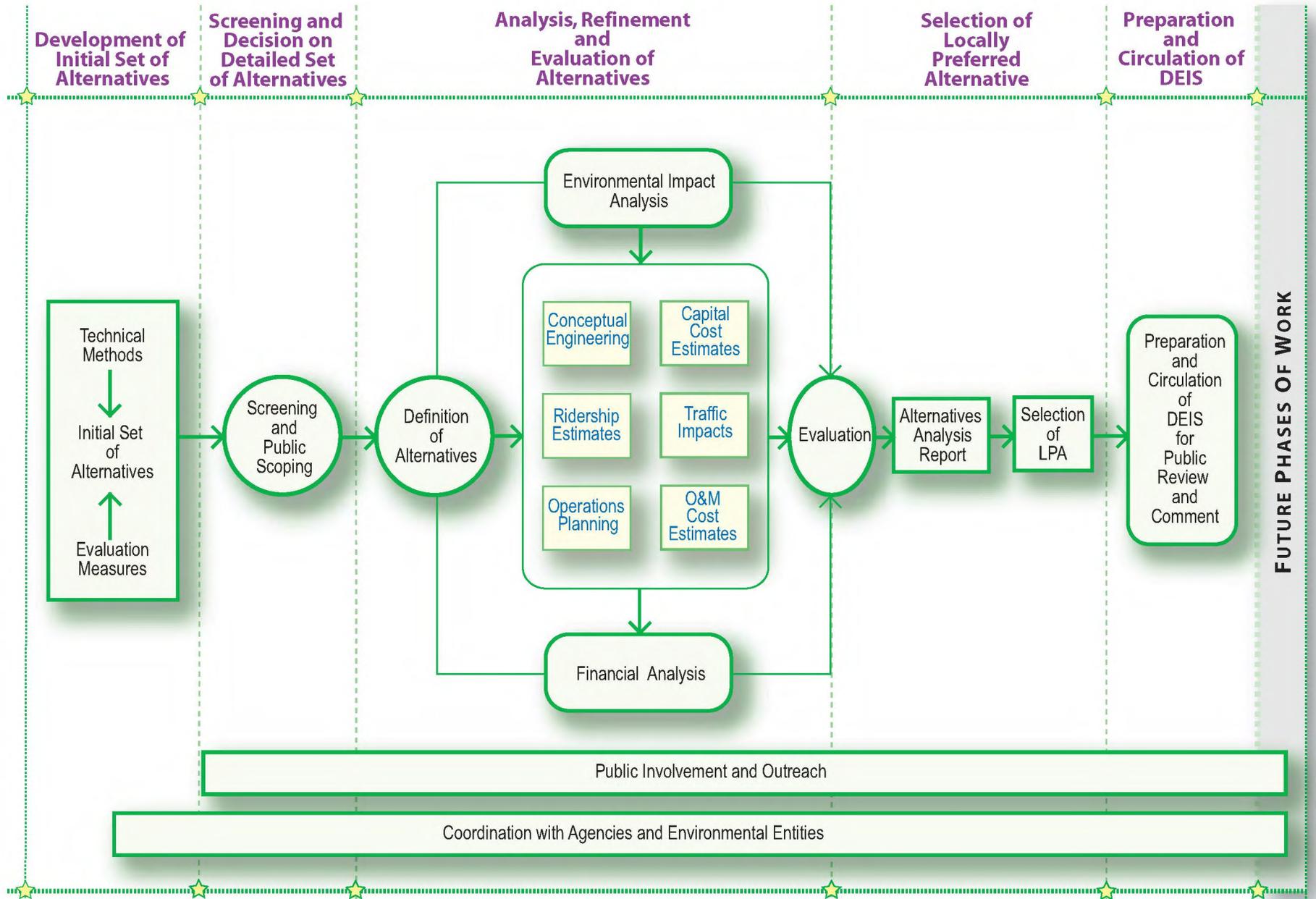
## **Project Goals and Objectives**

- 1 Improve Corridor Mobility**
- 2 Encourage Patterns of Smart Growth and Economic Development**
- 3 Find Cost-effective Solutions**
- 4 Minimize Community and Environmental Impacts**
- 5 Ensure Consistency with Other Planning Efforts**

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**HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**

# ALTERNATIVES ANALYSIS AND ENVIRONMENTAL REVIEW PROCESS



# Transit Technologies Retained For Further Study

## 1 Conventional Bus

Conventional buses are either single units 40 feet long or articulated and 60 feet long.

The vehicle provides its own power from an on-board power plant (such as a diesel engine or diesel-electric hybrid) or obtains electric power from an overhead catenary system (OCS) as a trolleybus.



## 2 Guided Bus

Guided Bus is similar to a conventional or articulated bus that features provisions for operating with guidance for precision docking or reduced guideway width operations.

Vehicles range in length from 40 to 80 feet. Guidance can be provided in a variety of ways including a slot in the pavement, side guidance, embedded magnets, or stripes on the pavement.



## 3 Light Rail

This steel rail-based technology uses 60- to 90-foot long vehicles that can be combined into multi-vehicle trains. These vehicles have articulation to improve maneuverability.

Power is usually obtained from overhead wires (required for mixed traffic operations), but third rail applications also exist.



## 4 People Movers

This technology includes a wide range of vehicle types. For the Honolulu application, however, only the larger sized versions of this technology are considered. This type uses cars about 36 to 42 feet in length that typically operate on rubber tires in an automatic, driverless mode.

They can be combined into short, multi-vehicle trains. Power is obtained from a third rail.



## 5 Monorail

This technology uses magnetic force to support the vehicle above guide rails and linear induction motors to propel them. Power is obtained from a third rail.



## 6 Magnetic Levitation (Maglev)

This steel rail-based technology category features vehicles 45 to 75 feet in length, without articulations, that can be combined into trains of up to ten cars operating faster than 62 miles per hour.

The technology under consideration in this study is 'low speed maglev' which has a top speed of about 62 miles per hour.



## 7 Rapid Rail

This steel-based technology features vehicles 45 to 75 feet in length, without articulations, that can be combined into trains of up to ten cars operating faster than 62 miles per hour. Power is usually obtained from a third rail.



# Transit Technologies Dropped From Further Study

## 1 Personal Rapid Transit

This technology is intended to operate in a network system directly between a passenger's origin and destination with short headways between vehicles.

The technology typically uses a large number of automated, small vehicles (two to ten passengers) on an exclusive, separated guideway.

One small system is operating today, the Morgantown PRT, and several other concepts are under development.



## 3 Emerging Technologies

This technology includes technology concepts that are still in the developmental stages as well as existing technologies that are unique in nature and do not fit into the other technology categories.

These technologies include the Futrex monorail, Cybertran Group Rapid Transit, Aeromovel, and Aerobus suspended monorail

