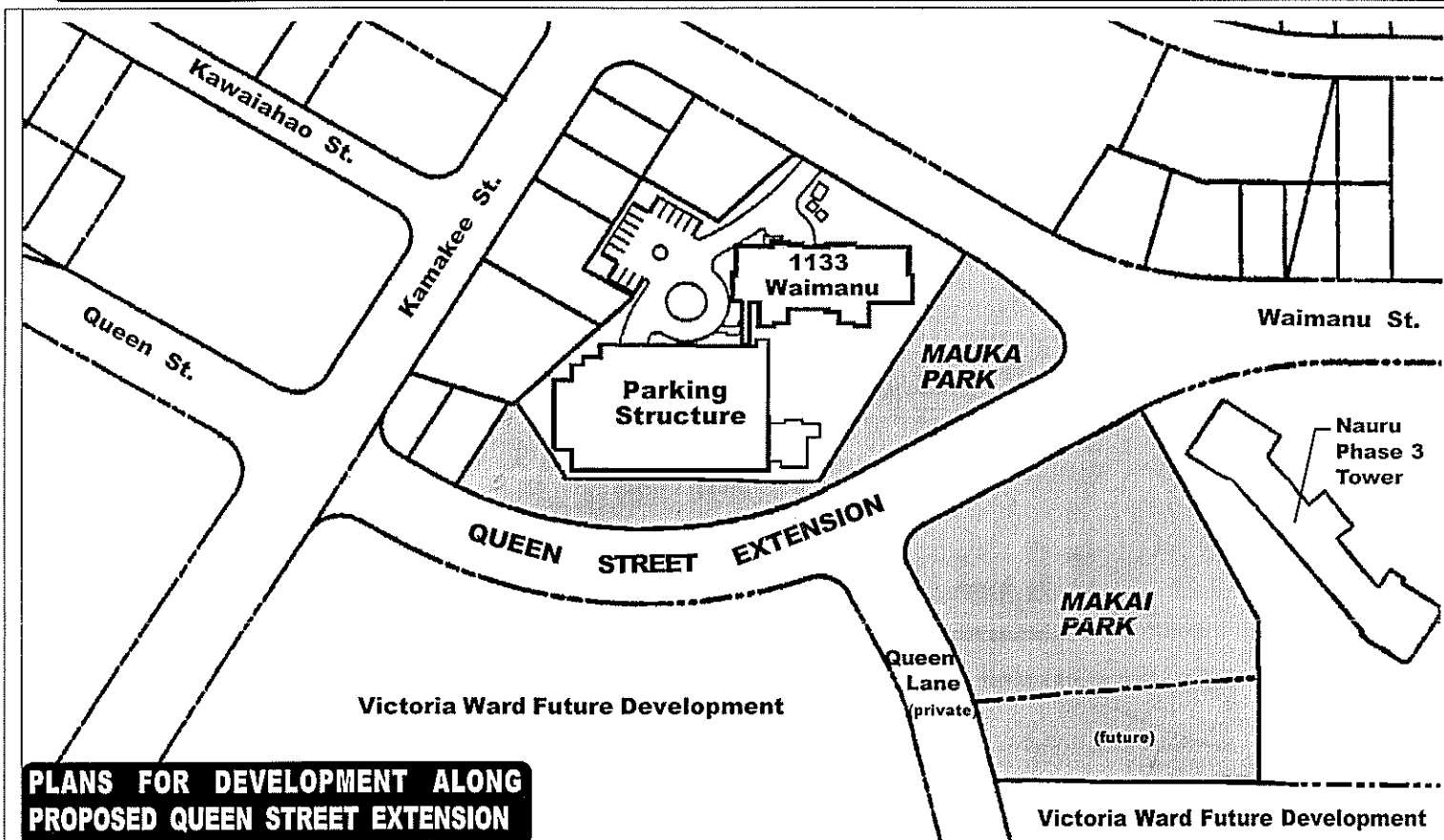


Kakaako Connection

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