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A COMMUNITY WIDE EFFORT TO KEEP ELEVATED RAIL OUT OF OUR CITY

## The congestion discussion is over; it is going to get far worse with rail.

You cannot get a City or HART official to admit in public that traffic congestion with rail in the future will get worse. Nor will the conventional mass media make a point of it. Nevertheless, the discussion is over for the following reasons:

First, the City’s Transportation Director, Wayne Yoshioka, wrote the following in the Final EIS

“... traffic congestion will be worse in the future with rail than what it is today without rail, and that is supported by data included in the Final EIS. In fact, projections suggest that traffic conditions will be worse in 2030 under any circumstances [studied in the EIS]. The Alternatives Analysis supports this statement as does the analysis of transportation impacts in the Final EIS. The comparison that is key to the Project is that rail will improve conditions compared to what they would be if the Project is not built.” (p. 1251 of [Appendix A, Final EIS.](#))

And here is what FTA's Regional Administrator wrote,

“Many commenters [on the Draft EIS] reiterated their concern that the Project will not relieve highway congestion in Honolulu. FTA agrees, but the purpose of the Project is to provide an alternative to the use of congested highways for many travelers. This alternative to the use of highways is especially important for households that cannot afford an automobile for every person in the household who travels for work or for other reasons.” [FTA's Record of Decision](#) p. 208.

Second, The Final EIS, Table 3-12 below, shows that compared with today’s daily auto trips, if we do not build the rail project, we will experience a 23 percent increase in trips, while if we do, we will experience a 21 percent increase in auto trips. Such a small decrease will be barely noticeable and certainly not worth \$5.2 billion — and counting.

**Table 3-12** Islandwide Daily Trips by Mode—Existing Conditions, No Build Alternative, and Project

Trips by Mode	2007 Existing Conditions		2030 No Build Alternative		2030 Project	
	Daily Trips by Mode	Percentage of Total Daily Trips	Daily Trips by Mode	Percentage of Total Daily Trips	Daily Trips by Mode	Percentage of Total Daily Trips
<b>Residents</b>						
Automobile—private	2,291,800	82.1%	2,815,800	81.5%	2,767,600	80.1%
Transit	166,400	6.0%	205,400	5.9%	255,500	7.4%
Bicycle and walk	333,000	11.9%	432,800	12.5%	431,700	12.5%
<b>Total Daily Trips by Residents</b>	<b>2,791,200</b>	<b>100%</b>	<b>3,454,000</b>	<b>100%</b>	<b>3,454,800</b>	<b>100%</b>

Third, while you may have been counting on HART’s claim of the, “40,000 car trips rail transit will eliminate,” as traffic relief, we have to explain that this reduction will be from 2,800,000 daily trips, or 1.7 percent. Again, this is an amount that would be too small for motorists to notice. Not only is this claim by HART misleading, even worse it is a deliberate lie — what is called a Lie of Omission. This is when someone HART tells you something that is not a falsehood itself, but deliberately withholds other information that would place it in its proper context in order to mislead you .

Go the next page to see the City’s forecast of traffic impacts on H-1 at Pearl Ridge.

Table 3-9 A.M. Peak-hour Screenline Impacts Analysis—Existing Conditions, 2030 No Build Alternative, and 2030 Project (continued on next page)

Screenline/Facility	Year 2005 Conditions						2030 No Build Alternative						2030 Project											
	# of Lanes	Observed Volume (vph) <sup>1</sup>		Maximum Volume threshold <sup>2</sup>			LOS <sup>3</sup>	# of Lanes	Forecast Volume (vph)	Maximum Volume Threshold <sup>2</sup>			LOS <sup>3</sup>	Forecast Volume (vph)	Maximum Volume Threshold <sup>2</sup>			LOS <sup>3</sup>						
		A	B	C	D	E				A	B	C			D	E	A		B	C	D	E		
H-1 Freeway	5	10,140	2,800	4,540	6,570	8,490	9,660	F	5	12,250	2,800	4,540	6,570	8,490	9,660	F	11,260	5,000	9,080	13,140	16,980	19,320	F	
H-1 Freeway HOV	1	1,740	515	839	1,213	1,568	1,783	E	1	1,810	515	839	1,213	1,568	1,783	F	1,690	515	839	1,213	1,568	1,783	E	
H-1 Freeway Zipper Lane	1	1,510	515	839	1,213	1,568	1,783	D	1	1,160	515	839	1,213	1,568	1,783	C	920	515	839	1,213	1,568	1,783	C	
Moanalua Road	2	1,390	**	**	1,020	1,480	1,560	D	2	1,310	**	**	1,020	1,480	1,560	D	980	**	**	1,020	1,480	1,560	C	
Kamehameha Highway	3	2,520	**	310	1,920	2,340	2,460	F	3	2,450	**	310	1,920	2,340	2,460	E	2,060	**	310	1,920	2,340	2,460	D	
<b>Totals</b>			<b>17,300</b>					<b>F</b>		<b>18,980</b>						<b>E</b>								<b>E</b>

The above table is from the Final EIS for the rail project. This excerpt is for the Pearl Ridge Screenline for the morning peak hour (rush hour) traffic. Ignore the “2030 No-Build Alternative” because no one is suggesting we do nothing. What we need to look at is the forecast traffic conditions for the “2030 [rail] Project” compared to today’s conditions.

The City and HART use the first grouping “Year 2005 Conditions” as today’s conditions. Today’s H-1 traffic on the H-1 is shown as 10,140 per hour and the 2030 conditions with rail as 11,260 per hour. That is an 11 percent increase on top of today’s conditions. To view the full Table 3-9 and see this excerpt in context of the screenlines, go to [http://www.honolulutraffic.com/FinalEIS/Chapter\\_3.pdf](http://www.honolulutraffic.com/FinalEIS/Chapter_3.pdf).