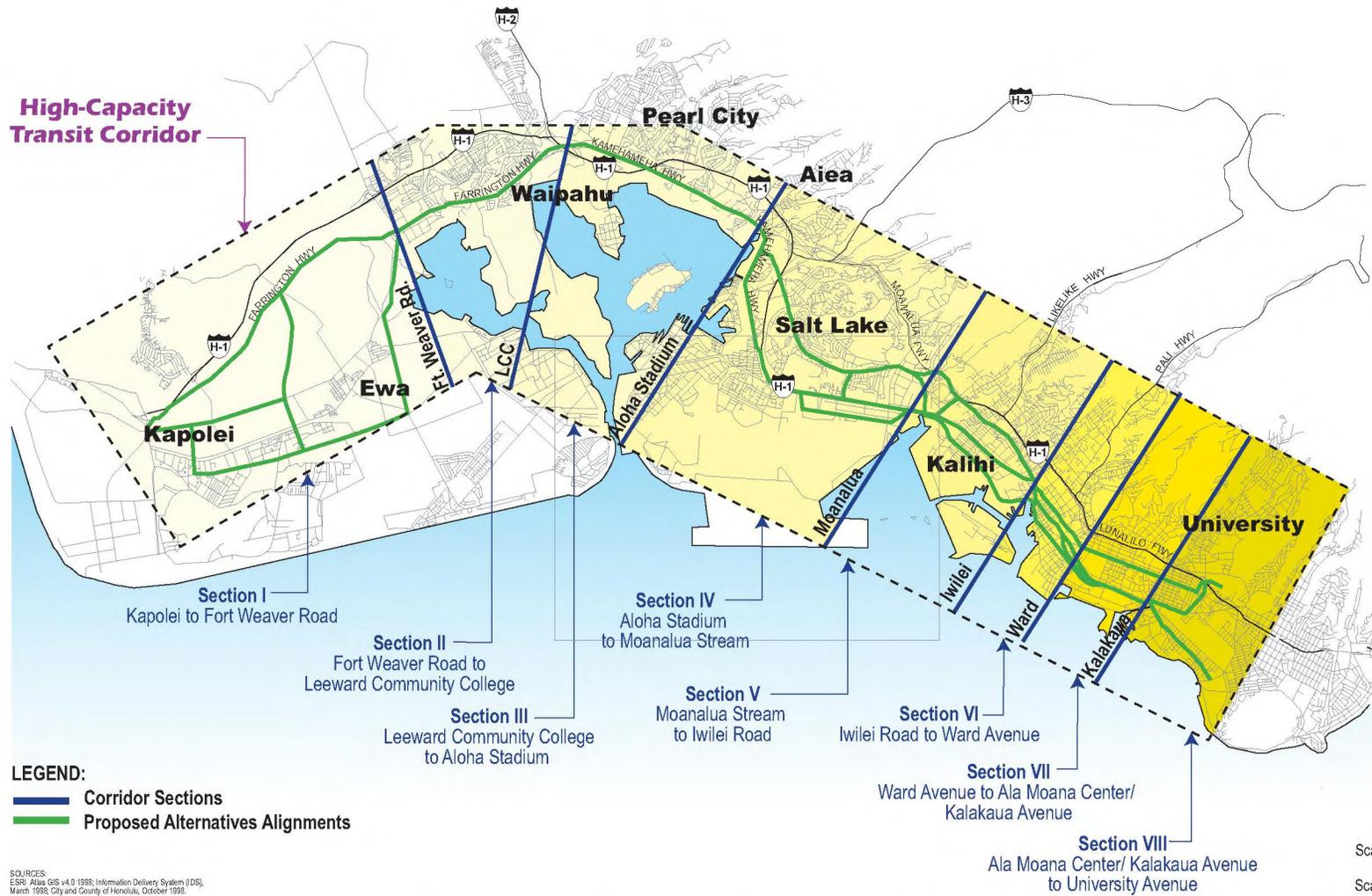


## 2 Commuter Rail

This steel rail-based technology uses trains consisting of one or more non-powered passenger cars pulled by a locomotive.

The technology was dropped because it is inappropriate for short station spacing envisioned for the corridor.





## Corridor Sections / Proposed Alternatives Alignments Summary

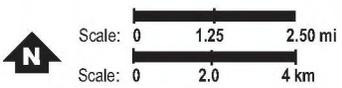
### HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



LEGEND:

# Camera Locations & Direction

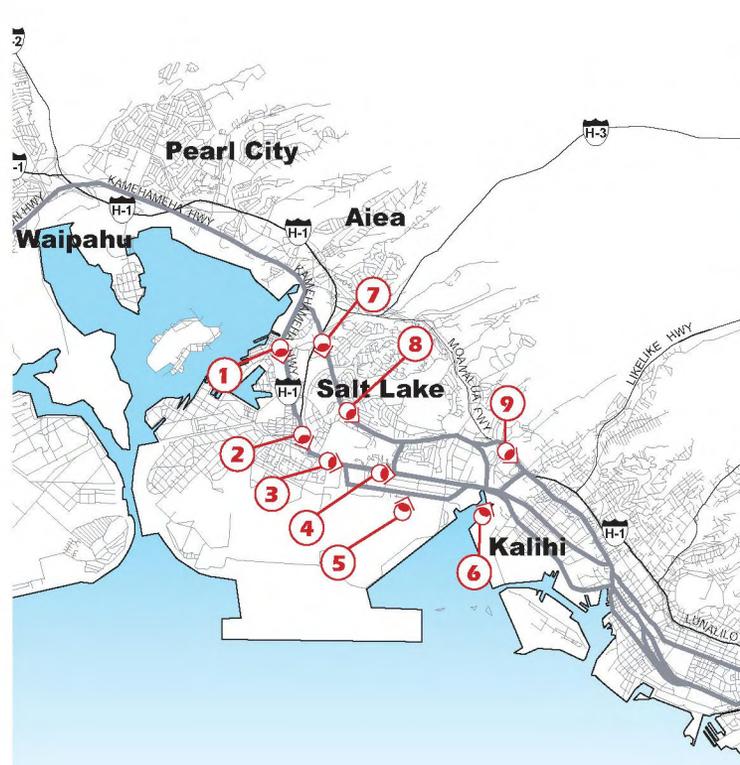
— Proposed Alignments



SOURCES:  
ESRI ArcGIS v4.0 1998; Information Delivery System (IDS), March 1998; City and County of Honolulu, October 1998.

## Aerial Images Along Corridor

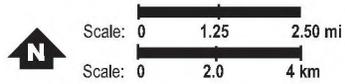
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



**LEGEND:**

**#**  Camera Locations & Direction

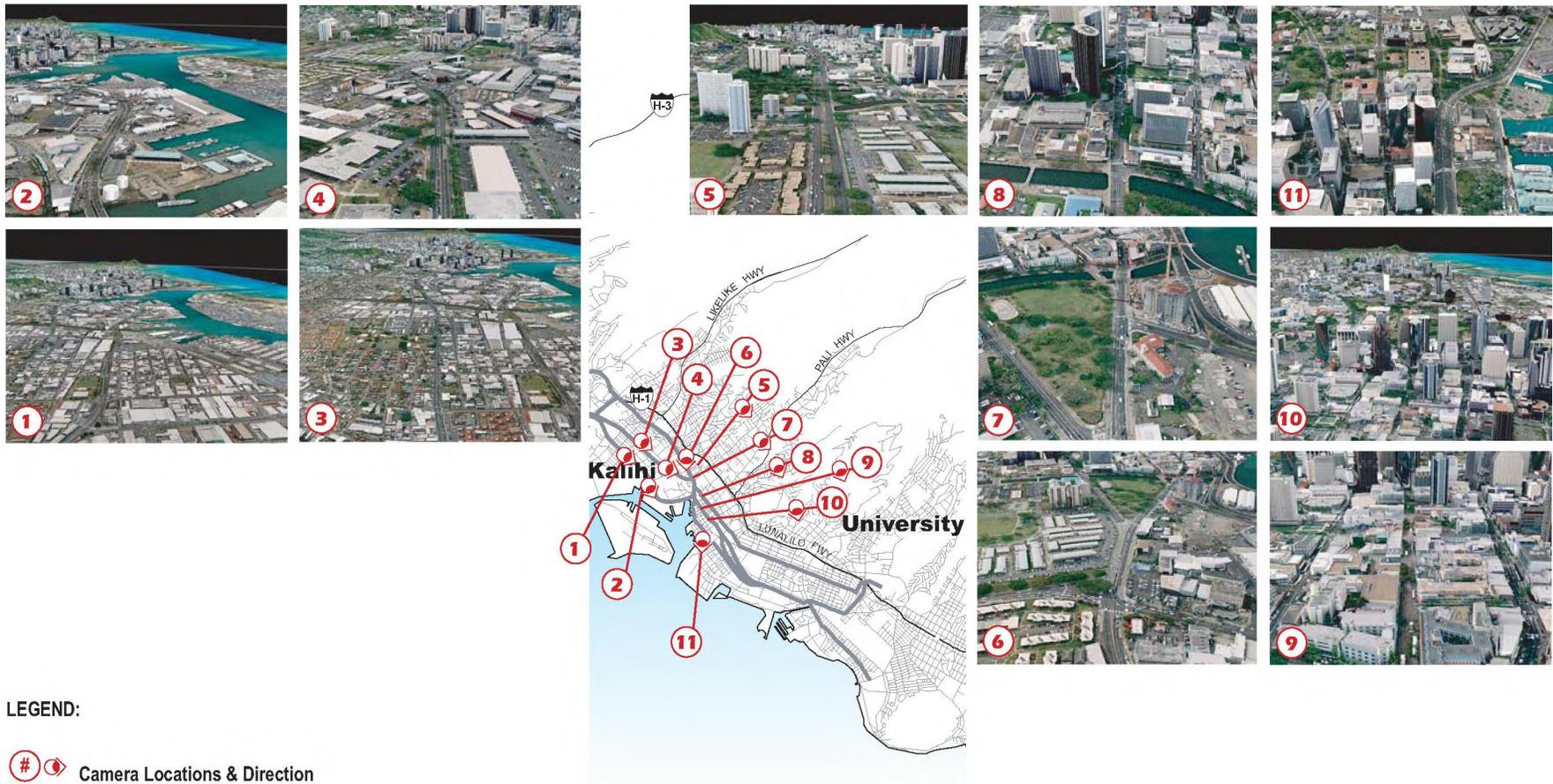
 Proposed Alignments



SOURCES:  
ESRI Atlas GIS v4.0 1998; Information Delivery System (IDS), March 1998; City and County of Honolulu, October 1998.