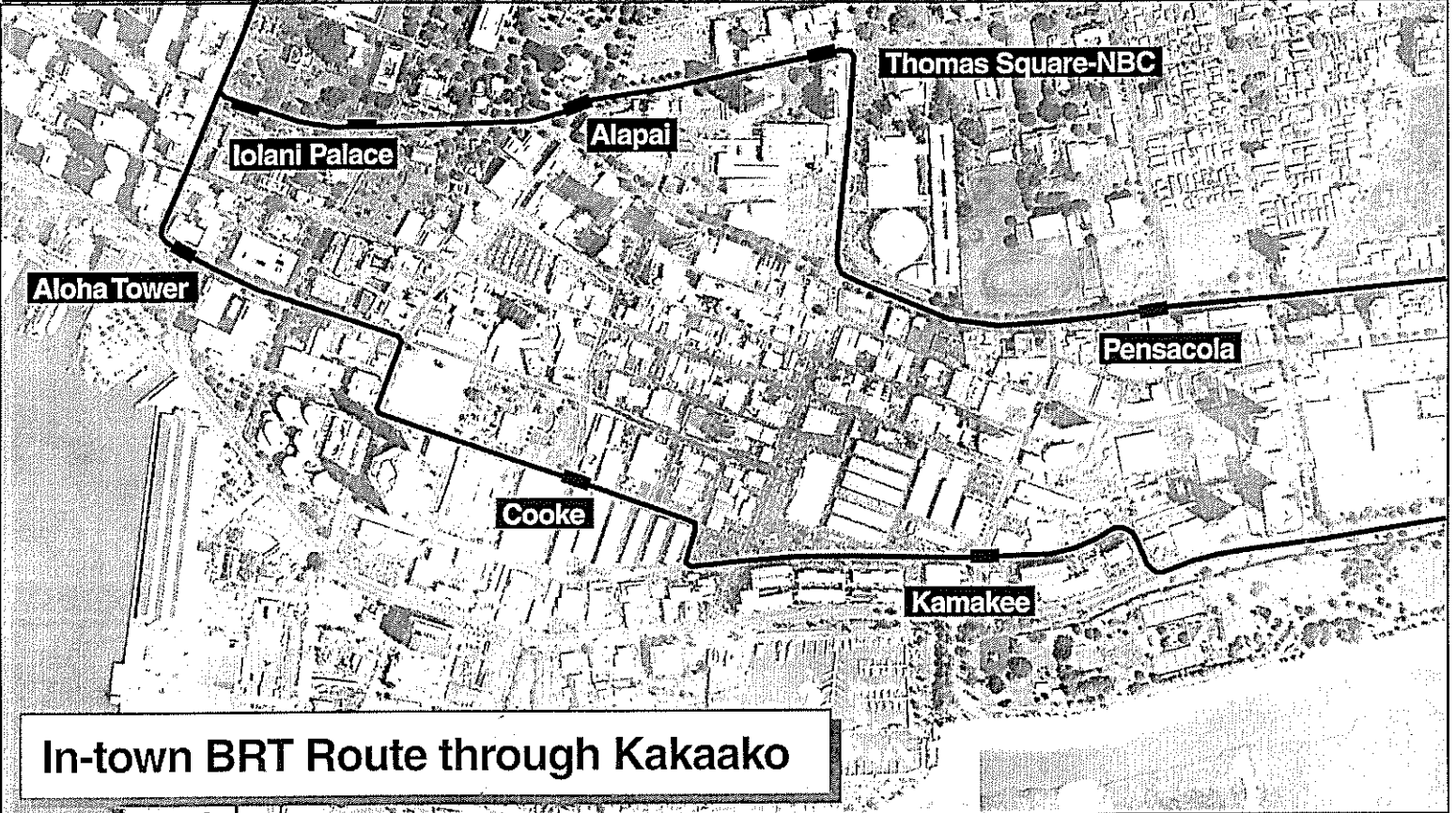
PROPOSED LAND EXCHANGE WILL ALLOW EXTENSION OF QUEEN STREET AND CREATION OF TWO NEW PARKS

