

Downtown Transit Connections vs. Chinatown Traffic Connections

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Submitted by the Office of the Managing Director for the 11/17/21 Committee on Budget Meeting relating to Bill 40 (2021)

ROAD NETWORK AT CHINATOWN STATION IS NOT SUITABLE FOR INTERMODAL CONNECTIONS (Bus/Rail)



- Road Network at Chinatown station is not suitable for side of road bus stops. Currently, there is no bus service on Nimitz at the location of the station.
- There is no Chinatown Station touchdown on the Makai side of Nimitz and the sidewalk area is extremely narrow.
- The time penalty for buses serving the Chinatown station and turning around is about 7 minutes.
- The existing unsignalized crosswalks would not support a high pedestrian volume.
- Providing a signalized intersection at this point would increase traffic congestion on Nimitz.

MAYOR'S MESSAGE 169
BUD

ROAD NETWORK AT DOWNTOWN STATION CAN FACILITATE ROBUST INTERMODAL CONNECTIONS



- Downtown Station has a planned touchdown on both sides of Ala Moana and a station concourse
- ¼ mile walking access to over 17,000 jobs.
- Alakea and Bishop both support Mauka-Makai transit to Windward via Pali and eastbound to H1 Eastbound.
- Walking distance to Queen, King and Hotel Street Transit Mall
- Ala Moana at Bishop allows for safer pedestrian movements across Ala Moana Blvd.
- Easier and faster intermodal bus connections to Civic Center Waikiki, Kaka'ako, or UH
- Easier to implement electrification at Downtown station due to better and more cost-effective routes to Alapai Transit Center where a major intermodal bus electrification station is planned.

Demographics of Chinatown, Downtown and Civic Center Parking Lot

Within Quarter-Mile of:

Chinatown/Downtown/Civic Center Stations



Metric	<u>Chinatown</u>	<u>Downtown</u>	<u>Civic Center</u>
Jobs (CTPP)	2,997	17,786	6,211
Population	2,723	760	2,231