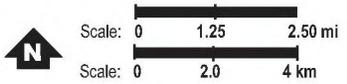
# Aerial Images Along Corridor

## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



**LEGEND:**

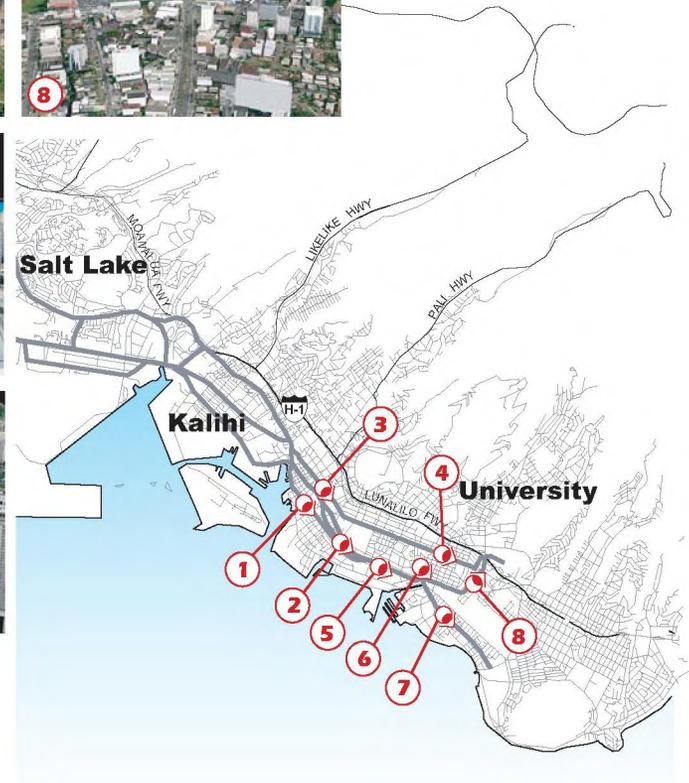
-  Camera Locations & Direction
-  Proposed Alignments



SOURCES:  
ESRI Atlas GIS v4.0 1998; Information Delivery System (IDS), March 1998; City and County of Honolulu, October 1998.

# Aerial Images Along Corridor

## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



**LEGEND:**

 Camera Locations & Direction

 Proposed Alignments



SOURCES:  
ESRI, ArcGIS v4.0 1998; Information Delivery System (IDS), March 1998; City and County of Honolulu, October 1998.

# Aerial Images Along Corridor

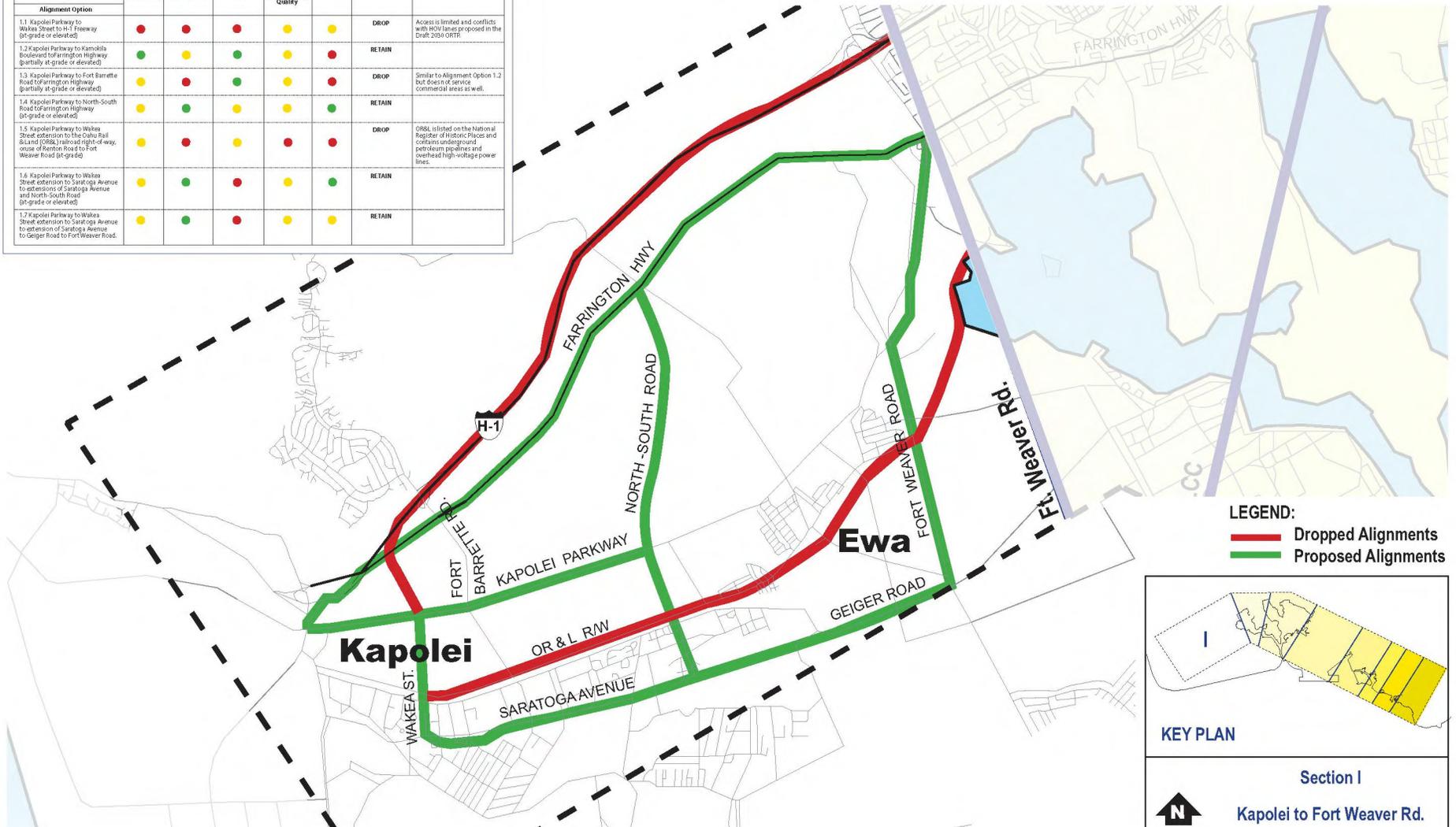
## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

## Alternatives Alignment Summary HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Section 1 - Kapolei to Fort Weaver Road

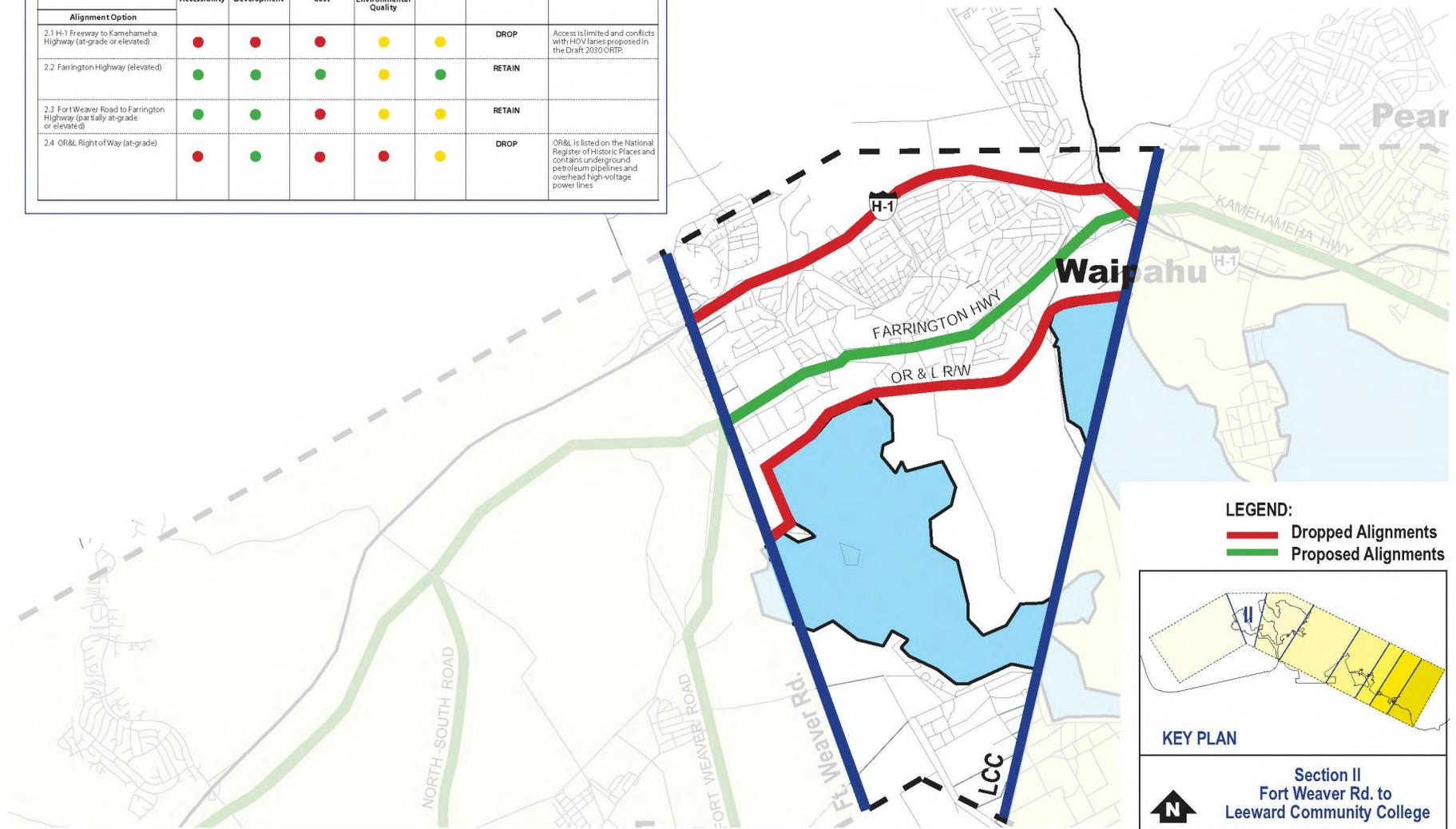
● High Rating   ● Moderate Rating   ● Low Rating

