

Transient Accommodation Tax



*Completing
the System*

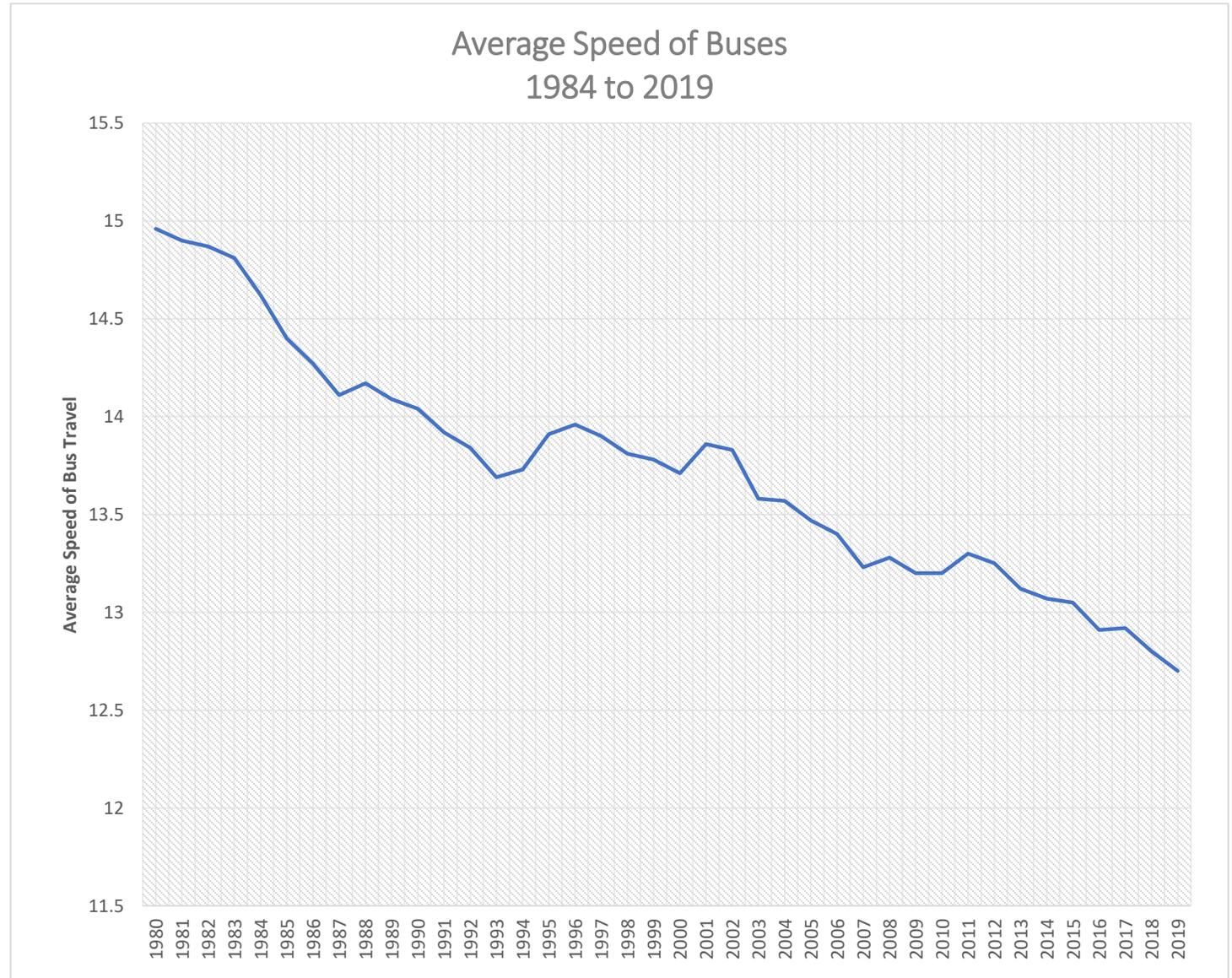
Submitted by the Department of Transportation Services for the October 20, 2021 Committee on Budget Meeting.



