

BILL020(23)
Testimony

MISC. COMM. 333

TRANSPORTATION (TRANS)

TRANSPORTATION (TRANS) Meeting

Meeting Date: Jun 20, 2023 @ 02:30 PM

Support: 1

Oppose: 1

I wish to comment: 0

Name: Micah Munekata	Email: mmunekata@ulupono.com	Zip: 96813
Representing: Ulupono Initiative	Position: Support	Submitted: Jun 19, 2023 @ 12:13 PM
Name: Natalie Iwasa	Email: iwasajunk@mail.com	Zip: 96825
Representing: Self	Position: Oppose	Submitted: Jun 19, 2023 @ 11:28 PM



Email: communications@ulupono.com

HONOLULU CITY COUNCIL COMMITTEE ON TRANSPORTATION
Tuesday, June 20, 2023 — 2:30 P.M.

Ulupono Initiative supports Bill 20 (2023) CD1, Proposed CD2 (Submitted by Councilmember Dos Santos-Tam, OCS2023-0546/6/13/2023 4:08 PM), 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) CD1, Proposed CD2 (Submitted by Councilmember Dos Santos-Tam, OCS2023-0546/6/13/2023 4:08 PM), 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.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,

¹ 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

² 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

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.

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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 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 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/>

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa

DATE: Tuesday, June 20, 2023

SUBJECT: Bill 20, CD1, & Proposed CD2s, 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, and proposed CD2s which make permanent restricted parking zones.

If the city is trying to reduce traffic, why are you allowing certain people to have up to four vehicles parked in privileged spots? This makes no sense.

I continue to 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 small 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.

If you are going to pass out this bill, consideration of shoreline access as stated in Councilmember Kiaaina's CD2 should be included. Her proposed CD2 also states that "the director may allot no more than 50 percent of the fees collected . . . to credit city payment cards under Sec. 2-12.2"

What are "city payment cards" and where is Sec. 2-12.2?

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