
From: Ben Ramelb
To: Miyamoto, Faith
Sent: 11/25/2008 5:00:29 PM
Subject: Mass Transit DEIS

To Faith Miyamoto

Rapid Transit Division

Dept of Transportation Services

Faith, it sure was nice reminiscing about land releases by the military concluded by a Study of Military Real Estate (MILPRO-HI) done by the Navy Planners. I enjoyed working on that report.

In response to our telephone conversation of 24 November 2008, here are some questions regarding the Draft Environmental Impact Statement for the Honolulu High-capacity Transit Corridor Project.

- a) Table 3-12 of the 2006 Alternative Analysis shows details for traffic volumes and level of service by roadway (H-1, H-1 HOV, H-1 Zipper, etc) . Could you email me a more detailed version of DEIS Table #20 which would include the details similar to that shown on the AA Table 3-12 which shows detailed forecast numbers for each roadway and level of service?
- b) Nimitz hwy will require less land acquisition if the rail route as compared with rail along Dillingham blvd. What are the reasons for locating rail on Dillingham instead of Nimitz? (The rail route is not contemplated to be shifted to Airport Aolele vice Salt Lake Blvd.)
- c) The Rail route for Salt Lake Blvd will have more passengers simply because Pearl Harbor and Hickam has more FREE civilian parking on base which are adjacent to their workshops. Conclusion: Military civilian workers will use their cars instead of using the train. Besides, there are 80,000 population along the Salt Lake Blvd from Aloha Stadium to Salt Lake to Mapunapuna who would use the train. Do you still think the Airport route will have higher commuter use than the Salt Lake route?
- d) Schedule of construction for Rail:
- The mayor has repeatedly stated that the people of West Oahu want congestion relief and they want it NOW!
 - The congestion for West Oahu is at two bottlenecks at the H-1/H-2 merge and at Middle Street merge.
 - Why not build the first rail segment from the former Ewa Drum Storage Area (former Navy land released to the State of Hawaii late '80s) to Iwilei instead of Kapolei to LCC? This segment will reduce congestion at the bottlenecks at H-1/H-2 merge and at Middle Street merge. The city can condemn the State owned Ewa Drum Storage (about 60 acres for train yard, vehicular parking and for commercial development).

Thank you for listening and for your quick response. Have a nice Thanksgiving Holiday!

Ben Ramelb P.E

Honolulu