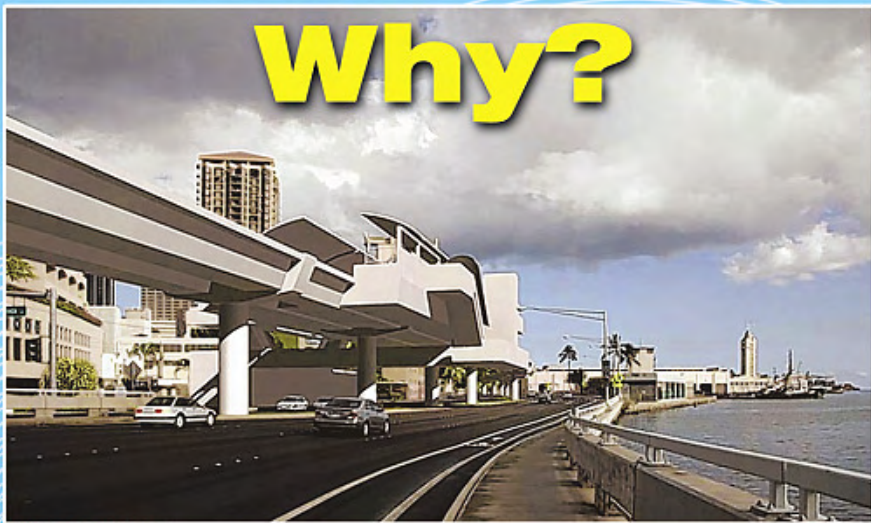
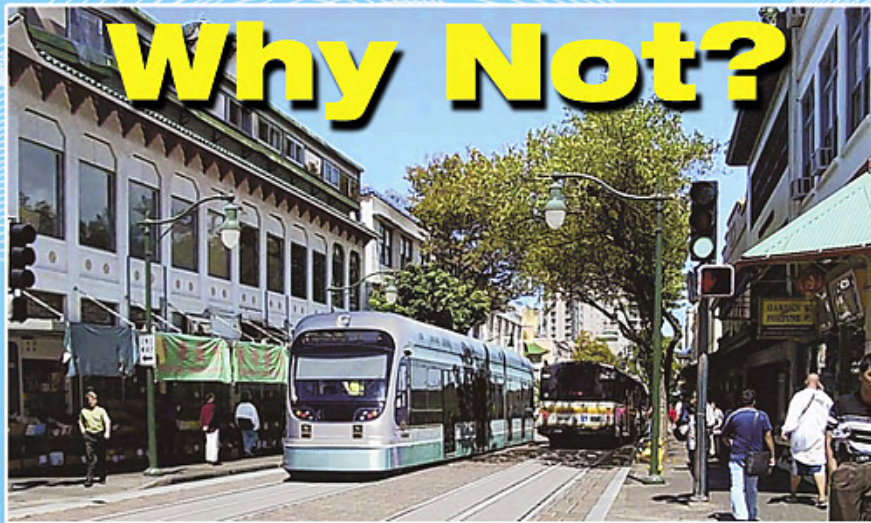


Why?



Proposed elevated rail guideway and station at Nimitz/Kekaulike
\$270 Million/mile; 9 years to build

Why Not?



