

Honolulu On The Move

September 2006

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! This edition of our newsletter includes long awaited ridership numbers, what they mean, how they're determined and the impact these forecasts might have on your daily commute.

What is Ridership?

In simple terms, ridership is a forecast of how many people will use a transit system in the future. The process of estimating ridership is complicated, but fairly standardized for projects across the United States. A complex network of mathematical equations is used to create a simulation or model. Many factors are considered including: land use; areas of residence and employment; current transit riders; current and future roads; the routes the alternatives will take; and, it even considers some general human behavior. The model we've created is based on the model the O'ahu Metropolitan Planning Organization (OMPO) used in its 2030 O'ahu Regional Transportation Plan (ORTP) analysis.

Our model updated the OMPO model by including recent changes in land use and results of a survey of bus routes and riders conducted specifically for this project. This updated model was used to make projections of travel patterns on O'ahu in 2030 with and without a new transit project.

What did we consider?

Each of the four major transit alternatives now being evaluated was input into our model and was then coded (programmed) with all of its specific islandwide support elements. For example:

The TSM (Transportation System Management) Alternative included:

- new transit centers
- new park-and-ride lots
- restructured bus routes

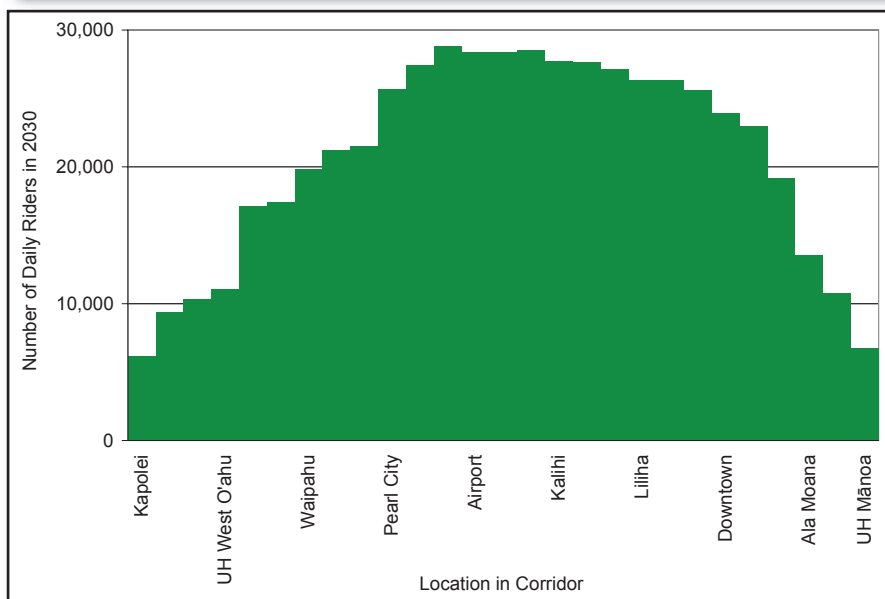
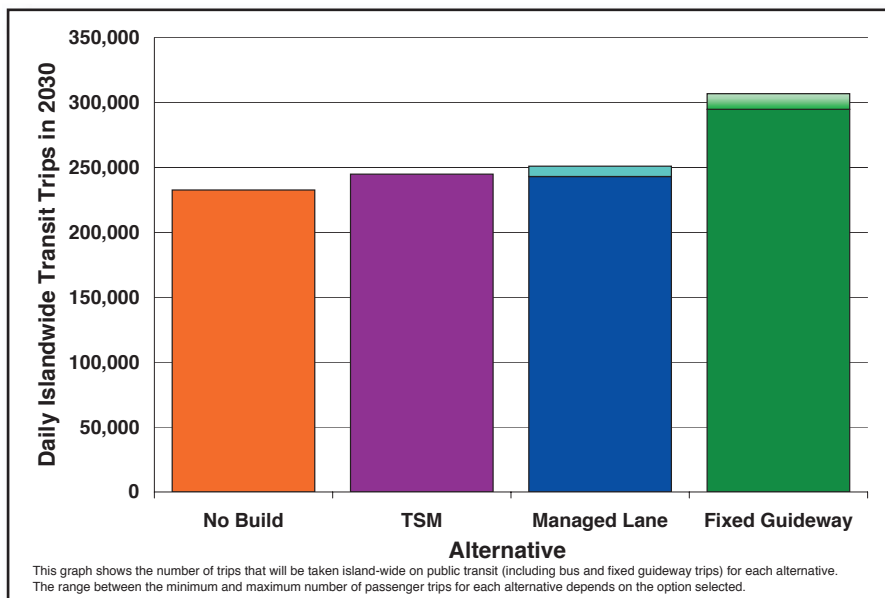
The Managed Lane Alternative included:

- new elevated toll road and associated toll road access connections
- off-line bus stations along the managed lane facility
- new park-and-ride lots
- restructured bus routes

The Fixed Guideway Alternative included:

- new fixed guideway routes
- fixed guideway stations
- new park-and-ride lots
- restructured bus routes

When each alternative was completely described in the model, we ran the simulation to determine: estimated number of transit passengers; traffic conditions; expected travel times; and many other details. The first figure compares the total number of transit trips islandwide projected for each alternative in 2030.



— continued on back

Learn the latest on the city's Alternatives Analysis at the following Transit Community Update Meetings:

Monday, September 18	UH Mānoa, Campus Center Ballroom	12:00 pm – 1:30 pm
Monday, September 18	August Ahrens Elementary , Cafeteria – Waipahu	7:00 pm – 8:30 pm
Tuesday, September 19	Holomua Elementary, Cafeteria – ‘Ewa Beach	7:00 pm – 8:30 pm
Wednesday, September 20	Alvah Scott Elementary , Cafeteria – ‘Aiea	7:00 pm – 8:30 pm
Tuesday, October 24	He‘eia Elementary, Cafeteria – Kāne‘ohe	7:00 pm – 8:30 pm
Monday, October 30	Nānāikapono Elementary School, Cafeteria – Nānākuli	7:00 pm – 8:30 pm



Contact Us

Comments and suggestions on future newsletter topics are welcome. Please call the project hotline at **566-2299** or submit your comments via the website at www.honolulustransit.org.

– continued

Ridership also looks at where people go. The second graph on the front page shows how many people would ride through each portion of the corridor on a fixed guideway system between Kapolei and UH Manoa on an average weekday in 2030. The greatest numbers of riders would be on the system in the area between Pearl City and Downtown.

What does this mean to me?

The transit ridership estimates show how many people will use transit instead of taking some other form of transportation, such as a private vehicle, to their destination. With the No Build, TSM, and Managed Lane Alternatives, between 225,000 and 250,000 trips would be made on transit every day. With the Fixed Guideway Alternative, this would increase to around 300,000 trips per day. Of those 300,000 transit trips

islandwide, between 115,000 and 150,000 people would ride the fixed guideway by 2030. These are people who won't be driving in the corridor.

Estimated transit travel times:

From	To	Time
Kapolei	Downtown	~ 38 minutes
Waipahu	Ala Moana Center	~ 28 minutes
Pearl Highlands	Downtown	~ 22 minutes
Airport	Waikīkī	~ 19 minutes
UH Mānoa	Downtown	~ 10 minutes