

BILL020(23)
Testimony

MISC. COMM. 175

COUNCIL

COUNCIL Meeting

Meeting Date: Apr 19, 2023 @ 10:00 AM

Support: 1

Oppose: 0

I wish to comment: 0

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Representing: Ulupono Initiative	Position: Support	Submitted: Apr 18, 2023 @ 08:17 AM



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HONOLULU CITY COUNCIL REGULAR MEETING
Wednesday, April 19, 2023 — 10:00 A.M.

Ulupono Initiative supports Bill 20 (2023) CD1, Relating to Parking.

Dear Chair Waters and Members of the Council:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

Ulupono supports Bill 20 (2023) CD1, which addresses parking in the City and County of Honolulu, including the City's restricted parking zone program. Bill 20 (2023) is an important step forward in the City and County's overall approach to parking management. The bill institutes and codifies a strong publicly oriented framework for parking management on one of our most valuable public resources. Although many would question the need to manage parking more effectively, there are several reasons why parking management is critical to helping create the city we want to live in and serve the transportation system we want to have.

Ulupono supports the CD1 and requests that the committee consider restoring the opt-out benefits sharing language from the original Bill 20 (2023) draft.

Unmanaged parking is an expensive and inefficient use of our land. There are almost 1,500 miles of public roadway on O'ahu with an estimated land value of \$44 billion.¹ Of that total space, 20% is dedicated to on-street parking—or 3.2 times the area of Waikiki.² And each one of these spots, on average and including the land value, is worth approximately \$22,500 (\$3,100 for construction and \$19,400 for the value of the land itself).³ These lands could be used for a variety of other public-serving options, such as pocket parklets, stormwater management, larger sidewalks, access to more micromobility options or dedicated bike lanes, etc., rather than just “free” private car storage. In addition, households with easily accessible on-street parking are two and a half times more likely to park on the street, rather than their

¹ <https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement%20110121.pdf>, 1,500 miles equals approximately 9,600 acres of land

² <https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement%20110121.pdf>
20% of 9,600 acres = 1,920 acres

³ Respectively as outlined in Ulupono Initiative's 2019 Costs of Parking report, <https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>. These numbers are meant to show the full economic value of this public right-of-way as an illustration, but are not likely directly comparable to existing spaces.

Investing in a Sustainable Hawai'i

own garage or driveway space.⁴ This means that parking supply isn't the issue, but rather management.

Managed parking can help us meet our community goals for more sustainable and active transportation choices. Unmanaged parking essentially subsidizes more vehicle use. In the New York region, researchers studied on-street parking to see how it impacted travel choice. When it was plentiful and available, vehicle ownership rates increase by 18% even when transit is accessible.⁵ This phenomenon is also likely occurring in Honolulu as well. Since 2000, population growth is just over 16% but vehicle growth is up 29%—so vehicles are growing almost twice our population growth.⁶ *Transcending Oil: Hawai'i's Path to a Clean Energy Economy* (2018) indicates that effective parking reform could help reduce up to 29% of our travel (specifically vehicle miles traveled).⁷ Thus, parking reform is very powerful in influencing people's travel decisions. Furthermore, parking management is highlighted in several plans to help implement our community visions: the [O'ahu Regional Transportation Plan](#), the [draft Primary Urban Center Development Plan](#), [several sustainable communities plans](#), and the [Climate Action Plan](#). This bill is one component of a larger parking rightsizing.

Managed parking helps reduce public and private costs for transportation. When parking resources are rightsized and right-priced, monies can be re-directed towards other important programs and projects. The \$22,500 above can add up quickly in the public coffers that are now basically a subsidy to private car owners, usually households with greater financial resources. If we can also help people shed a car or two, we can help reduce the cost of living up to \$16,100 per year.⁸ The additional provision to reward residents for not consuming parking resources is a great way to help people lean into other less impactful and less costly modes of travel.

Respectfully,

Micah Munekata
Director of Government Affairs

⁴ Guo, Z. (2013a). "Home parking convenience, household car usage, and implications to residential parking policies." *Transportation Policy*, Volume 29, pp. 97-106.

⁵ <https://bppj.berkeley.edu/2019/12/20/paying-attention-to-residential-parking-why-cities-should-care/>

⁶ <https://files.hawaii.gov/dbedt/economic/databook/db2021/section01.pdf> and <https://files.hawaii.gov/dbedt/economic/databook/2017-individual/18/180717.pdf>

⁷ <https://www.transcendingoil.com/>

⁸ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>