HONOLULU RAIL TRANSIT PROJECT FACTS AND FIGURES

SYSTEM
- The 20-mile rail system will include 21 stations and will be the heart of Oahu's multimodal public transportation system
- The first phase, between Kapolei and Aloha Stadium, may open in 2021
- Rail will be fully integrated with the city bus system, with a single systemwide fare program that allows the same pass to be used for both rail and bus
- The rail transit system will link the growing region of West Oahu with Honolulu International Airport, downtown Honolulu, and Ala Moana Center
- Modern steel-wheel-on-steel-rail technology is powered by a third rail
- Rail transit will be powered by electricity and benefit from the most promising advances in alternative energy sources, such as solar, wind, and biofuels
- The 43-acre Rail Operations Center is located near Leeward Community College for system operations and train maintenance

STATIONS
- The rail system will have 21 stations located at key destinations, including Aloha Stadium, Pearl Harbor, Honolulu International Airport, Aloha Tower, UH-West Oahu, Leeward Community College, and Honolulu Community College
- Stairs, escalators, and elevators
- Restrooms, wheelchair access
- Bicycle racks
- Ticket vending machines at station entries
- Fully compliant with the Americans with Disabilities Act of 1990 (ADA)
- Closed-circuit security cameras and interior/exterior safety lighting
- Platform safety gates
- Four new bus transit centers located at the UH-West Oahu, West Loch, Pearl Highlands, and Aloha Stadium stations
- Four park-and-ride lots located at the East Kapolei, UH-West Oahu, Pearl Highlands, and Aloha Stadium stations, with the potential for additional sites in the future
- A dedicated access ramp from the H-2 Freeway directly into the Pearl Highlands station's park-and-ride and bus transit center

STATION ACCESS
- Walk, bicycle, Thelis, private bus/shuttle, Thelis-Van, and automobile drop-off and pick-up (kiss-and-ride), as well as some stations with park-and-ride facilities
- Feeder city bus service to and from the surrounding community to nearby stations

OPERATING SCHEDULE
- Trains will operate daily from 4 a.m. to midnight
- Trains will arrive at stations every five minutes during peak travel times and about every 11 minutes during non-peak hours

RIDERSHIP
- Estimated at 119,600 weekday rider trips by year 2030

RAIL VEHICLES
- Fully-automated, driverless trains
- A four-car train has an 800-passenger capacity which is equivalent to 10 city buses
- 188 seats per four-car train; priority seating for senior citizens and those with disabilities
- Trains will be ADA compliant with priority areas onboard for wheelchairs
- Air-conditioned vehicles
- Total fleet of 20 four-car trains, with 17 trains in operation during peak periods and 8 trains during non-peak periods
- Bicycles, surfboards, wheel chairs, strollers, coolers, and luggage will be allowed on trains and regulated by policy
- Open gangway between train cars for easy access
- Audible announcements and visual announcement boards
- Closed-circuit security cameras and call boxes will be installed on board all train vehicles
- Average vehicle speed (including stops and passenger boardings): 30 mph; Top speed: 55 mph
- Free Wi-Fi

*Information subject to change.

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