DEPT. COM. 705
BUDGET

Long-Term trend of Declining transit Speeds

- Actual transit vehicle speeds have declined about 20% over the last 25 years
- This can add up to 45 minutes additional time to someone travelling from distant areas
- This has added an additional Bus O&M expenses in the magnitude of about \$24 million per year



Why Not Stop at Middle Street?

Middle Street is designed as a gateway to and from Kalihi but not to Downtown

Poor access – there is no eastbound access to the Middle Street TC from Nimitz/Kamehameha

There is no connection from rail to Kamehameha Highway, where there is frequent bus service

Circuitous eastbound access to Dillingham, and multiple traffic signals will slow bus travel times

A “less bad” bus-rail interchange would be at Lagoon Drive, rather than Middle Street

Major travel benefits from the rail system accrue when using rail to access Downtown and Ala Moana

The Middle Street Traffic Clog

- Existing imbalance of roadway capacity
- 11 freeway lanes from H1 and H201 merge into 4 lanes eastbound (H1)
- There is already severe congestion on the Dillingham / Nimitz / King Street corridors
- HDOT is already maximizing lanes within the available right of way.
- Buses must compete in same traffic
- A single traffic incident can double travel times
- No easy options to increase capacity
- Double-decking, tunneling, not an option
- Today, Dillingham is our major transit corridor into Downtown, Waikiki and UH.



Travel time Comparison from Waipahu Station

Comparison of Rush Hour Ride Times From Waipahu Ala Moana Center					
Via Partial Rail to Middle Street Station and Bus to Ala Moana	Minutes	Via Completed Rail to Ala Moana	Minutes	Via Single Occupant Car	Minutes
Ride Rail to Middle Street	19	Ride Rail to Ala Moana	31	Drive Using H1 Freeway	30-55
Walk from Middle Street Rail to Bus Transit Center	4	--		Park	3
Average wait time for Express Bus	5	--		--	
Ride Express Bus to Ala Moana Center	24	--		--	
Total Travel Time	52	--	31	--	33-58



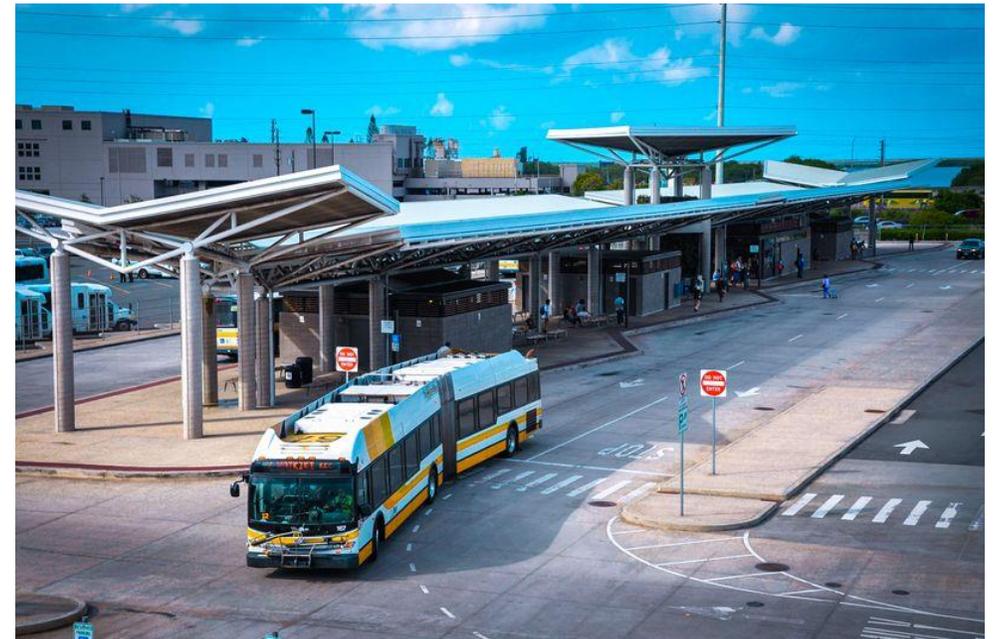
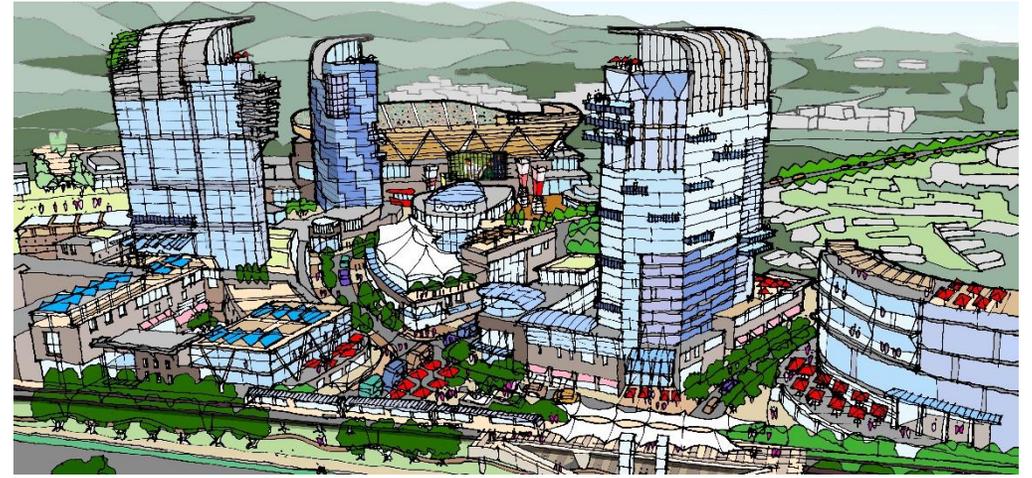
Looking to the Future

