

**BILL020(23)**  
**Testimony**

**MISC. COMM. 259**

TRANSPORTATION (TRANS)

**TRANSPORTATION (TRANS) Meeting**  
Meeting Date: May 23, 2023 @ 02:30 PM

Support: 1

Oppose: 2

I wish to comment: 3

|   |                                  |                                       |
|---|----------------------------------|---------------------------------------|
| Name:<br>Natalie Iwasa  | Email:<br>iwasajunk@mail.com     | Zip:<br>96825                         |
| Representing:<br>Self   | Position:<br>Oppose              | Submitted:<br>May 21, 2023 @ 10:42 PM |
| Name:<br>Rona Mangayayam  | Email:<br>revrona.m@gmail.com    | Zip:<br>96819                         |
| Representing:<br>Self   | Position:<br>I wish to comment   | Submitted:<br>May 22, 2023 @ 09:50 AM |
| Name:<br>Micah Munekata   | Email:<br>mmunekata@ulupono.com  | Zip:<br>96813                         |
| Representing:<br>Ulupono Initiative   | Position:<br>Support             | Submitted:<br>May 22, 2023 @ 01:33 PM |
| Name:<br>Susan Matsudo  | Email:<br>laaalu36b@yahoo.com    | Zip:<br>96706                         |
| Representing:<br>Self   | Position:<br>Oppose              | Submitted:<br>May 23, 2023 @ 12:28 AM |
| Name:<br>Jonas Degnan   | Email:<br>jonas.degnan@gmail.com | Zip:<br>96825                         |
| Representing:<br>Self   | Position:<br>I wish to comment   | Submitted:<br>May 23, 2023 @ 11:42 AM |
| <p>Testimony:</p> <p>This testimony is to provide commentary on BILL020(23), CD1 - 04-04-23 TRANS and BILL020(23), CD1, PROPOSED CD2 - TDST1.</p> <p>BILL020(23), CD1 - 04-04-23 TRANS</p> <p>§ 15-30.4 (a) Permits</p> <ol style="list-style-type: none"> <li>1. Add a needs-based permit category for eligible residents. This permit should only be based on ability to pay and not any other demographic variable (i.e., age).</li> <li>2. Add an explicit fee schedule for replacement permits.</li> </ol> <p>§ 15-30.4 (b) Permits</p> <ol style="list-style-type: none"> <li>1. The number of vehicles per dwelling unit should be at most 2. <ol style="list-style-type: none"> <li>a. Dwellings already have off-street parking requirements: single-family detached (2) (+1 with ADU), two-family detached (4), and multi-family (varies). <ol style="list-style-type: none"> <li>i. Not enforcing consumption of and conforming off-street parking requirements may be interpreted as unequal treatment, as parcels that have non-conforming conversions are able to change their land-use profile while others are not. This is a land-use change not in scope with this ordinance.</li> <li>b. Allowing up to 4 vehicles per dwelling can result in one two-family detached parcel having 12 vehicles associate with it.</li> <li>c. First-movers with large vehicle storage needs (and ability to pay) may prevent new residents from getting any permit.</li> </ol> </li> <li>2. Requirement for DPP or DCS inspector to validate minimum off-street parking is available, accessible, and actively used prior to issuing a permit.</li> <li>3. Requirement for DPP or DCS inspector to validate that off-street parking is not sublet or sold.</li> <li>4. Clarify that vehicles are still subject to § 15-13.9.</li> </ol> </li> </ol> <p>§ 15-30.4 (c) Permits</p> <ol style="list-style-type: none"> <li>1. Add that these exemptions do not supercede § 15-13.9.</li> </ol> <p>§ 15-30.6 (a) (2) Penalties</p> <ol style="list-style-type: none"> <li>1. Explicitly include temporary nonconforming conversions to pass inspections in list of violations.</li> </ol> <p>BILL020(23), CD1, PROPOSED CD2 - TDST1</p> |                                  |                                       |

§ 15-30.5 (a) Fees

1. CD1 proposed rates are set appropriately. At \$80 per year, monthly/daily rates are \$6.67/\$0.21 respectively.

a. Seattle has a slightly higher median income than Honolulu and sets its rates at \$95. See § 15-30.4 (a) above regarding need-based permits. (<https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/restricted-parking-zone-program>)

b. Rates should be set based on estimated administrative costs (i.e., permitting, inspection, and enforcement) and to ensure sufficient value is assigned to public parking spaces, driver visibility, and non-automotive roadway user safety.

§ 15-30.5 (c) Fees

1. There is a potential for a legal challenge to giving private citizens funds obtained from public assets to which they have no entitlement or claim.