A land exchange agreement—now being negotiated between the Hawaii Community Development Authority (HCDA), Victoria Ward, Limited (VWL) and the Nauru Phosphates Royalties Trust—would allow the Authority to proceed with its proposed Queen Street Extension Project and the development of two small parks in Kakaako. The Authority's proposed Queen Street project would extend Queen Street between Kamakee and Waimanu Streets. Because the planned right-of-way for the extension is located on land owned by the HCDA, as well as by VWL and Nauru, the Authority has been working on a land exchange agreement with the two landowners to obtain ownership of the right-of-way with a minimum land acquisition costs. The proposed land exchange and condemnation of VWL's lands is needed to design and build the extension and to build two new parks. The land exchange agreement is scheduled for Authority approval at its November 1 meeting.

The proposed land exchange would create two park sites totaling

108,000 square feet along both sides of the Queen Street extension. (Under its original development permit, Nauru dedicated approximately 88,000 square feet of park area to the HCDA. Preliminary plans for the parks include field, court and playground areas, restrooms and parking. The proposal for the extension calls for a 76-foot right-of-way wide enough for one bike lane, one travel lane and one lane for street parking in each direction. The proposal also would include trees along the sidewalks and a landscaped median. The HCDA would like to start construction of the Queen Street Extension in June 2002 with completion estimated for January 2004.

Under the proposed land exchange agreement, the HCDA will gain approximately 1.3 acres for park development. The tentative construction period for the parks is January through December 2003.



Through Kakaako, the Waikiki Branch of the In-town BRT system would operate along Halekauwila, South and Pokuhaina streets—with stops serving Aloha Tower and Cooke Street. Another branch serving the University of Hawaii would operate along King Street to Ward Avenue and Kapiolani Boulevard. (Map provided by City Department of Transportation Services)

CITY'S PROPOSED BUS RAPID TRANSIT SYSTEM WOULD RUN THROUGH KAKAAKO DISTRICT

The City's Department of Transportation Services' (DTS) proposed Oahu Trans2K Bus Rapid Transit route would extend through the Kakaako District. The proposal employs electric-powered buses that would provide a fast transport of commuters on major streets in Honolulu, Kakaako and Waikiki. Special meetings on the proposed DTS alternatives are being held during the month of October and the City Council's transportation committee is scheduled to select the preferred alternative in late-November. A formal public hearing was held on October 12.

For the past two years, the DTS has been working closely with the community to prepare a transit plan for Oahu. One of the proposed alternatives is called Bus Rapid Transit (BRT) that would include a regional component extending from Kapolei to Kalihi with new access ramps connecting to expanded zipper and express lanes on the H-1 Freeway.

The in-town BRT system would employ electric vehicles along exclusive or semi-exclusive transit lanes from Kalihi to Downtown Honolulu, then to the University of Hawaii and through the Kakaako District to Waikiki. The in-town system would extend approximately 11.6 miles with 27 stations along this route. It would feature fast, frequent service with stops about every quarter- to half-mile. The travel times would be substantially faster than today's conventional buses because some of the transit lanes would be devoted exclusively to transit vehicles. According to the DTS, the BRT system would be an "attractive alternative to automobile use" as it would have increased people carrying capacity and reduce the amount of air and noise pollution.

The in-town BRT system would be composed of two branches, one

Continued on Page 4

KAKAAKO IMPROVEMENT DISTRICT PROJECTS:

**CONSTRUCTION
UPDATE**



Recent roadway construction along Ilalo Street.

The Hawaii Community Development Authority (HCDA) is currently constructing three improvement district projects involving roadway and utility system improvements in the Kakaako District. Following are brief summaries and street closures/traffic rerouting advisories for these projects. Motorists and pedestrians are advised to exercise caution and to follow traffic advisory signs in the construction areas.