Evaluation Criteria	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Congruity and Environmental Quality	5 Planning Consistency	Recommendation	Comments
<b>Alignment Option</b>							
1.1 Kapolei Parkway to Wakea Street to H-1 Freeway (at-grade or elevated)	●	●	●	●	●	DROP	Access is limited and conflicts with HOV lanes proposed in the Draft 2019 ORTH
1.2 Kapolei Parkway to Kamohala Boulevard to Farrington Highway (partially at-grade or elevated)	●	●	●	●	●	RETAIN	
1.3 Kapolei Parkway to Fort Barrette Road to Farrington Highway (partially at-grade or elevated)	●	●	●	●	●	DROP	Similar to Alignment Option 1.2 but does not serve commercial areas as well.
1.4 Kapolei Parkway to North-South Road to Farrington Highway (at-grade or elevated)	●	●	●	●	●	RETAIN	
1.5 Kapolei Parkway to Wakea Street extension to the Oahu Rail (OR&L) railroad right-of-way, across of Heron Road to Fort Weaver Road (at-grade)	●	●	●	●	●	DROP	OR&L is listed on the National Register of Historic Places and contains underground petroleum pipelines and overhead high-voltage power lines.
1.6 Kapolei Parkway to Wakea Street extension to Saratoga Avenue to extensions of Saratoga Avenue and North-South Road (at-grade or elevated)	●	●	●	●	●	RETAIN	
1.7 Kapolei Parkway to Wakea Street extension to Saratoga Avenue to extension of Saratoga Avenue to Geiger Road to Fort Weaver Road.	●	●	●	●	●	RETAIN	



## Alternatives Alignment Summary HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Section 2 - Fort Weaver Road to Leeward Community College		<span style="color: green;">●</span> High Rating <span style="color: yellow;">●</span> Moderate Rating <span style="color: red;">●</span> Low Rating						
Evaluation Criteria	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Community and Environmental Quality	5 Planning Consistency	Recommendation	Comments	
Alignment Option								
2.1 H-1 Freeway to Kamehameha Highway (at-grade or elevated)	●	●	●	●	●	DROP	Access is limited and conflicts with HOV lanes proposed in the Draft 2020 OHTP.	
2.2 Farrington Highway (elevated)	●	●	●	●	●	RETAIN		
2.3 Fort Weaver Road to Farrington Highway (partially at-grade or elevated)	●	●	●	●	●	RETAIN		
2.4 OR&L Right of Way (at-grade)	●	●	●	●	●	DROP	OR&L is listed on the National Register of Historic Places and contains underground petroleum pipelines and overhead high-voltage power lines	

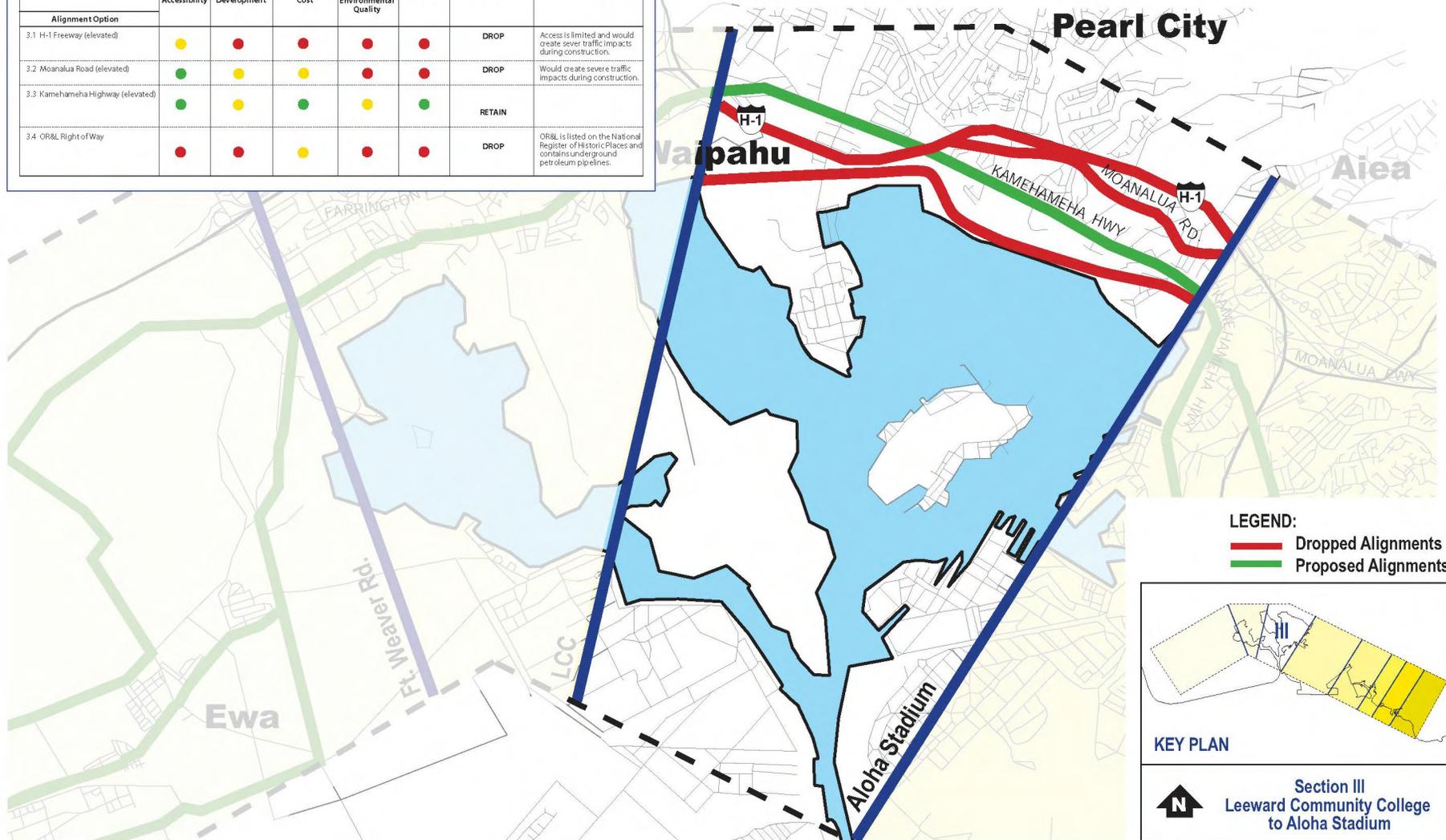


## Alternatives Alignment Summary HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

### Section 3 - Leeward Community College to Aloha Stadium

● High Rating   ● Moderate Rating   ● Low Rating

Evaluation Criteria	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Community and Environmental Quality	5 Planning Consistency	Recommendation	Comments
Alignment Option							
3.1 H-1 Freeway (elevated)	●	●	●	●	●	DROP	Access is limited and would create severe traffic impacts during construction.
3.2 Moanalua Road (elevated)	●	●	●	●	●	DROP	Would create severe traffic impacts during construction.
3.3 Kamehameha Highway (elevated)	●	●	●	●	●	RETAIN	
3.4 OR&L Right of Way	●	●	●	●	●	DROP	OR&L is listed on the National Register of Historic Places and contains underground petroleum pipelines.