2. Public roadways in an RPZ are maintained using taxpayer revenue from the entire county.

3. This section should be removed.

4. Excess funds should be used to support Complete Streets projects or other mobility-related services (e.g., HandiVan, TheBus, car-/bike-share), ideally in the areas that generated the funds.

|   |                                       |                                       |
|---|---------------------------------------|---------------------------------------|
| Name:<br>Zhizi Xiong                                  | Email:<br>alohadivinedesign@gmail.com | Zip:<br>96817                         |
| Representing:<br>Kapalama Neighborhood Security Watch | Position:<br>I wish to comment        | Submitted:<br>May 23, 2023 @ 02:18 PM |

Testimony:

Dear Chair, Vice Chair & The Committee,

Kapalama NSW wishes to comments on Bill 20.

The city is looking to address parking issues in congested neighborhoods through a restricted parking zone program. Kalihi Valley has a pilot program to limit parking to neighborhood residents and some guests, the Honolulu City Council is now looking to make that pilot program a permanent one. We can see that parking permits work in LA.

From the Los Angeles County, "The Parking Permits Division implements permit parking programs for the City of Los Angeles, including Preferential Parking Districts, Overnight Parking Districts, and Oversize Vehicle Restricted Areas as approved and directed by the City Council.

The Los Angeles City Council designates certain parts of the city as parking districts. Preferential Parking Districts (PPD) and Overnight Parking Districts will be designated with signs. To park there without risk of a parking citation, you must have a valid parking permit. All other state and municipal parking laws remain in effect in parking districts."

This program could work in Honolulu. There should be research performed on how its implemented in LA.

Blessings,

Zhizi Xiong (Angela Melody Young)

Safety Coordinator

Kapalama NSW

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa

DATE: Tuesday, May 23, 2023

SUBJECT: Bill 20, CD1, Relating to Parking (and Restricted Parking Zones) - **OPPOSED**

Aloha Chair Dos Santos-Tam and Councilmembers,

Thank you for this opportunity to provide testimony on Bill 20, CD1, which makes permanent restricted parking zones.

The Honolulu Star-Advertiser recently had an editorial regarding this bill. They make many valid points about why Bill 20 should not be passed. I have attached it for your reference.

I oppose this bill for several reasons, including the fact that all taxpayers pay to build and maintain public roadways, yet this bill would allow certain residents to reserve spots as long as they pay a fee for a permit. This is not good policy.

In addition, the proposed CD2 reduces the fee from \$80 to \$50 PER YEAR. I absolutely oppose this.

I urge councilmembers to vote "no" on this bill. There's enough divisiveness and stress in communities today without adding this policy to it.

## EDITORIAL | OUR VIEW

# Editorial: No parking kapu for public streets

May 17, 2023

A City Council bill that would enshrine a Residential Restricted Parking Zone (RPZ) in Kalihi into law and open the door to setting up RPZs throughout Oahu has gained momentum, heading to its final committee hearing on May 23. Bill 20 has been introduced with good intentions, but the Council should not pass it forward.

Bill 20 makes official a pilot RPZ that bans overnight parking by nonresidents in areas bordering Kalihi Valley Homes, including the Wilson Tract, across Likelike Highway from the public housing project. News reports on the pilot RPZ, established in 2017, show that residents believed public housing residents were parking unregistered vehicles in the neighborhoods' on-street areas because they weren't allowed on project grounds. Residents also reported that people were sleeping in their vehicles, leaving trash behind, and raising fear of crime.

However, state law already prohibits sleeping in cars on public streets at night, and unregistered vehicles can be towed — so enforcing current laws is the most direct solution. If crime or litter are concerns, increased police enforcement and an active Neighborhood Watch group might be deployed.

This RPZ bill would give residents exclusive access to public streets — dubious public policy — while imposing cost burdens on the city for implementation and enforcement that aren't covered by the proposed parking fees. The bill currently suggests \$80 annually for a first permit, though the bill's sponsor, Tyler Dos Santos-Tam, suggested that could be reduced even further. The estimated cost of the program is \$200 per parking space restricted.

Further, Bill 20 aims to give the city's transportation director direct authorization to set up more restricted parking zones throughout Oahu without any further City Council action. That shields Council members from public pressure over future RPZs, plus eliminates a key opportunity for public participation in these decisions. Meanwhile, guidelines for approving an RPZ are exceedingly vague, with no specific measure of crowding or availability specified.

Several potential RPZs have already been identified — in Haiku, where residents object to sharing street parking with hikers, as well as Kaimuki, Liliha and McCully-Moilili. Two areas where parking is famously a frustration — Lanikai and Manoa, near the University of Hawaii — may not be far behind. Areas where

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A study on Kalihi's Wilson Tract showed that with the pilot RPZ, about 40% of 220 spaces typically remain open overnight. Leaving 88 spaces open night after night seems lamentable, and unfair, for nearby residents without permits who could use the street parking.

Enshrining the restricted parking policy into law also deserves more discussion in connection with Honolulu's newly revised islandwide roads and transportation policy, the Transportation Demand Management Plan. That plan aims to give people more transportation choices, "reduce vehicle miles traveled, and to increase walking, bicycling, rideshare and transit use on the island." Bill 20, on the other hand, gives preferential access to residents who employ multiple cars within a household.

