

PROBLEM

Current conditions

- **Geography** Nearly all of the urbanized areas of Honolulu lie within the leeward corridor along the south shore of Oahu. Major physical features define and shape the leeward corridor: bounded by the Pacific Ocean on the south and the Koolau and Waianae mountain ranges on the north; pinched by Pearl Harbor, Honolulu harbor, and Punchbowl . Consequently, the corridor is linear, narrow, and dense.
- **Employment patterns** In 2000, xx% of employment were located along the leeward shore of Oahu. Major concentrations are Waikiki, downtown and Kakaako, the airport, and Pearl Harbor. Over the past 15 years, new employment has been locating on the west in Kapolei.
- **Residential patterns** In 2000, yy% of households were located in the leeward corridor, zz% in the urban core, but increasingly in Ewa/Kapolei and central Oahu. This new development has been spurred by housing prices in the PUC, making Ewa, Kapolei, and central Oahu the primary locations of reasonably priced housing.
- **Travel patterns** Work travel from CTPP2000. Non-work travel patterns from home-interview survey. Major travel markets: to PUC from Ewa/Kapolei/Central; within PUC, etc. Nature of employment in several activity centers (Waikiki and the airport area, in particular) produces substantial amount of work travel outside of the traditional peak periods for commuting.
- **Streets and highway facilities** H-1 is the only limited-access highway facility serving the corridor, with a connection into central Oahu provided by H-2. H-1 has many substandard sections that result from its construction in densely developed urban neighborhoods. Significant constrictions at Pearl Harbor and downtown limit the number of continuous arterial streets in the corridor (list). Consequently, capacity is limited and is overwhelmed by traffic volumes. Traffic congestion in the peak periods is severe over substantial intervals.
- **Parking** Limited and expensive parking in downtown and Waikiki.
- **Transit services** Transit plays a significant role in providing mobility within the corridor. Parking is both limited and expensive in several activity centers, particularly in Waikiki and downtown Honolulu. Households have modest incomes, particularly relative to the cost of living. Auto ownership has been relatively low, although it has been growing to levels approaching mainland urban areas. Largest transit markets are Waikiki and downtown Honolulu, but transit plays a significant role in travel throughout the leeward corridor. The performance of the bus system is limited, however, by its operation on the heavily congested streets and highways in the corridor. The consequently slow bus speeds limit the mobility of transit riders,

limit the ability of transit to compete with auto travel, and make transit service more costly to operate.

Future conditions

- Development policy
- Development trends
- Travel patterns
- Highway conditions
- Transit services

Purposes of major transit investment

- Improved mobility for travelers facing increasing severe and increasing traffic congestion between Ewa/Kapolei and the PUC
- Improved mobility for travelers facing increasing severe and increasing traffic congestion within the PUC
- Accessibility to new development in Ewa/Kapolei as a way of supporting policy to develop that area as a second urban center

Other considerations

- Financial feasibility
- Cost-effectiveness
- Environmental preservation and enhancement
- Equity in the distribution of costs, benefits, and impacts