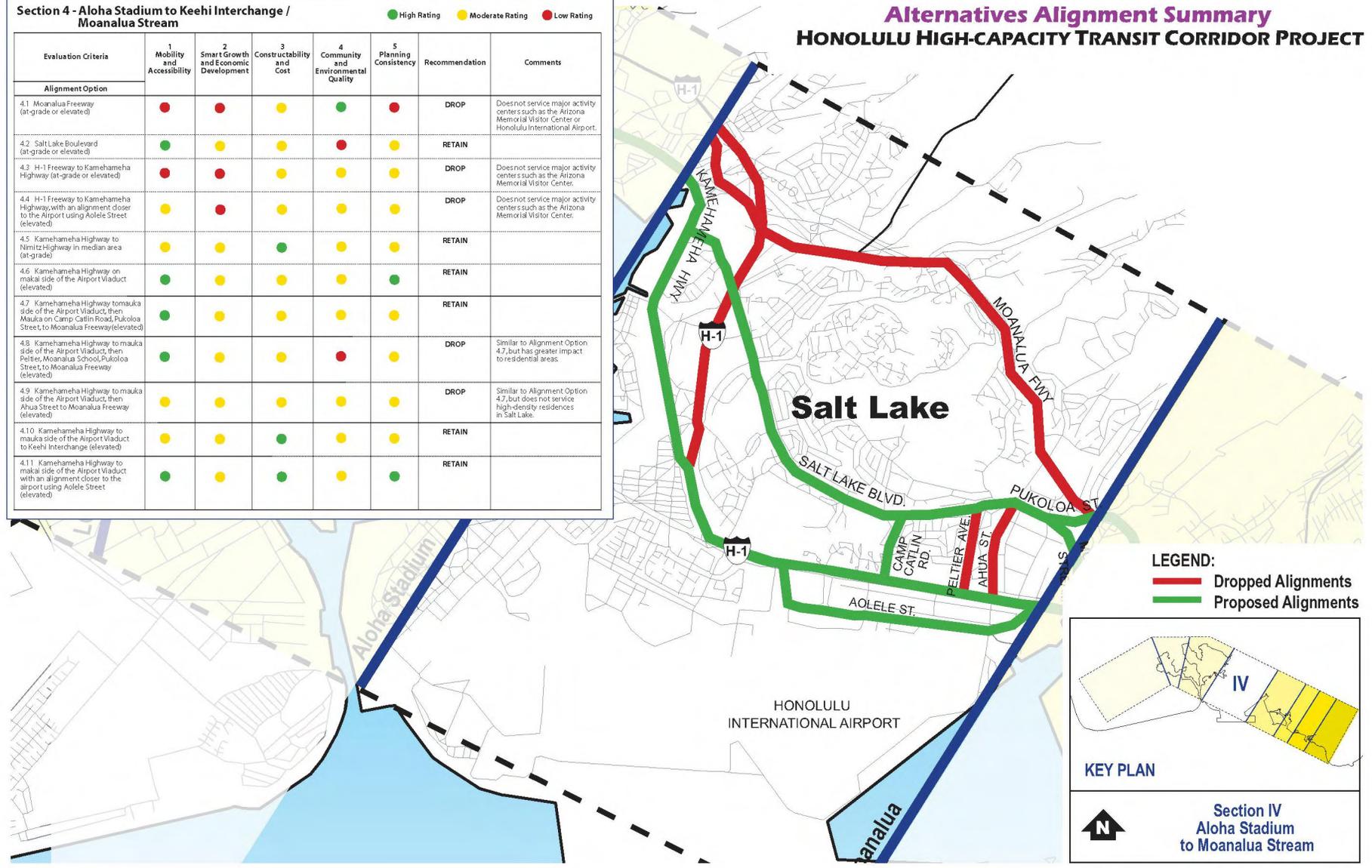


**Section 4 - Aloha Stadium to Keehi Interchange / Moanalua Stream**

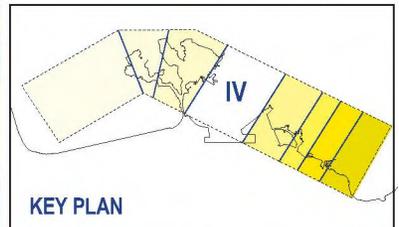
● High Rating ● Moderate Rating ● Low Rating

Evaluation Criteria	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Community and Environmental Quality	5 Planning Consistency	Recommendation	Comments
Alignment Option							
4.1 Moanalua Freeway (at-grade or elevated)	●	●	●	●	●	DROP	Does not service major activity centers such as the Arizona Memorial Visitor Center or Honolulu International Airport.
4.2 Salt Lake Boulevard (at-grade or elevated)	●	●	●	●	●	RETAIN	
4.3 H-1 Freeway to Kamehameha Highway (at-grade or elevated)	●	●	●	●	●	DROP	Does not service major activity centers such as the Arizona Memorial Visitor Center.
4.4 H-1 Freeway to Kamehameha Highway with an alignment closer to the Airport using Aoole Street (elevated)	●	●	●	●	●	DROP	Does not service major activity centers such as the Arizona Memorial Visitor Center.
4.5 Kamehameha Highway to Nimitz Highway in median area (at-grade)	●	●	●	●	●	RETAIN	
4.6 Kamehameha Highway on mauka side of the Airport Viaduct (elevated)	●	●	●	●	●	RETAIN	
4.7 Kamehameha Highway to mauka side of the Airport Viaduct, then Mauka on Camp Catlin Road, Pukoloa Street to Moanalua Freeway (elevated)	●	●	●	●	●	RETAIN	
4.8 Kamehameha Highway to mauka side of the Airport Viaduct, then Pelitier, Moanalua School, Pukoloa Street to Moanalua Freeway (elevated)	●	●	●	●	●	DROP	Similar to Alignment Option 4.7, but has greater impact to residential areas.
4.9 Kamehameha Highway to mauka side of the Airport Viaduct, then Ahua Street to Moanalua Freeway (elevated)	●	●	●	●	●	DROP	Similar to Alignment Option 4.7, but does not service high-density residences in Salt Lake.
4.10 Kamehameha Highway to mauka side of the Airport Viaduct to Keehi Interchange (elevated)	●	●	●	●	●	RETAIN	
4.11 Kamehameha Highway to mauka side of the Airport Viaduct with an alignment closer to the airport using Aoole Street (elevated)	●	●	●	●	●	RETAIN	

