

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! As we start a new year, we thought this would be an opportune time to reacquaint you with the goals and objectives of the Honolulu High-Capacity Transit Corridor Project.

Goal: Improve Mobility

We need to get from here to there – island-wide. The roads and freeways are often congested, so mobility is often limited. A fully elevated fixed guideway system will be able to move thousands of people per hour without taking away existing roadway and freeway lanes.

The elevated fixed guideway allows a new transportation system to be operated without taking away the limited road space that we have now.

Goal: Support Growth

Significant growth is planned in West O`ahu and it's vital that the right infrastructure is in place to support that growth. The transit line makes it possible to expand residential, commercial and recreational developments without sacrificing mobility.

The fixed guideway system is also good for areas outside of West O`ahu because it will focus growth in the areas designated for growth - and away from areas that don't

want growth. This actually helps "keep the country country."

The elevated system will support smart growth by locating the transit system above neighboring communities, allowing these communities to remain connected. The elevated system helps avoid the "other side of the tracks" situation that can occur when a guideway system with frequent vehicle trips is overlaid on a community. With the elevated system, there is no "other side of the tracks." The guideway is not an impediment to existing and developing social networks and travel patterns.

Goal: Improve Reliability

The elevated transit system will improve travel time reliability because the system will be out of existing traffic. Existing traffic will not slow fixed guideway travel and the guideway vehicles will not interfere with roadway traffic. An at-grade system would have to stop at traffic signals or would delay roadway traffic with fixed guideway vehicles traveling every 3 minutes. The elevated system also avoids the risk of cars or people crossing the tracks, which is potentially dangerous and slows operations.

The system will operate with precision and reliability. So, if you need to be at work by 8 a.m., you'll be able to use the fixed

guideway system and be assured that you will arrive at work by 8 a.m., even if it's raining or there's a big accident on H-1. The frequency of operation is planned for a 3-minute spacing between vehicles during the commute hours, so you won't have to check the schedule to catch the next one.

Goal: Improve Equity

Everyone can use the fixed guideway system and afford it. Rides will cost the same systemwide and will come with transfers. So, you won't need a car to get around quickly. The buses and the ferry will be linked with the fixed guideway system, so you will be able to get to areas off the guideway route easily, too.

Unlike a toll road system, it won't be limited in capacity. If more people are riding at a certain time, more vehicles will be added to accommodate them. System capacity will grow as demand grows and will be flexible in doing so.

The bottom line is that the fixed guideway system is a way to enhance our quality of life, by keeping the economy vibrant, our cities livable, and pollution minimized, reducing our greenhouse gas emissions, and providing a viable mobility option for us and our children.

Current Issues: Technology



Rubber Tire - Las Vegas

Selecting which technology will run on the fixed guideway system is the next critical step for the mass transit project.

To help the City Council and City Administration determine which technology

best meets Honolulu's requirements, a process called Request for Information (RFI) is being used. In this process, we post a list of performance features that are required for our system. (For example, it must be able to travel at least 55 mph.) Then, any transit vehicle supplier who wants to be considered for our system can send a list of their vehicle's features and match it against the features we require.



Magnetic Levitation - Nagoya, Japan

All of the vendors' information will be collected and compared

against the requirements to see which technologies best meet our needs. This process often leads to better responses during the procurement phase from vendors so Honolulu can get the best transit vehicle available. At this time, vendors will be supplying information only on the technology; it is the technology that will be selected through this process, not the vendor. A technology vendor will be selected in a separate process in the future.

The City Council is now considering a resolution that creates an independent panel to evaluate the vendor information submitted to select the technology. The independent panel would work with the fixed guideway criteria previously established by

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Honolulu On The Move

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Contact Us

You can reach us by calling the project hotline at 566-2299 or by submitting your comments to www.honolulustransit.org.
Call or email us if you would like to receive an electronic version of this newsletter or would like to be removed from our mailing list.

City Highlight:

Green in Portland with lower Greenhouse gasses



With their efficient and convenient transit system, people in Portland, Oregon drive about 4 miles per day less than the average American. By driving less, the city of 2 million saves about 19.4 million tons of greenhouse gases per year. This provides an estimated cost savings of \$28 and \$70 million annually and it's considerably better for the environment.

Source: Cortright, Joe. "Portland's Green Dividend." CEOs for Cities. July, 2007. Joe Cortright is a non-resident Senior Fellow at the Brookings Institution.

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the City Council and additional operating criteria established by the Department of Transportation Services.

This method ensures that analysis and logic drive the technology decision rather than politics. Determining the best technology for Honolulu's fixed guideway system requires technical knowledge. And, the project will continue to move forward so Honolulu gets a world class transportation system.



Steel Wheel - Kuala Lumpur, Malaysia

and quality of service. Technology information is expected from vendors that supply steel wheel on steel rail, rubber tires on concrete, monorail, and

magnetic levitation. The panel will select the technology that is most advantageous for Honolulu and its citizens.

The pictures of systems shown are some of the technologies Honolulu is considering.



Steel Wheel - New York



Rubber Tire - Toulouse, France

The panel will review the vendor information considering safety, reliability, environmental impacts, performance, cost,