

Honolulu High-Capacity Transit Corridor Project Transit Alternatives Comparison

Elevated Managed Lanes and Elevated Rail Along a Similar Route

Benefits Transit, Carpools, Emergency Vehicles, Income, etc.	Two Elevated Lanes Inbound in the Morning – Outbound in the Afternoon	Elevated Rail Stops at Every Stop
Ability to handle all mass transit needs through the corridor now and in the future.	Yes - City Buses	Yes
Ability to design Express routes through the corridor.	Yes - City Express Buses	No
Which alternative travels faster from start to finish?	Buses average 50- 60 miles per hour	Rail Cars average 22-25 miles per hour
Which alternative can handle more people per hour?	This one	
Can the alternative handle Carpool and Vanpool vehicles?	Yes	No
Can the alternative take cars off the Freeway on day one?	Yes - High Occupancy Cars, Van Pools, and Cars willing to pay a toll	No one can say for sure until the route and timetable is published
Can the alternative provide an alternative route for cars when the freeway is closed?	Yes	No
Can the alternative assist our first responders in an emergency?	Yes	No
Can the alternative be totally shut down because of a weak link?	No - Except for occasional accidents	Yes - Electric Failure or Disabled Train
Can the alternative create revenue?	Yes - Lane capacity available after Buses and High Occupancy Vehicles can be purchased by cars willing to pay a toll	No
Will the alternative benefit the over 80% of West Oahu commuters who will never take Mass Transit?	Yes - Take Buses and High-Occupancy Cars off the Freeway, provide an incentive to Carpool above the traffic, and offer a choice to ride the elevated lanes for a toll	No
Which alternative is less expensive?	This one.	