**Alternatives Alignment Summary  
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**



**LEGEND:**  
— Dropped Alignments  
— Proposed Alignments



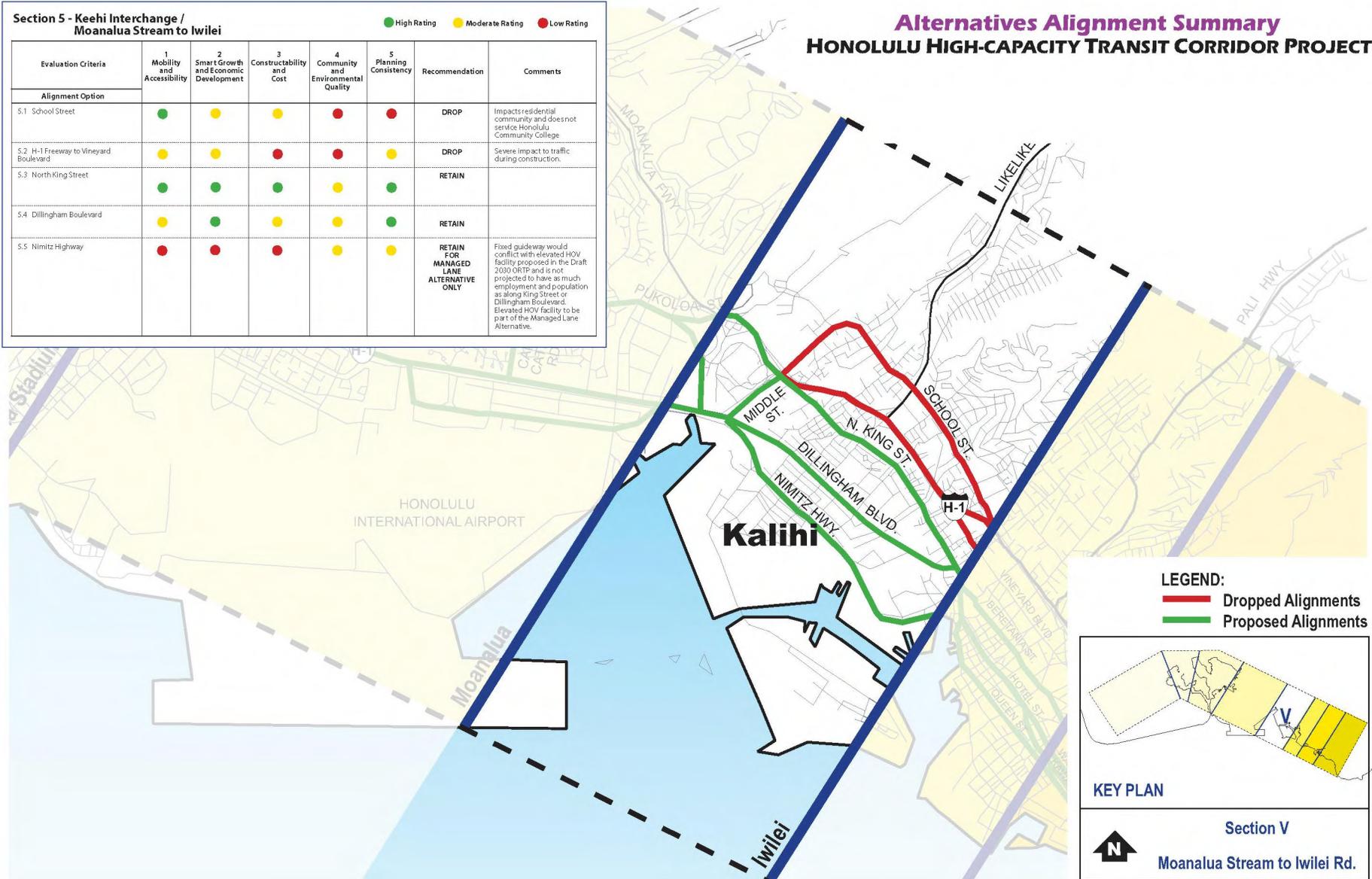
**Section IV  
Aloha Stadium  
to Moanalua Stream**

**Section 5 - Keehi Interchange / Moanalua Stream to Iwilei**

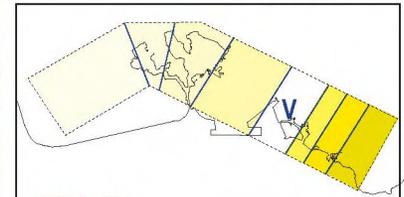
● High Rating ● Moderate Rating ● Low Rating

Alignment Option	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Community and Environmental Quality	5 Planning Consistency	Recommendation	Comments
S.1 School Street	●	●	●	●	●	DROP	Impacts residential community and does not service Honolulu Community College.
S.2 H-1 Freeway to Vineyard Boulevard	●	●	●	●	●	DROP	Severe impact to traffic during construction.
S.3 North King Street	●	●	●	●	●	RETAIN	
S.4 Dillingham Boulevard	●	●	●	●	●	RETAIN	
S.5 Nimitz Highway	●	●	●	●	●	RETAIN FOR MANAGED LANE ALTERNATIVE ONLY	Fixed guideway would conflict with elevated HOV facility proposed in the Draft 2030 ORTP and is not projected to have as much employment and population as along King Street or Dillingham Boulevard. Elevated HOV facility to be part of the Managed Lane Alternative.

**Alternatives Alignment Summary  
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**



**LEGEND:**  
— Dropped Alignments  
— Proposed Alignments



KEY PLAN

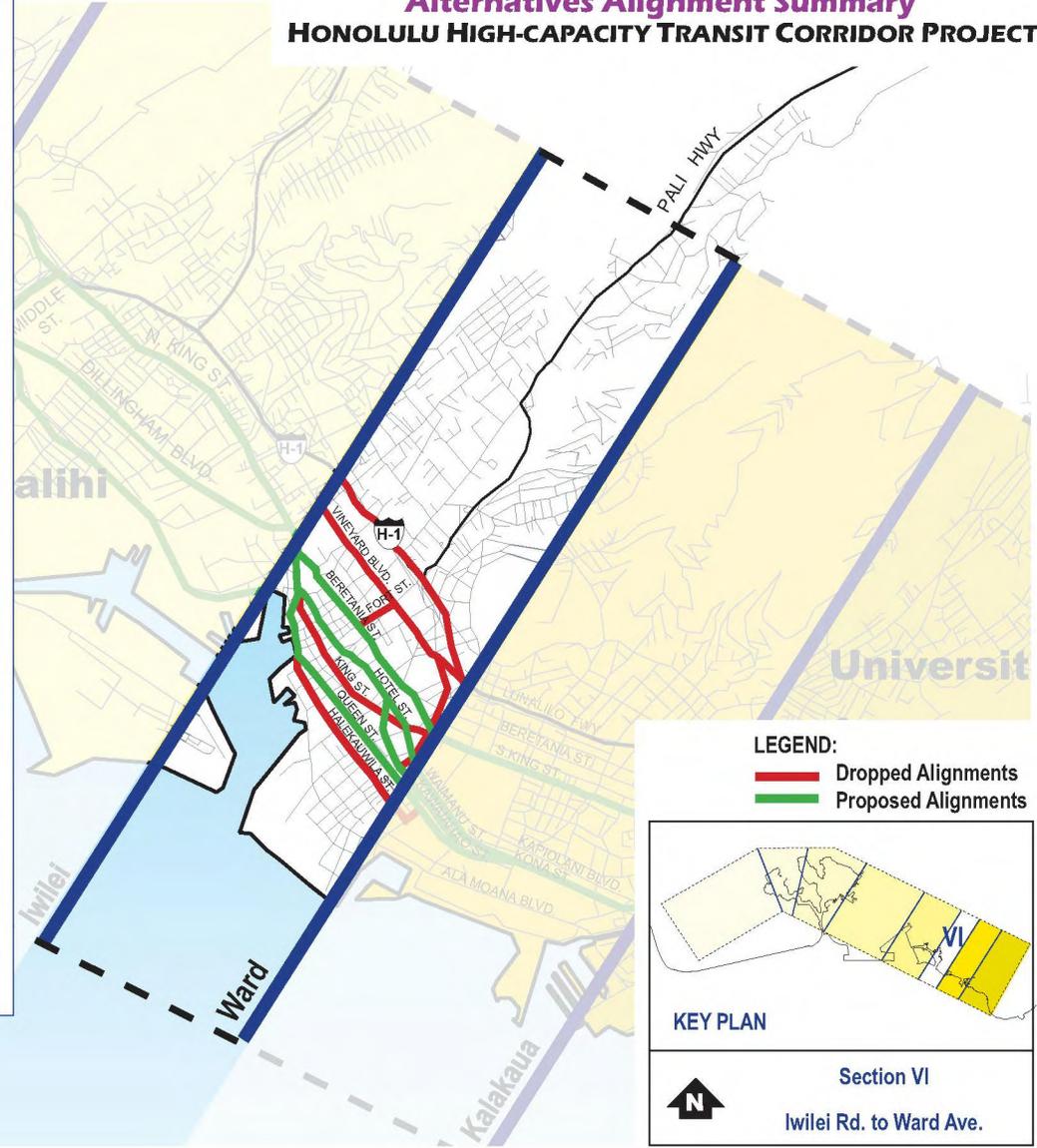
Section V  
Moanalua Stream to Iwilei Rd.