- Future Oahu development plans are based on assumed completion of the rail transit project
- Travel times and reliability will be impacted by future development in the corridor, and how residents choose to travel in the future
- Apart from rail, and except for a few limited City/HDOT projects, there are no new major transportation facilities planned in the corridor over the next 25 years
- According to DPP, there are 38,413 total remaining housing units to build-out in the next 25 years and beyond.
 - Of this total 29,199 are in Ewa,
 - 8,394 in Central Oahu,
 - 820 in Waianae.



Rail Ridership Comparisons

Aloha Stadium	Middle Street	Ala Moana Center
~12,600	~22,000	~101,000



O&M Cost Considerations



- A partially-built rail system will have much higher O&M costs on a per-rider basis
- More buses than currently planned will need to be purchased and maintained, to make up for the lack of rail service
- Stopping at Middle Street will not reduce our rail operating cost significantly
- Little opportunity to optimize existing bus service
- The rail operations center is designed to accommodate the planned system, with room for expansion – stopping short will leave it under-utilized and inefficient
- Will need to add more bus service to connect Middle Street with Downtown, Ala Moana, Waikiki and UH, in an already heavily congested corridor

Integrated Bus-Rail Vision

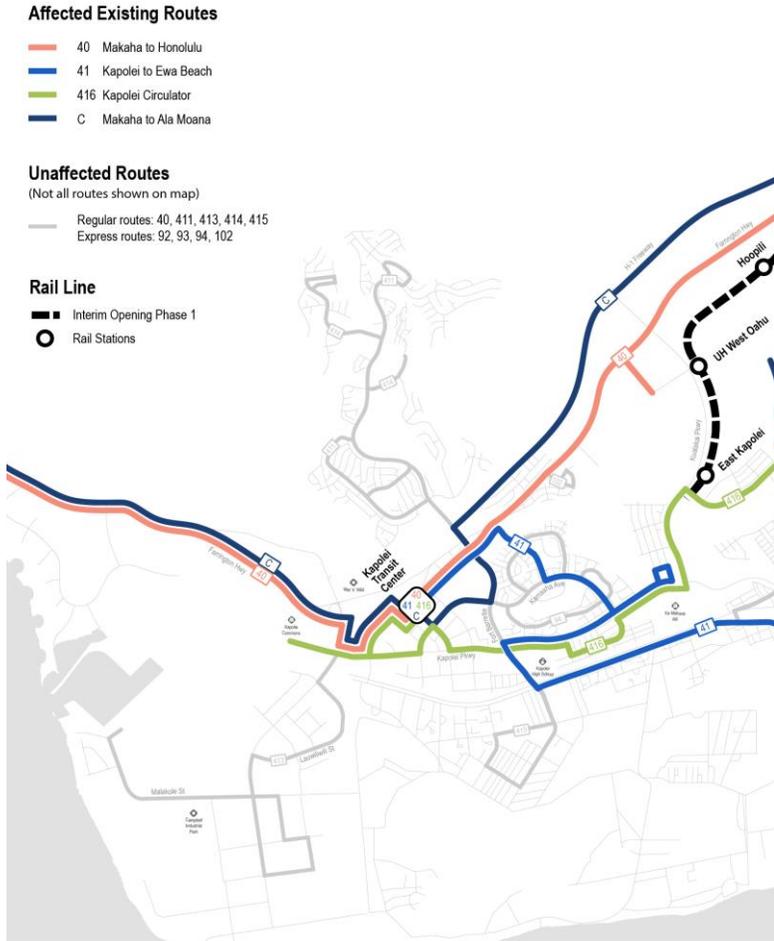


Integrated Bus/Rail Transit System

- Our transit system will be a fully integrated Bus/Rail system
- Convenient Transit Centers with easy access for rail, bus, and Handi-Van
- Seamless single-ride fare system
- Rail will be the “spine” of our transit system, connecting major destinations with frequent, high-capacity service

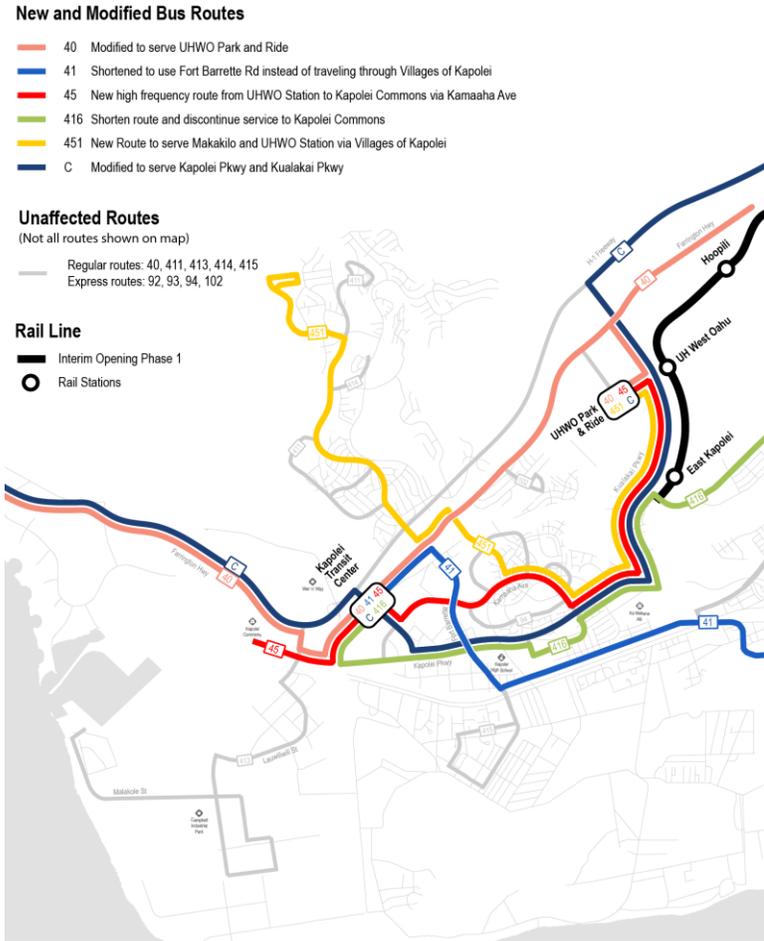


Existing: Kapolei, Makakilo Bus Routes



Proposed: Kapolei, Makakilo Bus Routes

Interim Rail Opening Phase 1



Planned Bus-Rail Connection in Kapolei

- Two new routes will connect Kapolei and Makakilo to rail stations
- Major bus routes will be modified to provide convenient connections to the rail system
- Bus-rail connections increase overall system efficiency and rider convenience

