

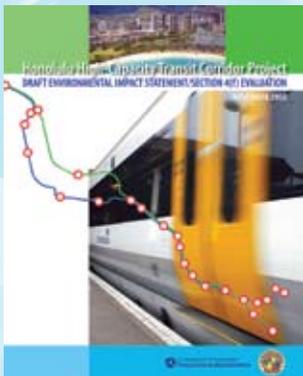


Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Draft Environmental Impact Statement Comment Period Extended

If you haven't commented yet on the potential impacts of rail transit detailed in Draft Environmental Impact Statement, there's still time. The deadline for public comments has been extended by the Federal Transit Administration to **February 6, 2009**. You can comment online at the project's website: www.honolulutransit.org or send your comments by mail to the: **Department of Transportation Services, 650 South King Street, Honolulu, Hawaii 96813** (must be postmarked by February 6).



We have already received several hundred comments by mail, on-line and at the Public Hearings in December. The project

team will review and consider each comment as the Final Environmental Impact Statement (Final EIS) is prepared; all comments will be addressed, so be sure to include your name and mailing address in your comment. In addition, every comment will be included in an appendix to the Final EIS.

Rainy Winters and Rail Transit

Aloha! Winter storms can bring rain, wind and unexpected power outages to O'ahu. What does that mean for Honolulu's rail system? How will trains perform when storm clouds blow into town? Based on experiences in other cities, the answer is: safely. Steel-wheeled rail systems run safely in cities such as Portland, Salt Lake City, New York and Chicago, where the winter climate is far harsher than our tropical islands.



What happens if electrical power is lost in significant area of the East Kapolei-to-Ala Moana Center route?

In Honolulu, rainfall drenching the guideway is likely to be the most common weather problem. Too much water on the tracks can loosen the traction between train wheels and the rails. To remedy this, the guideway is being designed to drain water away from the tracks. In addition, electronic sensors in modern rail cars sense slippage and take appropriate action, from increasing braking distances to accelerating slower.

First, train brakes are designed to stop the rail cars even without power. Second, lights will stay on in trains and stations; backup batteries will provide lighting for several hours. Third, the train operations center will communicate with passengers via the public address system and intercom and provide guidance.

Rainy weather should not cause the steel tracks to rust. With regular preventive maintenance, corrosion will not be a problem.

Electrical Outages

Winter storms can cause electricity outages. Since trains and rail stations will be electrically powered, the system's infrastructure is being designed to handle service disruptions. For example, trains will draw power from many points along the route, so an outage in a few areas should not disrupt service.

If power is restored within a short time, service will resume. With a prolonged outage, the operations center will direct passengers to exit the trains and walk along a lighted emergency walkway on the guideway to the nearest station. For those unable to exit rail cars, help will be provided by emergency responders and transit staff. Passengers will be met at the train station by a coordinated response from emergency responders and city transportation workers.

JANUARY 2009



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 be removed from our mailing list.

New Online Content: Videos and Rail Station Maps



Another new feature is conceptual rail station renderings – you can see how each rail station will be integrated into its neighborhood, from the elevated guideway to the rail station platforms to park-and-ride lots at selected locations. The renderings are interactive, so you can rotate them 360 degrees.

Finally, the website has a video guide to the Draft EIS that combines key facts, graphics and video footage

Set your Internet browser to www.honolulustransit.org and check out the new content on the project's website. The online home of Honolulu's rail transit system has been updated with state-of-the-art computer animated fly-throughs of the Salt Lake route and the Airport route. With one click of the mouse, you will see a bird's eye view of each route as well as potential locations for rail stations.

to help you understand the document. If you would like a DVD with all these features to share at your school or workplace, contact us for a free copy at info@honolulustransit.org. or call **566-2299**.

Look for more video content on the project website later this year.

Arizona Residents Applaud New Rail



Many residents, commuters and businesses in Arizona are

celebrating the recent launch of a new steel-wheeled rail service that connects the cities of Phoenix, Tempe and Mesa.

According to news accounts, the mood on the trains has been positive as riders relax, listen to music and read. Ridership has been good, with evening trains almost full as commuters return home. Some residents reported using the rail system because of its convenience or to reduce their carbon footprint and promote sustainability. Other passengers said in news articles they were riding to save money on gas and parking.

Rail has also brought economic benefits. City leaders in Tempe are crediting the rail system with attracting \$4 billion in projects, and the mayor of Phoenix attributes thousands of jobs to rail.