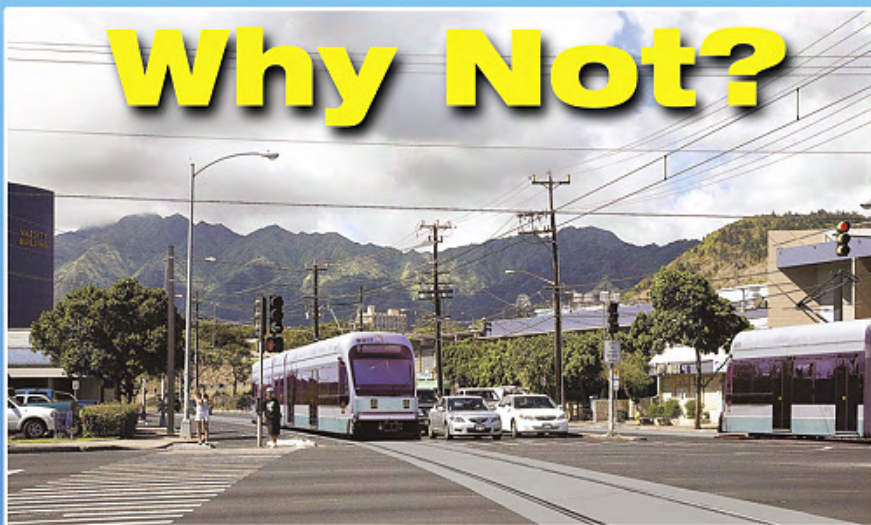
Light Rail option at grade (shown on Hotel Street)
\$70 Million/mile; 4 years to build

Why?



Proposed elevated rail guideway and King/University station
(Phase 2 of project) \$270 Million/mile; 9+ years to build

Why Not?



Light Rail option at grade at King/University
\$70 Million/mile; 4+ years to build

A CALL TO ACTION to CHANGE the Honolulu High-Capacity Transit Corridor Project to FLEXIBLE LIGHT RAIL TECHNOLOGY

A change to FLEXIBLE LIGHT RAIL will allow the system to be constructed at 1/2 - 1/3 the cost in less than 1/2 the time, with FIXED GUIDEWAYS on existing streets in the urban core. The AIA is concerned about rail transit as it impacts our whole built environment and the beauty of our city beyond only a transportation solution.

The AIA supports rail - THE LIGHT RAIL

Elevated Rail vs. At-grade Light Rail

Feature	Elevated Rail	At-grade Light Rail
Construction Cost	\$270 Million/mile	\$70 Million/mile
Construction Time	9-10 Years	4-5 Years
Travel Time (End to End)	42 Minutes	54 Minutes**
Travel Time (Waipahu to Downtown)	27 Minutes*	31 Minutes***
Operating Maintenance Cost	\$63 Million/yr	\$39 Million/yr

*Based on Downtown Station at Nimitz Highway & Bishop Street.
**Based on Report by Independent Transit Expert calling for 50% elevated and 50% at-grade for the 20-mile route.
***Based on Downtown Station at Hotel and Bishop Streets, saving 8 minute walk to the heart of Downtown.



The Right Rail will meet present needs without compromising future opportunities. AIA research indicates that Light Rail will better serve our communities because it is:

Less expensive and faster to build

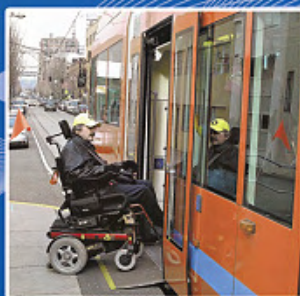
- Costs 1/3 to 1/2 of the proposed elevated system (saves \$2-3 Billion in construction costs)
- Reduces construction time by over 50% (4-5 years vs. 9-10 years)
- Saves \$24 Million annually in operating and maintenance costs

Flexible

- Can operate either elevated or at ground level
- Can be powered from overhead wires or wireless in-ground power
- Can easily be extended (UH Manoa and Waikiki) in later phases

Minimizes impact on neighborhoods and mauka/makai views

- Elevated rail separates stations from the street environment and increases safety concerns related to homelessness and crime
- Elevated systems block sunlight, cast shadows, shade out trees and plants, and negatively impact our historic buildings and districts
- Ground level systems do not block our mauka/makai views or divide our neighborhoods
- Ground level stations allow easy access for the elderly, handicapped, children, bicycle riders and passengers with packages or strollers.



The Right Rail is Light Rail

It's not too late to plan the right rail solution. Concerned citizens should contact their local City Council member and urge them to change the Project to Flexible Light Rail technology (low-floor cars and platforms, overhead power wire). The AIA advocates for livable communities which includes a variety of transportation options, pedestrian friendly streets and public spaces and the preservation of existing urban centers.

For more information, go to www.aiahonolulu.org