Enhanced Bus Connections in Aiea and Pearl City

- All-day circulator routes will be added in Pearl City and Aiea, connecting to rail stations
- New bus service to be provided on Kaahumanu Street and to Koauka Loop

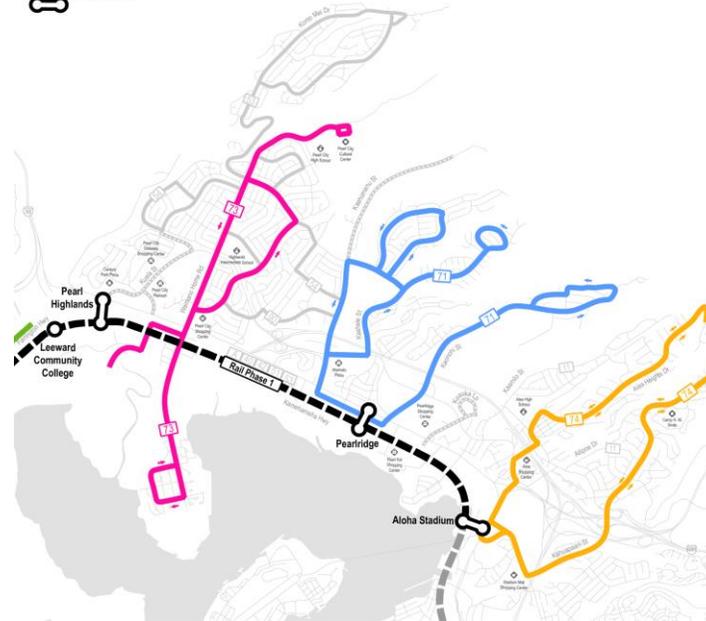
Existing: Pearl City, Aiea Bus Routes

Existing Bus Routes

- 71 Newtown / Upper Peartridge
- 73 Pearl City Peninsula / Leeward Community College
- 74 Aiea Heights / Halawa Heights
- No change to bus route
- Areas with new weekday bus service

Rail Line

- Interim Opening Phase 1
- Interim Opening Phase 2
- Rail Stations



Proposed: Pearl City, Aiea Bus Routes

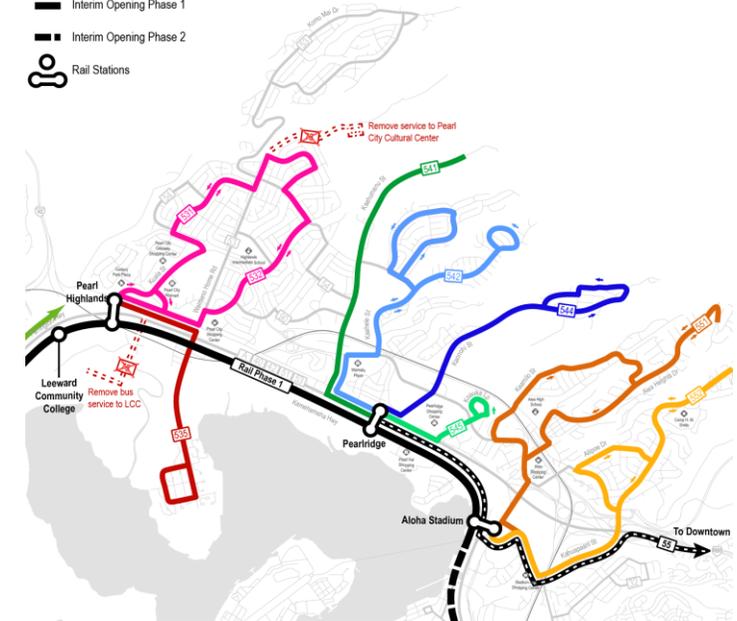
Interim Rail Opening Phase 1

New and Modified Bus Routes

- 531/532 (new) Two-way circulator to Pearl Highlands Station.
- 535 (73) Pearl City Peninsula to Pearl Highlands Station.
- 541 (new) New service up Kaahumanu Street.
- 542 (71) Remove Kaahumanu Street service, add two-way service on Kaahale Street. Add weekend service.
- 544 (71) Add weekend service.
- 545 (new) New service to Koauka Loop.
- 551 (74) Add Kaamilo Street service.
- 552 (74) Add Alipoo Drive service.
- 55 (new) New express service direct to Downtown from Aloha Stadium.