Kakaako Makai Ward Avenue Extension Project (ID-6)

Description: This project involves infrastructure improvements to extend Ward Avenue from Ala Moana Boulevard to Ahui Street. The project also involves about 150 feet of Ahui Street, Makai of Ilalo Street, and includes: the installation of new water, sewer, and drainage systems; the construction of a new roadway, pedestrianways, curbs and gutters; the installation of new underground utility lines; and landscaping.

Update: The HCDA has substantially completed the construction of the new road and sidewalks. Landscaping work is currently underway. The

project completion and grand opening is tentatively scheduled for mid-November 2000.

Kamakee Street Improvements (ID-7)

Description: This project involves infrastructure improvements on Kamakee Street (from Queen Street to Kewalo Basin) and a realignment of Kamakee Street (from Auahi Street to Ala Moana Boulevard), creating a four-way signalized intersection at Ala Moana Boulevard and Ala Moana Park Road. This project is tentatively scheduled for completion in May 2001.

Street/lane closures: On Ala Moana Boulevard, two lanes of traffic in each direction will be maintained as new box drains are installed and electrical work is done during the months of October and November 2000. The portion of Kamakee Street (between Ala Moana Boulevard and Auahi Street) remains closed for the installation of a new box drain.

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CITY'S PROPOSED BUS RAPID TRANSIT SYSTEM WOULD RUN THROUGH KAKAAKO DISTRICT

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of which travels through Kakaako. The Kakaako portion of this route would begin at the corner of Richards Street and Halekauwila Street. The route would extend in the Diamond Head direction on Halekauwila Street and turn right on South Street, using the lane on the Ewa side of the street. The route would then turn onto Pohukaina Street, with exclusive lanes in the center of the street and there would be a stop at Cooke Street. The route would continue in the Diamond Head direction along Pohukaina Street, through a small segment of Kamani Street, continuing in the center of Auahi Street with a stop at Kamakee Street. The alignment down Auahi Street would then turn right on the short segment of Queen Street before continuing on Ala Moana Boulevard in the direction of Waikiki.

The cost of the proposed BRT system would be approximately \$678 million in capital costs and \$204 million in bus replacement costs. Fifty percent of the project's cost would be financed by the federal government and the state and city government would pay the other half. The system would have an annual operating cost of about \$181 million.

Alternatives to the BRT system are a "no-build" option and a Transportation System Management option. The latter would reconfigure the current bus system into a hub-and-spoke network with circulator, local and express routes meeting at transit centers.

IMPROVEMENT DISTRICTS CONSTRUCTION UPDATE *Continued from Page 3*

One lane of traffic in each direction is being maintained on the portion of Kamakee Street (from Auahi Street to Queen Street) for the installation of electrical and communication system conduits. On Auahi Street, one lane of traffic in each direction is being maintained. The contractor is removing old water lines and installing new electrical conduits.

Ilalo Street Improvements (ID-9)

Description: This \$17 million project will improve the infrastructure of Ilalo Street, from Ahui Street to Forrest Avenue (South Street). Ilalo Street is planned to be a beautifully landscaped boulevard that would serve as the principal collector street for the Makai Area and would also provide an attractive and comfortable pedestrian environment. For this

project, new water, sewer, drainage and underground utility systems are being installed along with the construction of a new roadway, driveways, pedestrianway, curbs and gutters. Improvements are needed to improve access to the Makai Area and support future development. Construction is slated for completion in July 2002. The contractor is Hawaiian Dredging Construction Company.

Street/lane closures: On Ilalo Street, the segment between Keawe and Coral Streets will be closed for the next 9-12 months. The entrance to the Food Distribution Center has been rerouted to either Cooke or Ohe Streets. Also, the entrance to the Department of Agriculture building has been rerouted to the Kakaako Makai Gateway Park Road at the Makai end of Cooke Street.

(Visit the new HCDA web site: <http://www.HCDAweb.org>)

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