

SCR65/ SR29

URGING THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION TO
INCORPORATE A BUS RAPID TRANSIT SYSTEM INTO ITS RAIL TRANSIT
PLANNING TO CONNECT CERTAIN PARTS OF OAHU WITH THE RAIL
TRANSIT SYSTEM



IN REPLY REFER TO:
CMS-AP00-01177

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

Statement of
DANIEL A. GRABAUSKAS
Executive Director and CEO, Honolulu Authority for Rapid Transportation
before the

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and
**SENATE COMMITTEE ON PUBLIC SAFETY,
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Damien T.K. Kim
Carrie K.S. Okinaga, Esq.

Tuesday, March 31, 2015
2:45 p.m.
State Capitol, Conference Room 229

In consideration of
SCR65

**URGING THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION TO INCORPORATE A BUS RAPID
TRANSIT SYSTEM INTO ITS RAIL TRANSIT PLANNING TO CONNECT CERTAIN PARTS OF OAHU WITH
THE RAIL TRANSIT SYSTEM**

and
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THE RAIL TRANSIT SYSTEM**

Chair Nishihara, Chair Espero, Vice Chair Harimoto, Vice Chair Baker, and Members of the Senate Committee on Transportation and Senate Committee on Public Safety, Intergovernmental and Military Affairs,

The Honolulu Authority for Rapid Transportation (HART) supports the intent of SCR65 and SR29, which urges HART to incorporate a bus rapid transit (BRT) system into its rail transit planning to connect certain parts of Oahu with the rail transit system, and provides the following comments.

While HART does not currently have the authority to plan, design, and implement a BRT system or use GET funds to do so, HART is planning and building the rail line, and is working closely with the City to plan for an integrated bus-rail system. A Working Group that includes HART, the City's Department of Transportation Services and Oahu Transit Services, and many other stakeholders is meeting on a regular basis to develop an efficient, seamless multimodal system.

On average, about 60% percent of rail riders will use a bus to access rail, and several existing express and limited stop bus routes, such as from the Waianae Coast, Central Oahu, Windward Oahu, University of Hawaii (UH) at Manoa, Waikiki, and East Honolulu will all connect to the rail system at one or more stations.

The City is working with HART and stakeholders in Waikiki to plan for an enhanced, limited-stop circulator bus connecting to the rail station at Ala Moana that would provide many of the same features found on BRT systems, potentially including off-vehicle ticket purchase, multi-door boarding, enhanced shelters, and specialized vehicles that could accommodate luggage.

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With adequate funding, BRT-type improvements could be used to enhance other existing bus routes connecting to rail, such as express service to UH Manoa and along key *mauka-makai* routes and other major thoroughfares.

For these reasons, HART supports the concept of using BRT to feed the Honolulu Rail Transit Project as an integrated network.

Thank you for this opportunity to provide written testimony.

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: mendezj@hawaii.edu
Subject: *Submitted testimony for SCR65 on Mar 31, 2015 14:45PM*
Date: Monday, March 30, 2015 7:43:16 PM

SCR65

Submitted on: 3/30/2015

Testimony for TRA/PSM on Mar 31, 2015 14:45PM in Conference Room 229

| Submitted By | Organization | Testifier Position | Present at Hearing |
|-----------------------|---------------------|---------------------------|---------------------------|
| Javier Mendez-Alvarez | Individual | Support | No |

Comments:

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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