## Alternatives Alignment Summary HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

### Section 6 - Iwilei to Ward Avenue

● Fatal Flaw ● High Rating ● Moderate Rating ● Low Rating

Alignment Option	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Community and Environmental Quality	5 Planning Consistency	Recommendation	Comments
6.1 H-1 Freeway (elevated)	●	●	●	●	●	DROP	Access is limited and would create severe traffic impacts during construction.
6.2 Vineyard Boulevard to Pali Highway to Beretania Street (elevated)	●	●	●	●	●	DROP	Severe visual impacts at sensitive areas such as the State Capitol and Washington Place.
6.3 Beretania Street to Fort Street mauka to Vineyard Boulevard to Lusitania Street to Kinau Street to Ward Avenue (elevated)	●	●	●	●	●	DROP	Services lower population and employment density areas as compared to alignments more makai.
6.4 Beretania Street to Fort Street mauka to Vineyard Boulevard to Lusitania Street to Alapai Street to South King Street to Ward Avenue (elevated)	●	●	●	●	●	DROP	Services lower population and employment density areas as compared to alignments more makai.
6.5 Beretania Street to Fort Street mauka to Vineyard Boulevard to Lusitania Street to Alapai Street to Cooke Street to Kawalahao Street to Ward Avenue (elevated)	●	●	●	●	●	DROP	Services lower population and employment density areas as compared to alignments more makai.
6.6 Beretania Street to Ward Avenue (elevated)	●	●	●	●	●	DROP	Severe visual impacts at sensitive areas such as the State Capitol and Washington Place.
6.7 King Street to Ward Avenue (elevated)	●	●	●	●	●	DROP	Removal of travel lanes in Chinatown would create severe traffic impacts.
6.8 King Street to Kapiolani Boulevard to Ward Avenue (elevated or partially in tunnel)	●	●	●	●	●	DROP	Removal of travel lanes in Chinatown would create severe traffic impacts.
6.9 Tunnel from Kaaahi Street under Hotel Street to Waimanu Street	●	●	●	●	●	DROP	Long, expensive tunnel.
6.10 Tunnel from Kaaahi Street under King Street to Waimanu Street	●	●	●	●	●	DROP	Long, expensive tunnel.
6.11 At-grade from Kaaahi Street to Iwilei Road, North King Street, Hotel Street, to tunnel before Richards Street to Kawalahao Street to elevated structure on Diamond Head side of Cooke Street to Ward Avenue	●	●	●	●	●	RETAIN	
6.12 Nimitz Highway to Queen Street to South Street to South King Street	●	●	●	●	●	DROP	Removal of travel lane near the South St./King St./Kapiolani Blvd. would create severe traffic impacts.
6.13 Nimitz Highway to Queen Street	●	●	●	●	●	RETAIN	
6.14 Nimitz Highway to Hākeiauwā Street to Ward Avenue	●	●	●	●	●	DROP	Severe visual impact to sensitive areas near Alpha Tower.
6.15 Tunnel from Kaaahi Street under Ala Park, under Beretania Street to beyond Punchbowl Street, then climb to an elevated structure and cross over Alapai Street turning makai to continue onto South King Street	●	●	●	●	●	RETAIN	
6.16 At-grade from Kaaahi Street to Iwilei Road, North King Street, Hotel Street, to tunnel before Richards Street to Waimanu Street to elevated structure on Diamond Head side of Cooke Street to Ward Avenue	●	●	●	●	●	RETAIN	



**LEGEND:**  
— Dropped Alignments  
— Proposed Alignments

**KEY PLAN**

Section VI  
Iwilei Rd. to Ward Ave.

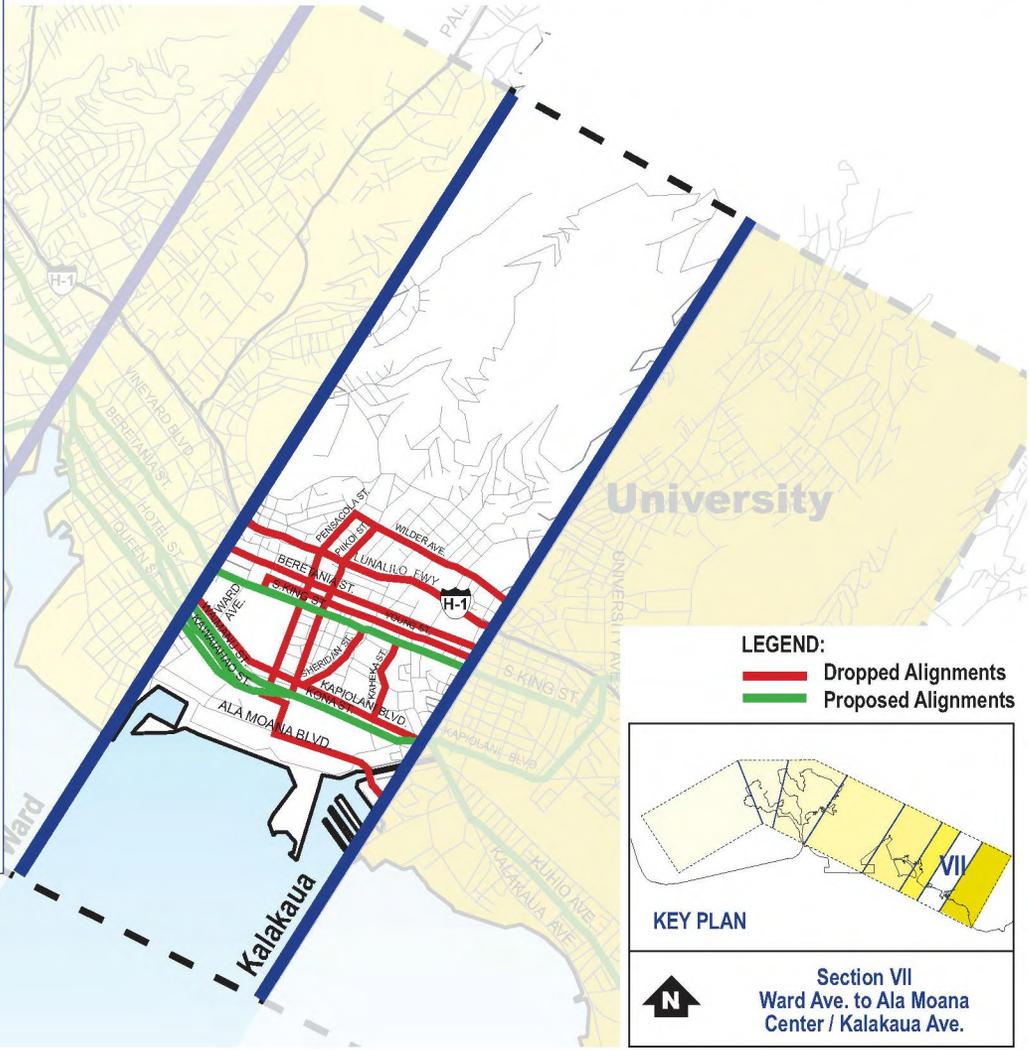
## Alternatives Alignment Summary

### HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

#### Section 7 - Ward Avenue to Kalakaua Avenue

● Fatal Flaw ● High Rating ● Moderate Rating ● Low Rating

Alignment Option	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Community and Environmental Quality	5 Planning Consistency	Recommendation	Comments
7.1 H-1 Freeway	●	●	●	●	●	DROP	Access is limited and would create severe traffic impacts during construction.
7.2 Kinau Street, Beretania Street, or South King Street to Pensacola Street or Piikoi Street to Wilder Avenue to Punahou Street	●	●	●	●	●	DROP	Severe impacts to residential areas and removal of travel lane would create severe traffic impacts.
7.3 Beretania Street to Kalakaua Avenue	●	●	●	●	●	DROP	Similar to Alignment Option 7.5, but traffic impacts are greater.
7.4 Young Street to Kalakaua Avenue	●	●	●	●	●	DROP	Similar to Alignment Option 7.5, but greater impact to community setting.
7.5 South King Street to Kalakaua Avenue	●	●	●	●	●	RETAIN	
7.6 South King Street, Pensacola Street or Piikoi Street to Kona Street to Ala Moana Shopping Center	●	●	●	●	●	DROP	Similar to Alignment Option 7.5, but longer and more expensive.
7.7 Kapiolani Boulevard to Kalakaua Avenue	●	●	●	●	●	DROP	Need for maintaining traffic lanes results in an elevated structure configuration that spans each side of Kapiolani Blvd. that creates severe visual impacts.
7.8 Kawaiahae Street to Waimanu Street to Kona Street	●	●	●	●	●	RETAIN	
7.9 Waimanu Street to Kona Street	●	●	●	●	●	RETAIN	
7.10 Kawaiahae Street to Waimanu Street to Kona Street to Kapiolani Boulevard	●	●	●	●	●	DROP	Need for maintaining traffic lanes results in an elevated structure configuration that spans each side of Kapiolani Blvd. that creates severe visual impacts.
7.11 Queen Street to Queen Street Extension to Kona Street	●	●	●	●	●	RETAIN	
7.12 Queen Street to Queen Street Extension to Kona Street to Kapiolani Boulevard	●	●	●	●	●	DROP	Need for maintaining traffic lanes results in an elevated structure configuration that spans each side of Kapiolani Blvd. that creates severe visual impacts.
7.13 Queen Street to Queen Street Extension to Kona Street to makai of Ala Moana Shopping Center	●	●	●	●	●	DROP	Severe visual impacts from elevated structure located on the makai side of Ala Moana Center.
7.14 Halekauwila Street to Ward Avenue to Waimanu Street to Kona Street	●	●	●	●	●	DROP	Properly acquisition needed to maintain smooth alignment at two 90-Degree turns, and also results in slower travel speed.
7.15 Kona Street to Kahaka Street to South King Street to University Avenue	●	●	●	●	●	DROP	Properly acquisition needed to maintain smooth alignment at two 90-Degree turns, and also results in slower travel speed.
7.16 Makai Side of Ala Moana Center to Ala Moana Boulevard to Niu Street to Ala Wai Canal to University Avenue	●	●	●	●	●	DROP	Severe visual impact from elevated structure on makai side of Ala Moana Center, and along Ala Wai Canal.