Unless the problem is truly at crisis levels, the lean should be against such measures, particularly if the RPZ is used to establish a city-managed, city-enforced and city-subsidized "gated community" for one neighborhood at the expense of another. Don't go down this road of privileging one politically active neighborhood's parking needs while exacerbating similar concerns just a few blocks away.

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Aloha Councilmembers,

<y name is Rona Mangayayam a resident of Kalihi.

I am writing a statement to express my thoughts regarding Bill # 20.

I am specifically opposing the structured parking permit fees starting with \$ 80.00 on the first car and additional charges on the second, third and fourth car. Why would you even increase a parking fee for second to fourth car?

We are currently paying our car/trucks registration fee and it increases every year.

Kalihi community is home to the working class and kupuna who are living on fixed income. Like me and these fees will affect our budget for our basic needs. There are also a lot of multi generation families living in one house, this is because they cannot afford to rent or buy houses. Adding these will be hard in the pockets of working families like me and seniors who have fixed income. This is one example of ways that families leave the state because we are priced out from this island, we call home.

And for family events, why would you charge that?

That would discourage me from hosting families for special occasions. So, parking fees for visitors are not just affecting our budget but also would hinder us to celebrate and practice the culture and values that we hold dear as families and communities. Currently, we are allowed to get a parking fee for our guests, maximum of 25 . When we pick up the parking pass, we will leave a check as a security deposit. Upon returning all the visitors' pass, we will get our security deposit check back. This should continue as such.

I live in Wilson Street and a few years ago, there was a survey sent to us about possibly having a fee for these permits. I believe the community said no as it was not further discussed. Sometime ago, the mayor and some government officials also came in person at Wilson Street to discuss this. All of us present said that we are opposed to fees for this parking permit.

The reason that this bill is to make RPZ permanent, but I am not aware that there was consultation with the community before writing this bill especially in determining the parking fees which is ultimately placed on the burden of families. Instead, town hall meetings were done after the bill was already written.

I ask that you consider the fees so as not to further burden working families like me.

Thank you.





Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HONOLULU CITY COUNCIL COMMITTEE ON TRANSPORTATION  
Tuesday, May 23, 2023 — 2:30 P.M.

**Ulupono Initiative supports Bill 20 (2023) Proposed CD2 , Relating to Parking.**

Dear Chair Dos Santos-Tam and Members of the Committee:

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) Proposed CD2**, 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.

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.<sup>1</sup> Of that total space, 20% is dedicated to on-street parking—or 3.2 times the area of Waikiki.<sup>2</sup> 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).<sup>3</sup> 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

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<sup>1</sup> [https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement\\_110121.pdf](https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement_110121.pdf), 1,500 miles equals approximately 9,600 acres of land

<sup>2</sup> [https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement\\_110121.pdf](https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement_110121.pdf)  
20% of 9,600 acres = 1,920 acres

<sup>3</sup> 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*

park on the street, rather than their own garage or driveway space.<sup>4</sup> 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.<sup>5</sup> 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.<sup>6</sup> *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).<sup>7</sup> 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.<sup>8</sup> 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

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

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

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

<sup>7</sup> <https://www.transcendingoil.com/>

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

May 22, 2023

Dear Councilmembers:

Thank you for the opportunity to provide testimony on Bill 20 CD1, regarding permanent restricted parking access on our public streets (and in this case in Kalihi).

I am opposed to this Bill. We are all already paying for the maintenance of our public streets through our taxes. Public street parking is for all to enjoy, and passing this bill and allowing permits to those who pay for public street parking goes against the fairness to all. If we allow permits to park on public streets, that will prevent any guests of those living on that street from parking to visit or for parties.

Every neighborhood is filled with cars on the street as more households are multi-generational because of the price of housing and affordability. These same households are using their garages for living spaces instead of parking their vehicles. People need to learn to car pool and reduce the number of cars per household. I much prefer the council to create a bill to limit the number of cars allowed per household—being two maximum. Households need to learn to share their vehicles, car pool, or take public transportation. Street parking is for ALL to enjoy and not a selected few. We should NOT consider a permit system for it. Let's be like Japan and not allow a person to purchase a vehicle until they can show that they have a personal parking space for it. This would limit the number of cars on our roadways, thus reducing wear and tear on our roads (and by the way, we are short on asphalt to repair our roads), reduce emission and pollution, and reduce traffic. Let's encourage ride-sharing, public transportation, and limit the number of cars allowed per household instead of creating a permit system for public street parking!

I live in Ewa Beach, and I surely do NOT want to see this permitting system in my neighborhood! I ask that all of you consider the fairness of this Bill to all taxpayers and vote NO!

Respectfully,

Susan Matsudo