Rail Line

- Interim Opening Phase 1
- Interim Opening Phase 2
- Rail Stations



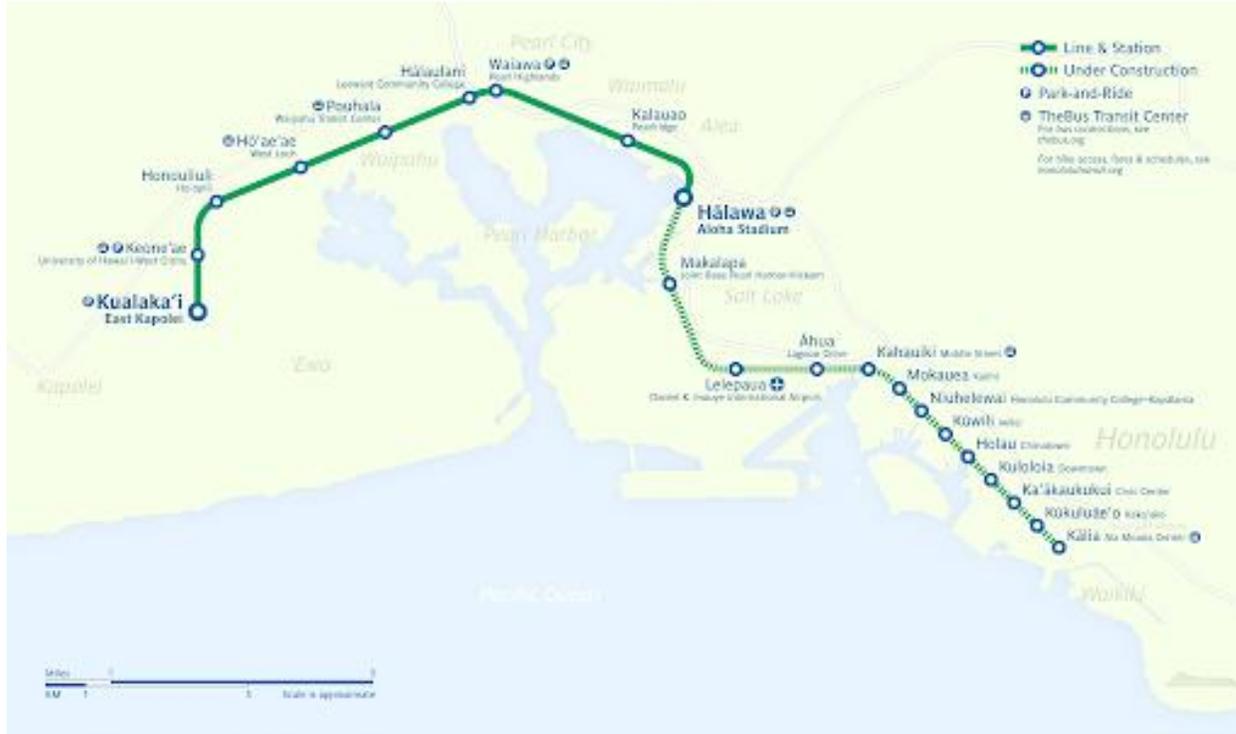
Planned Bus-Rail Connections at Ala Moana Center

- 16 bus routes will connect to rail at Ala Moana Station
- Includes convenient and frequent connections to Waikiki and UH Manoa
- Busiest rail station on the system
- Thousands of riders daily will transfer between bus and rail at Ala Moana Center



Figure 3-1: 2030 Bus Network Serving AMC Station

Honolulu Rail Transit Map



Mahalo!

Honolulu Rail Transit Map