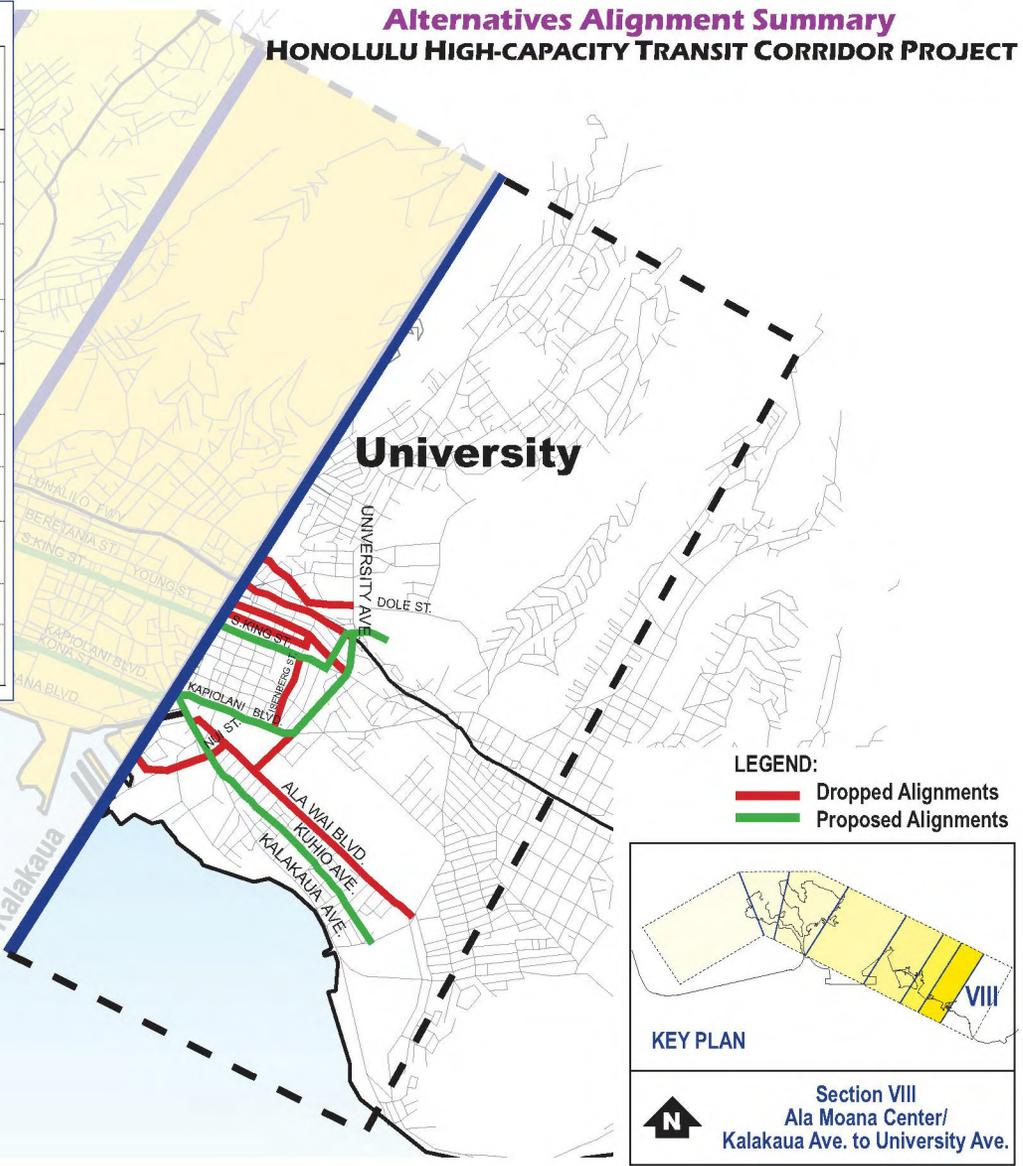


**Section 8 - Kalakaua Avenue to UH at Manoa**

● High Rating ● Moderate Rating ● Low Rating

Alignment Option	1 Mobility and Accessibility	2 Smart Growth and Economic Development	3 Constructability and Cost	4 Community and Environmental Quality	5 Planning Consistency	Recommendation	Comments
8.1 Wilder Avenue to Dole Street	●	●	●	●	●	DROP	Severe impacts to residential areas and removal of travel lane would create severe traffic impacts.
8.2 H-1 Freeway	●	●	●	●	●	DROP	Access is limited and would create severe traffic impacts during construction.
8.3 Beretania Street to University Avenue	●	●	●	●	●	DROP	Similar to Alignment Option 8.5, but greater traffic impacts.
8.4 Young Street to Isenberg Street to South King Street to University Avenue	●	●	●	●	●	DROP	Similar to Alignment Option 8.5, but greater impact to community setting.
8.5 South King Street to University Avenue	●	●	●	●	●	RETAIN	
8.6 Kapiolani Boulevard to University Avenue to UH quarry	●	●	●	●	●	RETAIN	
8.7 Kapiolani Boulevard to University Avenue to UH quarry with branch to Wai'oli via Kalakaua Avenue and Kuhio Avenue	●	●	●	●	●	RETAIN	
8.8 Kapiolani Boulevard to University Avenue to UH quarry with branch to Wai'oli via Kalakaua Avenue and Ala Wai Boulevard	●	●	●	●	●	DROP	Severe visual impact from elevated structure along Ala Wai Canal.
8.9 Kapiolani Boulevard to Kalakaua Avenue to Ala Wai Boulevard to University Avenue with branch along Ala Wai Boulevard	●	●	●	●	●	DROP	Severe visual impact from elevated structure crossing Ala Wai Canal at two locations.
8.10 Kapiolani Boulevard to Kalakaua Avenue to Kuhio Avenue to Kalamou Street to University Avenue with branch along Kuhio Avenue	●	●	●	●	●	DROP	Severe visual impact from elevated structure crossing Ala Wai Canal at two locations.
8.11 Kapiolani Boulevard to Isenberg Street to King Street to Kaimalu Street to UH quarry	●	●	●	●	●	DROP	Similar to Alignment Option 8.7, but greater community impacts.
8.12 Kona Street to Sheridan Avenue to South King Street to University Avenue	●	●	●	●	●	DROP	Property acquisition needed to maintain smooth alignment at two 90 Degree turns and also results in slower travel speed.

**Alternatives Alignment Summary**  
**HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**



**LEGEND:**  
— Dropped Alignments  
— Proposed Alignments

**KEY PLAN**

Section VIII  
Ala Moana Center/  
Kalakaua Ave. to University Ave.

# Proposed Schedule and Activities

## **December 2005** ★ **Public Scoping Meetings**

- ★ **Tuesday, December 13, 2005 / 5 to 8 pm**  
**Pikake Room , Neal Blaisdell Center**
- ★ **Wednesday, December 14, 2005 / 7 to 9 pm**  
**Kapolei Middle School Cafeteria**

## **Winter 2005/2006 - Fall 2006** ★ **Technical Studies Including:**

- ★ **Conceptual Design**
- ★ **Cost Estimation**
- ★ **Traffic & Transit Ridership Forecasting**
- ★ **Financial Analysis**
- ★ **Environmental Studies**

## ★ **Public Information and Outreach**

## **Fall 2006** ★ **Issue Alternatives Analysis Report**

## **November /December 2006** ★ **Conduct Public Hearing on the Alternatives Analysis**

## **December 2006** ★ **City Council selects Locally Preferred Alternative**

## **Spring 2007** ★ **Produce and Circulate Draft Environmental Impact Statement**

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**HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT**

## 4 Ways To Get Involved

- 1 Project Mailing List**  
Receive updated information on the Project, as well as learn about upcoming opportunities for public involvement.
- 2 HHCTC Project Website ([www.honolulustransit.org](http://www.honolulustransit.org))**  
Obtain detailed information on the Project's progress, including its purpose and need, definitions of the alternatives, alignment maps and photo simulations, and date of public involvement events.
- 3 HHCTC Information Line (808) 566-2299**  
Learn about upcoming opportunities for public involvement, and/or submit questions or concerns you may have about the Project.
- 4 Meetings and Workshops**  
Make sure you are on our mailing list to receive notices and stay involved.